



Kit Contents

	Description	Part No	Pcs
1	Shock absorber, left	SUV 1U01	1
2	Shock absorber, right	SUV 2U01	1
3	M10 washer	00153-06	2
4	M10x1.25 lock nut	05390-01	2
5	Reservoir bracket	25654-12	2
6	M5 screw, 10mm	01046-38	8
7	M5 screw, 20mm	01046-55	4
8	M5 lock nut	00430-04	4
9	Reservoir clamp, plastic	05378-20	4
10	M6 screw, 12mm	01046-36	4
11	M6 lock nut	15421-01	4
12	Bump stop spacer	25655-01	2
13	M10x1.5 screw, 40mm	00382-48	2
14	M10x1.5 lock nut	00430-01	2
15	Tie-rap	00231-02	2
16	Sticker set	10207-01	1
17	Owners manual	07440-06	1

👁 Note!

Depending on rim offset and tire width, wheel spacers may be needed to clear the shock components.

This kit was developed on a Gen 3 Suzuki Jimny with 31x10.5xR15 tyres.

👁 Note!

Please note that this image is a general representation of the product and may differ slightly from your product.

👁 Note!

The OEM brake hoses will work with our shocks, but we recommend to upgrade to extended brake hoses.

👁 Note!

These shocks fits OEM springs up to 50 mm lift springs.

👁 Note!

Please note that during storage and transportation, especially at high ambient temperature, some of the oil and grease used for assembling may leak and stain the packaging. This is in no way detrimental to the product, wipe off the excessive oil/grease with a cloth.

👁 Note!

Before installing this product, check the contents of the kit. If anything is missing, please contact an Öhlins dealer.

⚠ Warning!

Before installing this product, read the Öhlins Owner's Manual. The shock absorber is an important part of the vehicle and the vehicle stability.

Shock absorber Kit for Suzuki Jimny Gen 3 (JB73) – front

SUV MU10

Mounting Instructions

MOUNTING INSTRUCTIONS

⚠ Warning!

If working on a raised vehicle, ensure that it is securely supported to prevent it from tipping over.

👁 Note!

When working on this product, see the Vehicle Service Manual for vehicle specific procedures and important data.

👁 Note!

The OEM brake hoses will work with our shocks, but we recommend to upgrade to extended brake hoses.

1

Lift the vehicle and unbolt the upper shock nut and the lower shock bolt and remove the OEM shock absorbers and OEM springs.

👋 Caution!

Ensure the vehicle and axle is securely supported. Make sure the front axle does not drop and stretches the brake hoses.

2

Drill a 10-11mm hole in the center of the bump stop cup on the axle and paint the hole to protect the edge from corrosion.

3 - Bump stop spacer installation

Install the spring. Mount the front bump stop spacer (12) and tighten the M10 screw (13) and M10 nut (14) according to Fig 1.

4 - Shock installation

Install the Öhlins shock and use the OEM top pin rubber and conical washer according to fig 4. Rotate the shock so the banjo bolt is positioned between the spring and frame, see fig 7.

5 - Reservoir installation

Drill 2 holes through the inner fender and make sure not to hit any object inside the engine bay! Mount the reservoir bracket to the inner fender with the two M6 screws (10) and M6 nuts (11) according to fig 5. Install the plastic reservoir clamp brackets (9) to the reservoir bracket (5) using the 10 mm long M5 screws (6) according to Fig 6.



MOUNTING INSTRUCTIONS

6

Route the hose under the frame and secure it with zip ties to the motor mounts, see fig 2 & 3. If needed, drill a hole in the motor mount and fasten the zip ties through it. Insert the reservoir into the reservoir plastic clamps and tighten the 20 mm M5 screw (7) with the M5 nut (8) according to fig 6 & 7

⚠ Warning!

Make sure that the hose is not touching the spring or other moving parts!

7

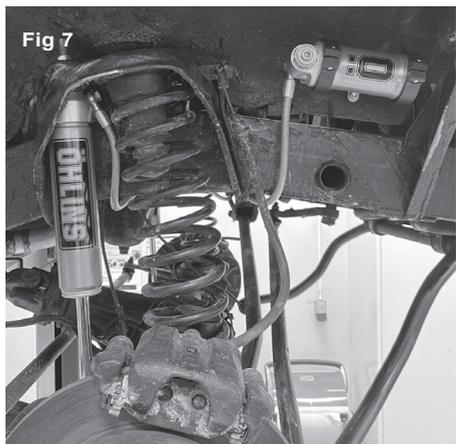
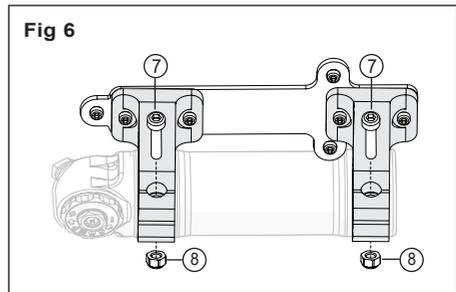
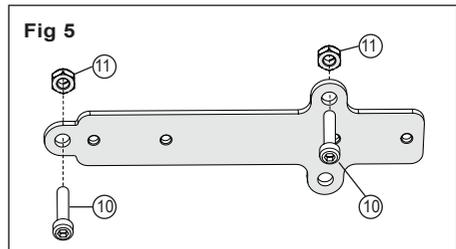
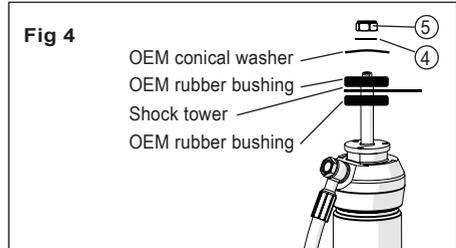
Install the wheels and steer lock to lock. Make sure the wheel doesn't hit the reservoir.

👁 Note!

Make sure that all bolts are tightened to the correct torque and that nothing fouls or restricts when the shock is being fully compressed and extended. Test this over the whole steering range from lock to lock.

8

Make sure that all removed parts are reinstalled in the same way as they were before the installation of the Öhlins shock absorber.



ADJUSTMENTS

⚠ Warning!

Before riding, always make sure that the basic settings made by Öhlins are according to recommended Set-up data. Read about adjustments and setting up in the Öhlins Owner's Manual before you make any adjustments. Contact an Öhlins dealer if you have any questions about setting up.

SETUP DATA

Recommended set-up

Paved roads/highway:		
Compression damping	10	clicks
Rebound damping	10	clicks
Gravel roads/ offroad:		
Compression damping	20	clicks
Rebound damping	30	clicks



Öhlins products are subject to continuous improvement and development, therefore, although these instructions include the most up-to-date information available at the time of printing, minor updates may occur.

To find the latest information contact an Öhlins distributor. Please contact Öhlins if you have any questions regarding the contents in this document.

Part no. MI_SUV MU10_front
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Kit Contents

	Description	Part No	Pcs
1	Shock absorber, left	SUV 3U10	1
2	Shock absorber, right	SUV 4U10	1
3	Reservoir bracket	25654-12	4
4	Reservoir clamp	05378-20	4
5	M5 screw, 10 mm	01046-38	8
6	M5 screw, 20 mm	01046-55	4
7	M5 lock nut	00430-04	4
9	Bump stop spacer	25655-02	2
10	M6 screw, 25 mm	01046-17	4
11	M6 lock nut	15421-01	10
12	Tie rap	00231-02	4
13	Dust boot	10216-03	2
14	M6 screw, 65 mm	01046-12	6

👁 Note!

Depending on rim offset and tire width, wheel spacers may be needed to clear the shock components.

This kit was developed on a Gen 3 Suzuki Jimny with 31x10.5xR15 tyres

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👁 Note!

Before installing this product, check the contents of the kit. If anything is missing, please contact an Öhlins dealer.

⚠ Warning!

Before installing this product, read the Öhlins Owner's Manual. The shock absorber is an important part of the vehicle and the vehicle stability.

Shock absorber Kit for Suzuki Jimny Gen 3 (JB73) – rear

SUV MU10

Mounting Instructions



MOUNTING INSTRUCTIONS

⚠ Warning!

If working on a raised vehicle, ensure that it is securely supported to prevent it from tipping over.

👁 Note!

When working on this product, see the Vehicle Service Manual for vehicle specific procedures and important data.

1

Lift the vehicle and support the axle. Remove the upper and lower shock bolts and remove the OEM shock absorbers.

🚫 Caution!

Make sure the front axle does not drop and stretches the brake hoses.

2

Install the bump stop spacer (9) with one M6 screw (10) and one M6 nut (11). Use the bump stop spacer as a template and drill a 6-7mm hole in the axle plate to be able to fit the second M6 screw and nut (see Fig 1). Paint the drilled hole to protect it from corrosion. Repeat this step on the other side and fit the second M6 screw & nut.

3

Install the shocks with the upper bolts only and tighten it to OE torque. Route the reservoir under the frame and out in the wheel housing. The shock absorbers should be positioned so that the hose on the cylinder head is pointing towards the front of the vehicle. Be careful with the reservoir and hose, do not apply excessive force.

4

Install the reservoir clamps (4) to the reservoir bracket (3) using the 10 mm M5 (5) screws according to Fig 3.

5

Fit the reservoir bracket to the frame with the 3 pcs M6 screw (14) and M6 nuts (11) according to Fig 2. On the right hand side, you might need to cut the OEM plastic inner fender to be able to fit the reservoir.

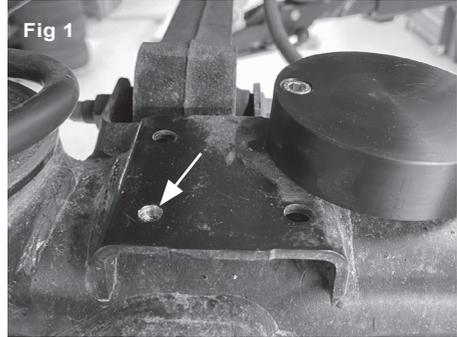


Fig 2

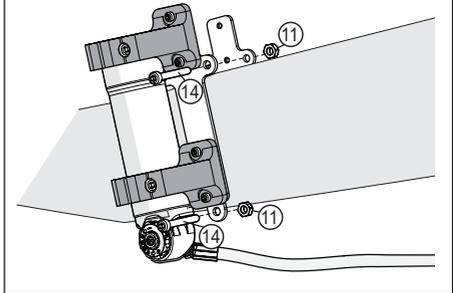
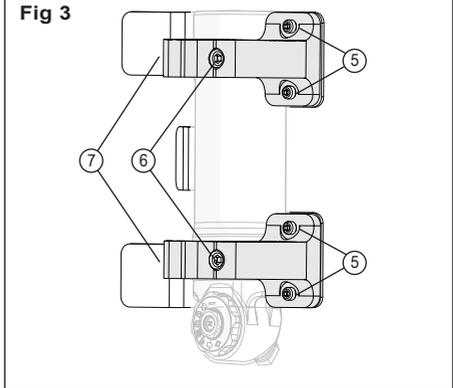


Fig 3



MOUNTING INSTRUCTIONS

6

Install the reservoir into the plastic reservoir clamps. Tighten the 20mm M5 screws (6) and nuts (7) when the reservoir is fitted correctly. See fig 4.

7

Install the dust boot (13) on the shock absorber. The length of visible cylinder tube from cylinder head to the dust boot should be 150 mm. Use the tie-raps to secure the dust boot, see Fig 5.

Note!

Make sure that all bolts are tightened to the correct torque and that nothing fouls or restricts movement of the shock when it is being fully compressed or extended.

8

When you fit the lower end eye, make sure the thicker spacer is positioned towards the axle bracket so the shock is offsetted away from the axle to provide clearance for the shock body. Tighten the lower shock bolt to OE torque. The OEM lower conical washers are not needed and can be removed.

9

Make sure that all removed parts are reinstalled in the same way as they were before the installation of the Öhlins chock absorber.



Fig 4



Fig 5

ADJUSTMENTS

⚠ Warning!

Before driving, always make sure that the basic settings made by Öhlins are according to recommended Set-up data. Read about adjustments and setting up in the Öhlins Owner's Manual before you make any adjustments. Contact an Öhlins dealer if you have any questions about setting up.

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