



PART# 18141
18145

6 INCH A-ARM LIFT KIT

WILL FIT CLUB CAR® DS®

INSTALLATION INSTRUCTIONS

INCLUDED:



WARNING



- To reduce risk of accidents and injury or death -

Be Prepared

•Wear seat belt, motorcycle helmet, eye protection and protective gear.

•Keep your body completely inside the vehicle at all times. Keep both hands on the steering wheel. Be sure passenger is seated, belted, and holding onto the handholds.

Be Qualified and Responsible

•This vehicle is intended for use only by an operator 16 or older with a valid motor vehicle license.

•Passenger and driver must be able to place both feet flat on the floorboard while seated upright with their backs against the seat backs.



Avoid Rollovers and Crushing Injuries

•Use care when turning:

-Turning the steering wheel too far or too fast can result in a rollover or loss of control.

-Slow down before entering a turn.

-When making tight turns from a stop, or at slow speeds, avoid sudden or hard acceleration.

-Avoid sideways sliding, skidding, or fishtailing, and never do donuts.

•Drive straight up and down inclines, not across them, if crossing a hill is unavoidable, drive slowly and turn downhill immediately if you feel the vehicle may tip.

Abrupt maneuvers or aggressive driving have caused rollovers- even on flat, open areas

**MUST BE
16 or Older**



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

Make sure cart is in the "OFF" position. Place RUN/TOW switch in TOW position and apply parking brake. Using a jack, lift cart and place jack stands underneath the cart on the frame.



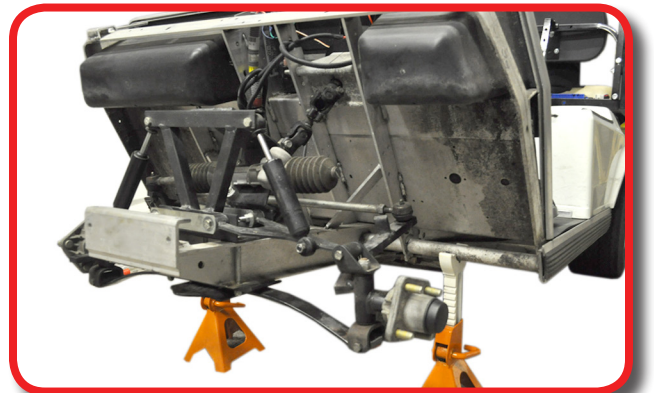
2

Remove front bumper and retain.



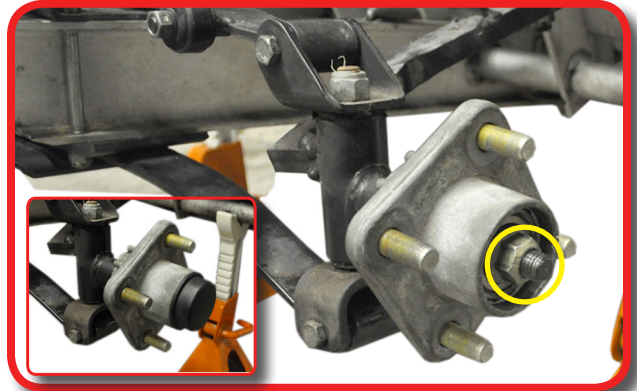
3

Using 19mm socket, remove front wheels.

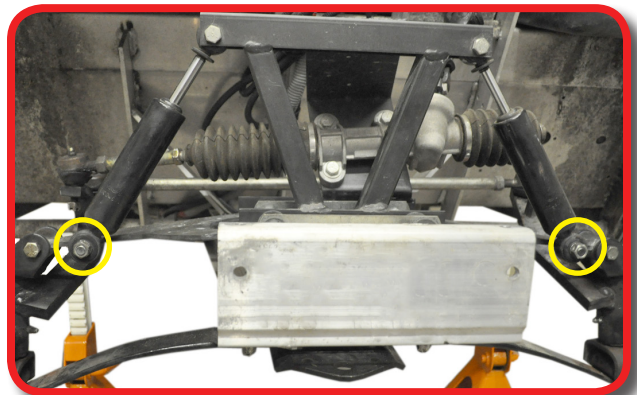


NOTE: Instructions are the same for plastic and steel dust cap.

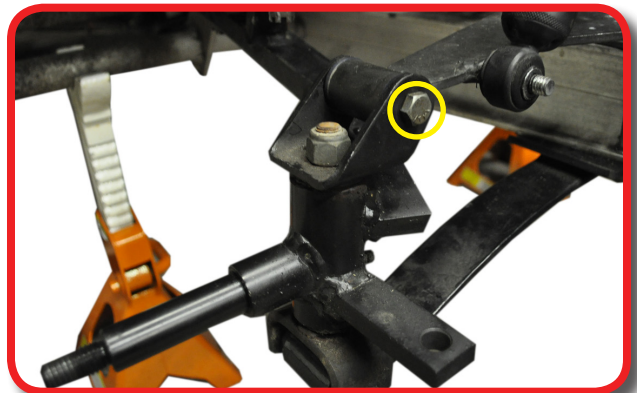
Remove dust cap, cotter pin, spindle nut and wheel hub. Retain hub and hardware.



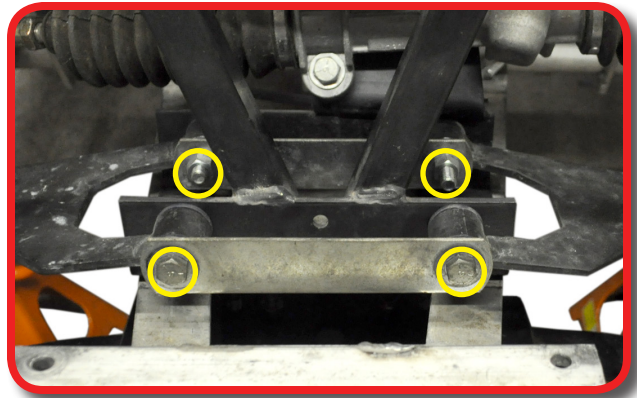
Remove lower shock mounting bolt and nut on driver and passenger side. Shock does not need to be completely removed, only the lower bolt so the shock can be pushed up and out of the way.



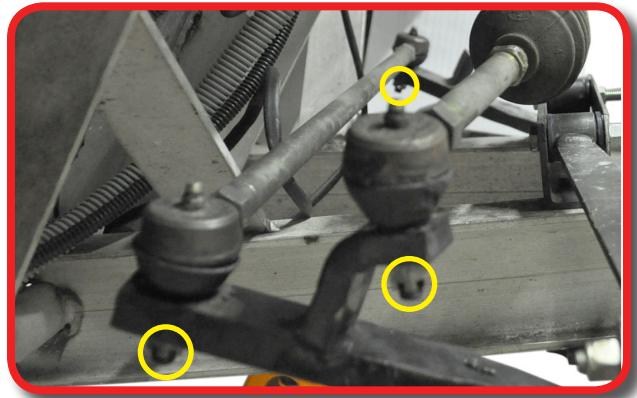
Remove A-Arm bolt from factory spindle on both sides. Do not retain bolts.



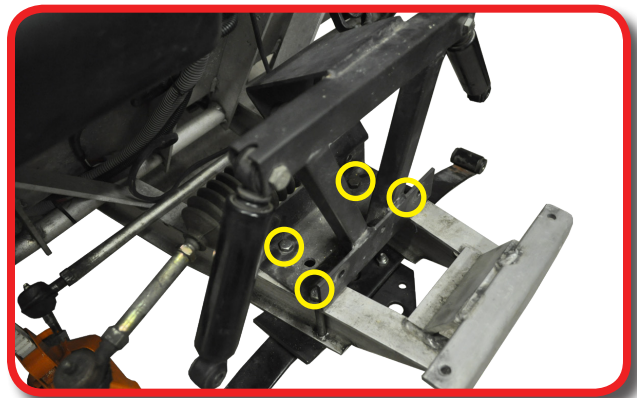
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Remove the four factory A-arm bolts and nuts. Remove the factory A-arms, do not retain.



8
Remove cotter pins and castle nuts from steering linkage and drag link. Retain Hardware.

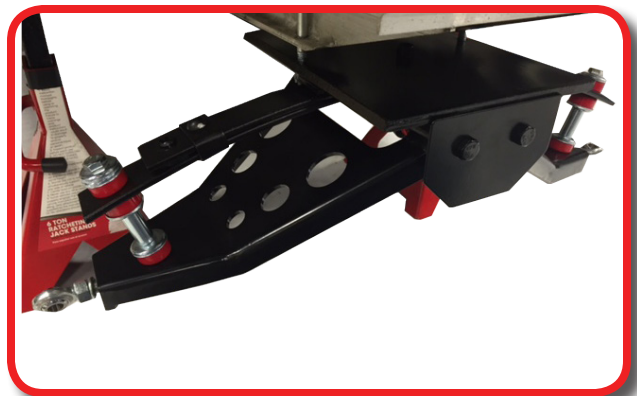


9
Remove the four bolts to detach factory suspension assembly and retain hardware. Factory suspension assembly will not be used.



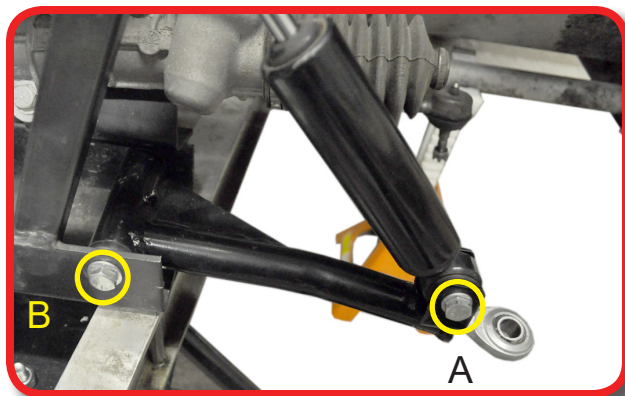
NOTE: Grease all fittings before proceeding to next step

10
Attach the Main Suspension Assembly using hardware retained from Step 9 and tighten.
**A floor jack is recommended to help hold suspension assembly in place while you get the bolts started.*



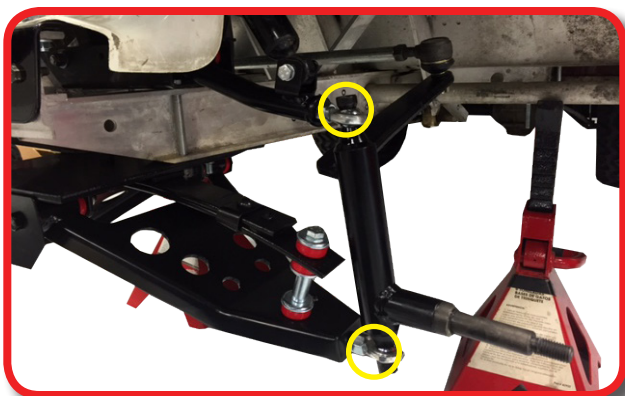
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- A) Attach A-arm to shock using 8x50mm supplied hardware.
- B) Attach a-arm to bracket using 9x120mm supplied hardware and tighten.



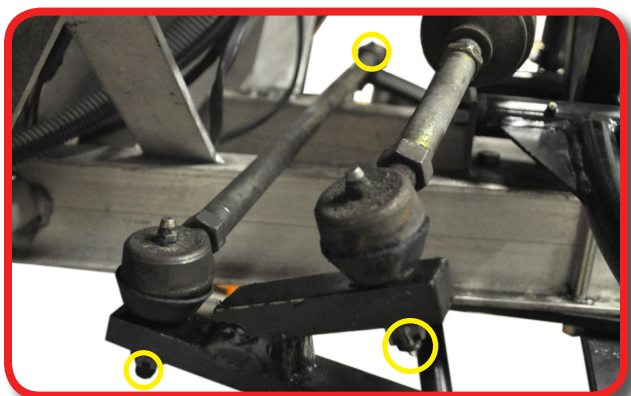
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Attach spindles on both sides using hardware provided and tighten. DO NOT use thread locking adhesive until the end of installation. This will help with aligning of front tires.



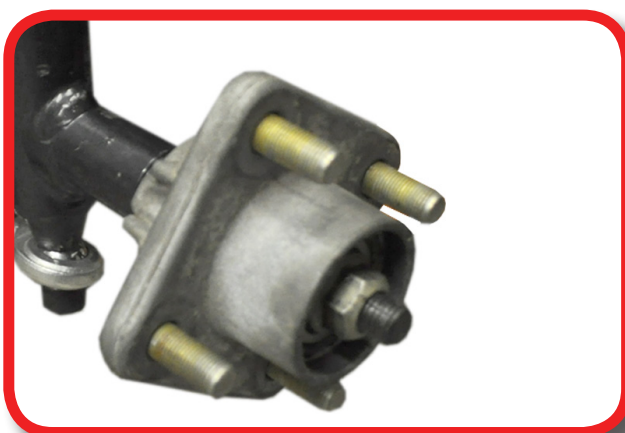
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- A) Attach steering linkage to upper portion of spindles on both sides using hardware retained from Step 8 and tighten.
- B) Attach drag link using retained hardware from step 8 and tighten.



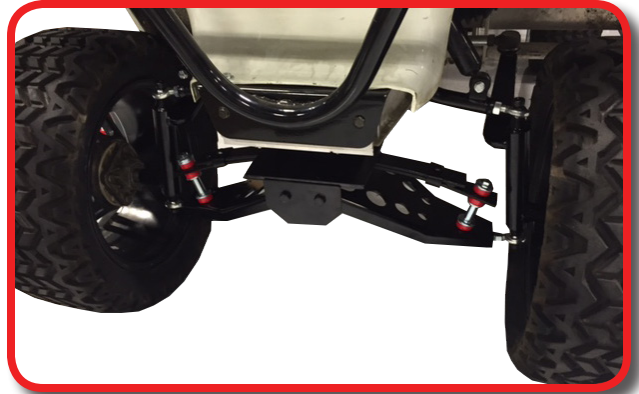
14

Reattach hub and dust cap using hardware retained from Step 4.



15

Install new front wheels and factory bumper using hardware retained from step 2.
Do not attempt to align cart until the installation is complete.



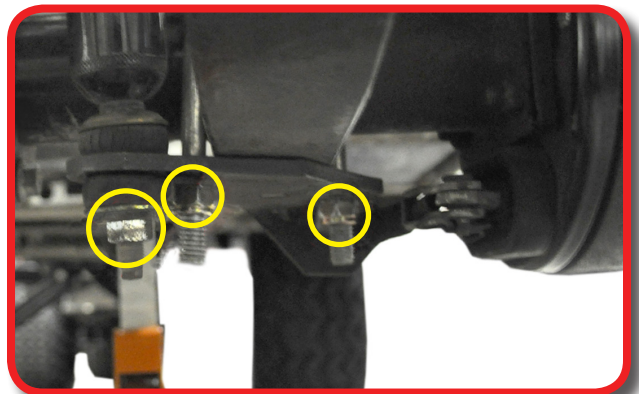
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Chock front wheels. Lift up the rear of the cart using a jack. Use jack stands on the frame of the cart on each side to hold it up. Remove rear wheels using 19mm socket.



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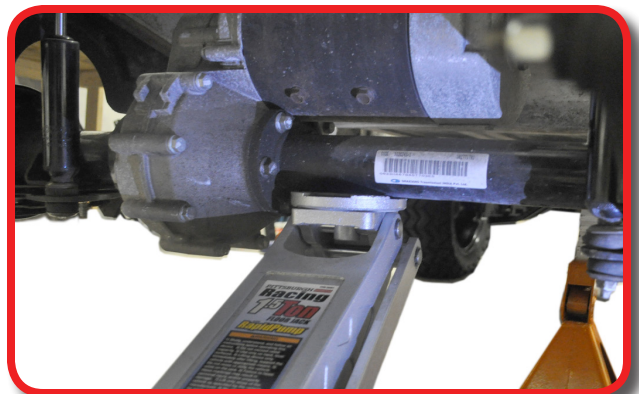
On passenger side loosen the factory shock and U-bolt. Do not completely remove the factory U-bolt, only loosen.



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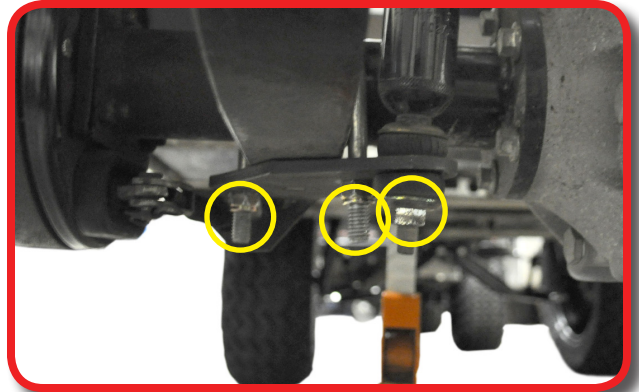
Place jack under rear end as shown. The jack is required to lower the rear end to complete the following steps.

IMPORTANT: Only apply enough pressure to keep the rear end and motor from falling; do not lift cart.



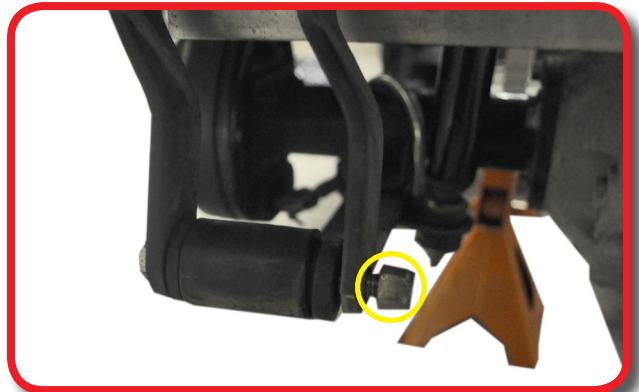
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On drivers side completely remove nut from shock and factory U-bolts. Retain shock bushings and nut only.



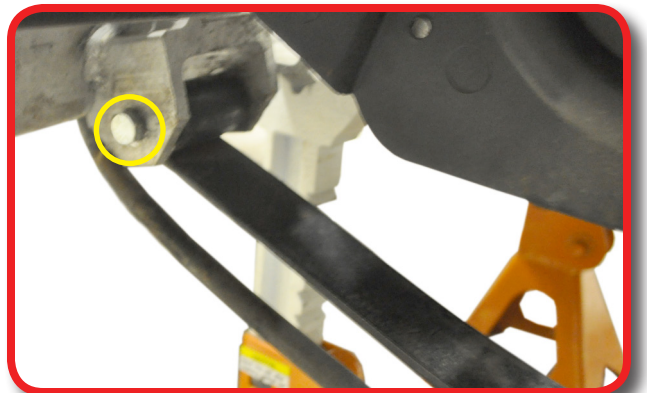
20

Remove rear hardware from leaf spring and retain.
*Check spring bushing for rust and wear. Replace if necessary.



21

Remove front hardware from leaf spring and retain.

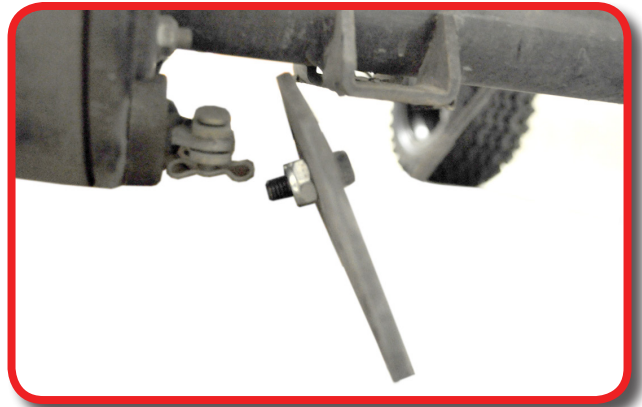


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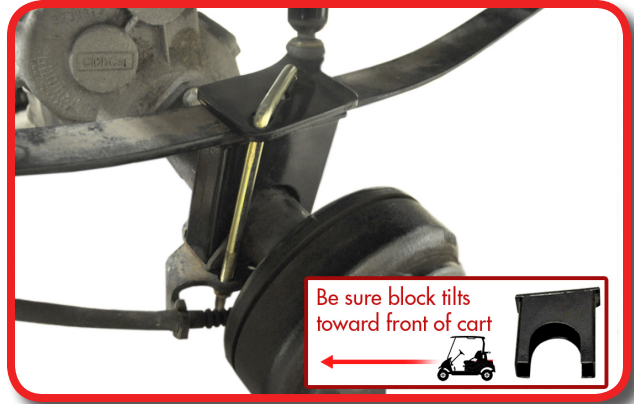
Use the jack to lower the rear end. Reposition spring above the axle and remount to factory mounting points using retained hardware from Steps 20 and 21.



23 Attach bolt from hardware pack through the factory lower bracket. This bolt does not serve as a fastener, its only purpose to provide the proper placement of the bracket in the axle. Tighten all hardware.



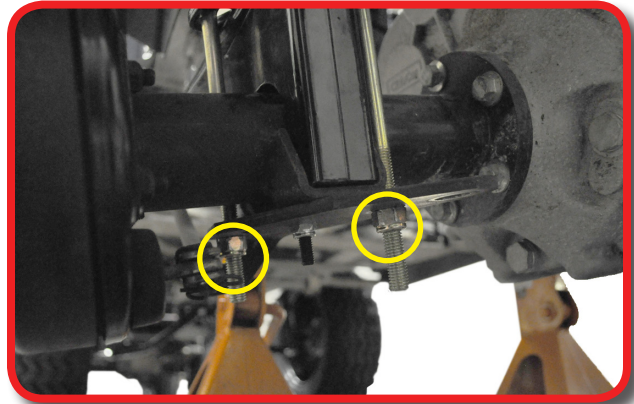
24 Place the rear shock mounting plate on top of leaf spring. Insert the lift block between the leaf spring and axle and then insert the provided U-bolt through top of the rear shock mounting plate. Attach shock to rear shock mounting plate.



25 Attach factory lower bracket to U-bolts being sure that the bolt from step 23 fits properly into the hole in the axle. Tighten U-Bolts evenly.

Use the jack to lower the rear end. Repeat steps 19 through 25 on the passenger side.

Install wheels. Continue to next page for alignment.



PLACE STICKER ON CENTER ACCESS PANEL OR IN PLAIN SIGHT OF DRIVER AND PASSENGERS

! WARNING

This vehicle has been modified to enhance off-road characteristics. As a result, it handles and reacts differently than many other vehicles. Avoid sharp turns or abrupt maneuvers that can lead to loss of control and/or rollover possibly causing serious injury or death.



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.

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.

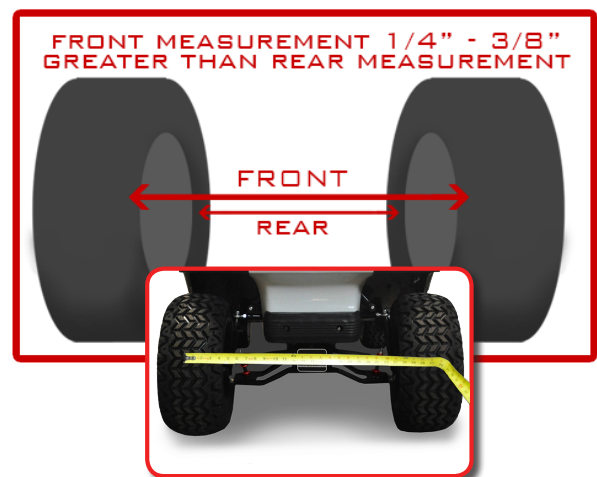
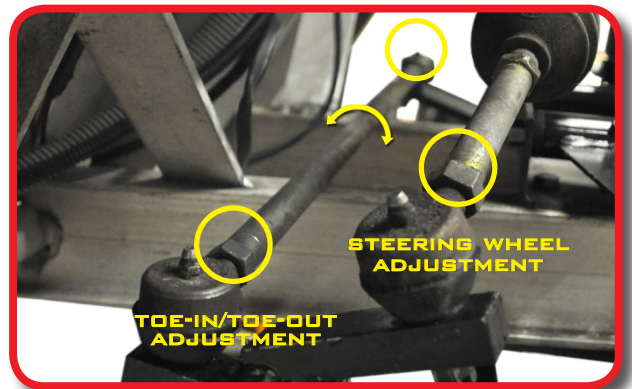
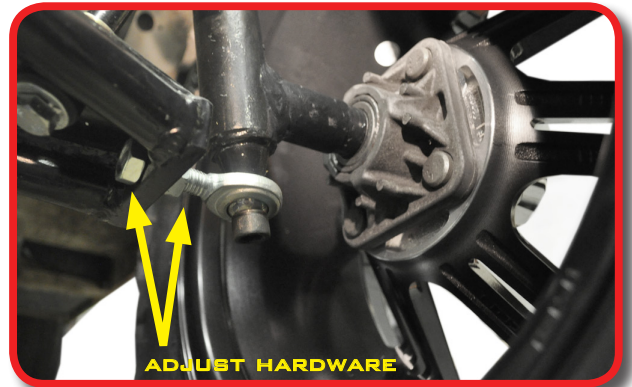
If steering wheel is not properly oriented after adjusting toe-out, adjust steering box tie rod to align steering wheel if needed. Loosen tie rod lock nuts and turn steering box tie rod clockwise or counter clockwise to adjust steering wheel.

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.

***Use thread locking adhesive on heim joints once desired camber is achieved on all members of a spindle/ Heim joints. Torque the upper/lower Heim joint bolts to 35FTlbs.**

NOTE: After the first hour of drive time, re-check all lift kit components and alignment. Regrease the fittings, check the alignment and ensure all lift kit hardware is secured for safety after 50 hours of recurring use.



INSTALLATION COMPLETE