



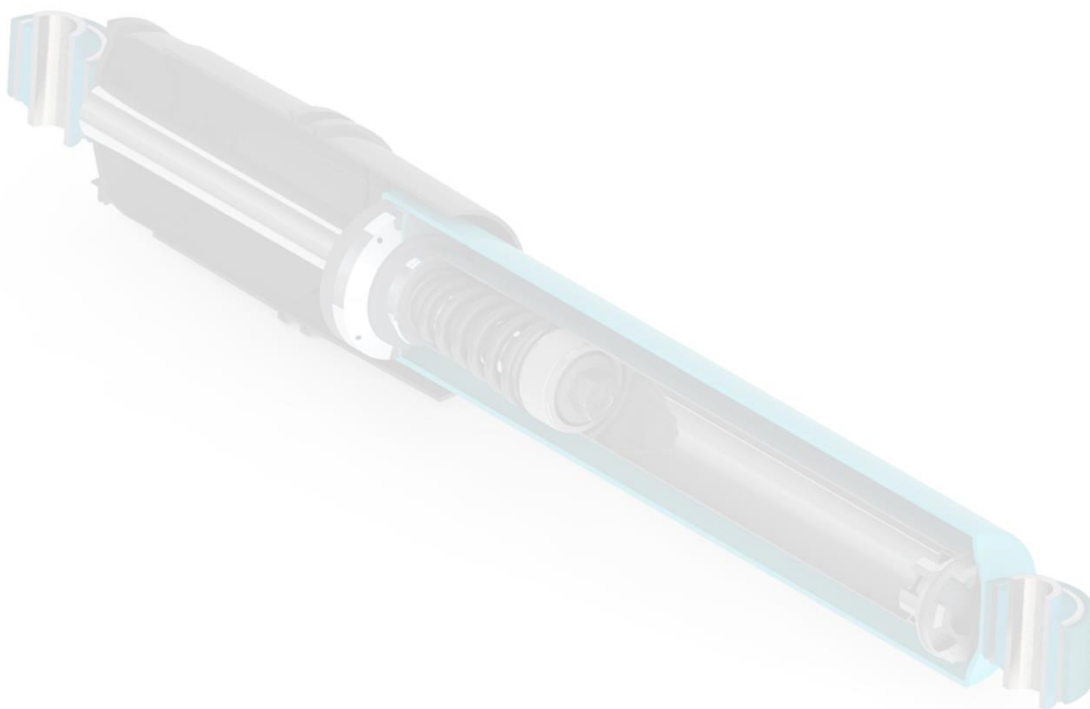
FORMULA

BY FULCRUM



Suzuki Jimny GJ Lift Kit Installation Instructions.

IT IS CRITICAL TO FOLLOW THESE INSTRUCTION IN THE ORDER SPECIFIED TO PREVENT DAMAGE TO VEHICLE COMPONENTS. PLEASE READ FULLY THROUGH INSTRUCTIONS AND ENSURE YOU HAVE THE SKILLS AND TOOLS REQUIRED BEFORE COMMENCING.



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Each XXXXPART NUMBERXXX Suzuki Jimny GJ lift kit should include the following. Please ensure all components are present before commencing installation.

- KSFR-500 x1 Pair (Front springs)
- KSRR-501 x1 Pair (Rear springs)
- 50033 x2 (Front shocks)
- 50034 x2 (Rear shocks)
- SPF5237K x1 (Front radius arm castor bushes)
- CB297 x1 (Front chassis cross-brace)
- SPF5528K x1 (Headlight sensor arm kit)
- SPF5529K x1 (Extended braided brake line kit)
- SPF5530K x1 (Extended vacuum line kit)
- Extended lower shock bolt x2 (May be packed in with rear shocks)
- Lower shock nuts x2 (May be packed in with rear shocks)
- Flat washer spacer x2 (May be packed in with rear shocks)
- Small ziptie x1
- 500ml DOT 3 Brake fluid x1

1. Raise vehicle using either a hoist or jack and stands. If using a jack and floor stands, support the vehicle by the chassis. Ensure vehicle is safely secured before commencing works.
2. Replace the front chassis brace with CB297. Remove the factory brace by removing the 4 nuts and bolts retaining it and install the replacement. It may be necessary to stretch the flanges open a small amount to install the new brace.



Figure 1. Shows CB297 installed. 4 bolts circled.

3. There are 4 flexible elements that are fixed to the front diff housing, and body of the vehicle. These are 2 vacuum lines, and 2 ABS lines. The Vacuum lines must be replaced, and the ABS line brackets must be adjusted.
4. The front ABS lines are bonded together where they travel from the front axle to the body, once they arrive up at the body, a pressed metal bracket is used to retain them. Using a flat blade screwdriver, the bracket can be opened slightly (Being very careful not to damage the wires) and the excess loop of cable above it can be pulled through until the excess cable is used. Be careful not to pinch these wires.



The pressed metal bracket in question is located just behind the right-side engine mount. While opening the bracket the cable can be eased down enough to ensure there is adequate cable for maximum suspension droop travel.

5. The Front Vacuum lines must be removed. The rubber lines can be slid off the steel lines at either end. The supplied lines in SPF5530K are used to replace them. Ensure that the correct hoses go on the correct fittings at each end as per the OE lines. Remove the clip that holds the two factory lines together and place it in a similar location on the new lines once they are installed on the car.



The image on the left shows the new vacuum lines installed with the clip used to hold them together in the middle.

6. At the rear of the car the rear ABS cables must be adjusted, and the headlight sensor arms replaced.
7. Like the front, the two rear ABS lines are bonded to each other where they go from the rear axle housing to the body of the car. They mount to the body of the car in a pressed metal bracket, which then has a loop of extra cable that then connects to the body harness via a plug. Using a flat blade screwdriver pry open the cable bracket on the body and release the cable from the bracket entirely. Often the cable has a twist which could cause binding, it is good practice here to unplug the wire from the body harness, remove the twist and plug it back in. To prevent the wire from fatiguing at the back of the plug, use the supplied zip tie to fix the wire to the nearby brake hard line on the body.



Circle shows where the ABS line has been remounted using the zip tie.

8. The Headlight sensor arms as standard do not have adequate range of motion to support the increased ride height and droop travel and must be replaced with the longer ones supplied in SPF5528K. The standard upper arm is fixed to the sensor with a nut, as is the lower arm to the diff housing. Remove these two nuts to remove the arm assembly from the car. Install the new upper and lower arms supplied in SPF5528K using the OE nuts. Ensure the upper arm is fully seated onto the Sensor before tightening.



Image shows SPF5528K installed into A vehicle.

9. The standard brake lines also must be replaced to ensure no binding at full droop. SPF5529K is our full braided, extended brake line replacement kit. There are 4 brake lines that must be replaced. The two fronts where they go from the body to the brake caliper on the wheels, as well as the two rear flexible lines where they go from the body to the rear axle housing. Before installing the brake lines, ensure that the line you are selecting to install in that place looks fit for purpose, (Correct fittings etc.) and is longer than the existing part. (As there may not be location designation on the lines themselves.) *Please note on the replacement front lines, the mid mounting point is sliding and not fixed like the OE line. This is intentional. Once the new lines are installed, the brakes must be bled.
10. SPF5237K must be installed to correct front castor when the vehicle is lifted. This should be done as per the instructions included in the bag. Please note, this step will require removal of the front radius arms.
11. Now that all the supporting components are installed, the lift kit can be installed. The OE front shocks and springs can be removed. Be careful when lowering to ensure no components are bound or pinched.
12. Install KSFR-500 front springs, then install 50033 front shocks.
13. Support the rear axle and remove the OE rear shock absorbers and springs. Be careful not to overextend any components linking the rear axle to the body.
14. Install KSRR-501 rear springs and 50034 rear shocks. Use the longer replacement bolts with the spacer between the bottom of the shock absorber and the diff housing, then use the replacement nut to tighten.
15. Perform a vehicle wheel alignment.