



## 3" BODY LIFT

SUZUKI SIDEKICK / GEO TRACKER  
STD. OR AUTOMATIC TRANSMISSION

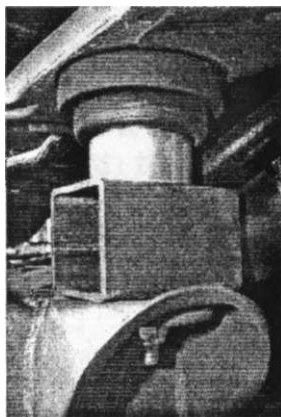
**PART Sk19600 89-98 2-DOOR MODEL**  
**PART Sk19604 92-98 4-DOOR MODEL**

**READ ENTIRE INSTRUCTIONS BEFORE BEGINNING INSTALLATION**

**THIS KIT REQUIRES CUTTING & WELDING. BE SURE TO HAVE THE NECESSARY TOOLS TO PERFORM THIS INSTALLATION. IT IS MANDATORY THAT THE STEERING COLUMN BE MODIFIED AND/OR LENGTHENED AFTER THE INSTALLATION OF THE BODY LIFT COMPONENTS. ALL WELDING MUST BE DONE BY A CERTIFIED WELDER.**

### **BILL OF MATERIALS**

<b>QTY</b>	<b>ITEM</b>
6	1" Aluminum lift blocks
2	3" Black Fiber lift blocks
6	2" x 2" steel blocks with holes
4	2" x 3" steel blocks without holes
4	2" x 3" steel blocks w/holes
1	Transfer case shifter extension
1 pr	Front bumper plates (89-98 2-Door)
1 pr	Front bumper brackets (92-98 4-Door)
2	10mm x 160mm x 1.25 bolt Body Mt bolts.
1	Filler Neck Extension Tube-1 3/4"x 4" Tube
1	24" Hose Extension
2	#12 Hose Clamps
2	#28 Hose Clamps
6	7/16" x 11/2" bolt
14	7/16" flat washers
6	7/16" nylock nuts
8	3/8"x1-1/4" bolt
16	3/8" flat washers
8	3/8" nylock nuts
4	8mm x 45mm x 1.25 bolt
4	5/16" uss flat washers
4	5/16" lock washer
2	5/16" tek screw



Lift block assembly

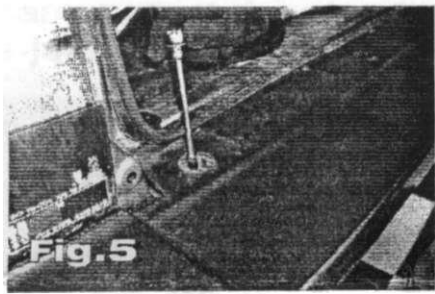
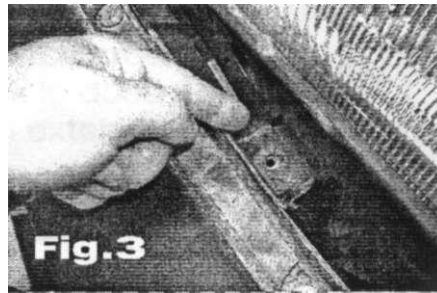
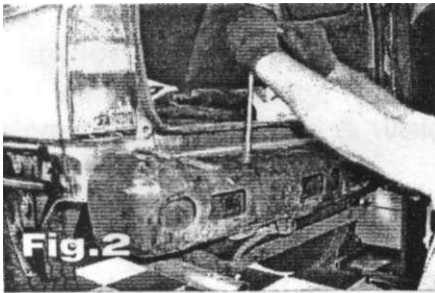
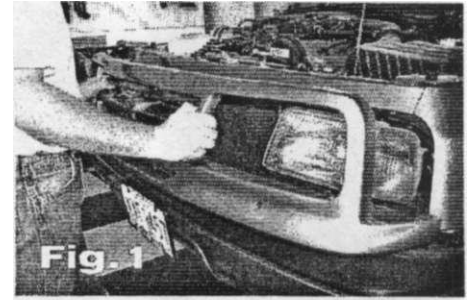


Sidekick equipped with CALMINI 3" suspension system & 3" body lift on 32"x950 Super Swamps

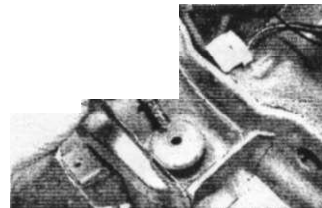
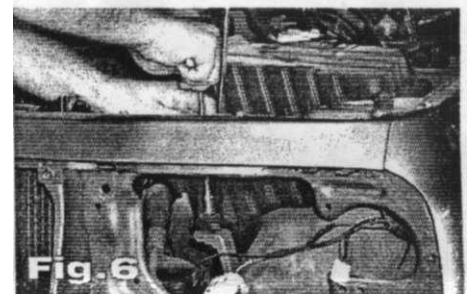
**CALMINI Products, Inc. Bakersfield, Ca.**

Disconnect battery cables and block tires so vehicle cannot roll. Emergency brake can also be engaged, however it will need to be adjusted as part of the installation procedure.

1. Start by removing front grille, bumpers, and both sealed beam headlamps. **SAVE ALL HARDWARE.**  
**Fig.1 thru 5**



2. Be sure to loosen any wires under bumper. 16-valve models remove wires from the air cleaner box. Remove the air cleaner box from fenderwell area. Save all hardware. **Fig.6**



3. Take off all nuts from body mounts, loosen all hoses, wires, cables between body and frame. **Fig.8-9** Remove any frame clips holding wires in the rear area of vehicle.

**IMPORTANT:** After removing nuts from body mounts, save all stock rubber body mounts and stock body mount nuts & washers. These will be combined with the new square lift

blocks for this installation.

4. Disconnect the gas tank filler hoses. **Fig.7** Loosen the porportioning valve on frame near engine. **Fig7a** Retighten after Body blocks are installed.



5. Disconnect front metal brake hose fitting on left front (Driver side) inner fender panel near steering box

**Note:** The steering shaft modification is done last after the body lift is installed.

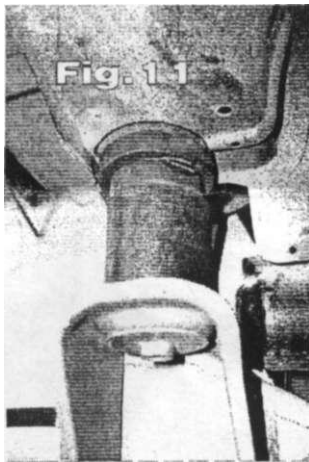
6. The steering shaft that attaches to the steering box is manufactured by Suzuki (including Geo Tracker) in two (2) different styles, depending upon the year of the vehicle. If the Steering shaft has a slip joint with 2 pins, drill or knock out pins so the shaft can be lengthened by simply pulling the male/female shafts further apart. The installer should then weld a stitch around the joint for security. If the vehicle does not have pins, fabricate & weld an extension coupler (Not included) on steering column.



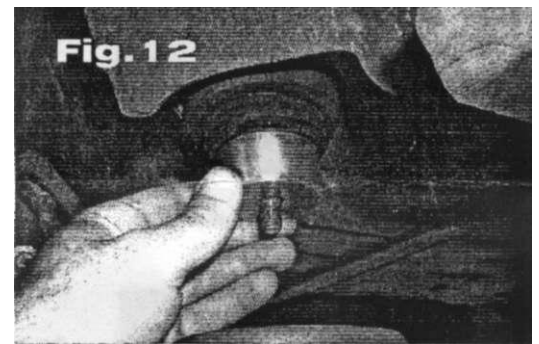
**Example Coupler (Not included)**

**Fig.10 Length of coupler should be 2-13/16"**

**IMPORTANT:** If installing a shop fabricated coupler, the rubber vibration dampner on the steering shaft is removed from the shaft and not used. The u-joint is then mated to the opposite joint flush. See Fig.10 for coupler.



7. Using a hydraulic jack, jack up left side of vehicle very slowly while checking hoses, wires etc. Do not jack up any further than necessary so as to overextend any hoses, wires, etc. Lift up just enough so that blocks can be installed in place. This vehicle has fixed body studs.



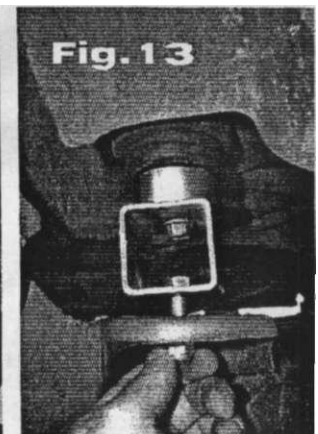
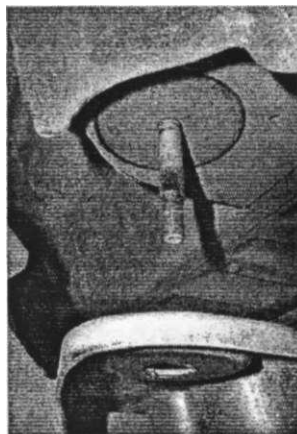
8. Starting at the front body

mounts .install front fiber 3" round body mount block with the single stock rubber body mount on top of the block.

**Fig.11** Install the 10mm x 160mm bolts through the block. Leave loose. Repeat same for both left and right.

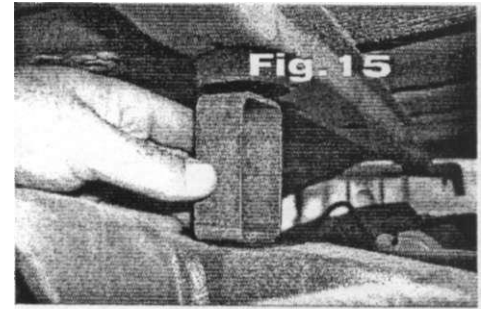
Next, using the steel 2 x 2 blocks with holes, install the

remaining body blocks with the rubber bushing and the 1" aluminum bushing on top of the block, letting the factory fixed body stud drop through center hole of the block(s) **Fig.12 & 13** Tighten nut on stud using wrench. Insert factory washer into frame mount. **Fig.14** Attach square blocks to the frame using the 7/16" x 1- 1/2" bolts and nuts provided. Do not do the final torque on the bolts at this time.

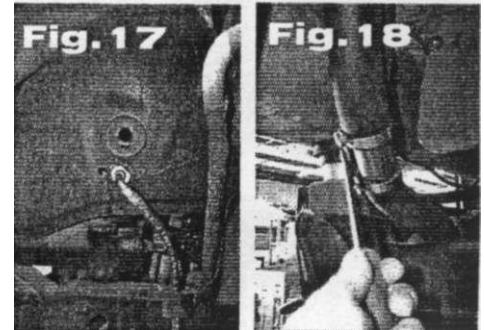
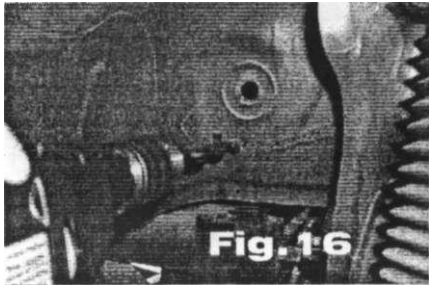


9. Repeat step 8 thru 9 on right side of vehicle.

10. After repeating steps 8-9 on both sides of vehicle, tack weld in place the 2x3 square body support blocks (without holes). These blocks mount in the rear area of the vehicle where there are rubber pads between the frame and body. After welding blocks, final torque all body mounts. **Fig. 15**



11. Cut hole in inner front fender panel for the brake line to pass thru. Attach brake hose coupler and bleed brake system. **Fig. 16 & 17**

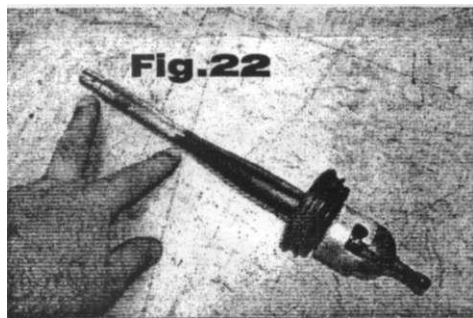


12. Install fuel filler neck extension and fuel overflow hose. **Fig. 18**

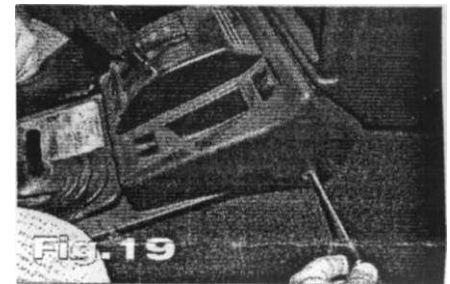
13. Remove the shift ball, boot, and center console. **Fig. 19 & 20** To remove shift lever, push

down spring loaded collar and turn. **Fig. 21**

14. Remove the transfer case shift lever. Weld the supplied shift lever extension and grind smooth. Be sure the holes line up for the shift ball. **Fig. 22** Std. trans shift lever must



be heated and bent forward. Automatic trans shifter requires no modification.



15. Next, pull back the carpet where necessary around shifters. Remove any consoles or shifter boots and expose the base of the shift lever.



**Note:** minor bending of transmission shift lever is required to aid in clearance of shifter which will come in contact with sheet metal. Stock shifter boots may also be too tight when re-installed. If so, replace with aftermarket boot, (not included in this kit.) Remove the inner transmission boot and rotate the stock shifter boot 180 degrees. Make sure there is plenty of clearance in all gears, including reverse gear. **Installation tip:** Remove stick shifter from the transmission and heat base of shift lever with low flame heat source until stick can be bent.



16. Install transfer case shift lever and console.

17. Install front bumper using plates and spacers provided.

**89-95 2-Door models:** Welding is required to install new bumper extension plates to factory bumper mounting brackets. Using a grinder, grind off the protruding lip on the side of the factory front bumper bracket. This will allow the bumper bracket to mount more flush against the side of the new CALMINI bumper bracket. Next, install bumper/bracket combo to vehicle frame using the supplied 8mmx45mm metric bolts, 5/16" USS washers and 5/16" lock washers.

**96-98 2-Door and 92-98 4-Door models:** Install hollow block **with holes** on frame using factory bolt into the frame and the 3/8x1" bolt on the top hole to secure bumper.

**Fig.23 & 24**

Trim the front bumper mount bracket to allow it to clear the frame. **Fig.25a & 25b** Mount front bumper and secure it to the bottom side using angle brackets as shown in **Fig.26**

**Note:** CALMINI Part # SK3156 winch bumper or SK3151 Double Tube Front bumper provides additional clearance for bigger than stock tires and can also be mounted with the bumper plates. Welding and modification is not required when mounting front CALMINI-built tube bumpers.



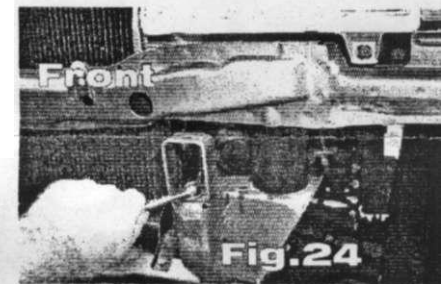
**18. Rear bumper installation**

Reinstall on vehicle frame using 3/8"X1" bolts, nuts and washers.

Drill a hole into the frame to relocate the bottom bolts. Install 5/16" tek screws. **Fig.27**

Install plastic bumper cover.

It is not mandatory; however we recommend to install CALMINI Part # SK3545 Double Tube Rear Bumper instead of the factory rear bumper.



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