

6" Spindle Lift Kit

Club Car DS 1982-2007 Gas & Electric

28922

Caution! Disconnect the battery or batteries before beginning. If the car has a run/tow switch you must place the switch into tow position first!

Parts Includes:

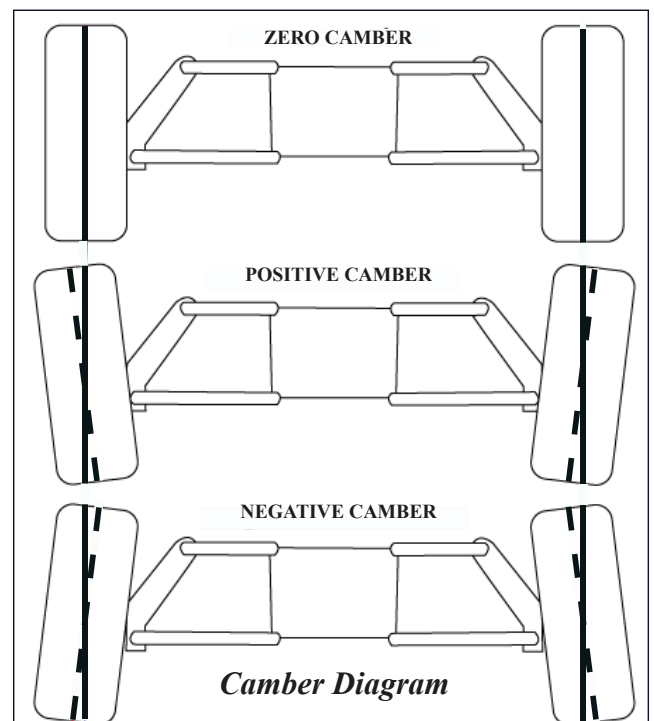
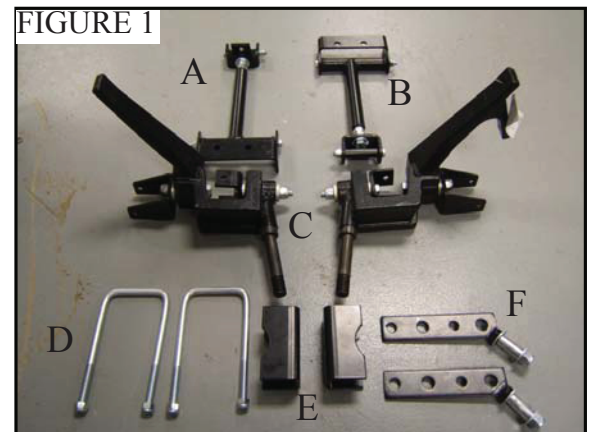
- A. Driver Side Lower Control Arm
- B. Passenger Side Lower Control Arm
- C. 6" Spindles
- D. U-bolts
- E. Spacer Blocks
- F. Rear Shock Mounts

CAUTION: Remember to wear appropriate eye protection while performing the tasks in this instruction.

NOTE: If your golf car does have black dust covers (mid-2003 - 2007 models), you must replace both front hubs with 4903 (2) and a castellated nut, 5762M (2).

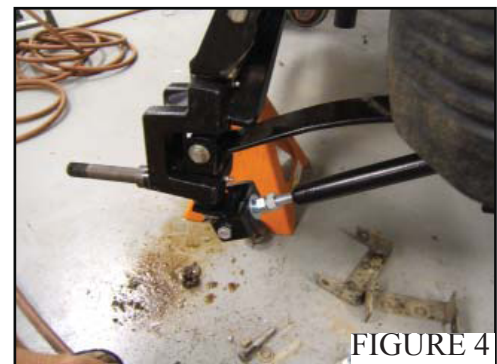
Installation Instructions:

1. Begin by lifting front of car with jack and place jack stands in way that supports the car with front wheels off the ground.
2. Remove front tires and wheel assembly from the front of car.
3. Remove hub assembly from spindle. To do this, remove dust cap, then remove cotter pin and castle nut from spindle. Once these are removed, the hub assembly should slide easily off of the spindle. Keep all removed parts. NOTE: Be sure to clean and repack your bearings with grease before reassembly. NOTE: If you purchased new hubs, skip this step.
4. Remove nuts from tie rod and drag link assembly. Once removed, separate tie rod and drag link from spindles using a ball joint separator.
5. Once you have removed the tie rod assembly and drag link, remove the spindles by loosening and removing the bolts that are used to attach the spindle to the upper control arms and lower leaf spring.
6. After both spindle assemblies have been removed from car, you are ready for installation of your new lift kit. Confirm that you have all of the parts listed. (See Figure 1)
7. Begin by installing the passenger side spindle (See Figure 1, part B) by placing new bolts through both the upper mounting bracket (to upper control arm) and lower mounting bracket (to front leaf spring). (See Figure) NOTE: Grease bolts before assembly.
8. Repeat by installing driver side spindle (See Figure 1, part A) using hardware retained in removal of factory spindles.



9. After installing both driver and passenger spindles you can install the lower control arms. The first step in this process is to remove the four bolts that attach the lower spring perch to the frame. Once the bolts are removed, place the driver side lower control arm (See Figure 1, part A) on the bottom of the lower spring perch. (See Figure 2) Attach using hardware provided through lower control arm, lower spring perch, and upper spring perch. (See Figure 2)
10. Both lower control arms must be installed at the same time. (See Figure 2 for correct installation)
11. Once you have both lower control arms installed, you can now attach the loose end to the bottom side of the spindle. First, remove the nut on the bottom of the spindle. Next, swing the lower control arm out to attach to the bottom of the spindle. You may have to adjust bolt out of lower control arm to reach the bottom of spindle. Once the lower control arm reaches the bottom of the spindle, reinstall nut. Tighten both spindle bolts to 65 ft/lbs. Repeat for opposite side. (See Figures 4 & 5 for correct spindle installation)
12. Once you have completed step 11, you can now reinstall your front hub assemblies on both sides. Tighten castle nuts until assembly is firmly seated, then back castle nut off half of a turn. Replace cotter pins, reinstall dust caps. (See Figure 5)
13. Reinstall front tires and wheel assemblies. Remove car from jack stands.
14. After car is on ground, you are now ready to check camber and set toe alignment. In this application, it is suggested that camber be set first. There are several methods of doing this, the easiest of which would be using a carpenter's T-square. Place the T-square against the top of the tire and level with the ground. Ideally, if the square is setting against the bottom of the tire, you should see a gap between the top of the tire and the T-square. The gap should be no more than 1/8" on either side. Adjustments can be made with the eccentric bolt in the leaf spring to even, or bring close to even the camber of the car. Some fine adjustments may need to be made with the bolts in the lower control arms. After setting camber, the next step is to set your toe alignment. On this lift kit, it is recommended to set the toe at 1/8" in. To set the toe, you must measure the distance between both the front and back side of the front tires, measuring from the center of the tire. To adjust toe, loosen the locking nuts on both ends of the tie rod. Make you adjustments until the front side of tires measure 1/8" less than width of the back side of the tires. Once this achieved, tighten the lock nuts on the tie rod. (See Camber Diagram, page 1)

FIGURE 2



15. The rear of the car. Using a jack, raise the rear of the car. Support the rear of the car with jack stands. Do not place stands under axle. The axle must be able to move up and down. Place the jack stands under the frame of the car.
16. Once car is supported, remove rear tire and wheel assemblies.
17. After you have removed the tires, remove lower mounting nut from shock assembly. Once nut is removed, push shock up and out of the way.
18. Now the leaf springs must be moved from below the axle to above the axle. To do this, first support the weight of the axle with a jack. Remove both nuts from the U-bolt that holds the axle and leaf spring together, and then remove the U-bolt. Once the assembly is loose, remove both bolts securing leaf spring to frame.
19. Remove leaf spring.
20. Lower jack enough to give clearance to reinstall leaf spring above axle. Reinstall bolts for leaf spring.
21. Place riser block between axle and leaf spring. (See Figure 6)
22. Place U-bolts included with kit through shock mounts and top of leaf spring. (See Figures 7)
23. Using the jack, raise rear axle and riser block snugly against leaf spring. (See Figures 8 & 9)
24. Install lower shackle plate and install nuts on U-bolts. Hand tighten nuts against lower shackle plate.
25. Reinstall shock.
26. Repeat on opposite side.
27. Tighten U-bolt nuts on both sides of the car.
28. Reinstall tires and remove jack stands.



FIGURE 6



FIGURE 7

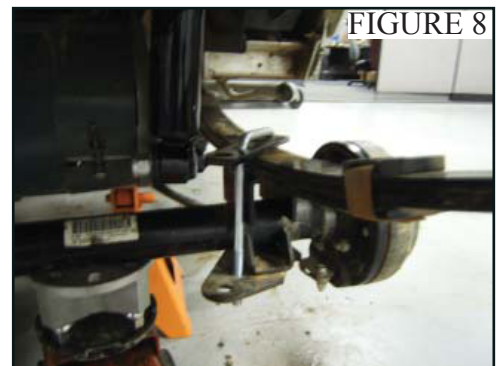
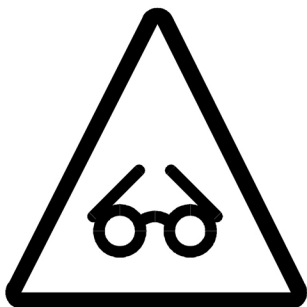


FIGURE 8



FIGURE 9



Caution: Wear Appropriate Eye Protection!

Lift Kit installation should be performed by a professional. The lift kit purchaser assumes sole and entire responsibility for, and shall indemnify and save harmless the supplier, from any and all claims, liability, responsibility, damages, or expenses resulting from loss of life or injury to persons or property that may be sustained in connection with the use of any product before or after purchase, including but not limited to lift kits. The lift kit purchaser also shall indemnify the supplier with respect to any and all liability that may be incurred.

Golf carts can be hazardous to operate. They are recommended for use only by persons aged 16 years or older. Do not drive or ride in a golf car if you are under the influence of drugs or alcohol. Never drive or ride a golf cart on public roads. Never carry more than two passengers (with the exception of shuttles and trams). Avoid excessive speeds, do not stunt drive, and be particularly careful on difficult terrain.

The supplier reserves the right, at any time, to discontinue or change specifications, prices, designs, features, models, or equipment without notice and without incurring any obligation.