

SGC



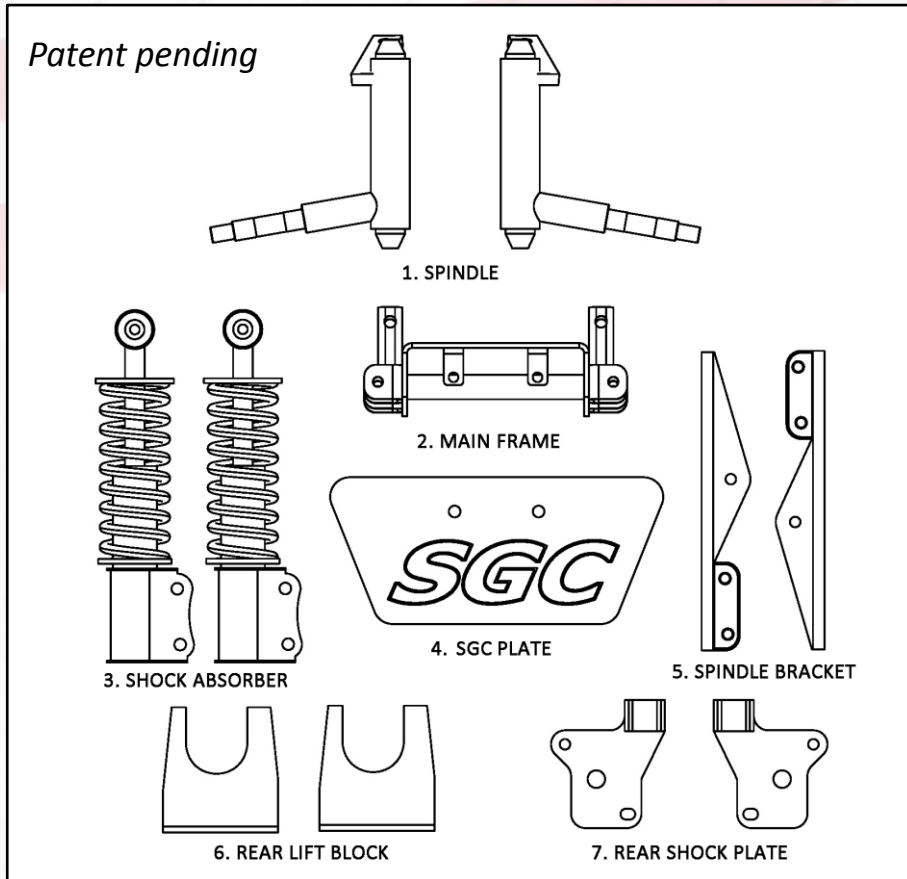
After installing this lift kit, the front wheels must be properly aligned. Failure to properly align the front wheels may result in decreased ability to control the Golf Cart which may result in a rollover or crash.

SGC HD A-ARM LIFT KIT FITS EZGO RXV

LIFT KIT INSTALLATION INSTRUCTIONS

EZGO RXV

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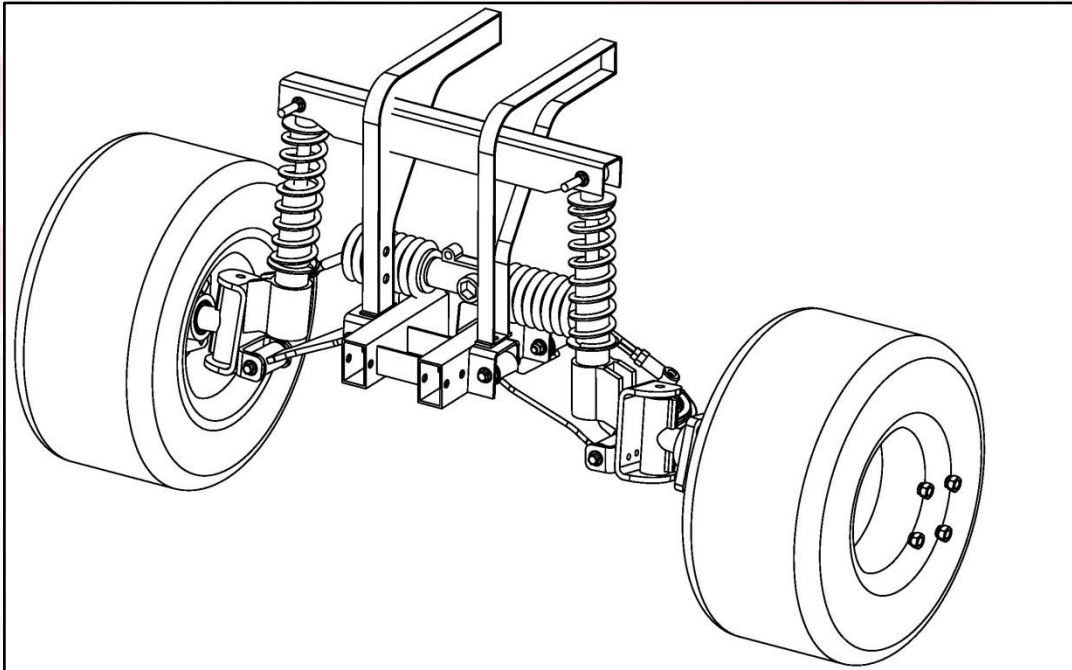


BAG#	USED PLACE	NAME	SPEC.	QTY.
8	MAIN FRAME	HEX BOLT	3/8-16*3 1/4	2
		FLAT WASHER	3/8	4
		LOCK NUT	3/8-16	2
		HEX BOLT	5/8-11*2	1
		FLAT WASHER	5/8	2
		LOCK NUT	5/8-11	1
9	SPINDLE BRACKET TO SHOCK ABSORBER	HEX BOLT	3/8-16*2 1/4	4
		FLAT WASHER	3/8	8
		LOCK NUT	3/8-16	4
10	SGC PLATE	HEX BOLT	3/8-16*3/4	2
		FLAT WASHER	3/8	4
		LOCK NUT	3/8-16	2
11	HEIM JOINT TO SPINDLE	EGGNECK BOLT	1/2-20*50	4
12	HEIM JOINT TO SPINDLE BRACKET	NUT	1/2-20	6
		HEIM JOINT		4
13	REAR LIFT BLOCK	U BOLT	M10*197	2
		LOCK NUT	M10	6
		FLAT WASHER	M10	6

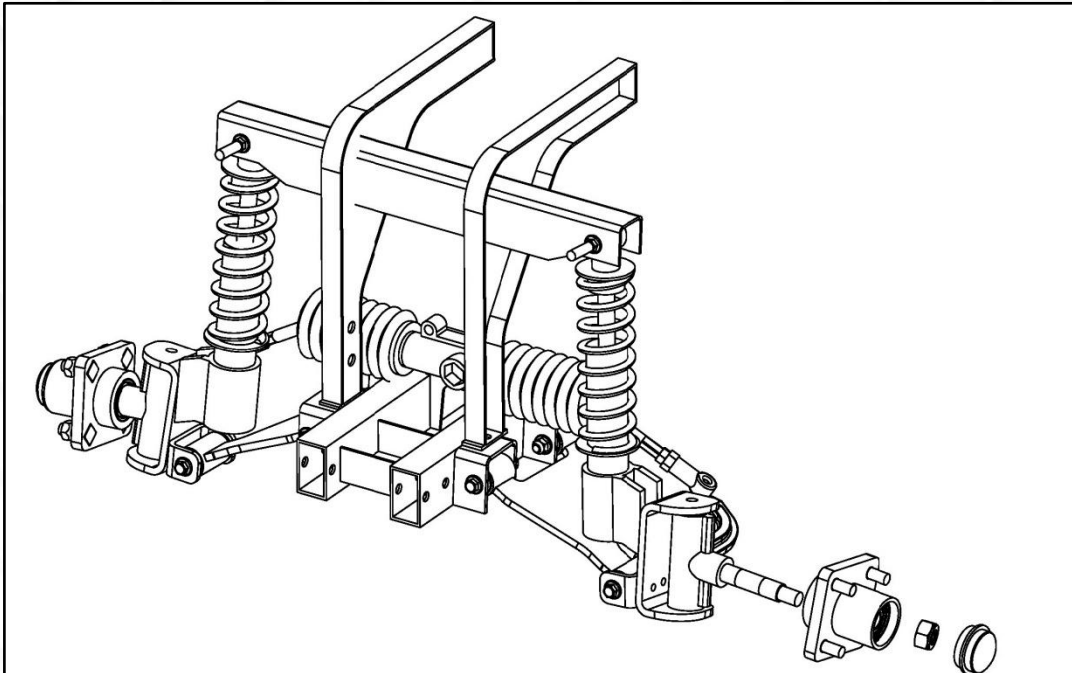
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To begin, be sure to engage the parking brake and switch your cart to "off". Also make sure RUN/TOW switch is in TOW position.



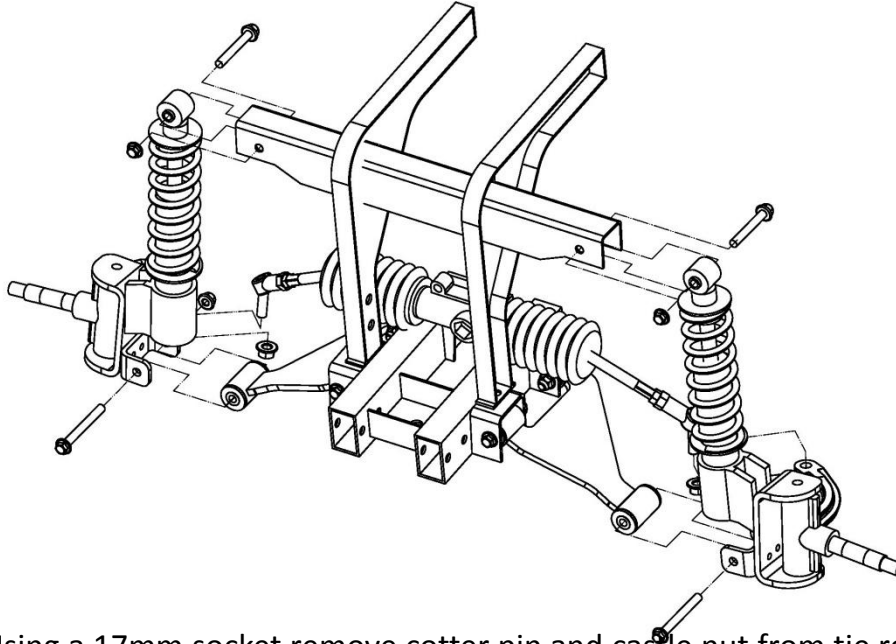
1. Using 15mm socket and wrench remove front bumper. Remove front wheels.



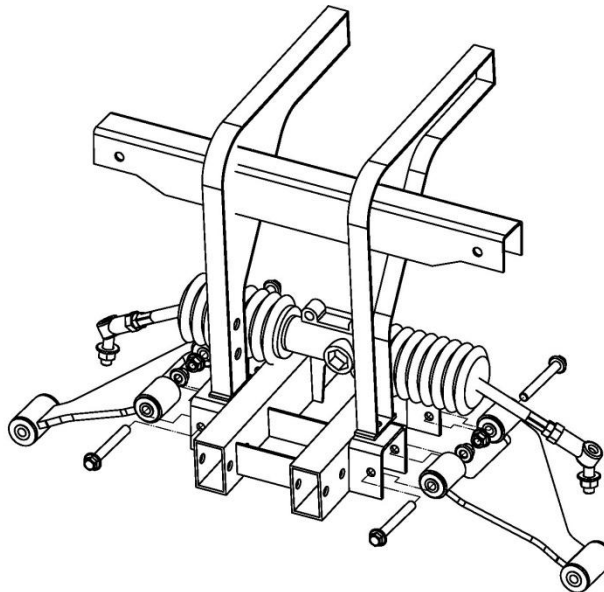
2. Using a 15/16 socket remove cotter pin and castle nut from spindle. Remove hub. Retain hub and hardware.

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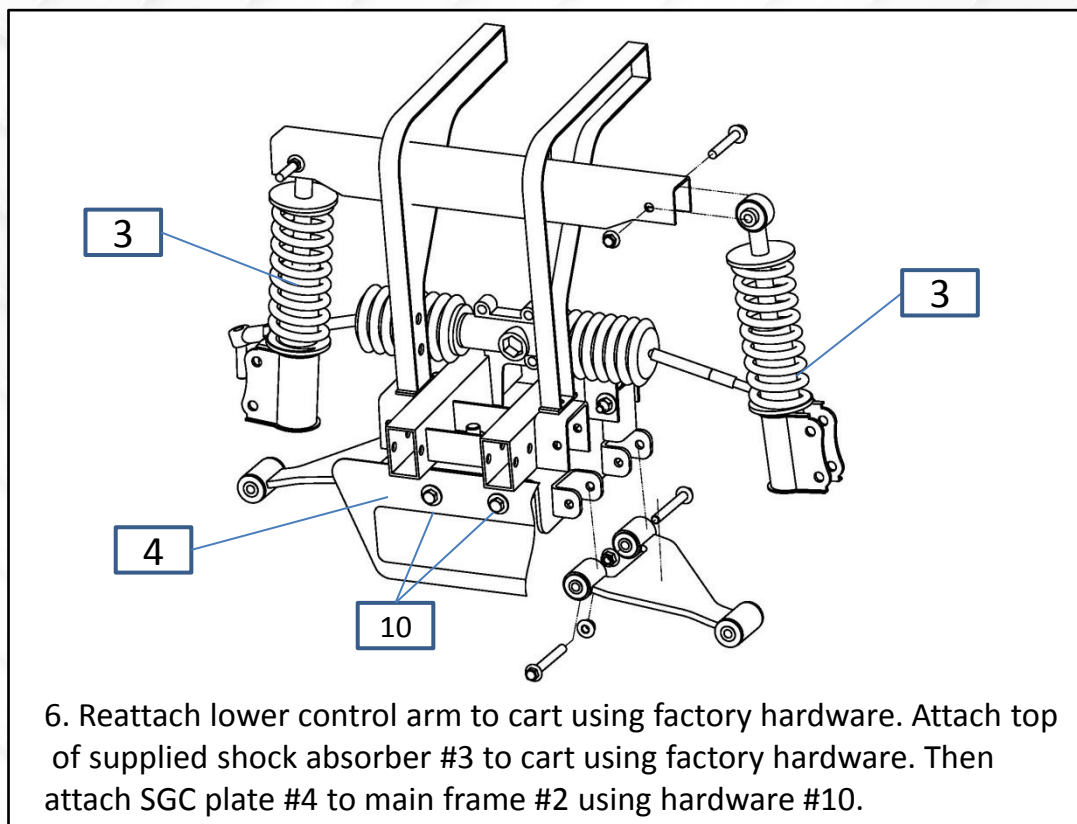
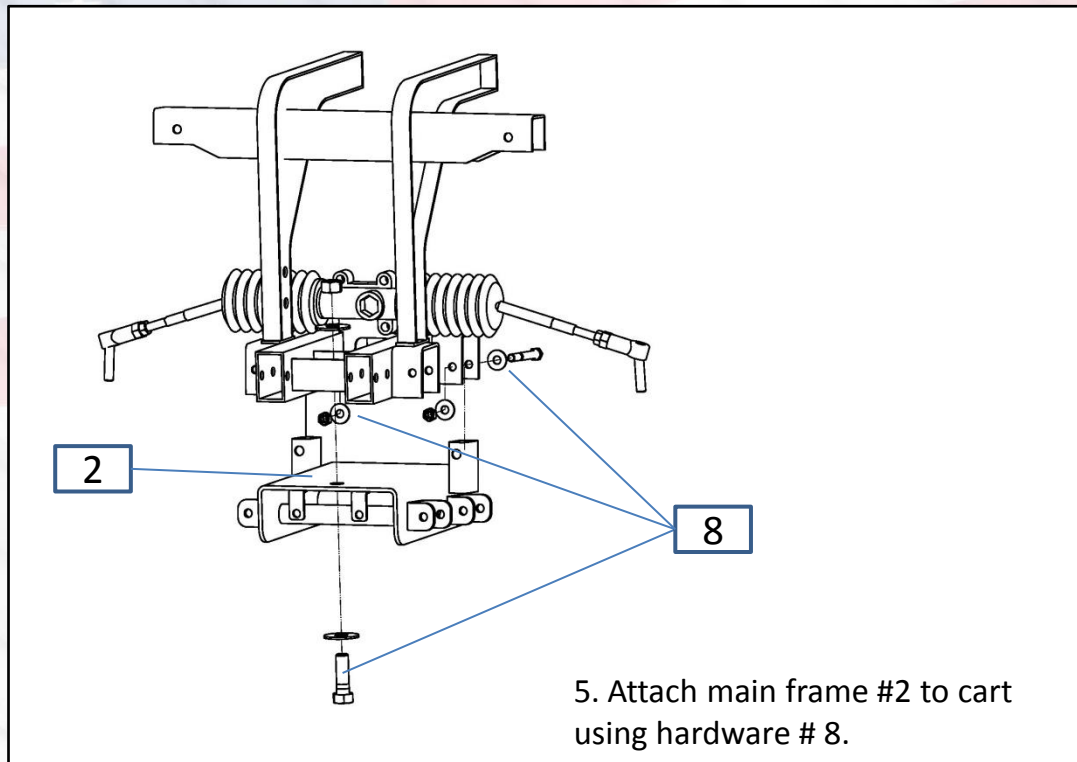
3. Using a 17mm socket remove cotter pin and castle nut from tie rod and remove the tie rod from the spindle. Retain hardware. Using a 15mm socket and wrench remove hardware from top of shock and from the lower control arm.



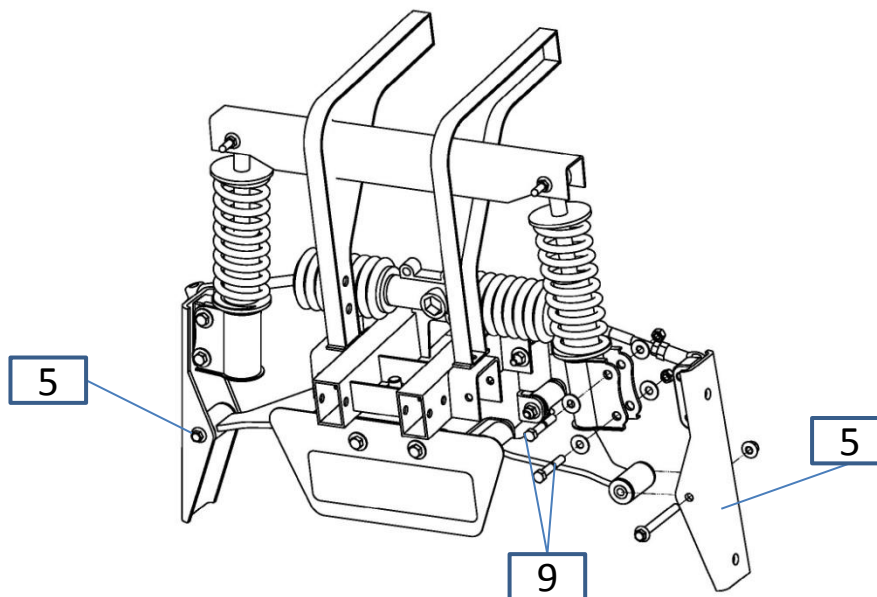
4. Remove lower control arm from the cart. Retain it and the hardware.

LIFT KIT INSTALLATION INSTRUCTIONS

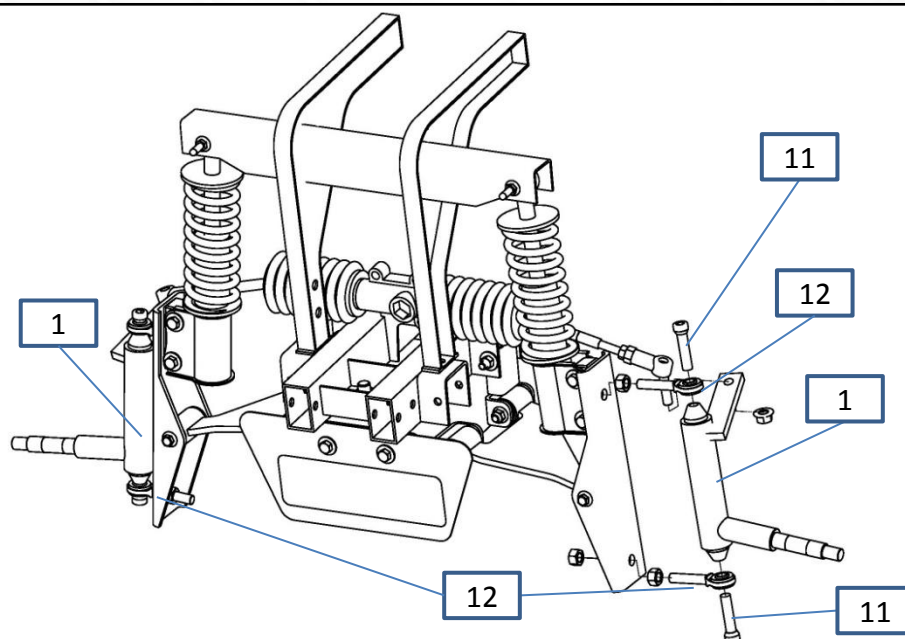
EZGO RXV



LIFT KIT INSTALLATION INSTRUCTIONS EZGO RXV

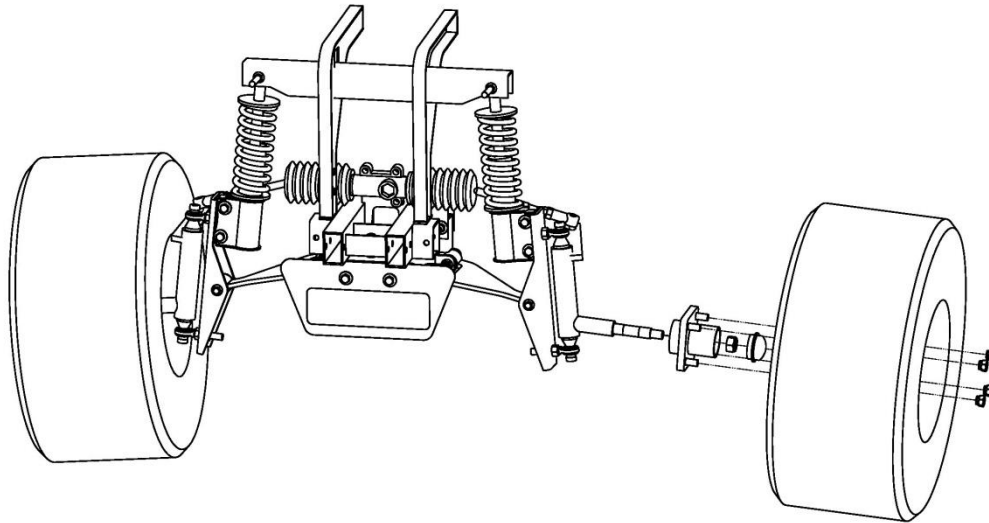


7. Attach spindle bracket #5 to shock absorber #3 using hardware #9. Attach spindle bracket #5 to lower control arm using factory hardware.

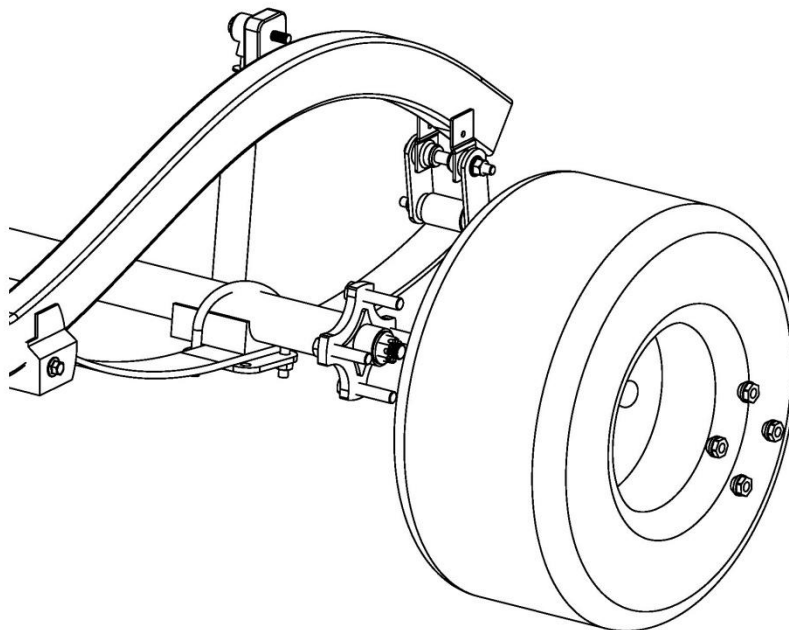


8. Attach heim joints #12 to spindle bracket using nuts #12. (One nut on top, two nuts each side on bottom). Attach supplied spindle #1 to spindle bracket #5 using hardware #11.

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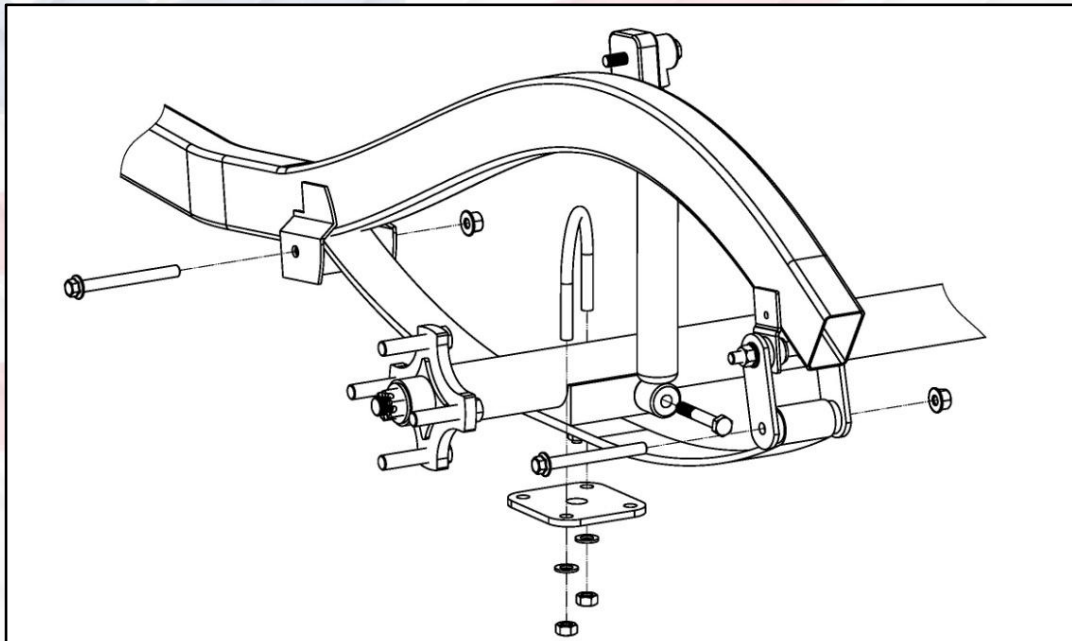
9. Reattach hubs and install larger front wheels. Front installation finished.



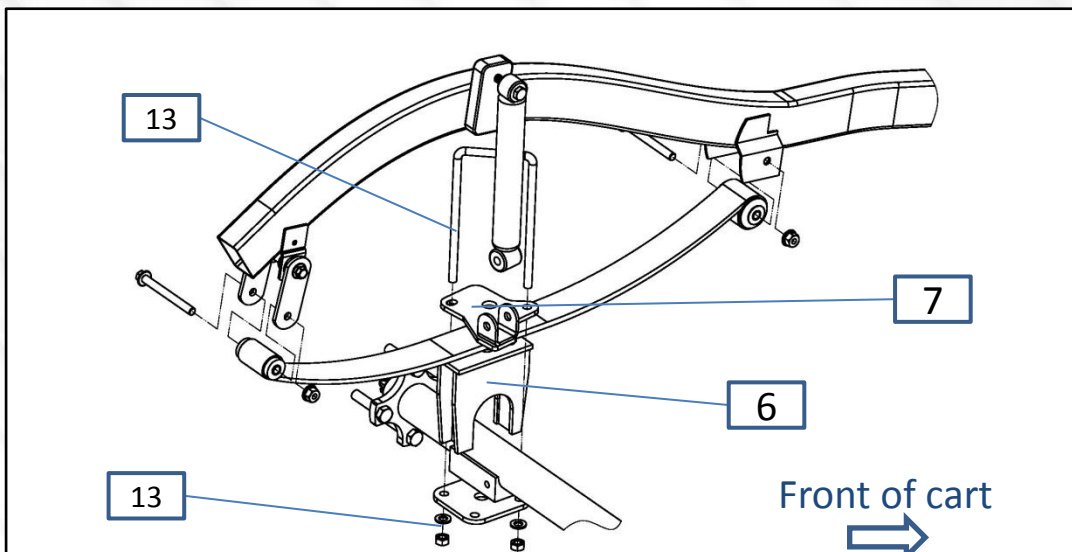
10. Chock front wheels. Raise cart with jack and support using jack stands. Jack must remain in place under the rear end in order to complete the following steps.

Caution: The jack will be used to support the entire rear end assembly (axle and motor) for a short time while the leaf springs are moved into their new position above the axle. In order to prevent damage to the axle and motor assembly, jack must remain in place, but only apply enough pressure to keep the rear end assembly from falling.

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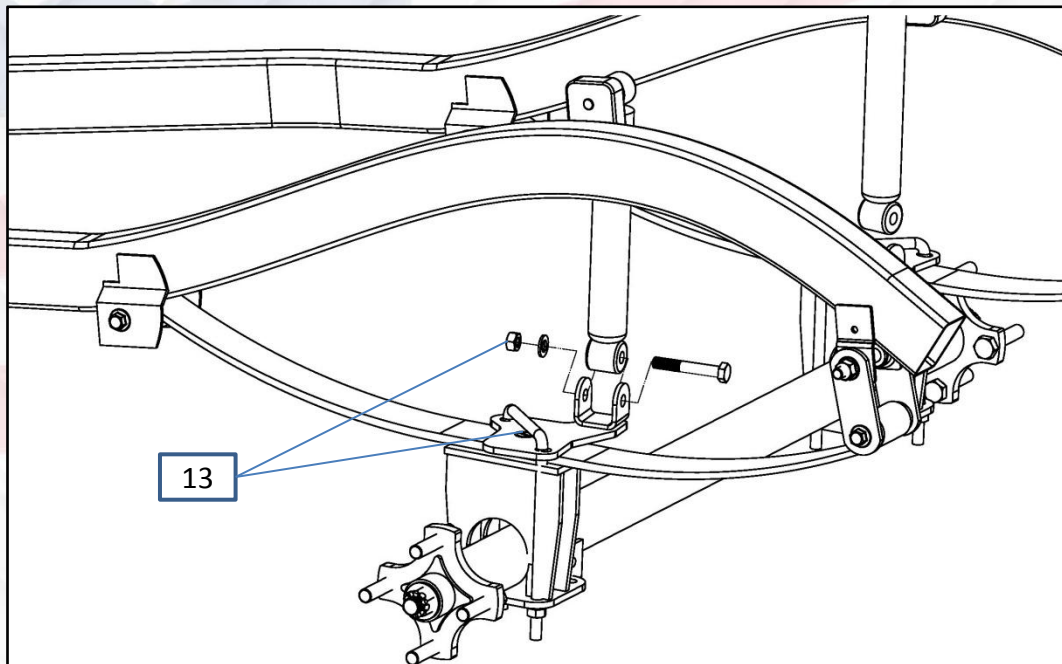
11. Using 15mm socket remove drive side shock, factory U-bolt and spring, spring retaining plate. Retain spring and hardware.



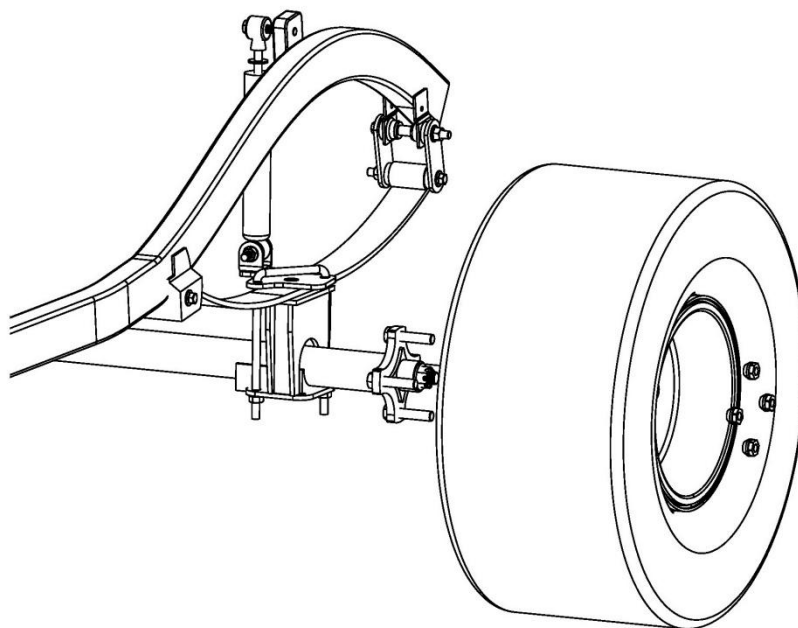
12. Reinstall factory leaf spring above the axle and install rear lift block #6 under the leaf spring as shown. Check spring bushings for rust and wear. Replace if necessary. Place rear shock plate #7 on the spring.
The thinner leg of the rear lift block goes towards the rear of the cart.

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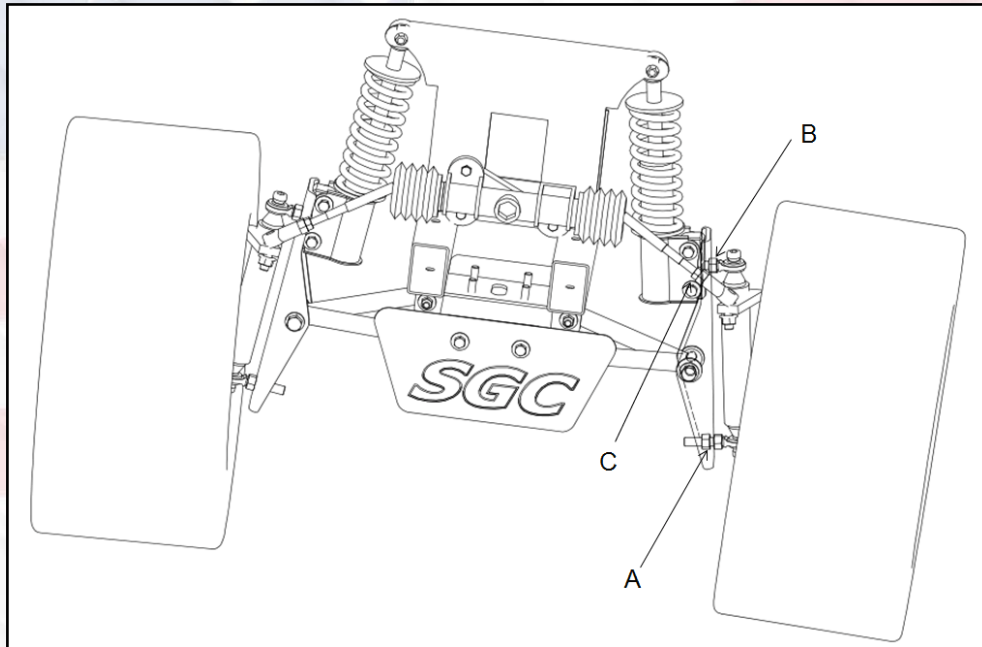


13. Route supplied U-bolt #13 down through the top of the rear shock plate to the bottom factory Bracket. Be sure that all alignment bolts are in correct position to keep axle straight. Using a 17mm socket tighten U-bolt evenly to ensure proper alignment. Attach shock to rear shock plate #7 using factory bolt, washers and supplied lock nut from #13.



14. Use jack to lower axle and motor assembly as needed. Once complete, Install new wheels, lower cart and proceed with alignment.

ALIGNMENT INSTRUCTIONS



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

To adjust for proper camber (the vertical tilt of the wheels), 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 to 90 degrees using the two nuts on the bottom rod-end bearing.

If adjusting the camber to 90 degrees is not possible using only the adjustment on the bottom rod-end bearing, then the top rod-end bearing must be disconnected from the spindle, rotated, then reassembled and checked as necessary to achieve the correct camber.

IMPORTANT: Be sure to retighten all adjustment points after adjustments are made.

To adjust Toe, ensure the wheels are pointing straight forward. 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 both tie rod ends. Adjust using a wrench to desired alignment.

If steering wheel is not properly oriented after adjusting toe-out, adjust steering box tie rod to align steering wheel if needed. Loosen tie rod lock nuts and turn steering box tie rod clockwise or counter clockwise to adjust steering wheel.

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.

NOTE: Be sure to use thread locking adhesive on upper and lower rod-end bearing spindle screws.

