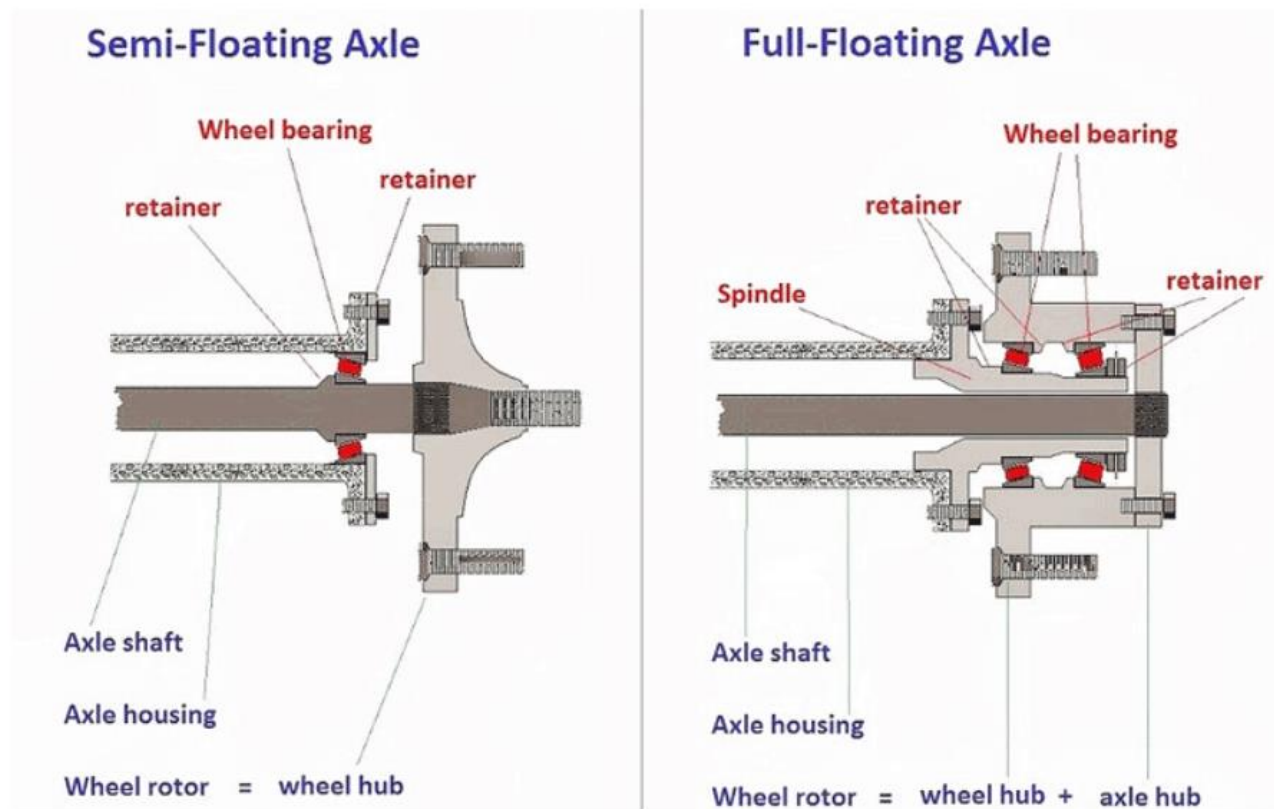


Maybe the obvious question here is “What is a Fully-Floating Axle”?

To do this you need to understand what a non-Floating Axle is first, generally known as a Semi-Floating Axle.

The “**semi-floating axle system**” is very common on the rear of most 4WDs. It consists of an axle shaft on each side that is splined on the inner end where it mates to the differential and has a wheel flange where the wheel studs mount at the other end. This assembly typically mates to the end of the axle housing using some type of bolted flange arrangement. The axle shaft also rides on a ball bearing out at the end of the axle housing – in the Suzuki Jimny this is a weak point, as most Green Laning and Off-Roading Jimny owners know too well and often have to replace a Rear Wheel bearing as little as once per yer or even 3 to 4 times a year depending on heavy use.

The “**Full-floating axle system**, is where the axle shaft only serves to transmit the rotational torque from the differential out to the wheel. It does not carry the weight of the vehicle as a semi-floater does. On a full floater, a spindle is attached to the outer end of the axle housing. The wheel hub is mounted on this spindle and rides on tapered roller bearings. It is this assembly that carries the vehicle weight. As such, a full-floating axle system is considerably stronger than an equivalently sized semi-floating system.



On the semi-floating rear axle system you break or have a bearing fail, then you either have a spare shaft with you to use (on a Jimny with drum brakes this is time consuming, and not something you would like to do when out Green Laning or Off-Roading). If you do not carry spare shafts, then you will have to call for the big Yellow Taxi and get recovered to home.

On the Full-floating rear axle system you break or have a bearing fail, then you can easily replace the bearing hub whilst out Green Laning or Off-Roading, perhaps in just 15mins with the right tools with you.

Our Fully Floating Axle Kit uses the Suzuki Jimny Gen-3 Front Hub/Bearing. As we all know the front bearing is much larger and stronger than the slim rear half shaft bearing and therefore last considerably longer. This gives the benefits of much larger wheel bearings at the rear, increasing their service life and being easier to replace. It also standardises the bearing and bearing carrier used on all 4 wheels of the car, meaning only one spare need be carried to cover any wheel.

Braking is using a Jimnybits.com disc conversion kit, which uses Renault rear callipers and Jimny front discs. This guide presumes the reader already has the Jimnybits/Renault rear disc conversion kit fitted. The adapter plates are designed specifically to work with the Renault callipers and carriers. The adapter plates are ABS compatible.

Our Fully-Floating Axle Kit is supplied with:

- 2x Machined adapter plates with oil seal
- 2x 26 spline HD shafts (rated up to 400BHP)
- 4 M10 bolts/washers
- 4x M8 bolts/washers
- 1x M6 nut/bolt/washers

Parts required in addition to the conversion plates and shafts, source and supplied by you.

2x Jimny front hub assemblies comprising of:

- 2x wheel spindle mounts (note these differ if for ABS or non-ABS vehicles)
- 2x bearing carrier and bearing (note these differ if for ABS or non-ABS vehicles)
- 2x wheel bearing locknut and washer
- 2x brake disc backing plates (optional)
- 2x Front Jimny vacuum hubs and gasket (MK1 Vitaras fixed hubs can be used instead)
- 2x front ABS sensors (if ABS required)

1x Renault based rear disc conversion comprising of – see JimnyBits.com website:

- 2x Renault Megane rear callipers (left/right sided). Approx vehicle year 2004-2007
- 2x Renault Megane rear calliper carriers with sliders, rubbers, and pad shims
- 2x pair of Megane rear brake pads
- 2x handbrake adapter tubes
- 2x handbrake adapter plates
- 1x set of brake hoses and splitter block
- 2x Jimny front brake disc (check centre bore is correct for the hubs being used)

1x tube RTV sealant

1x tube thread lock solution

1x diff oil for top-up

1x Fitting Guide

Advice and Guidance for hints and tips for fitting