TRAXDA

Lift Kits - Made in USA

SAFETY WARNING!

Always use the correct tools, and wear safety goggles. We STRONGLY recommend installation by a licensed mechanic on a properly secured locking lift.

TIRE FITMENT ADVICE.

The best way to ensure proper tire fitment is to install the kit before purchasing your wheels and tires. Always test fit tires and wheels before purchasing.

VEHICLE RIDE WARNING!

Trucks with lift or level kits installed have a higher center of gravity. Aggressive and sudden direction changes may cause a tip over.

Installation Tips.

Always use caution handling ABS or wheel sensor wiring. Avoid tension of any kind on wiring harness as this may cause damage or failure.

1. Trucks are often not level side to side from the factory. Please measure before installation and note the measurements below.
2. Re-torque all hardware to manufacturers specifications.
3. When aligning, to get the best tire wear use our supplied specifications. OEM specifications are for trucks with stock wheels and tires. Larger tires will wear differently.
4. All instructions are written with vehicle on a 2-post lift with tires removed.

Alignment Notes.

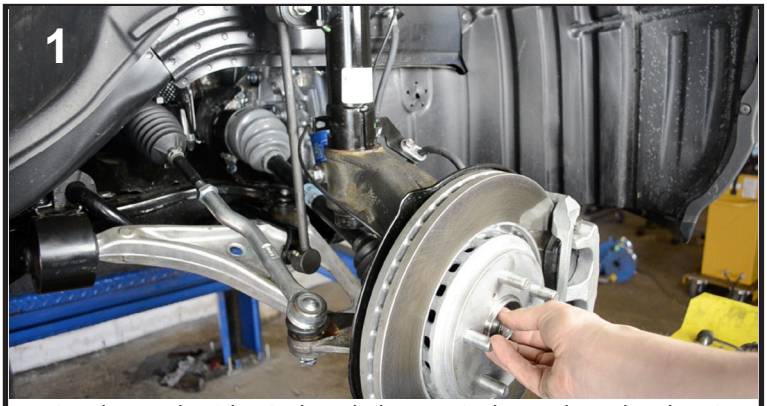
We recommend that a technician with experience doing alignments on lifted trucks perform the alignment. Large tires wear differently than OEM sized tires. Always do an alignment after changing tires on a vehicle.

Ride Height Chart

Driver Front:	Driver Rear:	Pass. Front:	Pass. Rear:
Stock height	Stock height	Stock height	Stock height
Lifted height	Lifted height	Lifted height	Lifted height

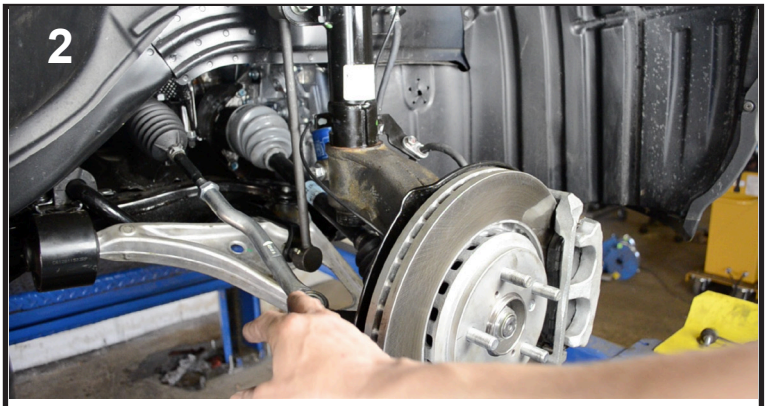
Installation Instructions - Kit # 202030/31/32/33/34 Honda Ridgeline Front & Rear Lift Kit

1



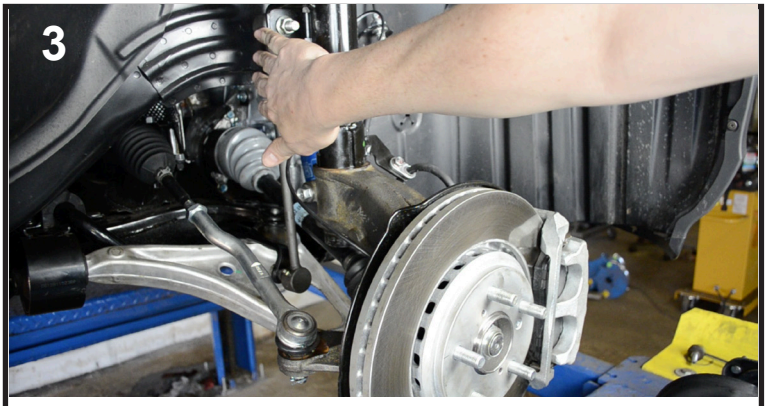
Raise the truck with a jack and place on jack stands at the chassis. Remove wheels and tires. Remove axel nut.

2



Remove brake caliper and disconnect tie rod.

3



Remove sway bar links and ball joint.

4

Remove bolt on passenger side lower control arm and install washer to increase clearance between the bolt and the axle shaft.

This step is important can not be completed once the truck is reassembled.

OPTION - grind bolt threads down 1/2” while leaving bolt installed.

5

Disconnect speed sensor wiring. Remove strut mount bolts at top of strut, behind plastic cover. Remove lower strut mount bolt.

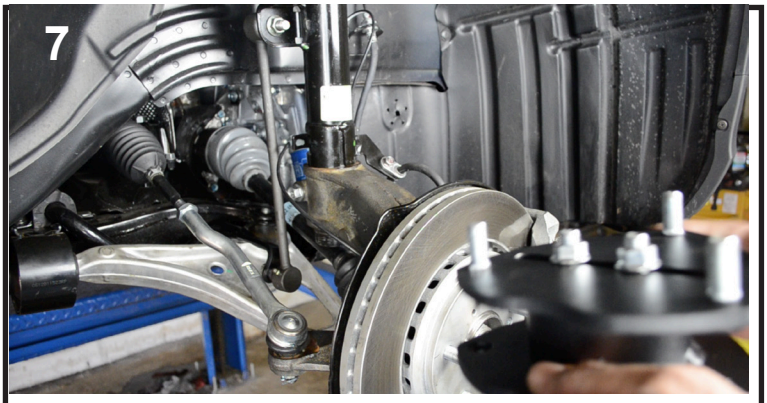
6

Remove sub-frame bracket bolts

Remove 4 main sub-frame bolts then re-install 2 turns. Do the bolts one at a time.

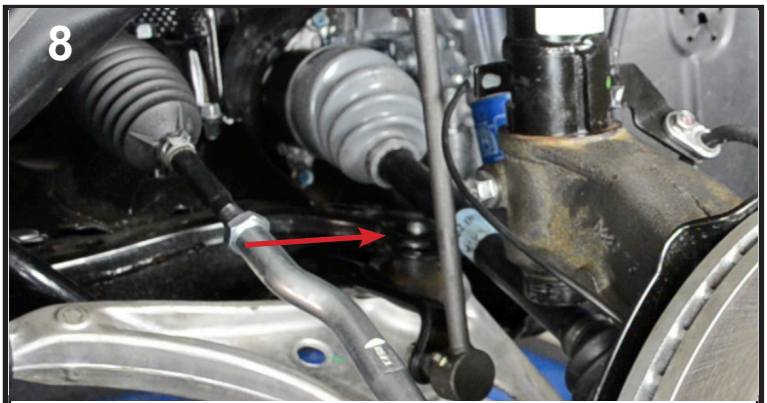
This will give you enough 2” extra of space to put the strut back in without detatching the subframe from the vehicle. You will need the extra room.

7



With strut removed, install Traxda strut cap. Leave camber adjustment loose. The arrow on part faces forward. Right and left sides of truck use the same part.

8



Add thick metal washer to indicated bolt to create space between bolt and axle.

9

Installation is a reversal of the removal process.

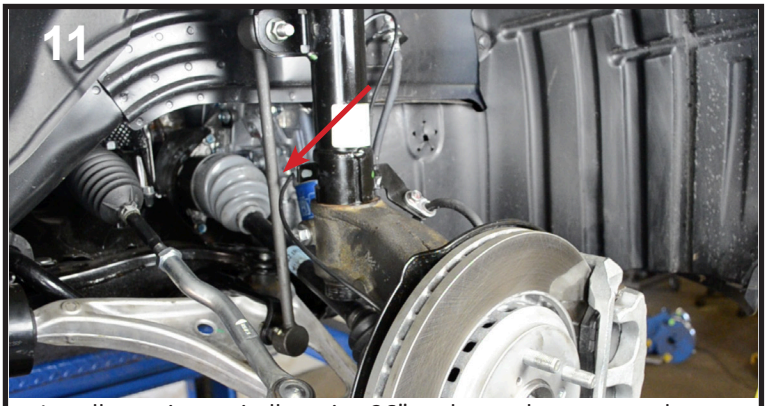
Install strut with one nut to hold it in place loosely.

Be careful not to cut the CV boot with the edge on bottom of the strut.

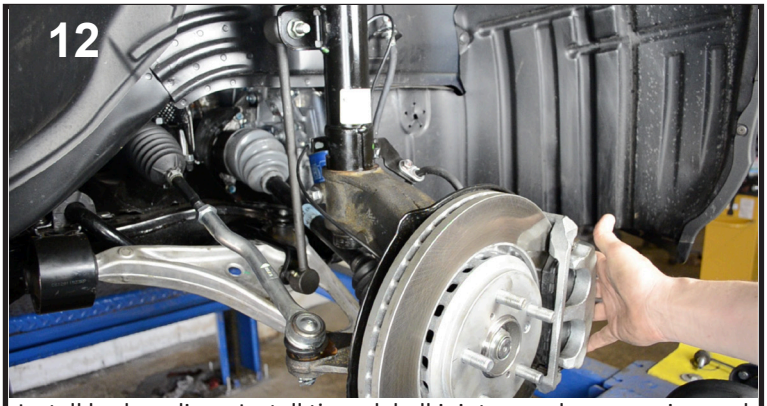
10

Before prying lower control arm down to install strut into spindle, check to see if you have done Step 1 and Step 6.

The axle will need to slide into the spindle a little to make installation easier.



Install strut into spindle, using 36” prybar on lower control arm. Install Traxda replacement sway bar link, discard original links.



Install brake caliper. Install tie rod, ball joint, speed sensor wire, and axel nut. This is a reversal of the removal process.

13

Option to tighten now for test drive.

Camber will be adjusted and top of Traxda mount tightened during alignment.

REAR INSTALLATION

1

Jack up truck, place jack stands under truck on frame.

Undo rear upper strut mount bolts.

Remove brake line support bracket.

2

Remove 4 main sub-frame bolts then re-install 2 turns. Do the bolts one at a time.

This is to allow space for subframe to drop but not detach completely and make space to install split rear spacer.

3

Install split rear spacer.

For smaller plates, use OEM bolts.

Twist strut 180° for larger spacer.

For larger spacer, use supplied hardware and OEM bolts

4

Re-attach brake line bracket.

Tighten sub frame bolts.

Re-install subframe brackets.

	Front	Rear
Camber	.25 degree +/- .75 degree	0 degree +/- .75 degree
Caster		
Total Toe	1/16”	

Adjustable ball joint for rear camber if needed
Specialty Products #23450