# ProFormX™ BY

# A-ARM LIFT KIT

## Fits Yamaha® Drive®

Front Suspension

Front Spindles

Front Shocks

Front U-Bolts


Warning Label

Upper A-Arms

Rear Goalpost

Sway Bar Bracket

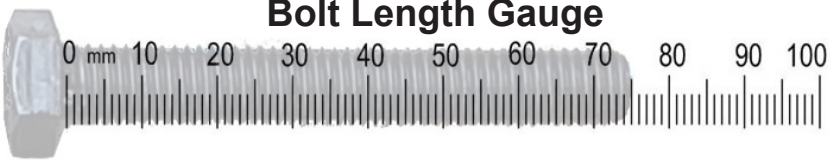
## TOOLS NEEDED

- 21mm socket
- 19mm socket
- 18mm socket
- 17mm socket
- 14mm socket
- 13mm socket
- 10mm socket
- 3/8 Allen Head Socket
- Rotary Cutting Tool
- 18mm wrench
- 17mm wrench
- 14mm wrench
- 13mm wrench
- 12mm wrench
- 10mm wrench
- 3mm Allen Wrench
- Adjustable Wrench
- 7/16” Drill Bit
- Cordless Drill (optional)

## PARTS LIST

- Front Suspension
- Front Spindles
- Upper A-Arms
- Rear Goalpost
- Front Shocks
- Front U-Bolts
- Sway Bar Bracket
- Hardware Pack

### Bolt Length Gauge



# STEP 1

Switch key to the OFF position and engage the Parking brake. Chock rear wheels.

Place TOW/RUN switch to TOW.

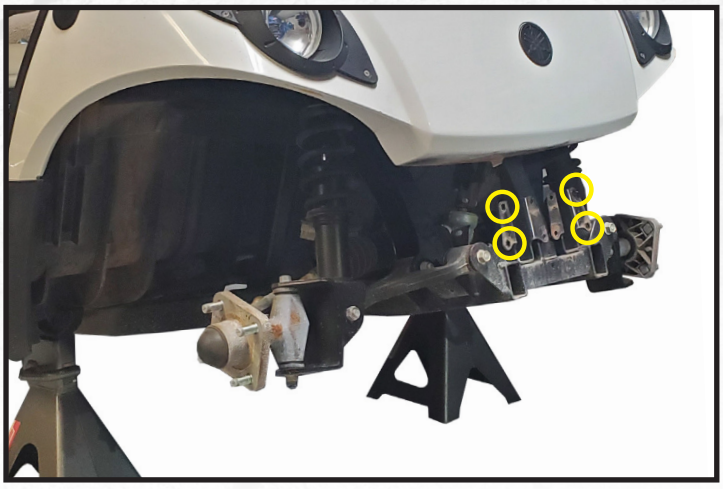
Before lifting cart, remove factory wheel covers and break loose lug nuts with a 19mm socket.

# STEP 2

Lift front of cart and place jack stands under frame as shown.

Remove front bumper by taking out the four bolts marked with a 10mm socket. Retain bumper and hardware.

Remove front wheels.



# STEP 3

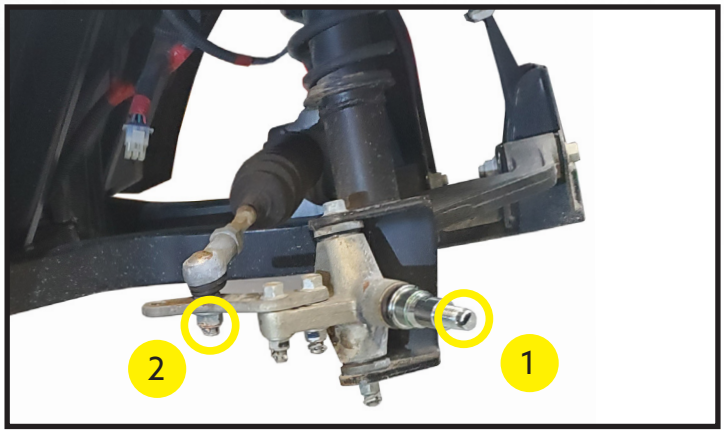
1) Remove dust cap and cotter pin from hub. Then remove wheel hub using a 19mm socket

.

2) Remove cotter pin from tie rod and use a 17mm wrench and socket to remove steering rack from spindle

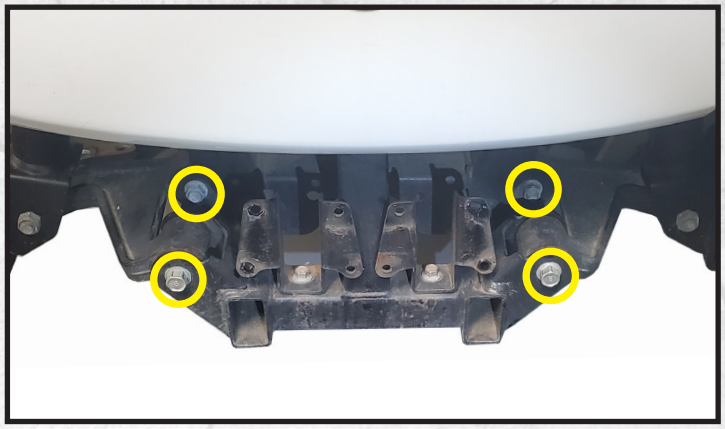
.

Retain all parts and repeat on driver's side.



# STEP 4

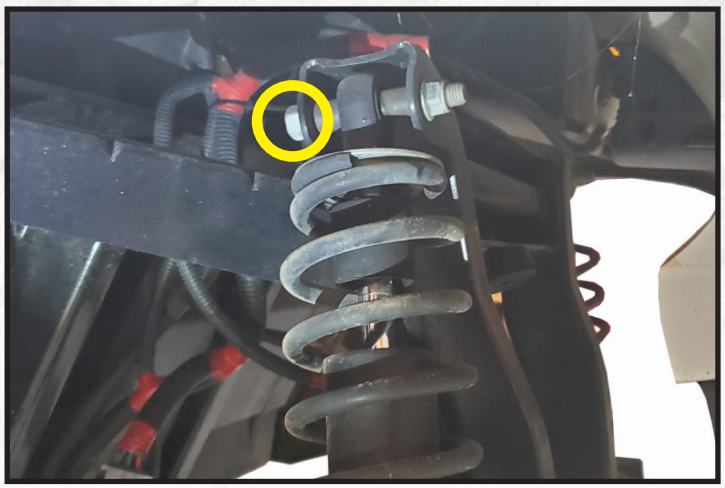
Using a 14mm wrench and socket, remove and retain the factory A-arm bolts shown.



# STEP 5

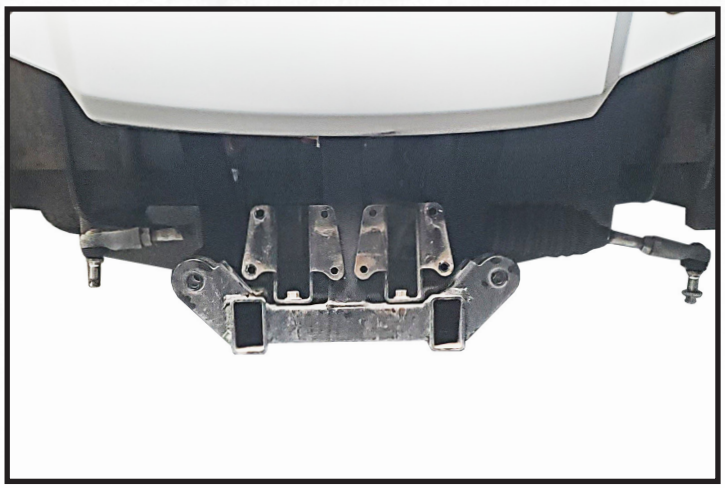
Remove and retain the upper shock bolts using a 14mm wrench and socket.

**Caution:** *Once upper shock bolts are removed, front suspension will be loose and free to drop.*



# STEP 6

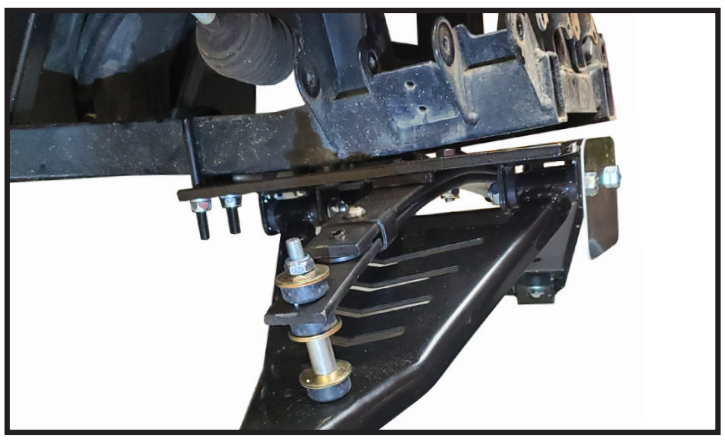
The only item remaining should be the steering rack as shown.



# STEP 7

Using the supplied U-bolts and hardware, attach the Front Suspension to the frame as shown.

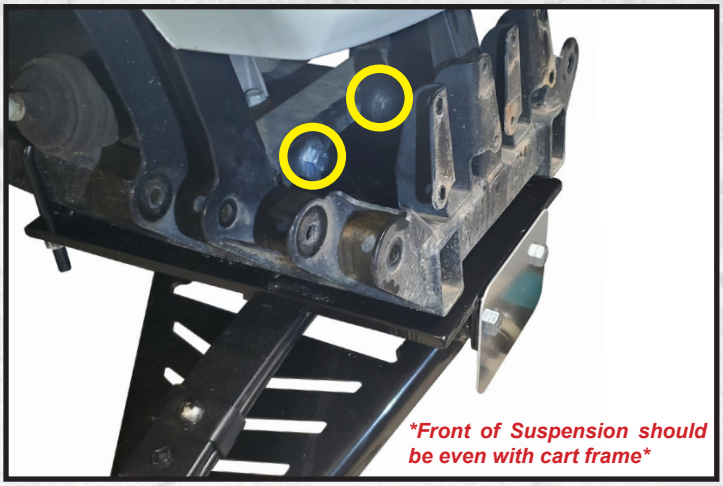
Do **NOT** fully tighten bolts until after next step.



# STEP 8

Using the supplied 10mm x 25mm bolts and washers, secure the front half of the Suspension to the frame. Tighten U-bolts and bolts using a 17mm wrench/ socket.

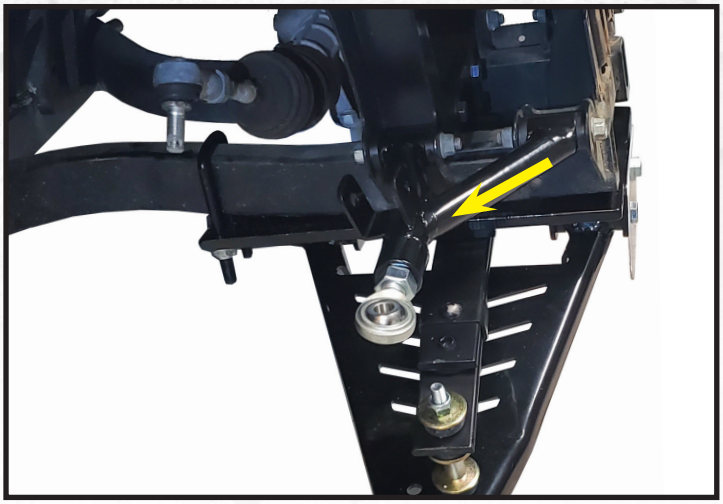
**Note:** The center mounting tabs of Suspension should go behind the crossframe as shown.




# STEP 9

Using the retained bolts from STEP 4, attach the new Upper A-Arms to the factory a-arm mounting locations.

**Note:** The A-Arms should offset to the rear of the cart as shown.



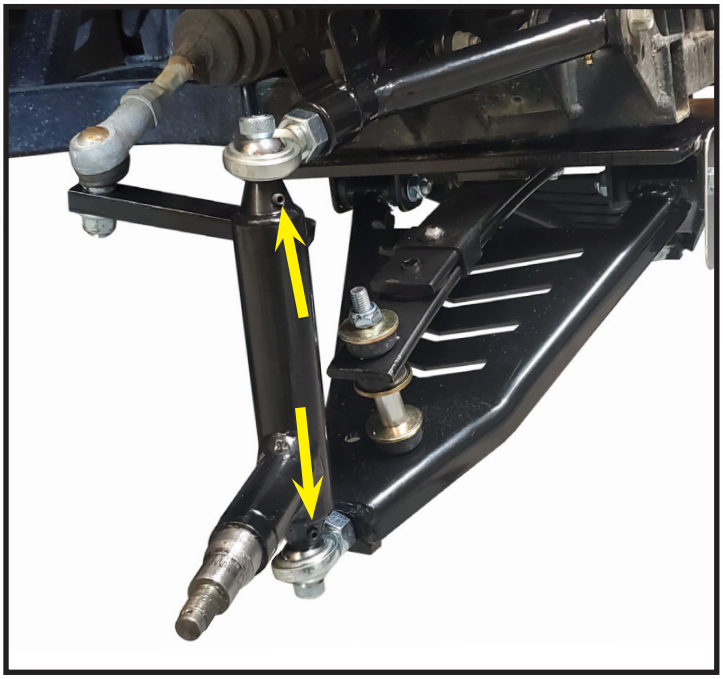
# STEP 10

A) Attach Spindles to A-Arms using the supplied Allen Head Bolts and a 3/8” Allen head socket.

B) Upper Heim Joint should be set out at 1/4” of thread as shown.

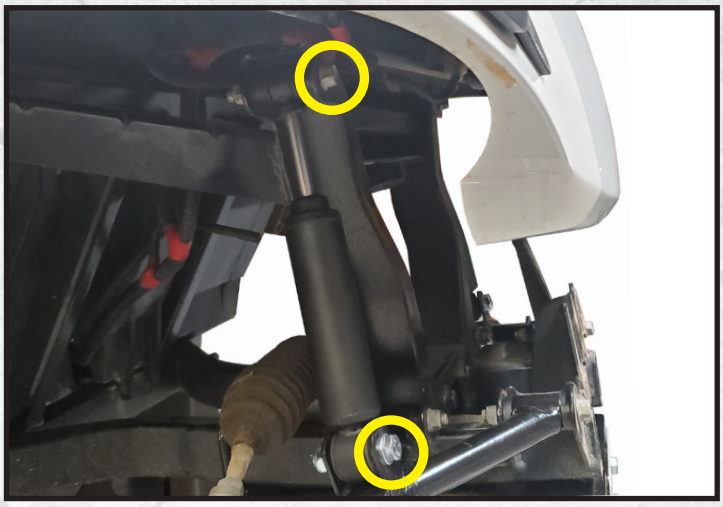
***Note:** Use a 3mm Allen head wrench to back out set screw if needed for proper spindle bolt penetration.*

**Do NOT re-tighten set screws or use thread locking adhesive on Allen head bolts until after alignment step is done.**



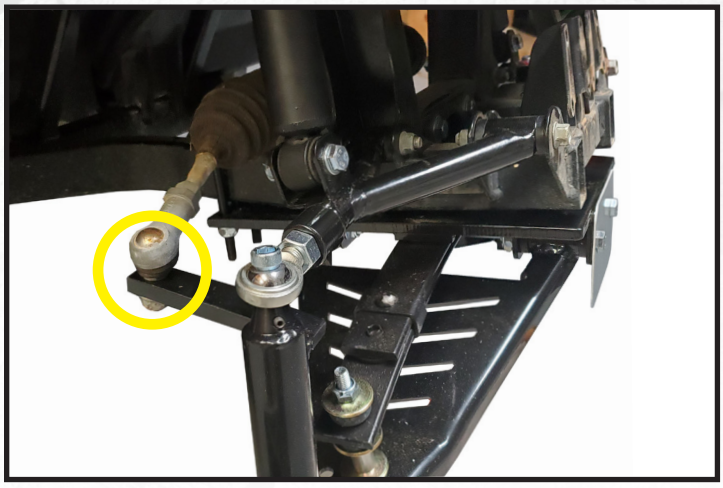
# STEP 11

Using the retained hardware from STEP 5, attach the new Shocks to the upper shock mounts as shown. Then attach lower shock mounts to the Spindle mounts using the 10mm x 55mm bolts and hardware.



# STEP 12

Attach the steering rack to Spindle arms using the retained hardware from STEP 3.



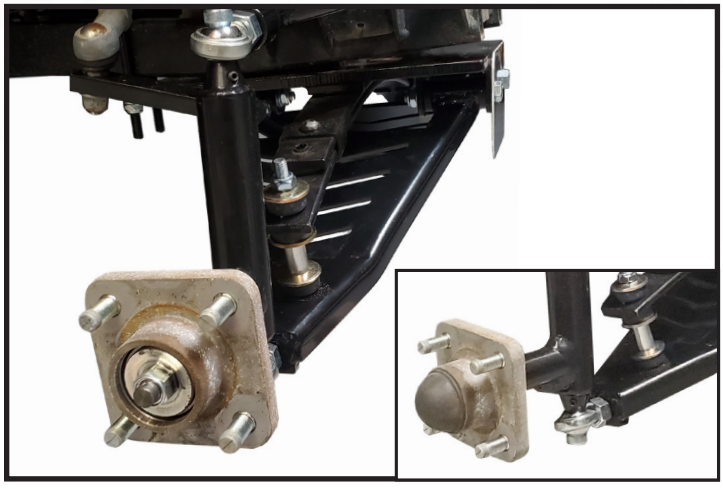
# STEP 13

Install factory wheel hubs to Spindles using retained nut from STEP 3.

Then reattach cotter pin and dust caps retained from STEP 3.

You can now install your new front tires/ wheels using **12mm** Lug Nuts and remove jack stands.

**We recommend 22-23” tires and 12-14” Wheels for proper clearance.**



# REAR LIFT INSTALL

## STEP 14

Disengage parking brake and chock front wheels. Use a floor jack under rear end to lift rear of cart up and place jack stands under frame.

Remove rear tires using a 19mm socket.

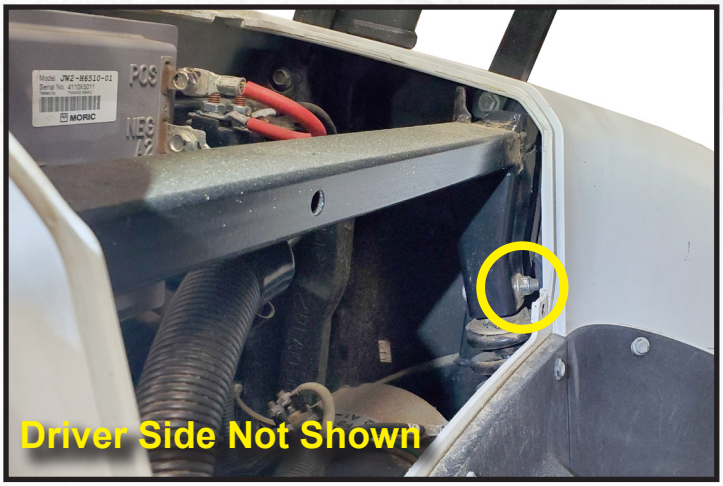
**Note:** Leave floor jack under rear end to support weight during install.



## STEP 15

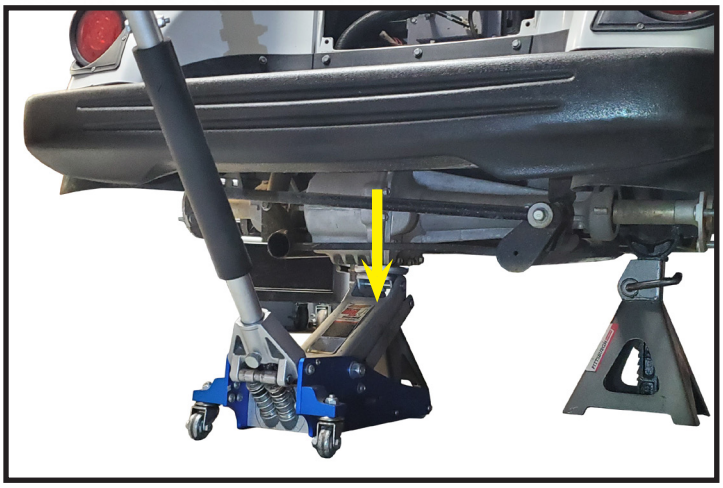
Remove motor cover by taking out the two plastic factory rivets at bottom corners. Retain all.

Using a 14mm socket and wrench remove upper bolts from shock mounts as shown. Retain bolts.




## STEP 16

With shock bolts free, carefully lower rear end to allow enough room for Rear Goalpost to fit between top of shocks and shock mount from previous step.

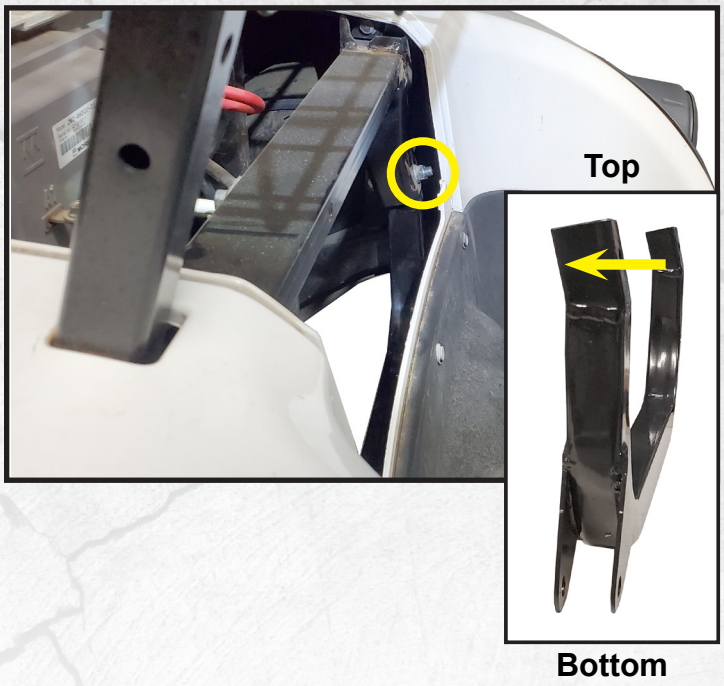


# STEP 17

Insert Rear Goalpost into upper shock mounts with the angled end pointing towards the front of cart as shown.

A rubber mallet may be needed to guide Goalpost into factory mounts.

Using bolts from STEP 15, secure Goalpost. Only hand tighten bolts until after next step.

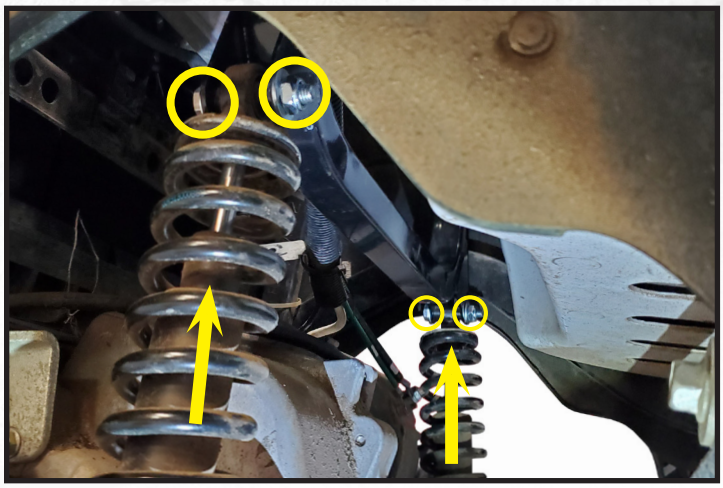



# STEP 18

Using the floor jack, lift rear end up and guide factory shocks into new Rear Goalpost mounts.

Secure shocks using the supplied 10mm x 55mm bolts as shown with a 17mm wrench and socket.

Tighten bolts from step 17 using a 14mm socket and wrench.



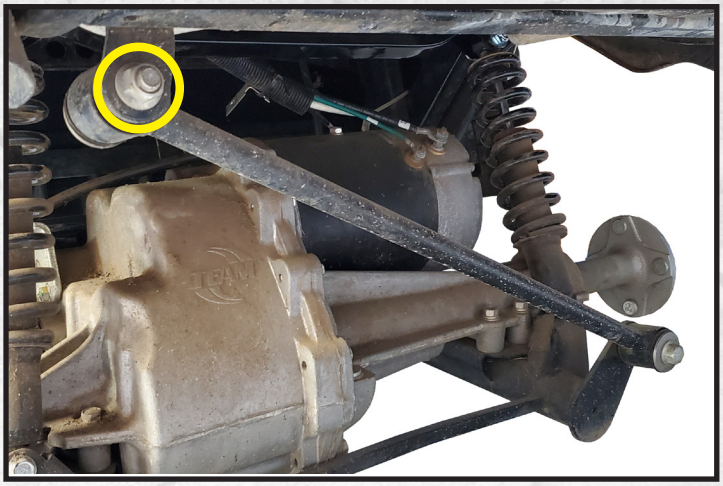
# STEP 19

Remove factory bagwell bolt shown with a 10mm socket, discard bolt.

With bolt removed, drill a hole through the frame using a 7/16” drill bit.

# STEP 20

Remove factory sway bar bolt from mount using a 17mm wrench and socket, keep bolt and nut for next STEP.



# STEP 21

Attach new Sway Bar Bracket to the frame mount using the supplied 12mm x 35mm Bolt and hardware. Use a 18mm wrench and 19mm socket to secure in place.

**Do NOT fully tighten until after STEP 24.**

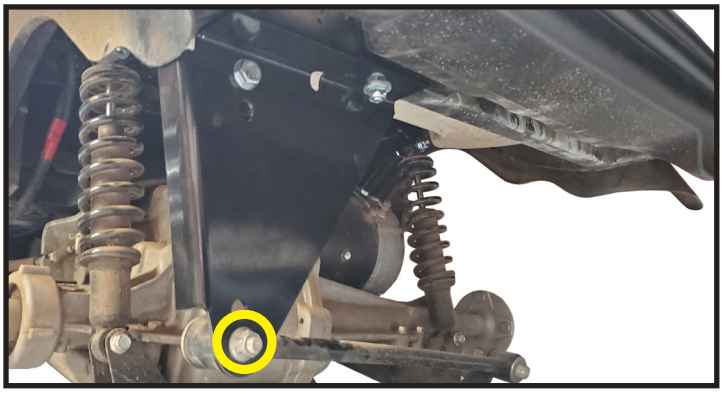
# STEP 22

Attach top of Sway Bar Bracket to the frame and bagwell using the supplied 10mm x 80mm Bolt and hardware as shown. Tighten with a 17mm socket and wrench.

# STEP 23

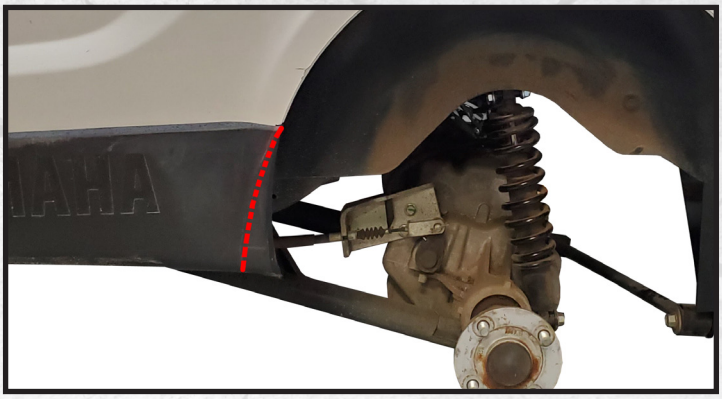
Using the hardware from STEP 20, attach sway bar to the bottom hole of the Sway Bar Bracket.

Tighten with a 17mm wrench & socket.



# STEP 24

*Due to clearance issues with larger wheels/tires you will need to trim the rear of each side skirt.*



Follow the curvature of the fender well and mark a cut line as shown.

Using a rotary cutting tool trim off the pointed bottom corner and use sand paper to clean the edges.

**You can now install new rear tires/ wheels using 12mm lug nuts.**

# CART ALIGNMENT INSTRUCTIONS

## WARNING:

After installing this lift, 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:*** Camber and toe must be adjusted for proper operation.

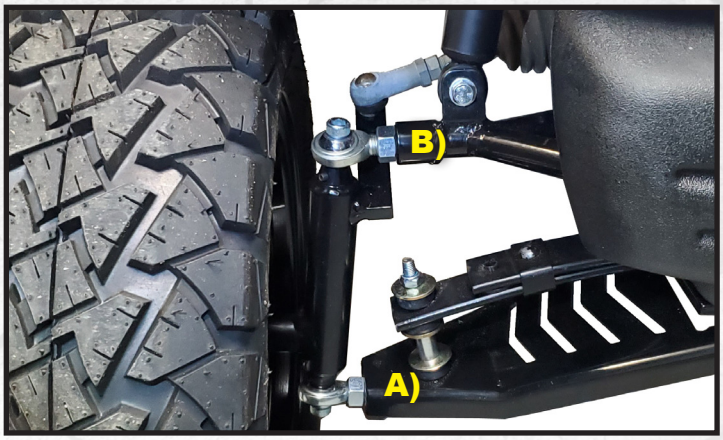
## CAMBER ADJUSTMENT

To adjust for proper camber, use a framing square or level, verify the tire is resting at a 90° angle to the ground. ***Lift front of cart with a floor jack.***

First adjustment will be at the lower A-Arm (A). Using a adjustable wrench, adjust the lower heim joint in or out as needed to achieve proper 90°.

If further adjustment is still needed, remove the front tire and temporarily remove the spindle bolt (B) to free heim joint. Loosen heim joint nut with a adjustable wrench and screw in/out heim joint as needed.

Re-tighten nut, reattach spindle, and front tire. Check camber again, if further adjustment is needed, repeat process above.




**Be sure to use threadlock adhesive on spindle bolts and retighten set screws in spindles.**

## TOE ADJUSTMENT

Ensure tires are pointing as straight as possible and steering wheel is in the centered position.

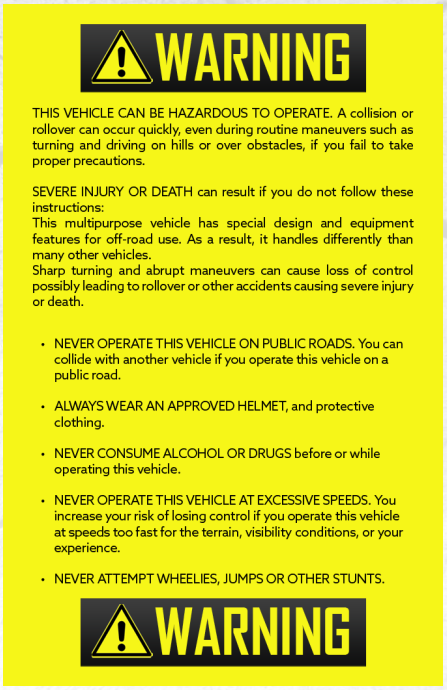
First, find a common point to measure from on the inside front and inside rear of tires. You will need to adjust the steering arms until the front measurement is 1/8” - 1/4” greater than the rear measurement. Tires should toe **OUT** in the front.

To adjust steering rack, loosen nut on tie rod end (C) with a 17mm wrench and adjust tires in or out using a 12mm wrench. Tighten nut on tie rod end when complete.

Drive the cart around and then recheck your alignment. Readjust if necessary


# STEP 25

Warning label included with this kit must be installed and displayed in plain view of vehicle operator.




# HARDWARE LIST DRIVE®

**Hardware Pack**

- 12mm x 35mm Shoulder Hex Bolt - 1
- 12mm x 25mm Flat Washer - 2
- 12mm Anti Slip Nut - 1
- 10mm x 80mm Shoulder Hex Bolt - 1
- 10mm x 55mm Shoulder Hex Bolts - 4
- 10mm x 25mm Shoulder Hex Bolts - 2
- 10mm x 25mm Flat Washers - 18
- 10mm Anti Slip Nuts - 11
- 10mm x 38.5mm x 110mm U-Bolts - 2



**Bolt Length Gauge**