

# 6" HEAVY DUTY LIFT KIT

## INSTALLATION INSTRUCTIONS

Fits Club Car® Precedent®, Onward®, Tempo®



Front Suspension



Upper A-Arms



Warning Label



Front Spindles



Rear Shock Plates



Rear Lift Blocks



Rear U-Bolts

### TOOLS NEEDED

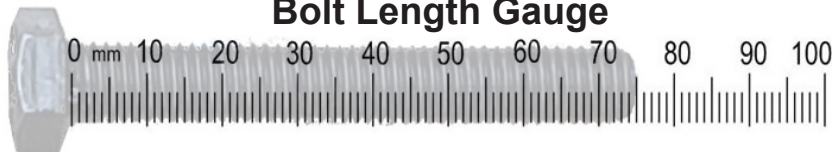
- 21mm socket
- 19mm socket
- 18mm socket
- 17mm socket
- 13mm socket
- 10mm socket
- 3/8 Allen Head Socket

- 17mm wrench
- 13mm wrench
- 12mm wrench
- 10mm wrench
- 6mm Allen Wrench
- Cordless Drill (optional)

### PARTS LIST

- Front Suspension
- Front Spindles
- Upper A-Arms
- Rear Lift Blocks
- Rear Shock Plates
- Rear U-Bolts
- Hardware Pack
- Thread locking Adhesive

### 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.

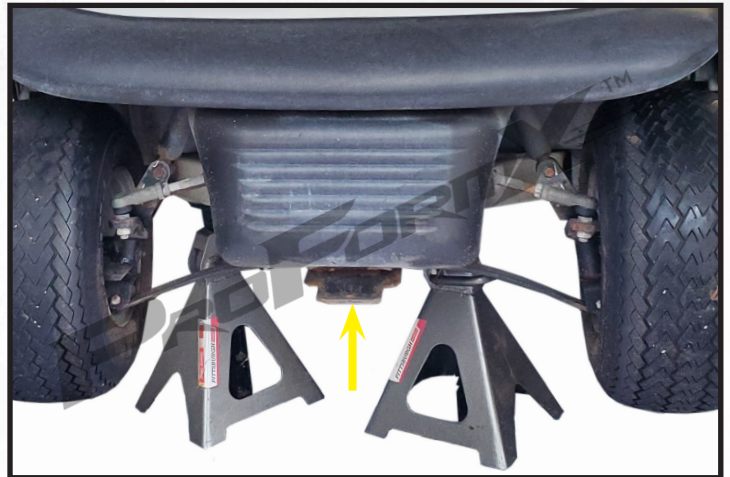


## DEM PARTS REMOVAL

# STEP 2

\*\*\*Before lifting front of cart, remove factory wheel covers with a small flat head screw driver and break loose front wheel lug nuts with a 19mm socket.

Using a floor jack, lift front of cart up high enough to allow for new front suspension components and larger tires. Place jack stands under frame rails and after the first bend in frames as shown.



# STEP 3

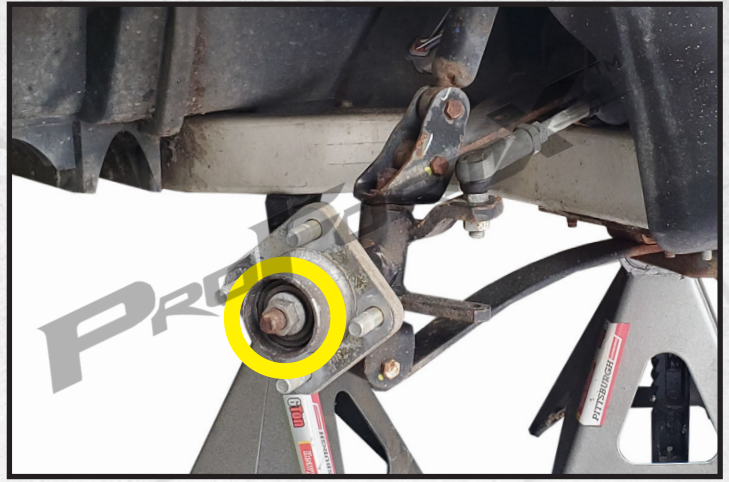
Using a 10mm wrench and a 13mm deep well socket, remove and retain the front bumper. Remove front bolts only as shown.



# STEP 4

Using a 19mm socket remove the factory wheels. Do NOT retain wheels, they will not fit the new spindles.

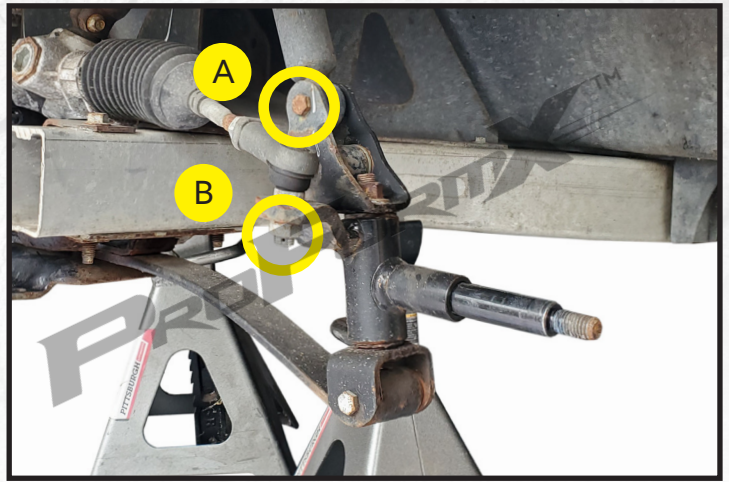
Using a 13/16" socket, remove and retain the front wheel hubs and flange nuts shown.



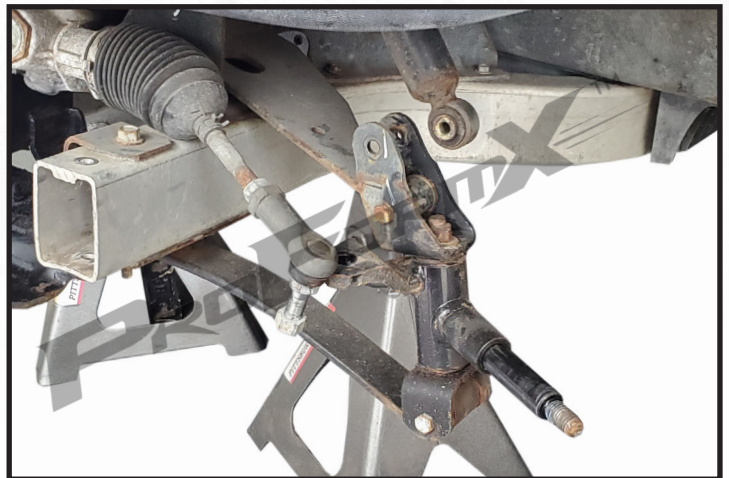
# STEP 5

A) Using a 1/2" socket, remove the factory shock from spindle mount. Do NOT retain hardware.

B) Using a 18mm socket remove and retain the nut from the steering link tie rod. Use a 11/16" wrench to hold tie rod in place. Retain nut.

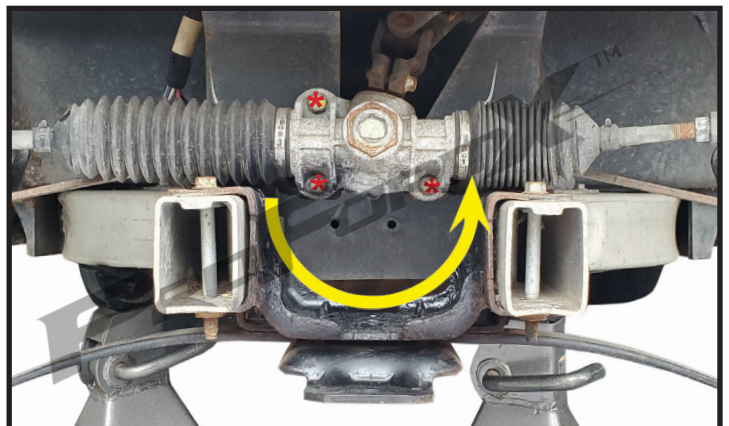


Push both pieces free of factory spindle and repeat STEP 5 on passenger side.



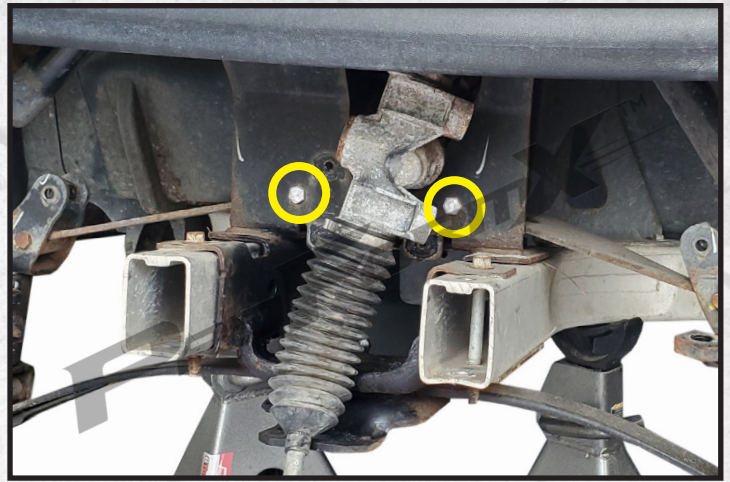
# STEP 6

Using a 1/2" socket, remove steering rack from steering rack mount. With steering rack mount free, turn rack to gain access to upper A-Arm mounting bolts. Retain hardware.



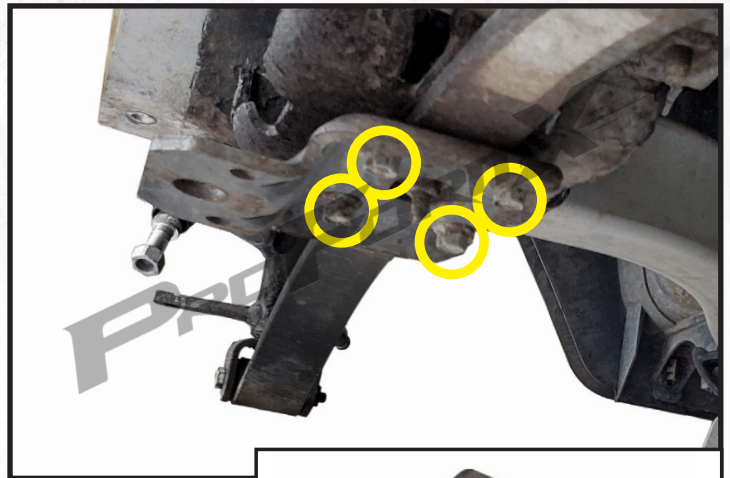
# STEP 7

Using a 1/2" socket, remove and retain the A-Arm bolts highlighted. A-Arms are now free from front mount and can be removed.



# STEP 8

Using a 1/2" socket, remove the spring/tow plate. Keep plate, discard hardware and front suspension.



**Caution:** When plate is removed entire suspension and spindles will be free.



The only items remaining should be the steering rack and shocks as shown



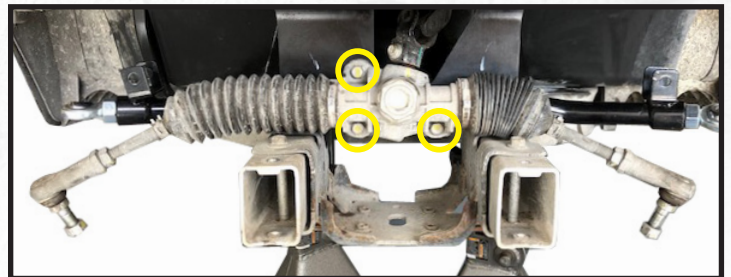
# STEP 9

Using the retained bolts from STEP 7, install the new A-Arms to the factory steering rack mount. Use a rubber mallet to tap in place if needed.

A-Arms should angle to the front of cart as shown.

Fully tighten both bolts and grease rear fittings of each A-Arm now.

Using the retained bolts from STEP 6, reattach the steering rack. Once all three bolts are in place, then tighten.



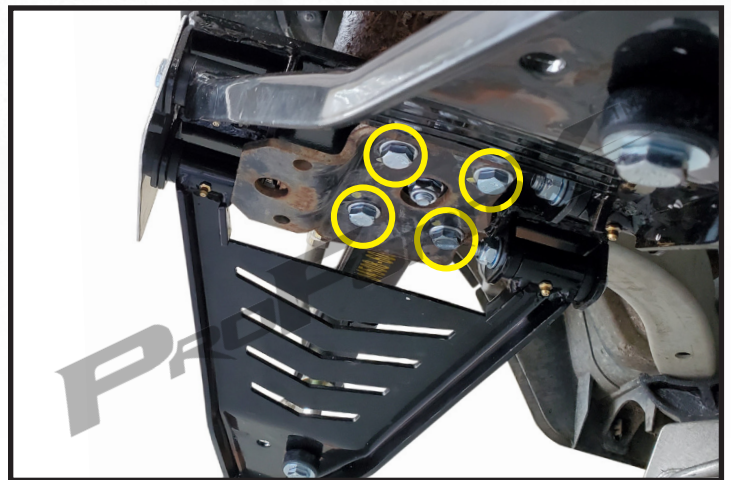
# STEP 10

Using the retained spring plate and supplied 10mm x 50mm Bolts/washers, attach the new Front Suspension to the factory frame plate.

Once all 4 bolts are started use the supplied thread lock adhesive and a 16mm socket and fully tighten hardware.

**Note: Use an assistant or a floor jack to help hold Suspension in place.**

*\*\*\*Be sure to grease all 4 Grease fitting located under Suspension.*



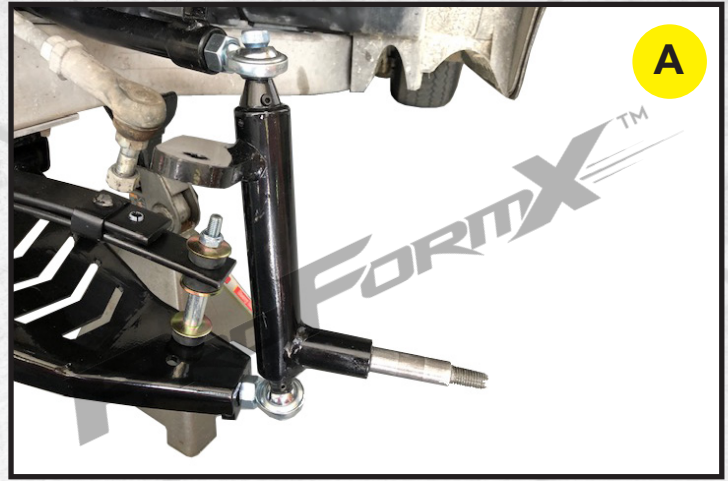
# STEP 11

A) Attach Spindle 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.

**Do NOT re-tighten set screws or use thread locking adhesive on Allen head bolts until after alignment STEP 25.**

Repeat on passenger side



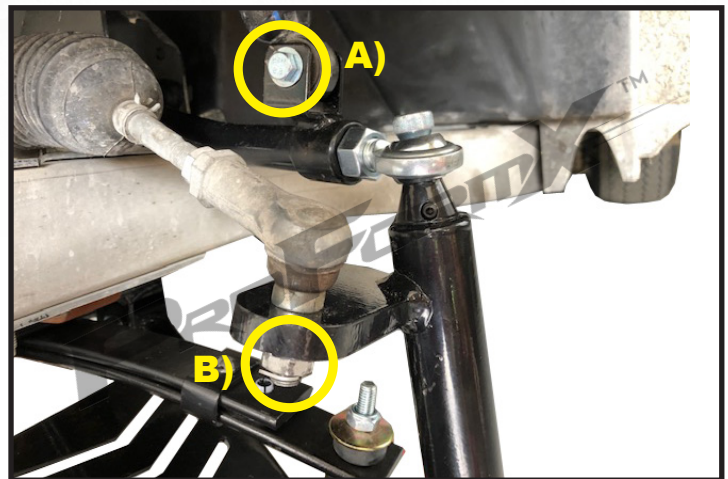
**Note: \*Use a 3mm Allen head wrench to back out set screw if needed for proper spindle bolt penetration.**



# STEP 12

A) Attach the factory shock to Upper A-Arm using the supplied 8mm x 50mm bolt and hardware. Use a 13mm wrench and socket.

B) Attach the tie rod to the Spindle arm using the retained nut. Install a cotter pin in tie rod bolt once nut is fully tightened.



# STEP 13

Reattach wheel hubs using retained nuts. Tighten all the way, then back nut off quarter to half a turn so hub spins freely.

You can now install your new front tires and wheels and remove jack stands.

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

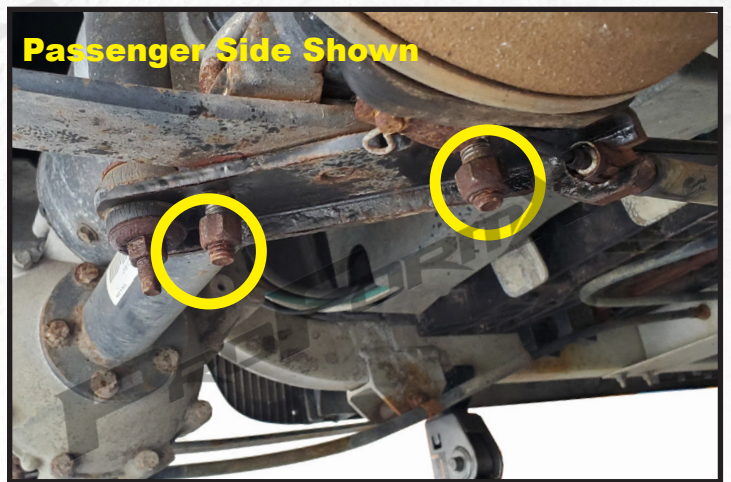


# REAR LIFT INSTALL

# STEP 14

Disengage parking brake and chock front wheels. Use a floor jack under rear axle to lift rear of cart up and remove rear wheels.

On the Passenger's side rear, use a 5/8" socket to loosen the U-Bolt as shown, **do NOT** completely remove nuts. This is to allow flexibility while installing the lift on the opposite side. If you completely remove U-Bolt motor will roll and cause damage when Driver's side is loose.

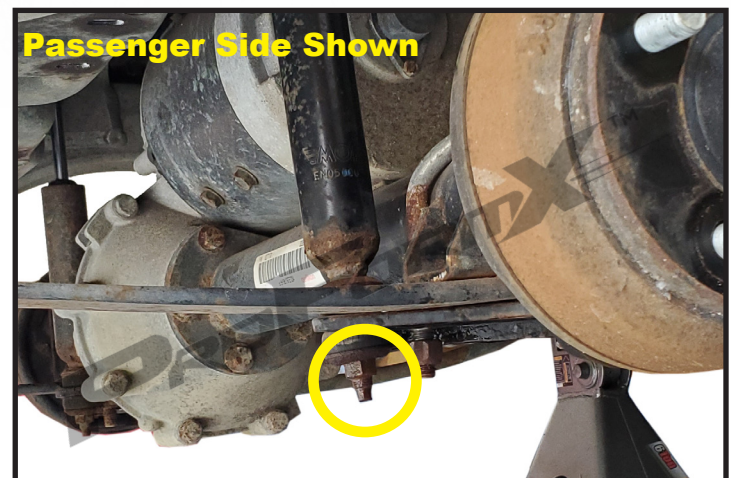


**\*\*\*Place jack stands under frame and on the front side of front leaf spring mount\*\*\***

# STEP 15

Loosen the Passenger side rear shock from spring plate with a 9/16" socket but **do NOT** fully remove nut.

Note: You will need to hold the shock in place with your hand to keep it from spinning.



**\*Now move to opposite side until after STEP 23.\***

# STEP 16

Place the floor jack under the rear end as shown. This is only to support the rear end weight as it may roll or fall if jack is not in place.

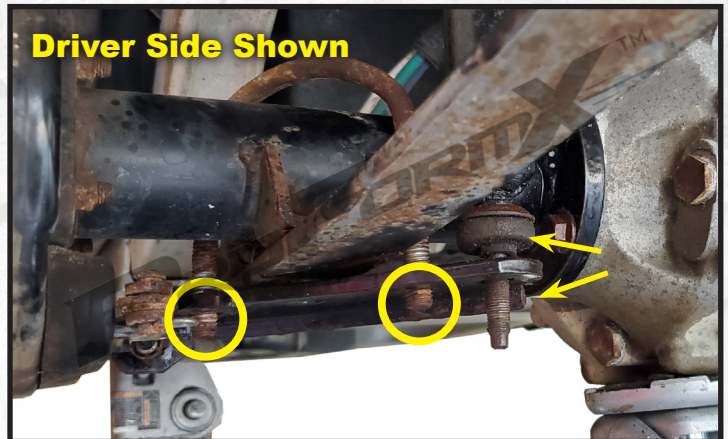
Do NOT lift rear end with jack.



# STEP 17

Moving to the Driver's side, remove the factory U-bolts with a 5/8" socket. Do NOT retain bolts or hardware.

Using a 9/16" socket, remove and retain the shock nut and bushings.

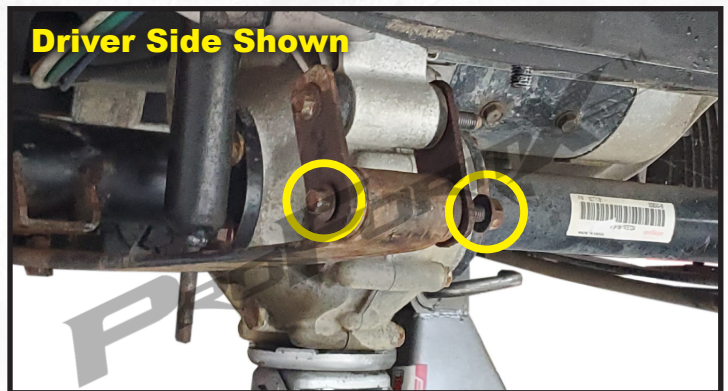


# STEP 18

**\*Ensure floor jack is still supporting the motor/axle weight\***

Using a 10mm socket and 13mm wrench, remove and retain the rear leaf spring bolt highlighted.

**Note: Leaf springs are directional, make sure when you remove them you note that the center spring nut is offset to the rear of the cart.**



# STEP 19

Using a 10mm socket and 13mm wrench, remove and retain the front leaf spring bolt highlighted.

Temporarily remove leaf spring.

**Note: Now is a good time to replace leaf springs bushings if needed or install Heavy Duty Springs.**





# STEP 20

The Driver's side axle is now free, make sure floor jack is still under motor/axle and supporting the weight.

Carefully lower floor jack to allow enough room to install rear lift components. Install leaf spring **ABOVE** axle using hardware from STEP 18 & 19.

Do NOT reattach brake cable to front leaf spring bolt until after STEP 23.



# STEP 21

Place Rear Lift Block on axle and under leaf spring as shown. Short side of block points towards front of cart.

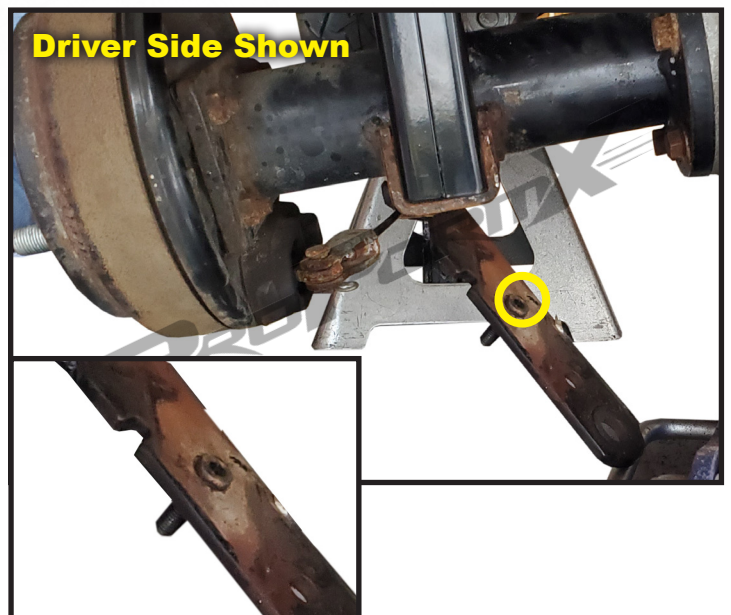
Place Rear Shock Plate on top of leaf spring as shown.



# STEP 22

Attach the supplied Allen head bolt, washer, and nut to the factory spring plate as shown using a 6mm Allen head socket and 13mm wrench.

The Allen head bolts purpose is only to keep the spring plate in line with the alignment hole located in the bottom of the axle.



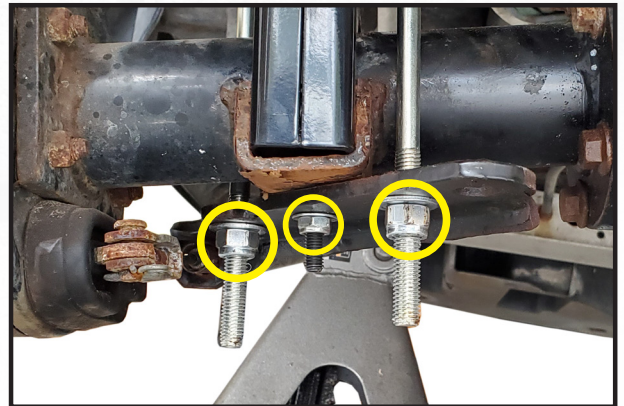
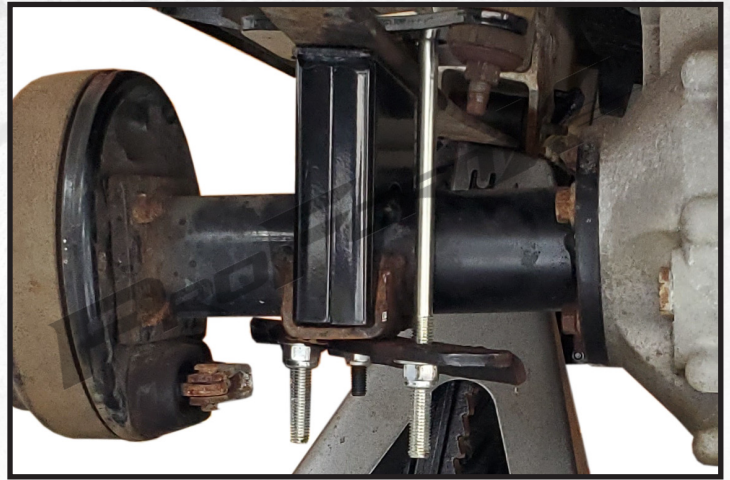
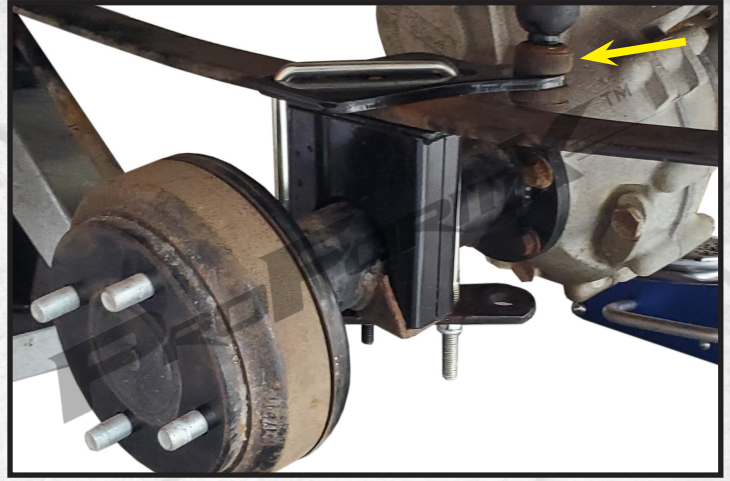
# STEP 23

Hand tighten rear shock to Shock Plate using the bushings and nut from STEP 19 as shown.

Using the supplied U-Bolts and hardware, route the U-Bolts through the Shock Mount and down through the factory spring mount as shown. You may need to adjust the floor jack to make this step easier.

Once both ends of the U-bolt are in place, tighten hardware equally.

**Make sure the leaf spring nut is properly sitting inside the new Shock Plate hole and the Allen head bolt is recessed in factory spring plate while tightening hardware. All components should be tight together with no gaps between. A rubber mallet can be used to help align components**



# STEP 24

Repeat STEPS 18-23 on Passenger's side.

Then install new wheels and tires using 1/2" x 20 Lug Nuts, lower cart, and proceed to alignment steps.

# STEP 25

## 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.

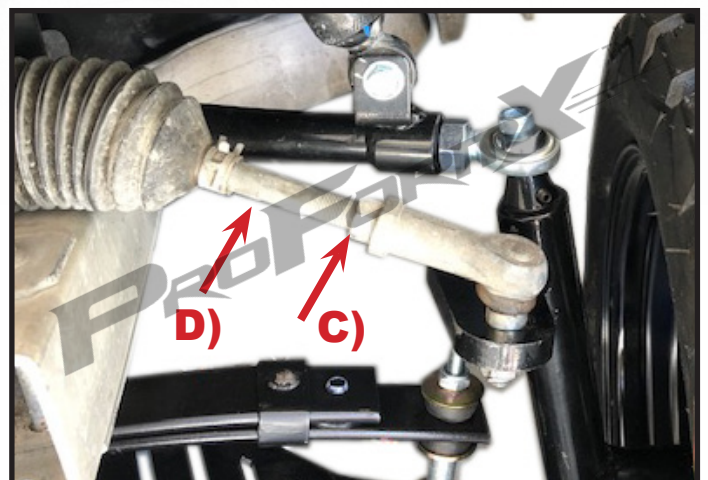
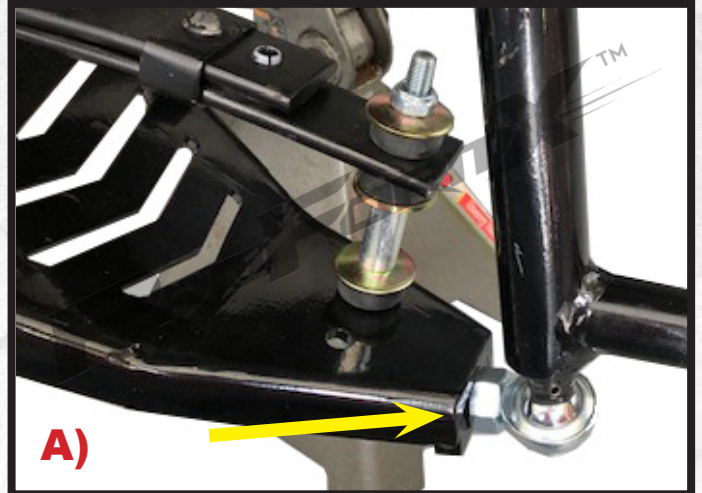
### CAMBER ADJUSTMENT

To adjust for proper camber, use a framing square or level to verify the tire is resting at a 90 degree angle to the ground.

Adjust camber using the two nuts on the bottom heim joint **(A)**.

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

**IMPORTANT:** Be sure to retighten all hardware after adjustments are made. Once proper camber is achieved, use supplied threadlock adhesive on spindle bolts and tighten set screws in spindles.



### TOE ADJUSTMENT

Ensure tires are pointing as straight as possible and steering wheel is in the correct 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 1/4" 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 on the steering rack **(D)**. Tighten nut on tie rod end when complete.

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

# HARDWARE LIST

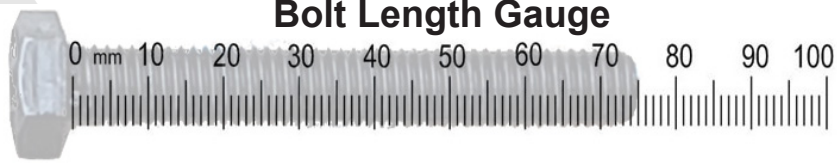
# PRECEDENT®

## Hardware Pack

- 10mm x 50mm Shoulder Hex Bolts - 4
- 10mm x 70mm Shoulder Hex Bolts - 2
- 10mm x 90mm Shoulder Hex Bolts - 2
- 10mm x 25mm Flat Washers - 16
- 10mm Anti Slip Nuts - 8
- 10mm U-Bolts - 4
- 8mm x 50mm Shoulder Hex Bolts - 2
- 8mm Flat Washers - 6
- 8mm Lock Washers - 4
- Allen Head Bolts - 2

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## Bolt Length Gauge



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