



*Stop!!!!!!!*

*Caution*

Modifying a vehicle for off-road use, whether it is center of gravity, suspension or steering, will change the way it handles both on and off road. Reaction, ride and possible premature wear on parts are possible. Extreme caution is recommended when encountering off camber of abrupt maneuvers. Avoid sharp turns that may result in a vehicle's loss of control and/or possible roll-over causing serious injury or death. Height modifications may increase a vehicles susceptibility to roll-overs. Know your provincial, territory, or state lift/modification laws. Not all modifications may be legal for road or safety certification in your area. Knowing your provincial, territory, or state laws is the responsibility of the purchaser and/or vehicle operator.

All Zuki Nation kits and products are designed and produced for **OFF ROAD USE ONLY**. All liability pertaining to the installation and usage of all Zuki Nation products is the responsibility of the vehicle owner and at his/her own risk. Zuki Nation and/or its affiliates are not responsible for damage to vehicle due to parts breakage or failure. If Zuki Nation parts are modified beyond our manufactured standard or parts are replaced with any other than the original parts supplied any and all warranty is null and void. Zuki Nation recommends a professional mechanic install all kits and have your vehicle inspected regularly.

Zuki Nation products are covered by a Replacement Warranty only. Warranty items are subject to inspection before warranty replacement. Material and Workmanship Warranty for a period of six months from purchase date. No refunds after purchase.

By the purchase and/or installation of any parts, kits, and/or vehicles (modified or not) the purchaser is fully aware that he/she is completely responsible and releases any liability to Zuki Nation and/or any of its affiliates, agents, or representatives and Zuki Nation and/or its affiliates cannot be held liable for any accidents or injuries causing bodily harm and/or death.

By the purchase of Zuki Nation products and/or its affiliates products, the customer and/or purchaser, understands and agrees to the above disclaimer and information.

**Zuki Nation always recommends having a licensed professional install any kits or parts.  
Please read all instructions carefully before installing any kit or parts.**

**Packing List for 3" Deluxe Suspension Kit**  
**for 1999-2005**

- Four Zuki Ride Coils – Front(shorter) & Rear(longer)
- Two Front Strut Spacers w/ Hardware (M10 lock washers & nuts)
- Two 5/8" Coil Shims
- Four 1/8" Stackable Coil Shims (optional if running a bumper/winch combo-up to 130lbs- or less vehicle rake is desired)
- One Set of Front Diff Drop Brackets
- Two Extended Lower Rear Links
- Two Extended Upper Rear Links
- Two Rear Shocks w/ Mounting Hardware
- 2 Upper Strut Camber Adjusting Bolt 12mmx70 w/ flats, locks, nuts
- Panhard Bracket w/ hardware (2 x M12x70 w/ nylocks)
- Extended Rear Brake Line
- 20 Poly Bushings
- 6 (1 9/16") Strut bar spacers w/ 6 M10 x 55mm x.125
- 4 Large Bushing Sleeves(64mm) – for Rear Lower Links
- 4 Bushing Sleeves(49mm) – for Rear Upper Links
- 2 Small Bushing Sleeves – for Drop Brackets
- 2 Shock Sleeves



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**3" Deluxe Suspension Lift Installation Instructions for 99+**  
**Tracker/Vitara/Grand Vitara**

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## **Front**

1. Secure front of vehicle under jack stands making sure you have enough room to work.
2. Remove front strut support bar.
3. Remove front tires.
4. Remove front drive flanges (in place of locking hubs)
5. Remove snap rings and washers.
6. Remove brake line clips.
7. Remove calipers (leave brake lines attached) and secure them out of the way.
8. Undo ABS connectors in front from inside wheel well (if so equipped)
9. Remove lower sway bar.
10. Remove driver side front cv, three 14mm bolts.
11. Place floor jack underneath a-arm and apply small amount of pressure. Loosen two 17mm bolts attaching strut to knuckle. Undo three 12mm nuts on upper strut mount. Slowly lower jack and guide strut out of mounting position. Remove remaining bolts, remove strut. Undo lower ball joint nut and remove knuckle assembly. With a-arm completely dropped out remove coil. Repeat for passenger side. You may need to loosen a-arm bolts to completely free a-arm to remove coil.
12. Remove passenger cv with large flat head screw driver or pry bar by gently prying cv out of the front differential.
13. Remove three front differential brackets **\*\*Be careful, the front differential is now only held in position by the front drive shaft\*\***
14. Install center differential bracket first. (Clearance of the lower housing casting may be required, remove center steel sleeve from lower assembly.)
15. **\*\*NOTE\*\*** The next two differential brackets have extremely tight tolerances, but they do fit. Take your time!
16. Install large driver side bracket next. Reuse upper bolt. Thread the bolt loosely and allow the bracket to hang. LOOSELY fit all four lower bolts. You may need to *massage* the bolts into place. When you have all four bolts started run them in half way.
17. Thread and loosely hang passenger side differential bracket. Loosely start all three bolts and then tighten them half way.
18. Tighten all upper hanger and lower bracket bolts.
19. **\*\*NOTE\*\*** Not all front differential housing bolt holes for the mounts are threaded the same. In some instances, washers may need to be used as shims in case a bolt bottoms out.
20. Remove upper coil isolator, install upper coil shim with squared side to frame. If you are installing a bumper or bumper/winch combo we supply extra shimming for this, add these at the same time and they go under the larger welded shim between the upper coil pocket and welded shim. This will compensate for up to a 130lb bumper/winch combo. If you have a heavier combination more shim would be required, sold separately. Next replace rubber coil isolator to bottom of shim. Place the coil (small wound end up) making sure the pigtail lines up with the indent on the seat of the a-arm.
21. Reinstall driver side cv, the differential end only.
22. **\*\*IMPORTANT\*\*** Hold a-arm up with your hand. Place floor jack underneath, jack up a-arm until the spring collapses to the point where it wants to lift the vehicle.
23. The back of the steering knuckle where the strut bolts in, top hole only, the back of the knuckle (side that goes to the body of the strut) will need to be flattened where it contacts the strut body. It will have a round shape that needs to be made flat, belt sander or angle grinder will achieve this. Clearance this area so approximately 1/4" to 5/16" of material is left behind the hole.
24. Clean all debris and grit etc. from driver side front knuckle and cv end.
25. Liberally apply wheel bearing grease to inside of the knuckle assembly and bearings.
26. Liberally apply wheel bearing grease to the end of the cv, paying special attention to both back shoulder areas.
27. Slide the knuckle assembly onto/over outer cv end. At the same time install on lower ball joint and loosely install nut.
28. Install upper strut spacer to the strut mount. Removal of the alignment dowel pin will be required. Die grind upper knuckle mount hole of strut backward, making it a slot towards the strut body or inside of the truck. Grind the hole so a slot is long enough to allow a strut bolt to bottom against the body of the strut. Make sure not to enlarge the hole up or down, only like a slot, toward the body. This will aid in alignment later.
29. Install strut with new spacer into truck. Reuse original 12mm nuts. Make sure orientation of strut mount when installed matches strut bar for later installation. **\*\*NOTE\*\*** We have found some variances in the upper strut mounts of these vehicles. If you find that the upper strut spacer will not bolt into the vehicle some clearances may be required. Running a 31/64 drill bit through one or more holes or some minor die grinding will solve this problem quickly.
30. Continue jacking up a-arm to compress the spring further. **\*Be careful\*** This may cause the frame to temporarily lift off the jack stand on the side you are jacking up. This is not uncommon the spring must be compressed heavily to install the knuckle assembly to the strut. Install the two strut/knuckle bolts.

31. Reinstall the caliper. Make sure the brake line is on the outside of the strut.
  32. Re-install brake line, clip, and ABS sensor (if equipped).
  33. Repeat for passenger side.
  34. When the front end is assembled slightly loosen lower knuckle assembly bolt, loosen the upper more, pull full assembly towards you, then push back half way through its travel and lock in position. This will get your camber and alignment close enough to get to an alignment shop.
  35. Go over all bolts and nuts and ensure all are tight and cotter pins if required are installed.
  36. Re-install snap ring and washer.
  37. Re-install drive flanges or hubs if equipped.
  38. Mount front tires and secure lug nuts tightly.
  39. Once on the ground, reinstall upper strut support bar with supplied spacers (some prying may be required to get all 6 bolts started).
- This completes your front installation.

## **Rear**

40. Secure rear of vehicle under jack stands on the frame. Place floor jack on the center of the rear differential and jack up slightly to take pressure off the suspension.
41. Remove rear tires.
42. Remove driver side rear lower link. These may need to be cut out to be removed. Be careful not to cut the frame mounts.
43. Install rear link using factory hardware due to captured nuts.
44. Repeat for the upper links and again repeat steps for passenger side.
45. Install new extended brake line.
46. Remove Panhard bar from upper frame mount and loosen lower axle mount.
47. Install supplied Panhard drop bracket, mount with lower hole, then drill fit upper hole to match. Some massaging may be required to fit this bracket into the frame mount due to differences in the factory mount.
48. Reinstall Panhard into new upper bracket.
49. Jack up rear of vehicle as high as safely possible, set on highest setting of jack stands. Place small amount of pressure on rear differential and remove rear shocks.
50. Take pressure off, lower jack and allow rear differential to lower completely. Pay attention to not over extend brake line. Remove rear coils. Install new rear coils, making sure pig tail matches the spring seat.
51. Install rear shocks.
52. Install rear drive shaft spacer.
53. Tighten all link, Panhard, suspension shock bolts. Double check to make sure all are tight.
54. Extend rear differential vent tube. (If required)
55. Mount tires.
56. Remove from jack stands.
57. Take to alignment shop for alignment. Ensure that the alignment shop aligns the vehicle with a 5-degree positive camber with slight toe in. This will ensure proper camber after the springs are broken in.

**Re-torque your suspension bolts after 400 kms and periodically check every few months or oil change to make sure bolts have not backed off.**

When the vehicle is all back together, and on the ground, it will sit higher than the 3" specified. The ride will be fairly firm initially. It will remain this way until the springs start to break in. When the springs are fully broken in you will have 3" of lift and a soft ride. Break in time varies.