



16-007

# 6 INCH A-ARM LIFT KIT

WILL FIT E-Z-GO® RXV®

## INSTALLATION INSTRUCTIONS



### INCLUDED:



Main Suspension Assembly



2 Spindles



2 Rear Shock  
Mounting Plates



2 Rear Lift  
Blocks



2 U-Bolts



2 A-Arms



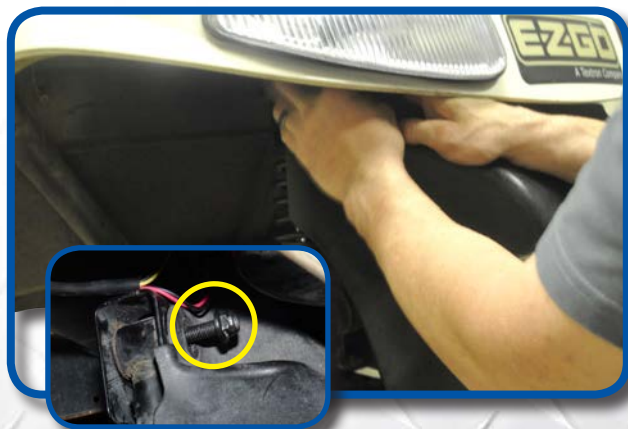
2 Shocks

## 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

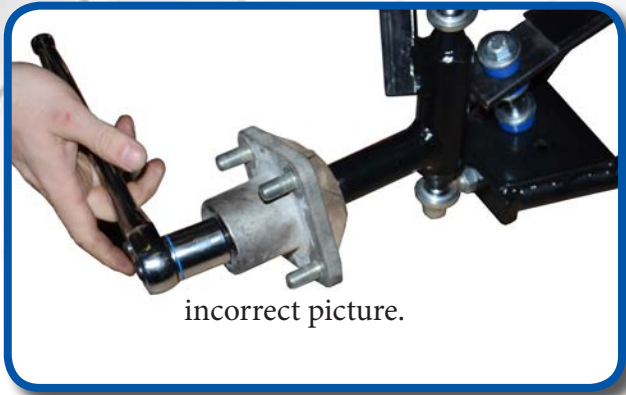
Switch cart to OFF and engage parking brake. Raise the cart with jacks and support with jack stands. Remove wheels. Remove dust caps from hubs and retain.



Remove the bolts from the bumper. Retain bumper and hardware.

2

Remove cotter pin and castle nut from spindle. Remove hub. Retain hub and hardware.



incorrect picture.

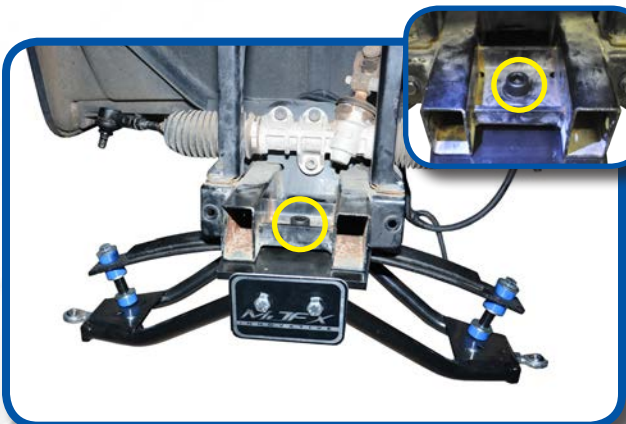


Remove cotter pin and castle nut from tie rod and remove the tie rod from the spindle. Retain hardware.

Remove hardware from top of the strut. and from the lower control arm. Remove factory suspension assembly from cart. Retain hardware (factory suspension will not be reused). Repeat Steps 3-5 on the other side.

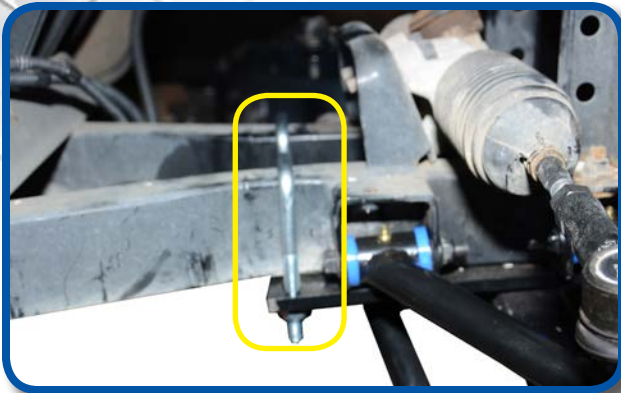
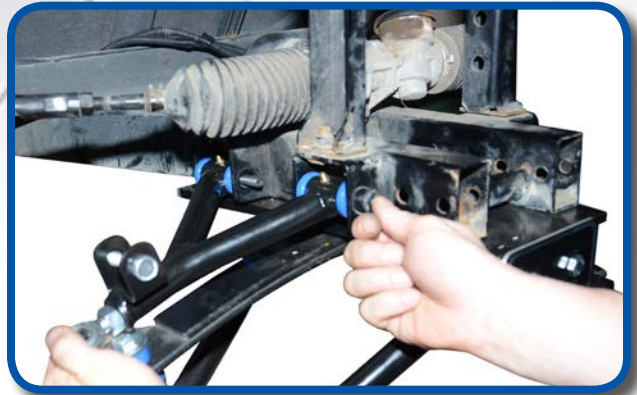


REMOVE TOP NUT FIRST



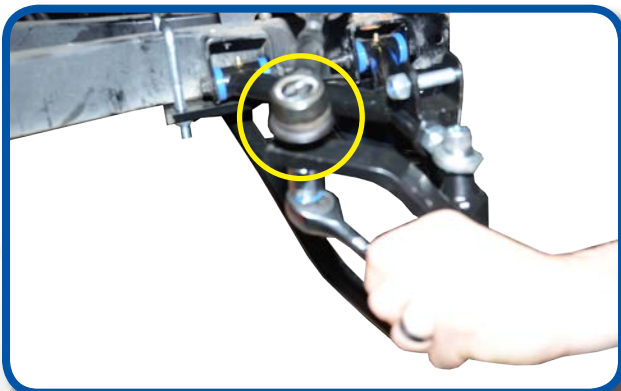
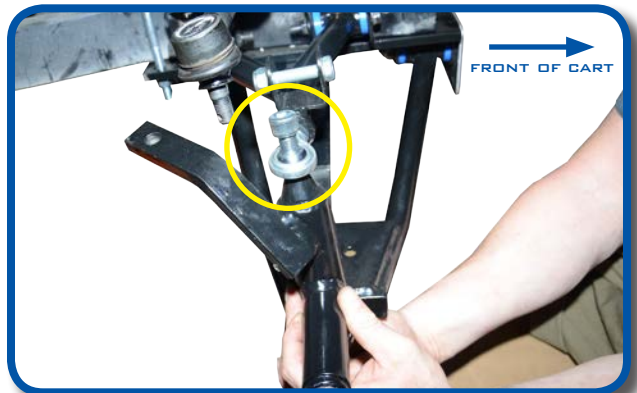
Mount Main Suspension Assembly on the front of cart as shown using supplied hardware.

Using hardware retained from Step 5, mount upper A-Arm.



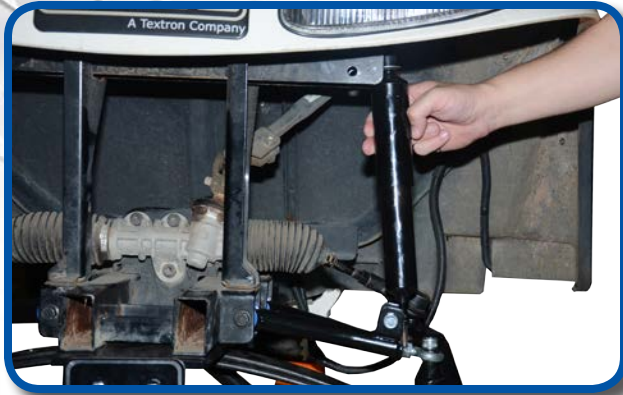
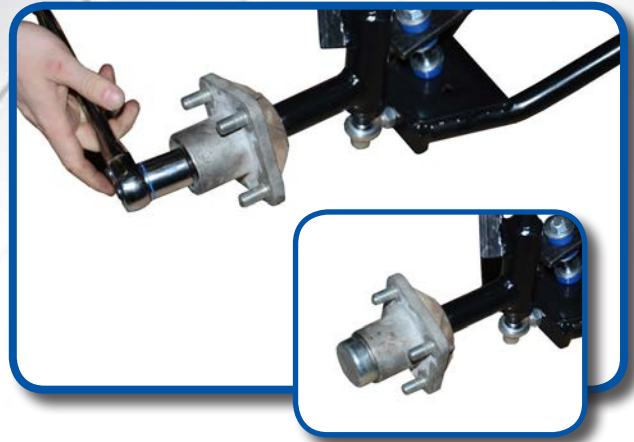
Install U-bolts over frame as shown.

Attach spindle to lift. Use supplied thread locking adhesive on threads of spindle bolts.



Reinstall tie rods using hardware retained from Step 3.

11  
Using hardware retained from Step 3, reinstall hub and dust cap.  
Repeat Steps 7-11 on the other side.



12  
Install shocks using bolts retained from Step 5. Install shocks in top mounting holes first, then attach shocks to A-Arms using supplied hardware.  
Once finished, attach bumper back using hardware retained from Step 2.

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.

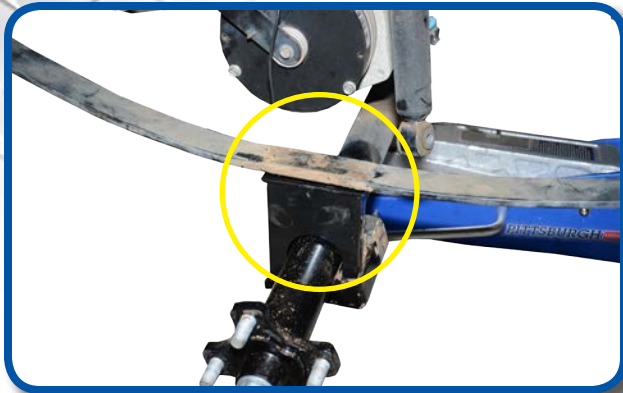
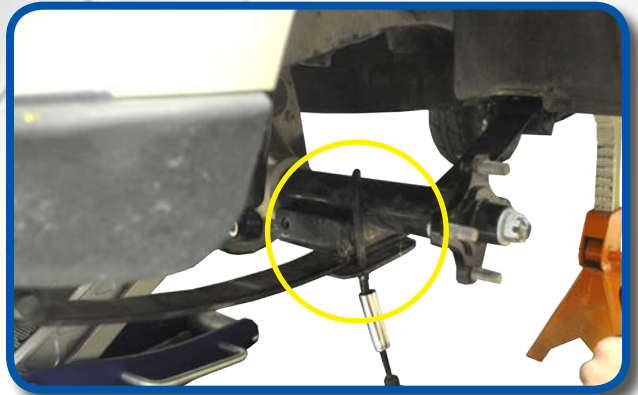
**CAUTION:** The jack will be used to support the entire rear end assembly (axle and motor) for a short time while the leaf springs are moved into their new position above the axle. In order to prevent damage to the axle and motor assembly, jack must remain in place, but only apply enough pressure to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



14  
Starting on the passenger's side, loosen, but do not remove, factory bolts from leaf spring and U-Bolts. Remove nut and bushing from rear shock. Leave as is, and move to driver's side.

**IMPORTANT:** Ensure jack is properly positioned in order to support rear axle and motor assembly.

15  
On driver's side, remove nut from and bushing from rear shock, factory U-Bolts, and leaf spring bolts.

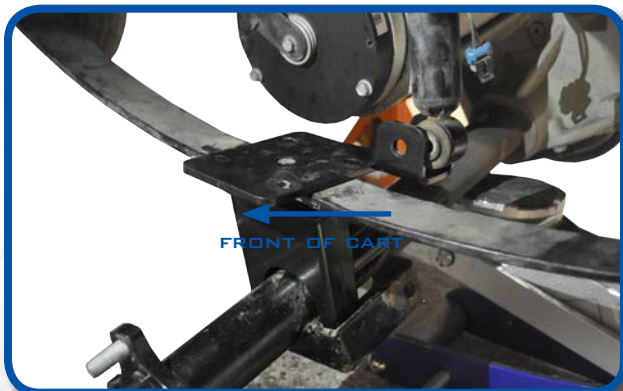


16  
Reinstall factory leaf spring **above** the axle and install rear lift block under the leaf spring as shown.

17  
Using the supplied hardware, place bolt on factory bracket as shown and tighten.

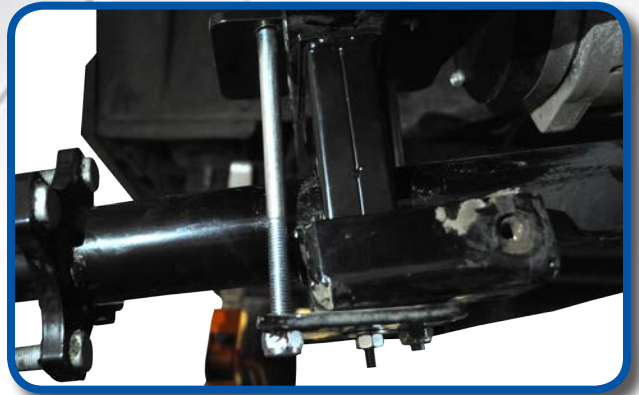
**IMPORTANT** Bolt head must be placed on top of factory bracket.

This will be used to align bottom bracket with the Rear Shock Mounting Plate and keep axle in the correct position.



18  
Attach Rear Shock Mounting Plate to top of the spring as shown.

Route supplied U-Bolt down through the top of the Rear Shock Mounting Plate to the bottom factory bracket. Be sure that all alignment bolts are in correct position to keep axle straight.



Attach shock to Rear Shock Mounting Plate as shown using supplied hardware. **IMPORTANT:** Do not fully tighten until after completing Step 21.

Repeat steps 15-20 on passenger's side. Tighten driver's side once passenger's side has been finished. Reinstall Wheels.



# ALIGNMENT INSTRUCTIONS

## WARNING:

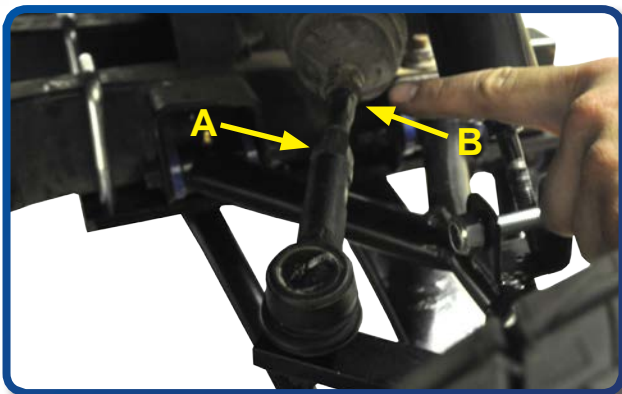
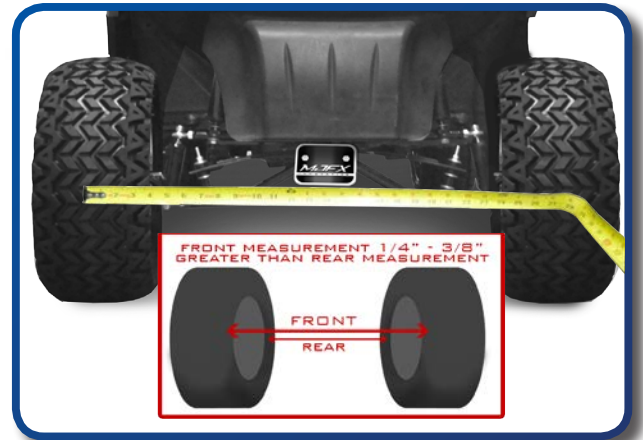
After installing this lift kit, the front wheels must be properly aligned. Failure to properly align the front wheels may result in decreased ability to control the Golf Cart which may result in a rollover or crash.

**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.

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 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.



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

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

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



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 and rotated as necessary to achieve the correct camber.

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

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

## INSTALLATION COMPLETE

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