

SGC



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SGC ALL TERRAIN

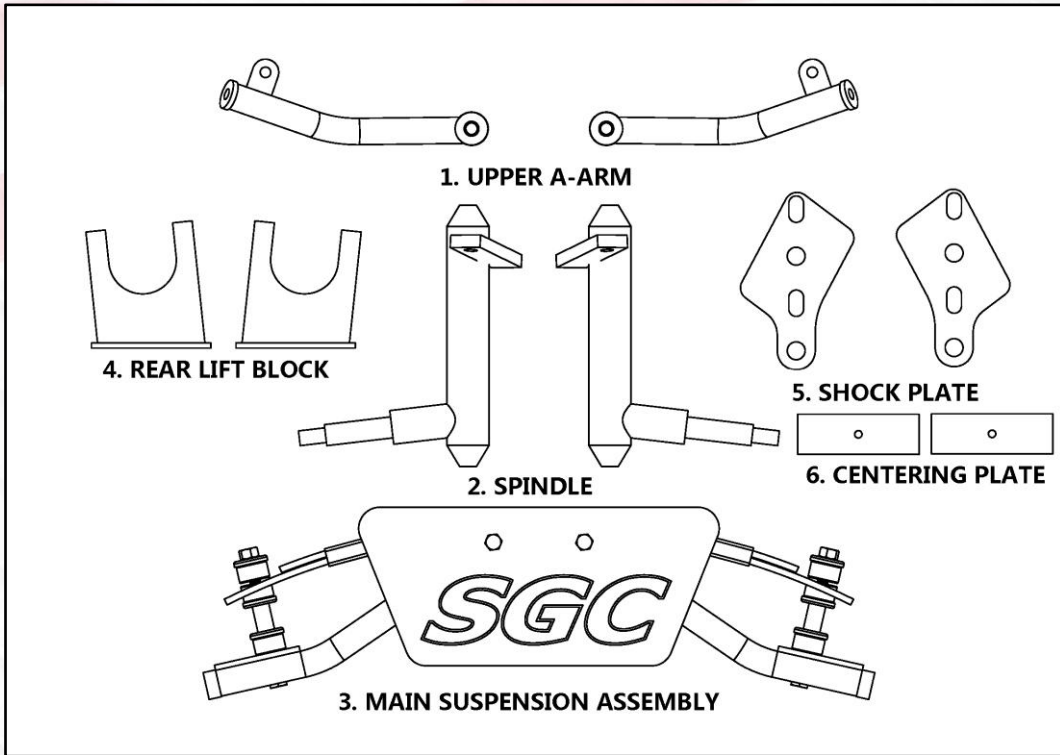
LIFT KIT

FITS CLUB CAR PRECEDENT

HD ALL TERRAIN LIFT KIT INSTALLATION INSTRUCTIONS

CLUB CAR PRECEDENT

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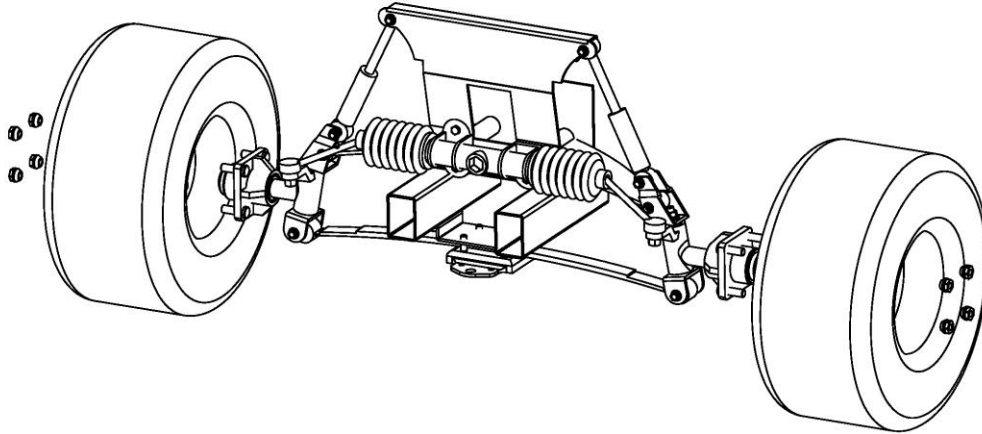


CHECK LIST FOR HARDWARE (Bolt in bag#12 too long so packed separately)				
	NO#	SPEC	QTY	
front suspension	7	HEX BOLT	5/16-18*2	2
		FLAT WASHER	5/16	4
		LOCK NUT	5/16	2
	8	HEX BOLT	M10x1.5-45	4
		FLAT WASHER	M10	4
	9	EGG NECK BOLT	1/2-20*50	4
	10	NUT	1/2-20	6
11	HEIM JOINT		4	
rear suspension	12	HEX BOLT	7/16-14*7 1/8	4
		LOCK NUT	7/16	4
		FLAT WASHER	7/16	8
	13	HEX BOLT	1/4-1/2	2
		FLAT WASHER	1/4	4
		LOCK NUT	1/4	2

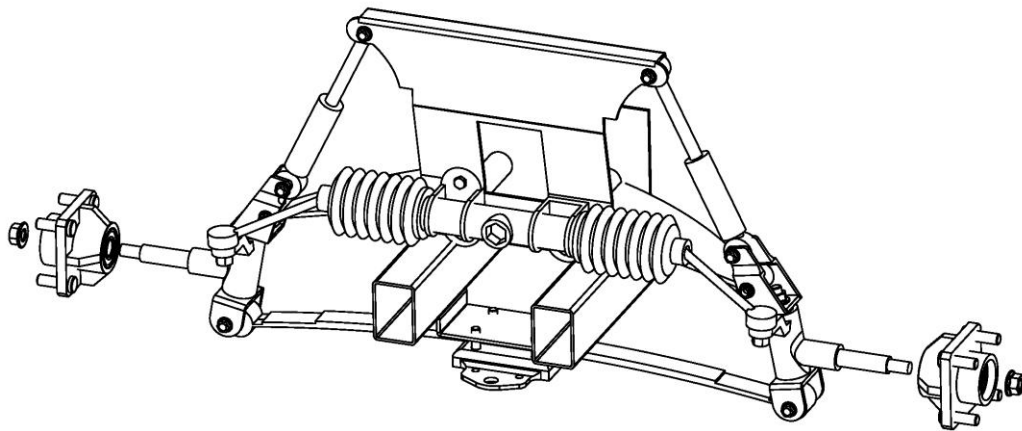
Reserve the right to change the parameters without prior notice.

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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.

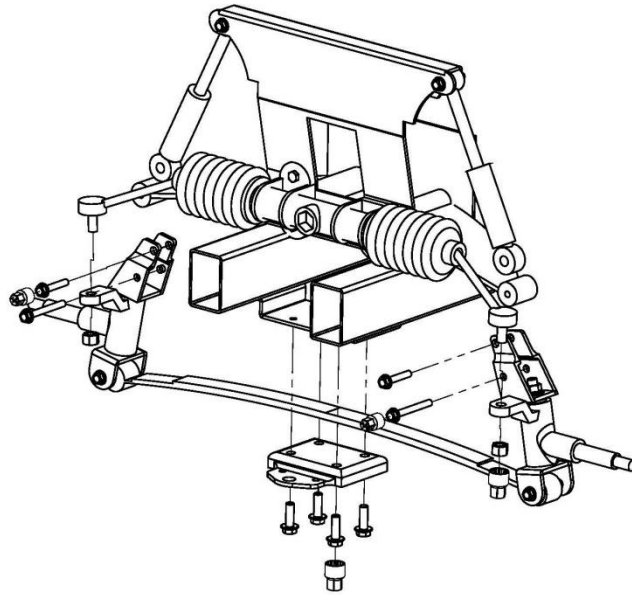


1. Remove lug nuts when cart on ground. Then raise the cart with jack stands under the frame. Remove wheel from the hub. Detach front bumper and retain hardware.

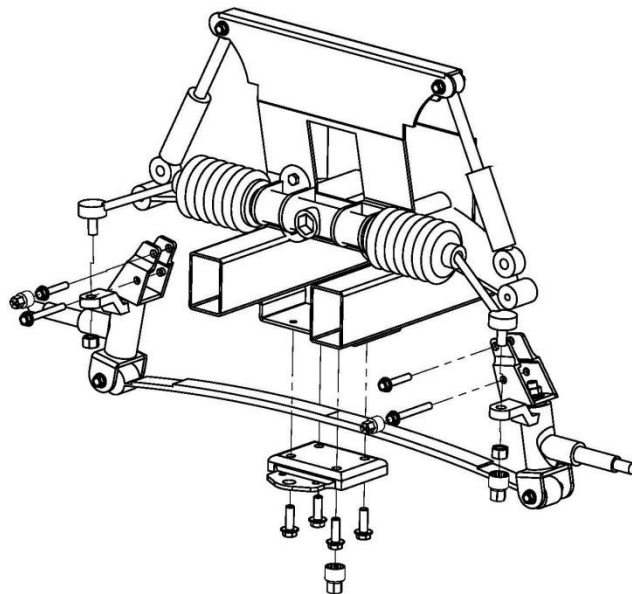


2. Using a 21mm socket remove and retain hub and flange nut. Repeat on passenger side.

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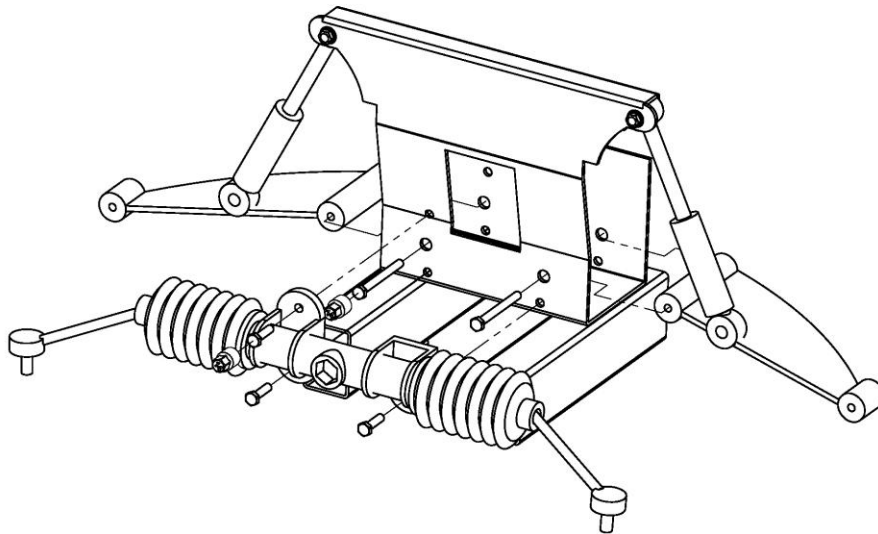


3. Using a 1/2" socket remove bolt from shock and discard. Push shock up and out of the way. Remove and retain the cotter pin from tie rod end, using an 18mm socket and 11/16" wrench. Remove nut from tie rod.

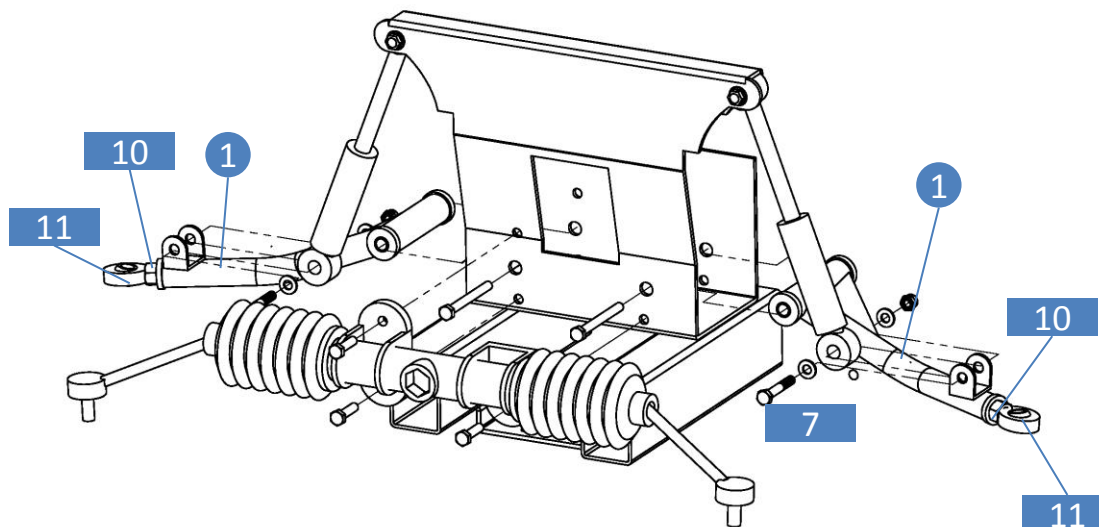


4. Using 1/2" socket remove factory spindle. Using a 1/2" socket remove spring plate and leaf spring. Retain spring plate, discard hardware and leaf spring.

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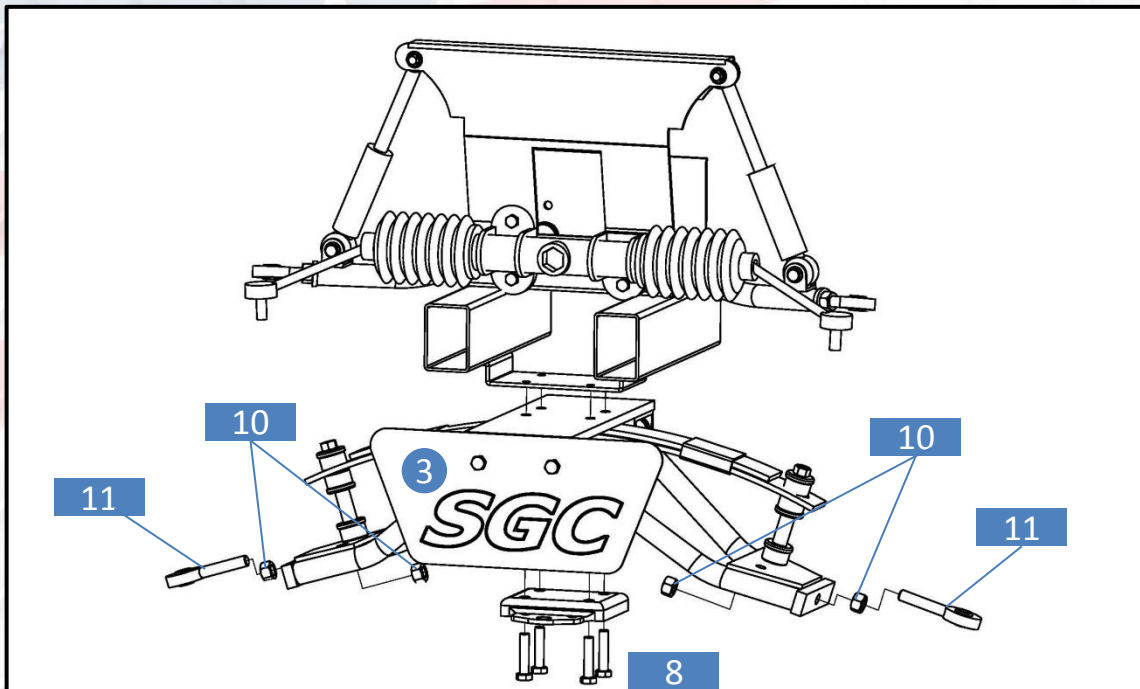
5. Using a 1/2" socket remove 3 bolts securing rack and pinion. Retain hardware. You will not completely remove rack and pinion. This step is to gain access to upper A-arm bolts. Using a 1/2" socket remove factory A-arms. Retain hardware.



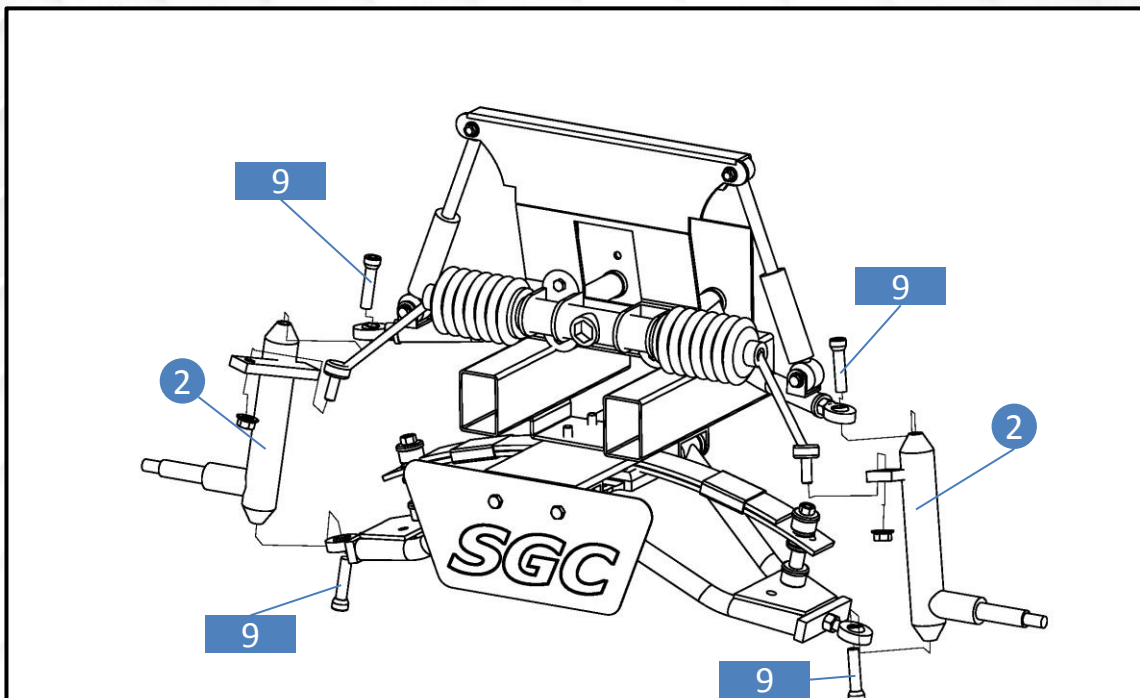
6. Install supplied upper a-arm #1 to cart with hardware from last step. Install heim joint #11 and nut #10 to upper a-arm. Install factory shock to upper a-arm with supplied hardware #7 5/16-2 bolt washer and nut.

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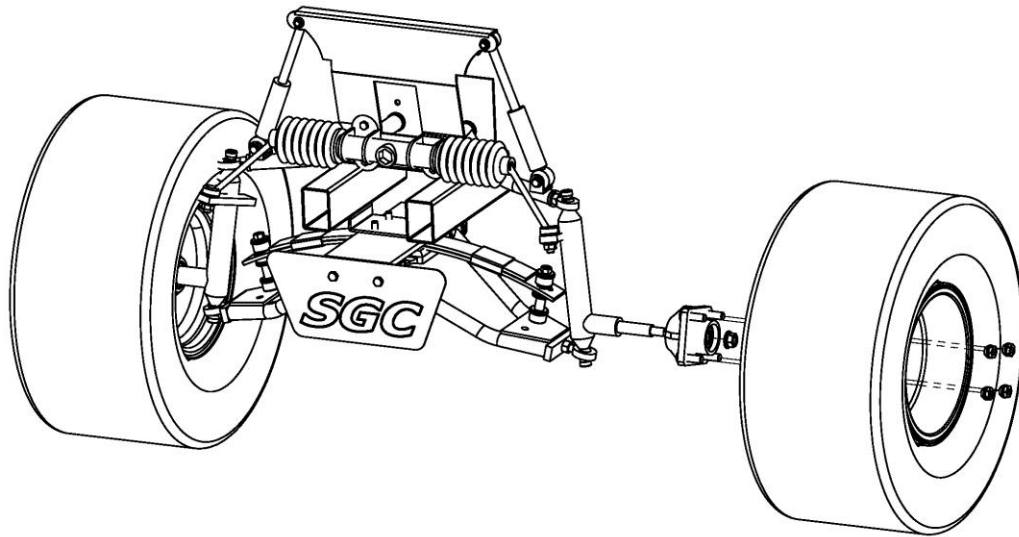


7. Using spring plate from step 4. Attach new main suspension assembly #3. Use supplied #8 hex bolts and washers to secure to cart. Before attaching spindles, install and adjust heim joints so there is approximately 1/4" of thread showing.



8. Attach spindles #2 to main suspension assembly #3 and upper a-arms using supplied egg neck bolt #9. Don't use thread locking adhesive until alignment is completed. Reattach tie rod to spindles using retained castle nut and cotter pin.

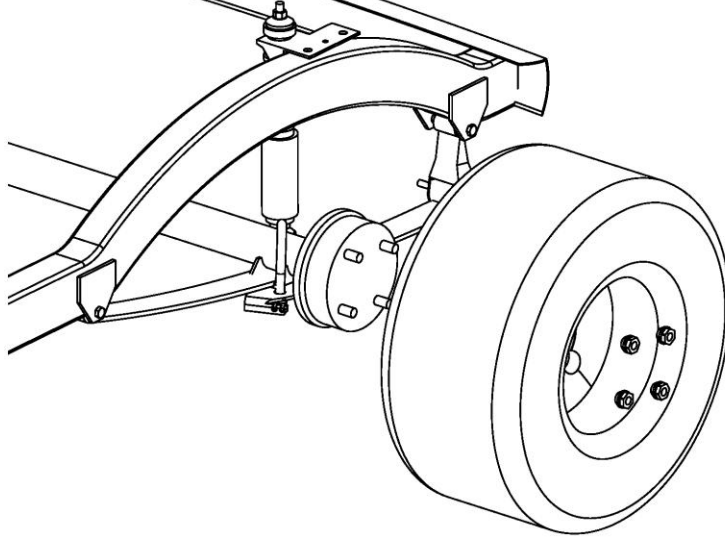
HD ALL TERRAIN LIFT KIT INSTALLATION INSTRUCTIONS
CLUB CAR PRECEDENT



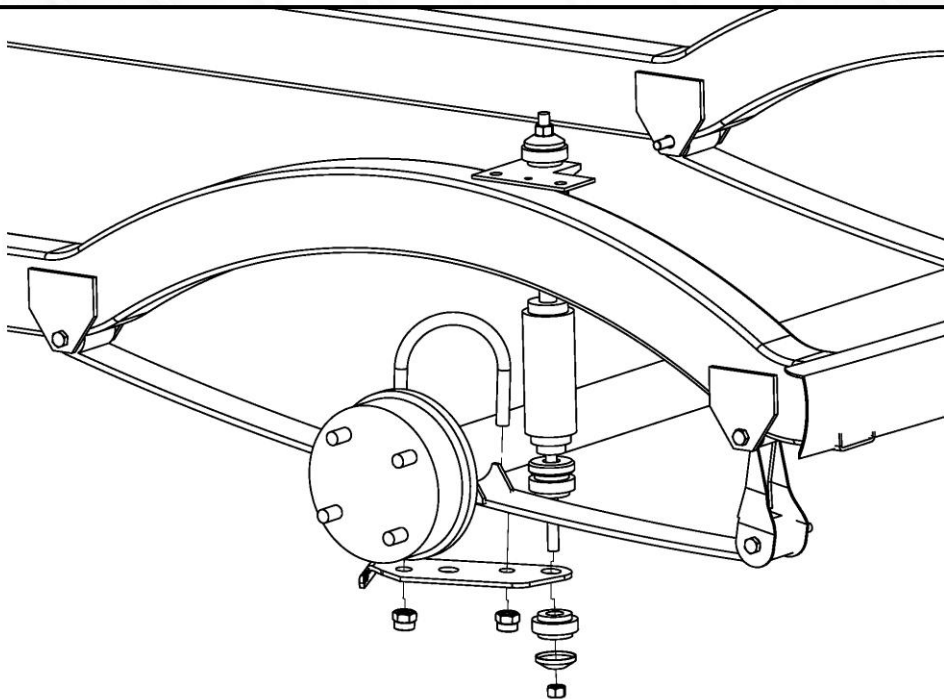
9. Reattach hub using hardware retained from step 2. Reinstall bumper . Install new wheels and lower cart.

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Chock front wheels, then disengage parking brake. Lift rear of Cart and support with jack stands under the frame. Remove rear wheels. Leave jack in place under axle and motor assembly.

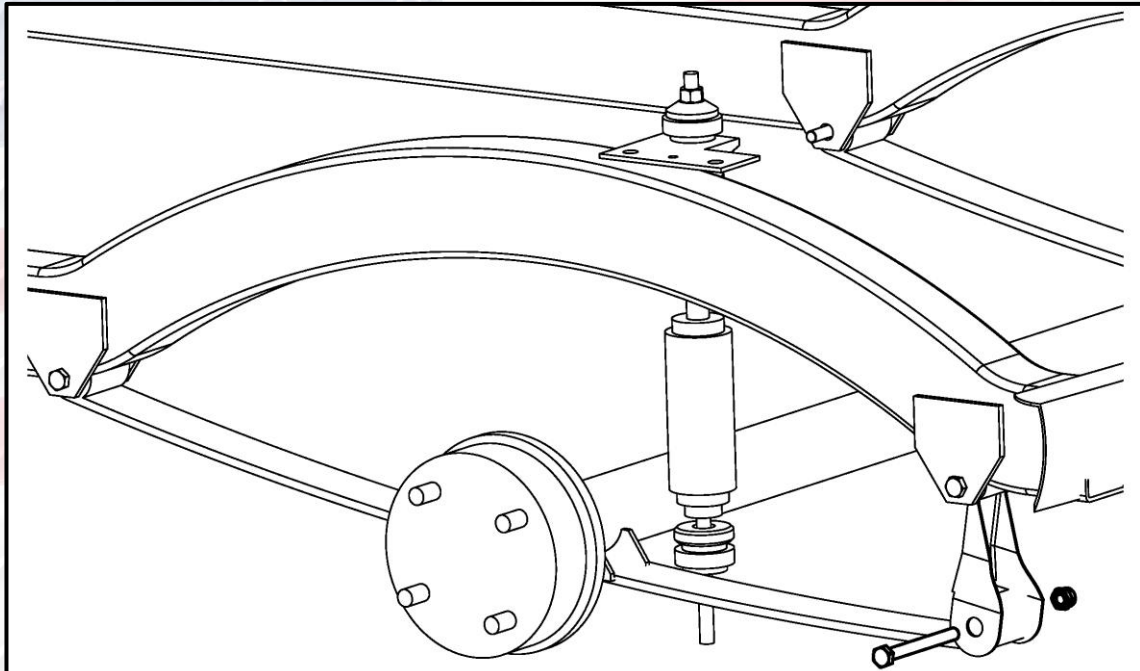


10. Remove rear wheels.

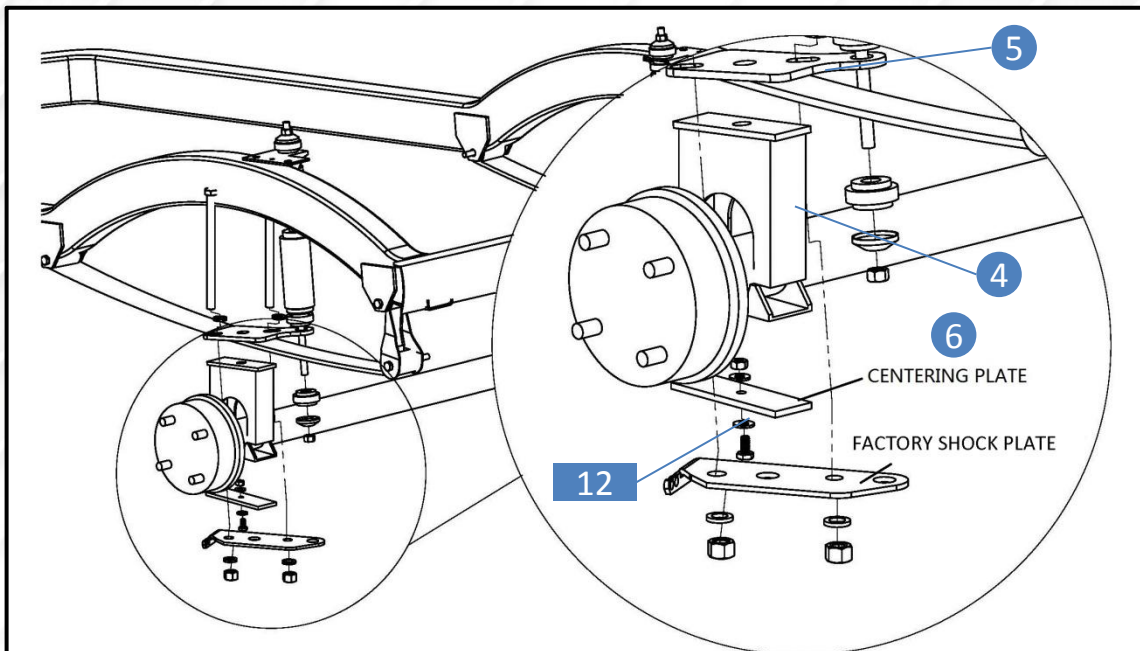


11. Using a 5/8" socket loosen the U-bolts on the passenger side. Don't remove the U-bolts. It's important to do one side at a time to avoid motor roll. Loosening but not removing the U-bolts will make this easier.

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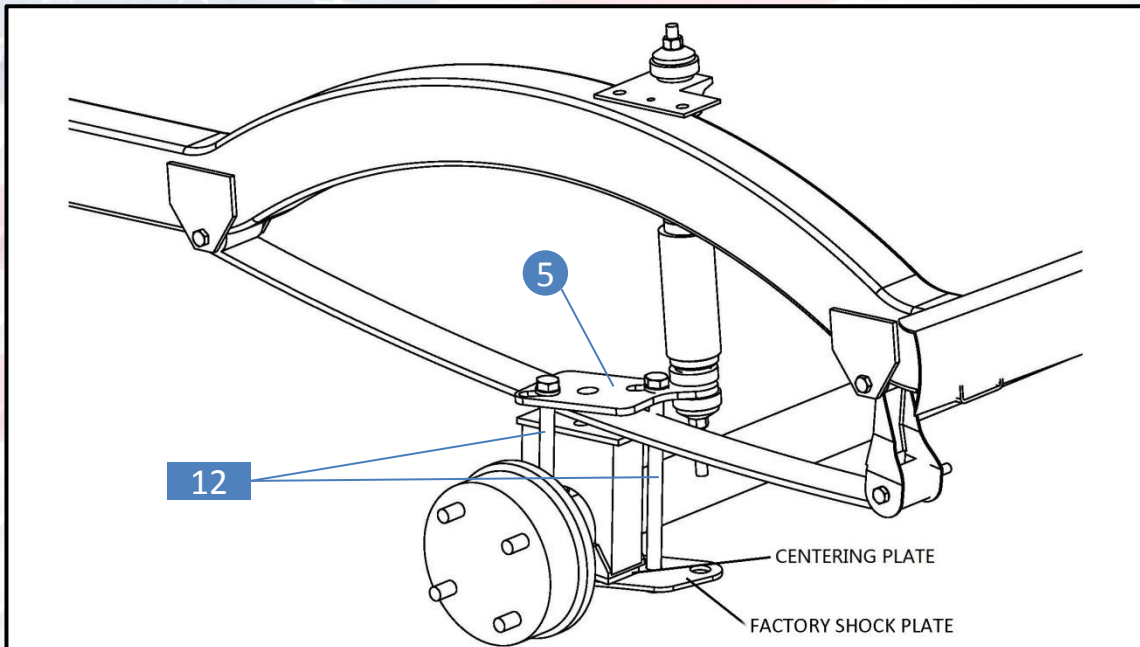


12. Using a 10mm socket and 13mm wrench remove hardware from rear leaf spring mount and front leaf spring mount. Retain hardware.

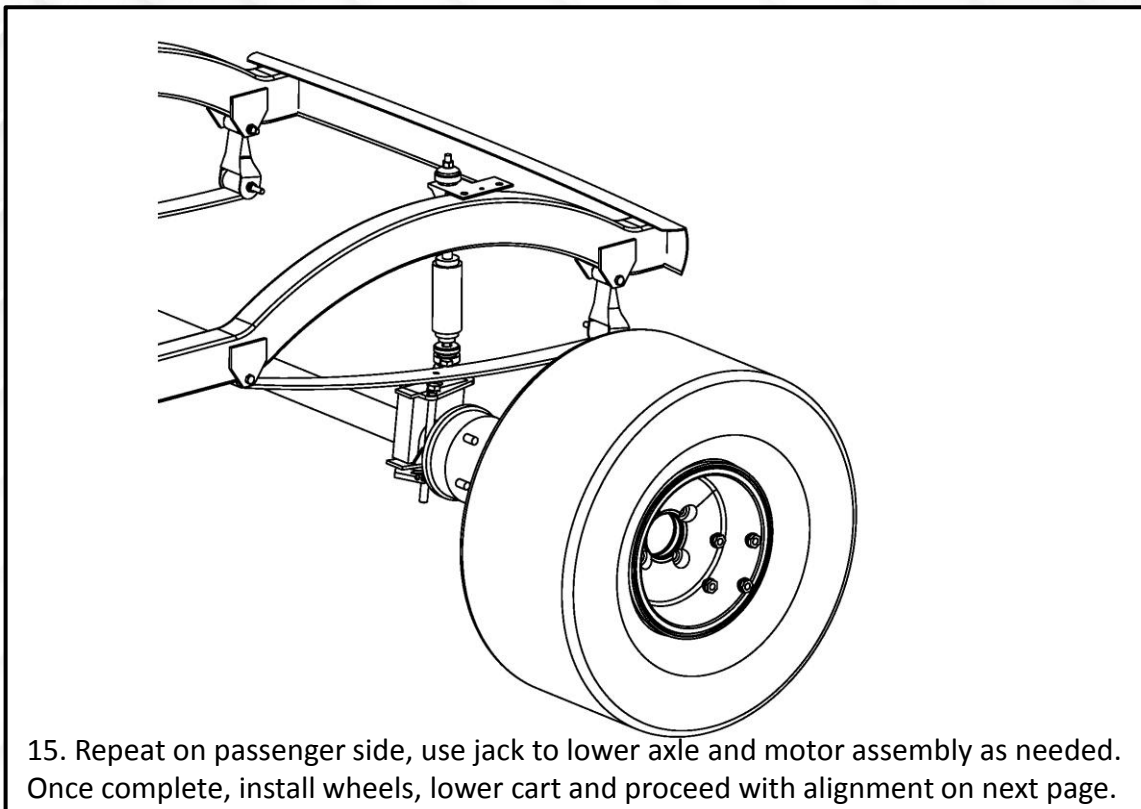


13. Place rear lift block #4 on the axle and under leaf spring. Ensure that top of lift block angles down toward the front of cart. Place rear shock plate #5 over leaf spring and attach shock to it. Attach hardware #13 on centering plate #6 then attach centering plate to factory shock plate. The bolt head and nut will fit into the center hole of the spring perch and factory shock plate to aid in alignment of the riser and mounting plates.

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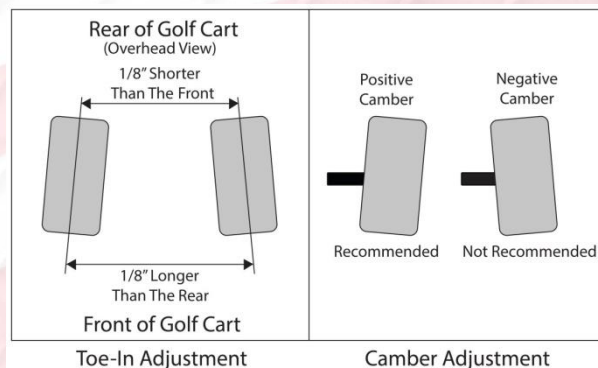
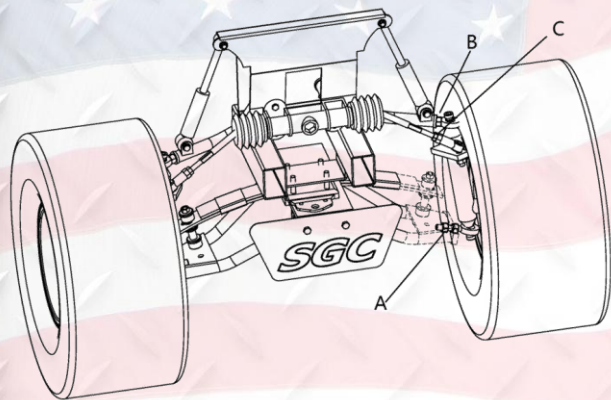


14. Route supplied #12 bolts M12*180 through rear shock plate#5, rear lift block and factory shock plate. Using socket to tighten these four bolts evenly to ensure proper alignment.



15. Repeat on passenger side, use jack to lower axle and motor assembly as needed. Once complete, install wheels, lower cart and proceed with alignment on next page.

ALIGNMENT INSTRUCTIONS CLUB CAR PRECEDENT



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 heim joint.

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

