PART# 16-077

4 INCH A-ARM LIFT KIT

WILL FIT CLUB CAR® PRECEDENT & TEMPO®

INSTALLATION INSTRUCTIONS

INCLUDED:

Main Suspension Assembly

2 Spindles

2 A-Arms

2 Rear Lift Blocks

2 U-Bolts

2 Rear Shock Mounting Plates

WARNING

- To reduce risk of accidents and injury or death -

Be Prepared

•Wear seat belt, motorcycle helmet, eye protection and protective gear.

•Keep your body completely inside the vehicle at all times. Keep both hands on the steering wheel. Be sure passenger is seated, belted, and holding onto the handholds.

Be Qualified and Responsible

•This vehicle is intended for use only by an operator 16 or older with a valid motor vehicle license.

•Passenger and driver must be able to place both feet flat on the floorboard while seated upright with their backs against the seat backs.

Avoid Rollovers and Crushing Injuries

•Use care when turning:
- -Turning the steering wheel too far or too fast can result in a rollover or loss of control.
- -Slow down before entering a turn.
- -When making tight turns from a stop, or at slow speeds, avoid sudden or hard acceleration.
- -Avoid sideways sliding, skidding, or fishtailing, and never do donuts.

•Drive straight up and down inclines, not across them, if crossing a hill is unavoidable, drive slowly and turn downhill immediately if you feel the vehicle may tip.

Abrupt maneuvers or aggressive driving have caused rollovers- even on flat, open ares

MUST BE 16 or Older

WARNING:

After installing this lift kit, the front wheels must be properly aligned. Failure to properly align the front wheels may result in decreased ability to control the Golf Cart which may result in a rollover or crash.

1

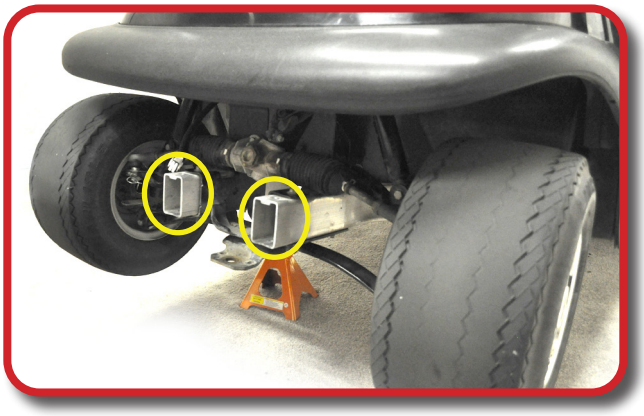
To begin, be sure to engage the parking brake and switch your cart to “off”. Also make sure Run/Tow switch is in the “Tow” position.

Raise cart with lift and support with jack stands under the front frame.

2

Detach front bumper by removing the two factory bolts closest to the edge of the frame with a 10mm Socket and 13mm Wrench.

Retain bumper and hardware.

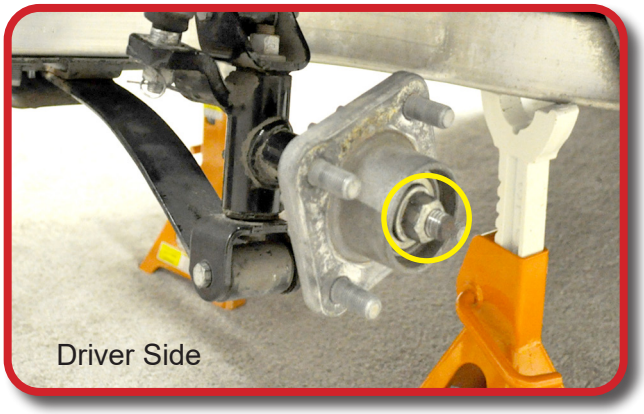


3

Using a 19mm Socket remove front wheels.

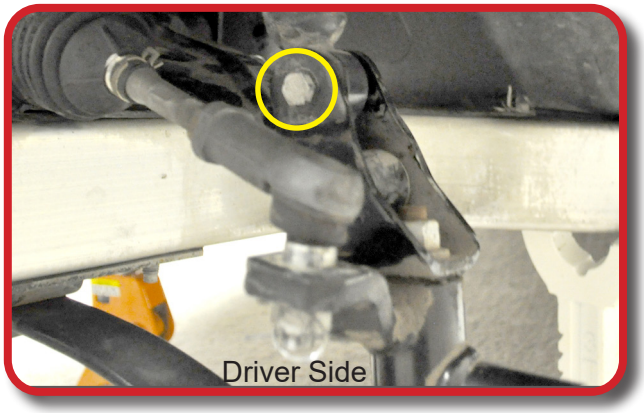
4

Using a 21mm Socket remove and retain hub and flange nut. Repeat on passenger side.



5

Using a 1/2” Socket remove bolt from shock and discard push shock up and out of the way.

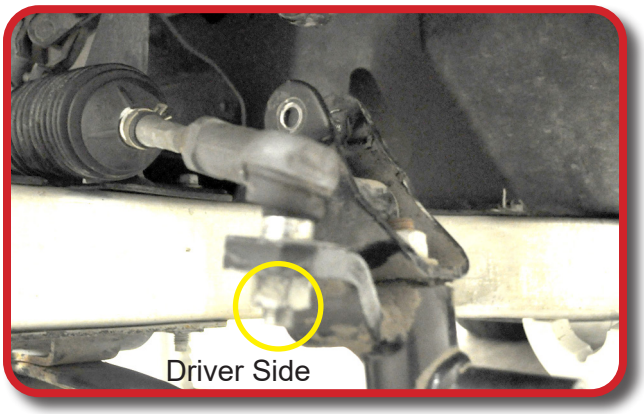


6

Remove and retain the cotter pin from the tie rod end.

Using an 18mm Socket and an 11/16” Wrench, remove the nut and tie rod from spindle mount.

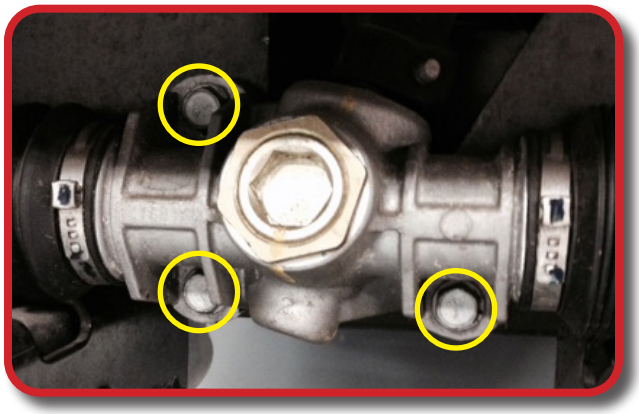
Re-thread nut onto tie rod for later use.



7

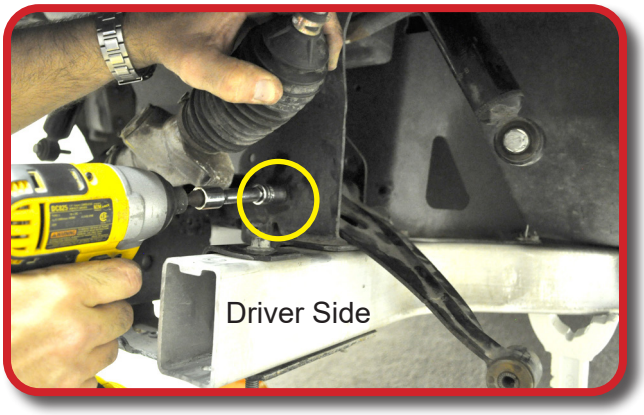
Using a 1/2” Socket, remove the 3 bolts securing rack and pinion to the front frame and retain hardware.

NOTE: You will not completely remove rack and pinion, instead you will rotate it counter-clockwise to gain access to upper A-arm bolts.



8

Using a 1/2” Socket remove & discard the factory A-Arms, keep mounting bolts for new A-Arms.



<u>At this point the only bolts holding the front spindle assembly is the lower spring plate bolts. Once Step 9 is completed the spindle assembly will be free from the cart. Use caution when removing these bolts.</u>

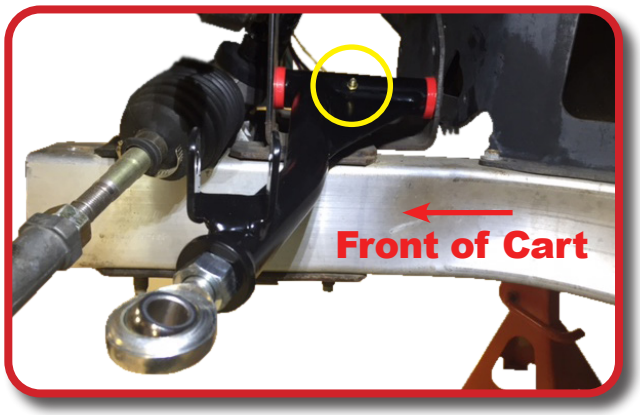
9

Using a 1/2” Socket remove spring plate and leaf spring. Retain spring plate, discard hardware and spring.

10

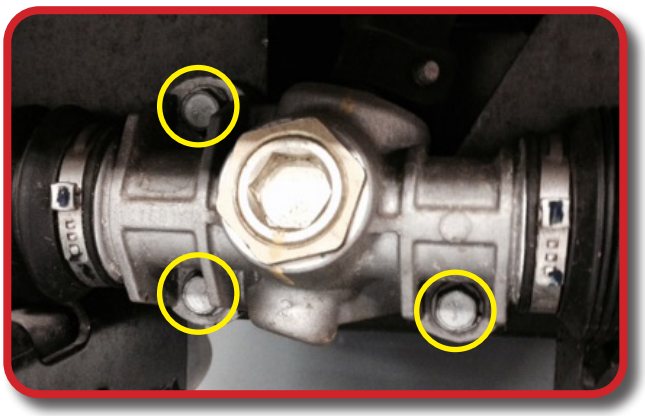
Attach your new **Upper A-Arms** using a 13mm socket and the hardware retained from Step 8. Be sure to tighten hardware, **torque to 30 ft·lb (41 N·m).**

Grease fittings on upper A-arms now while there are no other suspension components in the way.



11

Using hardware retained in Step 7 reattach rack and pinion with a 13mm socket and **torque to 22 ft·lb (30 N·m).**



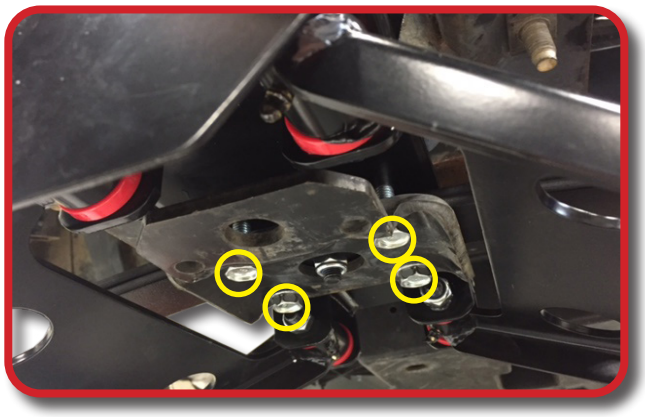
12

Using spring plate retained from Step 9. Attach your new **Main Suspension Assembly**.

Use the supplied M10x45mm hex bolts to secure to cart. **Torque bolts to 37 ft·lb (50 N·m)**

Note: Use locking adhesive and make sure all bolts are started in threads before tightening. *A floor jack is recommended to help hold suspension assembly in place while you get your bolts started.

*****Grease all fittings on lower A-arms*****

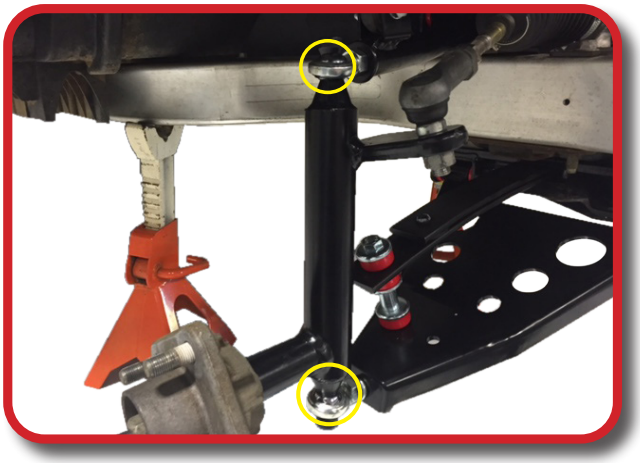


13

Note: *Before attaching spindles, adjust heim joints so there is approximatly 1/4" of thread showing.*

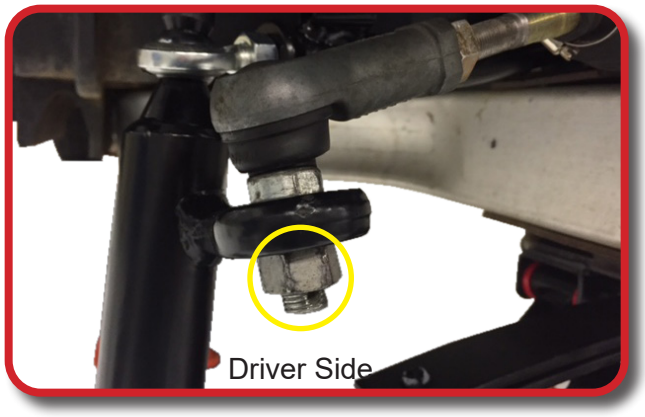
Attach **Spindles** to **Main Suspension Assembly** and **Upper A-Arms** using suplied allen head cap screws with a 3/8" Hex Socket.

Do not use thread locking adhesive until alignment is completed at the end of installation.



14

Attach tie rods to new Spindles using retained nut and cotter pin from step 6.



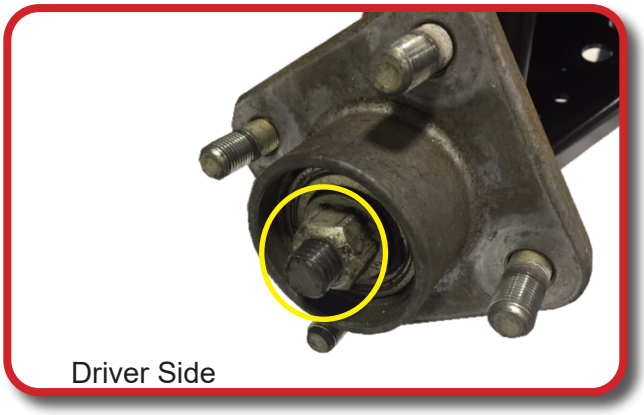
15

Using a 13mm Socket and Wrench, attach shock to **A-Arm** using the two 8x50mm Hex bolt, four 8x15mm flat washers and two 8mm locknuts.

16

Reattach hub using a 21 Socket & hardware retained from Step 4 and tighten.

Torque the hub nuts to 50 ft-lbs



17

Reinstall bumper using hardware from Step 2. Install new wheels using aftermarket 1/2" lug nuts and lower cart.

Torque the lug nuts to 55 ft-lbs

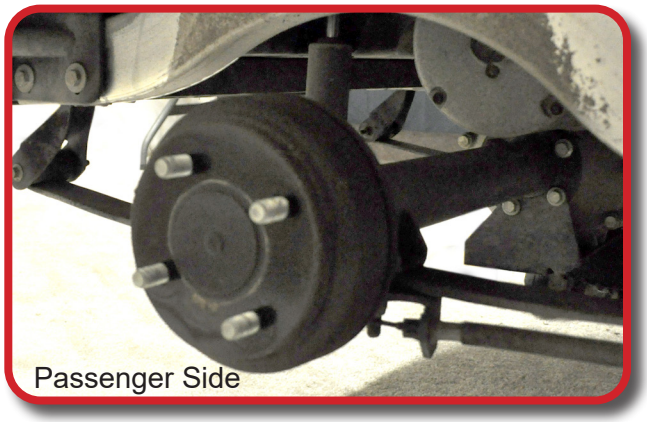
NOTE: DO NOT attempt to align or adjust toe/camber until rear lift is installed and cart has been test driven.

REAR Lift Install:

18

Chock front wheels, then disengage parking brake. Lift rear of cart and support with jack stands under the frame just in front of the foreward mounting point of the rear leaf springs.

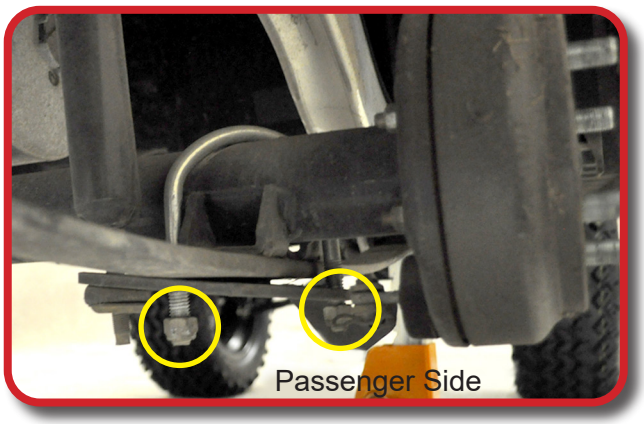
Remove rear wheels. Leave jack in place under axle and motor assembly during install to avoid motor roll.



19

Using a 5/8" Socket loosen the U-Bolts on the passenger side.

IMPORTANT: Do not remove the U-Bolts. It's important to do one side at a time to avoid motor roll. Loosen but **DO NOT** removing the U-Bolts will make this easier.



20

Use jack to raise and lower axle/motor assembly as needed for steps 21-28.

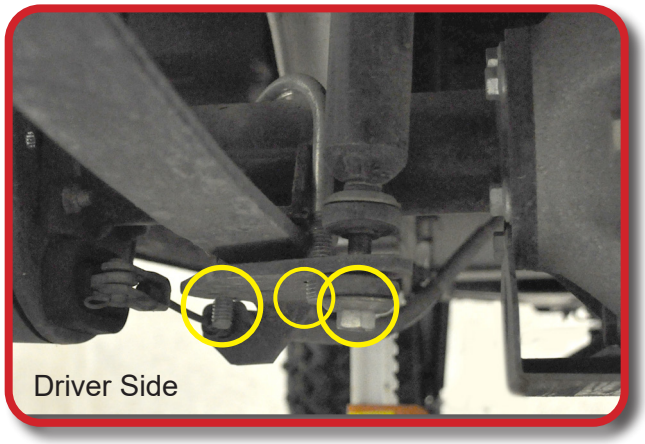
IMPORTANT: Only use jack to keep axle and motor assembly at correct height, do not lift cart.

Note: When rear suspension is not attached to rear motor and axle assembly it will roll forward. Leave jack in place to keep this from happening.

21

Using a 5/8" Socket remove the driver side U-Bolts. Once the U-Bolts are removed you can remove the lower bushing and hardware from shock using a 9/16" Socket.

Retain shock hardware. Discard U-Bolts and nuts.

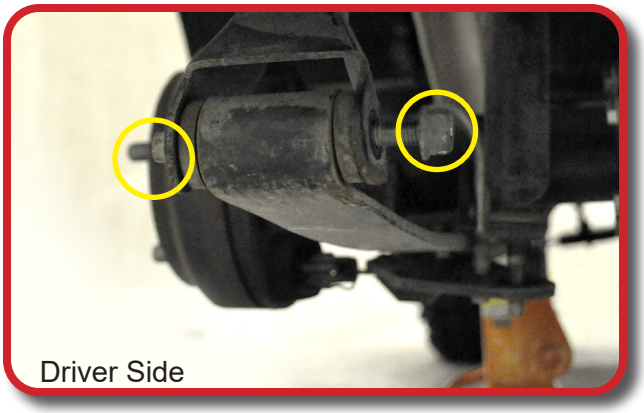


22

Using a 10mm socket and 13mm wrench remove hardware from rear leaf spring mount. Retain hardware.

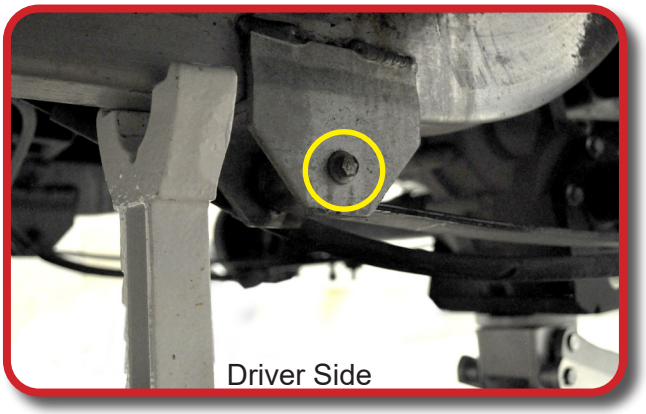
**** We recommend using the HD Springs when installing your new lift kit.***

**Check spring bushing for rust and wear. Replace if necessary.*



23

Remove hardware from front leaf spring mount. Retain hardware.



24

Use jack to lower axle and motor assembly. Reinstall leaf spring on top of axle using hardware retained from Steps 22 and 23. **Torque spring mounting bolts to 18.5 ft·lb (25 N·m)**

Note that the alignment nut on the leaf spring is actually offset to the rear of the cart and should be replaced in this same orientation.

25

Place lift block under spring and over rear axle and lift rear axle up to the bottom of the leaf spring. Use the hole in the top of the block to line up the axle with the nut on the bottom of the leaf spring.

Place Rear Shock Mounting Plate over leaf spring and attach shock to mount plate.

26

Using a 6mm Allen Socket and 13mm Wrench, attach bolt from hardware pack through the factory lower bracket as shown.

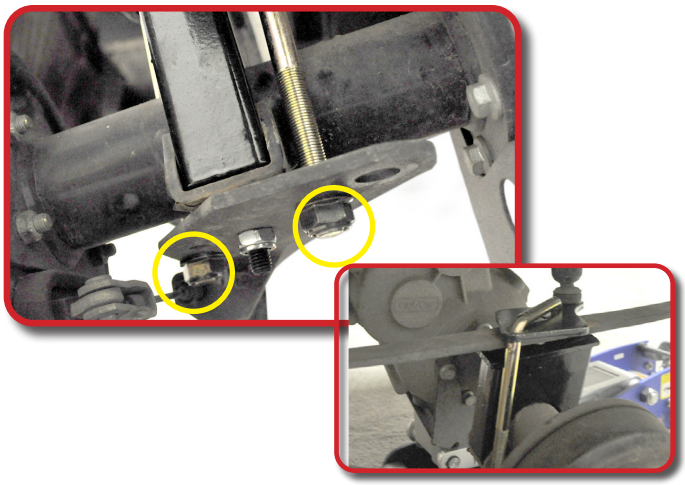
This bolt does not serve as a fastener, its only purpose is to provide the proper placement of the bracket into the axle alignment hole. Tighten hardware.

27

Route U-Bolt through Shock mounting plate around axle and through factory lower bracket making sure alignment bolt attached in step 26 fits properly in axle.

Using a 17mm socket tighten U-Bolt evenly to ensure proper alignment and **Torque nuts to 25 ft·lb (34 N·m).**

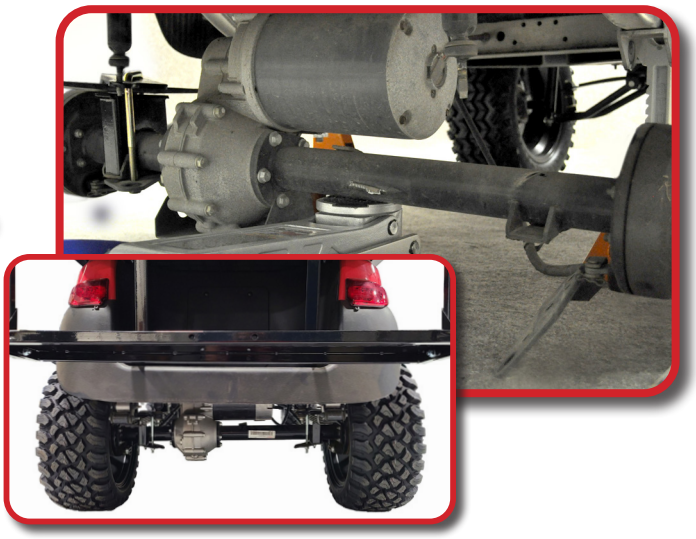
Also, attach the shock with factory hardware to the new Shock plate.



28

Repeat steps 21-27 on passenger side, use jack to lower axle and motor assembly as needed.

Once complete, install wheels, and lower the vehicle to the ground. **Torque all lug nuts to 55 ft-lbs.**



PLACE STICKER ON CENTER ACCESS PANEL OR IN PLAIN SIGHT OF DRIVER AND PASSENGERS

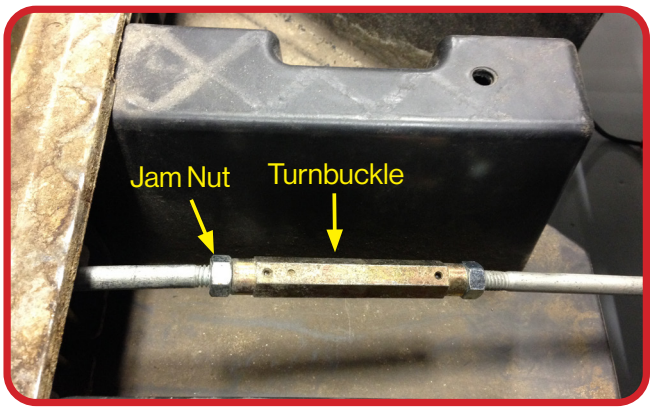
Place the included warning label in a highly visible area on the vehicle for all users to read before operating the vehicle (recommend foot board as shown or steering wheel).

BRAKE ADJUSTMENT

If you need to adjust the brake tension, remove the floormat and pedal assembly cover to access the turnbucke shown.

First, loosen the forward most jam nut by turning it towards the drivers side of the cart. Then rotate the turnbuckle using a wrench towards the drivers side to tighten or passengers side to loosen the brake tension as needed.

After adjusting, check the Parking Brake and ensure that it clicks twice for full engagement. Once properly adjusted, retighten the forward jam nut to the turnbuckle (also check that the rear jam nut has not come loose) and replace cover and floor mat.



ALIGNMENT INSTRUCTIONS

WARNING:

After installing this lift kit, the front wheels must be properly aligned. Failure to properly align the front wheels may result in decreased ability to control the Golf Cart which may result in a rollover or crash.

IMPORTANT: Both Camber and Toe must be adjusted on this model.

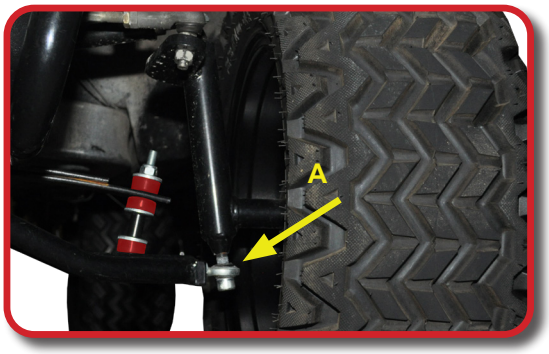
To adjust for proper camber, use a framing square, level, or some other means of verifying that the tire is at a 90 degree angle to the ground.

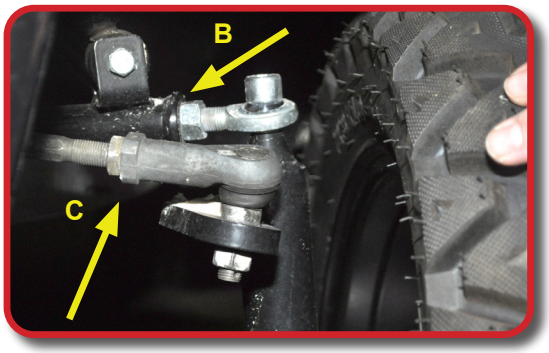
Adjust camber using the two nuts on the bottom heim joint using a 15/16" wrench (A).

If adjusting the camber to 90 degrees is not possible using only the adjustment on the bottom heim joint, then the top heim joint (B) must be disconnected from the spindle and rotated as necessary to achieve the correct camber.

IMPORTANT: Exposed tie rod threading should be equal on both tie rods. Be sure to retighten all adjustment points after adjustments are made.

***Use thread locking adhesive on heim joints once desired camber is achieved on all members of a spindle/ Heim joints. Torque the upper/lower Heim joint bolts to 35FTlbs.**





Ensure the wheels are pointing straight forward. To adjust Toe, find a common point to measure from on the inside front and inside rear of the front tires. Adjust until the front measurement is 1/4" to 3/8" greater than the rear measurement.

Loosen nut on tie rod end (C) and adjust using a 15/16" and/ or adjustable wrench. Tighen nut on rod end when complete.

IMPORTANT: Ensure that after this adjustment, both wheels toe out from the cart's centerline equally.

Once tightened, roll the cart back 15-20 feet and then forward again to check. Check measurement readjust if necessary. ****Remember to Re-Torque Hardware****

NOTE: After the first hour of drive time, re-check all lift kit components and alignment. Regrease the fittings, check the alignment and ensure all lift kit hardware is secured for safety after 50 hours of recurring use.

INSTALLATION COMPLETE