



16-001

6 INCH A-ARM LIFT KIT

WILL FIT CLUB CAR® PRECEDENT®
INSTALLATION INSTRUCTIONS

INCLUDED:



Main Suspension Assembly



2 Spindles



2 A-Arms



2 Rear Shock
Mounting Plates



2 Rear Lift
Blocks



2 U-Bolts

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

Engage Park Brake. Raise cart with lift and support with jack stands.



2

Remove front bumper. Retain hardware

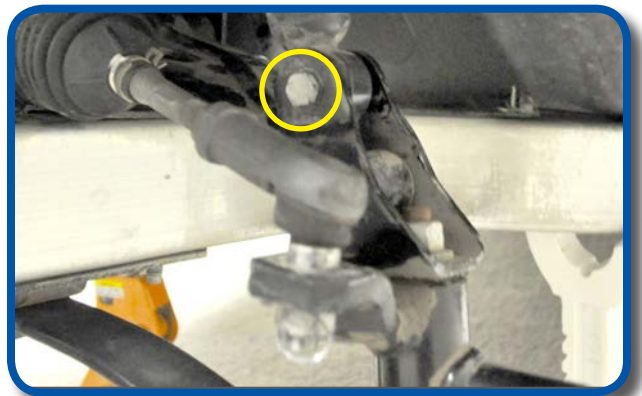
3
Remove front wheels.



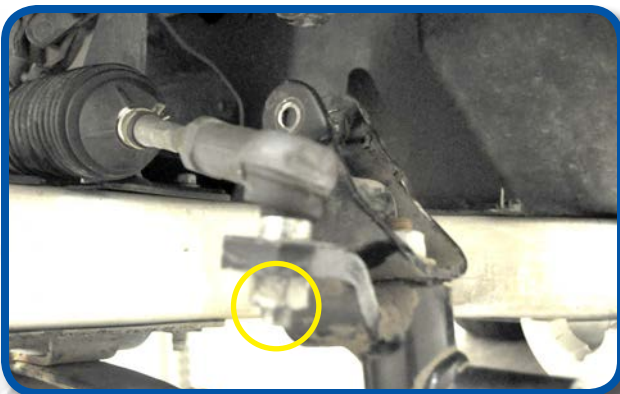
4
Remove nut and hub. Retain hub and hardware.



5
Remove bolt from shock. Push shock up and out of the way.



6
Remove nut from tie rod ends and detach tie rods from spindles. Retain hardware.



7
Remove factory spindle and kingpin.
Retain hardware.



8
Remove spring plate and leaf spring. Retain
spring plate.

9
Remove three bolts from rack and pinion.



10
Remove factory A-Arms. Retain hardware.

11

Attach supplied A-Arm using hardware retained from Step 10.



12

Reattach rack and pinion using hardware retained from Step 9.

13

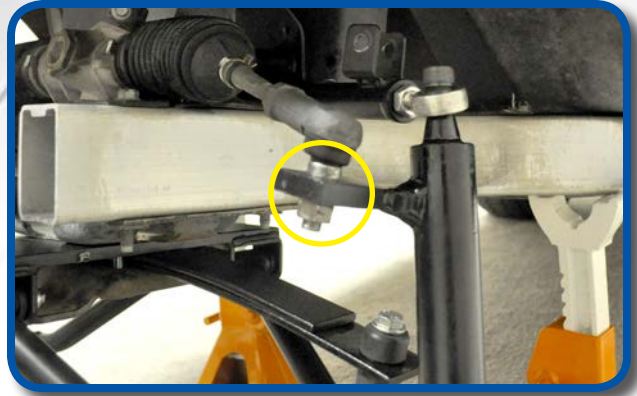
Using spring plate retained from Step 8, attach Main Suspension Assembly using supplied M10x40mm hex head bolts.



14

Apply thread locking adhesive to supplied spindle bolts. Attach Spindles to Main Suspension Assembly.

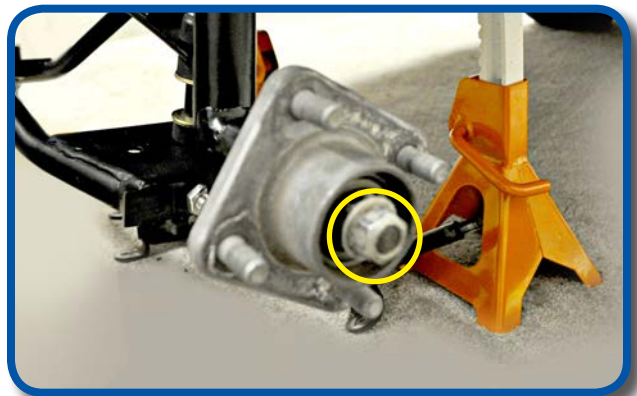
Reattach tie rod to spindles.



Reattach shock to A-Arm using hardware retained from Step 5.



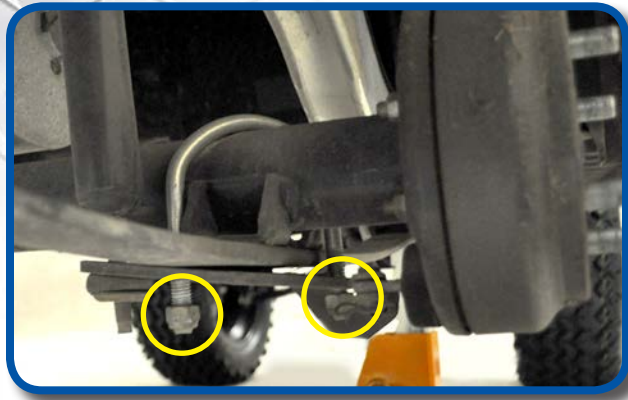
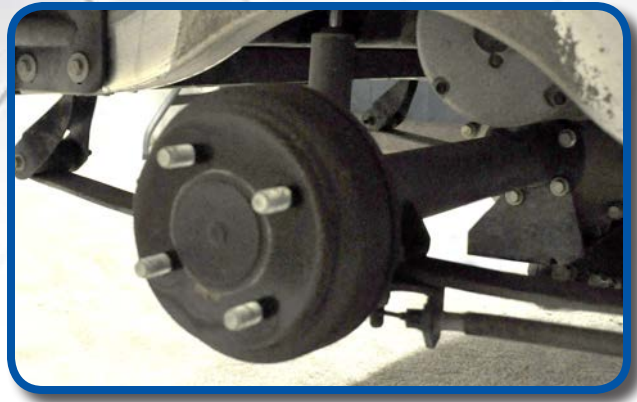
Reattach hub using hardware retained from Step 4.



Reinstall bumper using hardware from Step 2. Reinstall wheels and lower cart.



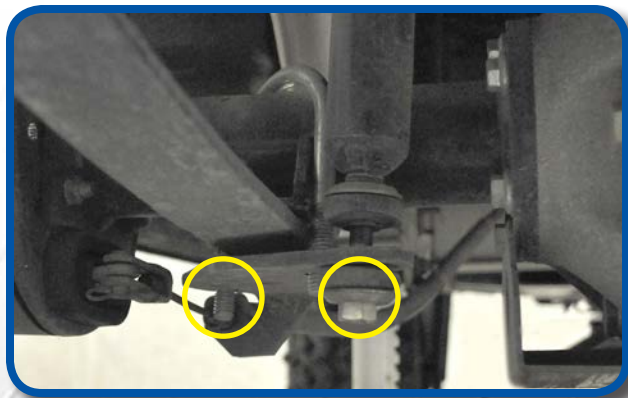
Chock front wheels. Disengage Parking Brake. Lift rear of cart and support with jack stands. Remove rear wheels. Leave jack in place under axle and motor assembly.



IMPORTANT: Loosen, but do not remove, factory U-Bolts on passenger's side.

Use jack to lower axle and motor assembly as needed for steps 22-29.

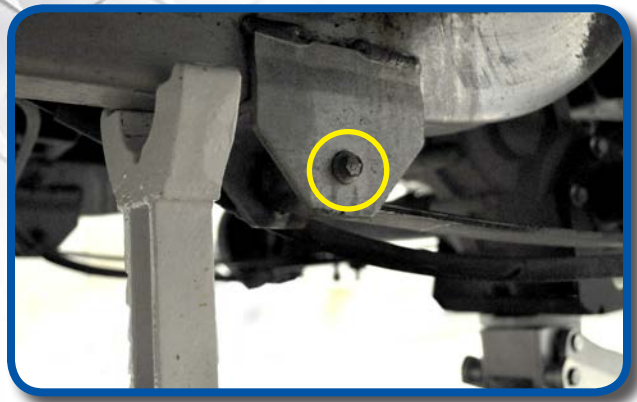
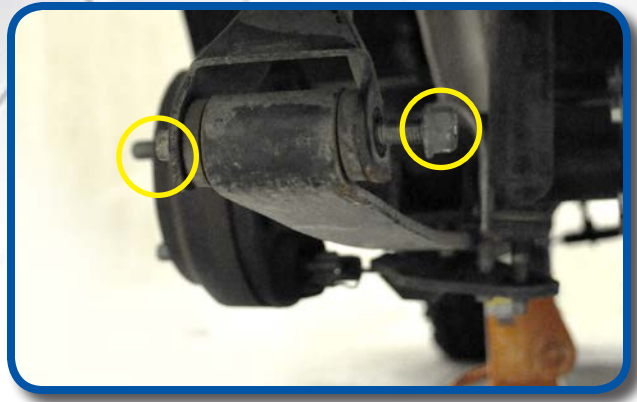
IMPORTANT: Only use jack to keep axle and motor assembly at correct height, do not lift cart.



Remove nut and lower bushing from shock on Driver's side. Remove factory U-Bolt.

23

Remove hardware from rear leaf spring mount. Retain hardware.

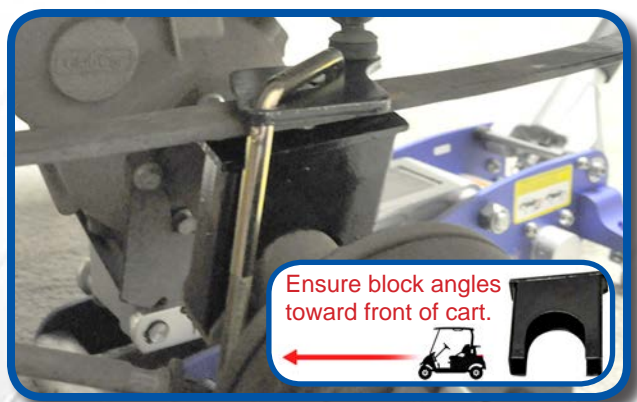


24

Remove hardware from front leaf spring mount. Retain hardware.

25

Use jack to lower axle and motor assembly. Reinstall leaf spring on top of axle using hardware retained from Steps 23 and 24.



Ensure block angles toward front of cart.



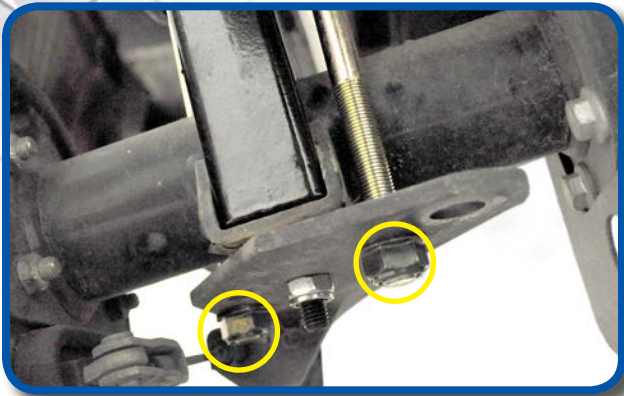
26

Place Rear Lift Block under leaf spring.
IMPORTANT: Ensure that top of lift block angles down toward the front of cart.
Place Rear Shock Mounting Plate over leaf spring. Route supplied U-Bolt through Rear Shock Mounting Plate as shown.

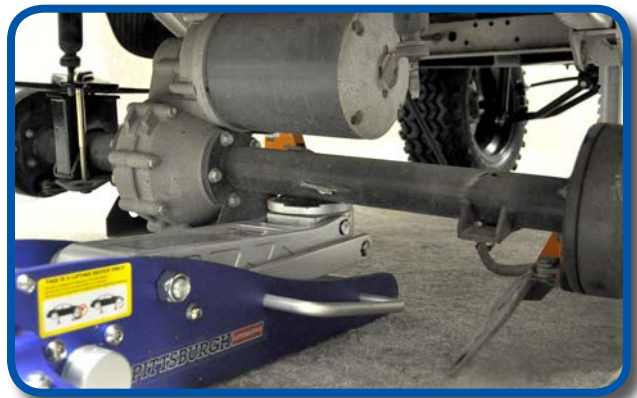
Attach bolt from hardware pack through the factory lower bracket. This bolt does not serve as a fastener, its only purpose to provide the proper placement of the bracket in the new assembly. Tighten hardware.



Route U-Bolt through factory bracket ensuring that bolt attached in Step 27 fits properly into hole in the axle. Tighten hardware.



Repeat steps 22-28 and use jack to lower axle and motor assembly as needed. Once complete, reinstall wheels, lower cart and proceed with alignment as shown on next page.



ALIGNMENT INSTRUCTIONS

WARNING:

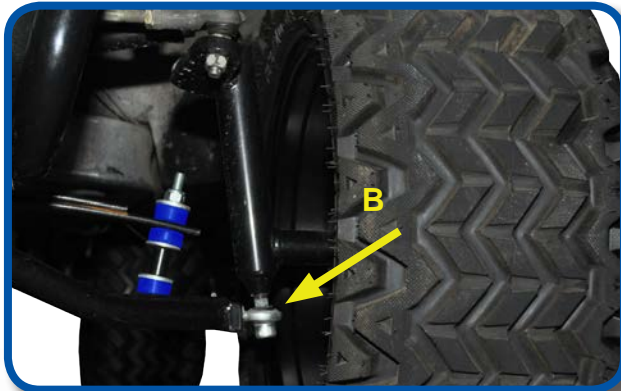
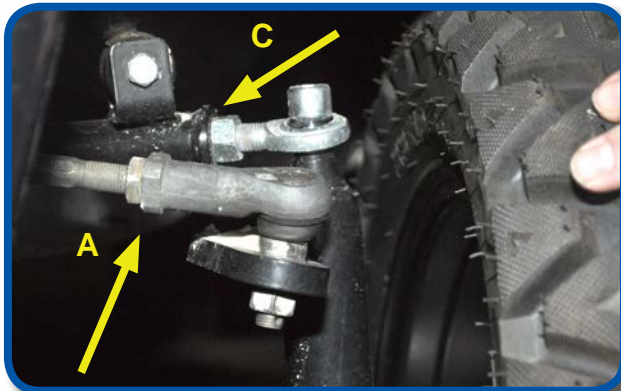
After installing this lift kit, the front wheels must be properly aligned. Failure to properly align the front wheels may result in decreased ability to control the Golf Cart which may result in a rollover or crash.

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

Once installation is complete and the wheels have been reinstalled, roll the cart forward 5-6 feet.

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.

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.



To adjust camber (the vertical tilt of the wheels) to 90 degrees using the two nuts on the bottom heim joint (B).

If adjusting the camber to 90 degrees is not possible using only the adjustment on the bottom heim joint, then the top heim joint (C) 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.

To adjust toe-in/toe-out, loosen nut on tie rod end (A). Adjust using a wrench to desired alignment.

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

Once tightened, roll the cart back 5-6 feet and then forward again to check.

INSTALLATION COMPLETE

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