13.3.1 Option 1

This option allows a combination of suspension lift and the fitting of larger diameter tyres that results in a total lift of up to 75 mm without the need for the testing and certification normally required by VSB 14 for lifts above 50 mm provided the following requirements are met.

The vehicle's suspension may be raised by up to 50mm, provided that at least two thirds of the original suspension travel in either direction is retained.

Only commercially available suspension kits may be used.

Such kits must be:

- Manufactured and supplied by a Corporation;
- Specifically designed and tested by the suspension lift kit manufacturer for the make/model/variant of the vehicle being modified to ensure no adverse effect on the modified vehicle's propensity for rollover, handling characteristics, braking performance and structural integrity when assessed at the combined suspension lift (up to 50mm) and tyre radius increase (up to 25mm), i.e. a total increase in ride height of up to 75mm; and
- Fitted in accordance with the kit manufacturer's instructions, abiding by any conditions or limitations advised by the suspension kit manufacturer and include a written statement (to be retained by the vehicle owner) of the suitability of the suspension lift kit for the make/model/variant of the vehicle being modified whether or not installed in combination with the permissible tyre diameter increase.

As per VSB14 Section LS, tyres up to 50mm larger in diameter than that specified by the vehicle manufacturer may be fitted provided:

- The entire tyre cross section is covered by the vehicles bodywork in plan view with the front wheels in the straight ahead position; and
- The tyres do not foul the bodywork or any suspension or steering component under any combination of suspension and steering movement.

13.3.2 Option 2

This option preserves the requirements of earlier versions of VSI 8 as an alternative to meeting VSB 14 or Option 1 above.

A vehicle may be raised by modifying its suspension provided the available suspension travel in either direction is not altered by more than 1/3 of that specified by the manufacturer. In addition, the original relationship between the front and rear suspension heights must not be unduly affected. Brake line length must be adequate for the range of suspension movement at the revised ride height. The vehicle must not be raised by the use of extended or adjustable shackle plates.

Replacement wheels and tyres may be fitted provided that they comply with the following requirements:

- The width of any replacement rim must not be:
  1. more than 25mm greater than the widest wheel specified by the vehicle manufacturer for that model or vehicle series; or
  2. less than the width of the narrowest rim specified by the vehicle manufacturer for that model or vehicle series
- rims, which have been widened, must have no more than one peripheral weld. All welding must be carried out in accordance with recognized engineering standards, and the rims must comply in all respects with specifications contained in the Tyre and Rim Standards Manual published by the Tyre and Rim Association of Australia
- the overall diameter of any replacement rim and tyre must not be:
  1. more than 15mm greater than largest diameter tyre specified by the vehicle manufacturer for that model or vehicle series; or
  2. more than 15mm less than the smallest diameter tyre specified by the vehicle manufacturer for that model or vehicle series
- rim and tyre combinations must be in accordance with the recommendations contained in the Tyre and Rim Standards Manual published by the Tyre and Rim Association of Australia and have a load and speed rating equal to or better than that required by the standards
- the wheels and tyres must not foul any part of the body, suspension, steering or brake components at any position of the suspension travel or steering movement, and, when in the straight ahead position, the guard or bodywork of the vehicle must cover the section width of the tyre

Note - The section width of a tyre is the distance between the outsides of the sidewalls of an inflated tyre excluding any markings, bands or ribs.

The maximum allowable track increase is:

- in the case of a front axle —25mm
- in the case of a rear axle with independent suspension — 25mm
- in the case of other rear axles —50 mm; and
- in the case of a motor vehicle manufactured with a combination of front wheel drive, McPherson strut front suspension and negative scrub radius steering geometry, no increase in wheel track is permitted unless specified by the vehicle manufacturer
- in the case of a motor vehicle fitted with a diagonally split braking system (i.e. one front wheel and opposite rear wheel on same hydraulic circuit), no change in the wheel track dimension is permitted

Spacers between the wheel and hub are not permitted unless provided by the vehicle manufacturer as original equipment.

Wheel nuts must engage the thread of the wheel stud for at least the same length as the original wheel nut and have the same taper as the mating wheel stud hole. The stud pattern of the replacement wheel must be the same as the original. Re-drilling wheels, hubs, drums, discs or axle flanges is not permitted.