

Yamaha G8/11/14/16/19 7" Lift Kit Installation Instructions Part# 7408



Parts List

- A- Front Lift Assembly-1
- B- Steering Risers-2
- C- Rear Goalpost/Riser-1
- D- Rear Sway Bar Mount-1
- E- Extension Plate for G8/14 Only-1
- F- Bolt Kit For Rear Lift-1
- G- Warning Label



FRONT INSTALLATION

1. Remove the front bumper.
2. Raise the front of the car and place it on jack stands. You will be installing larger wheels & tires so raise the car high enough to accommodate additional height.
3. Remove both the front wheels.
4. Remove the cotter pins and bolts from both the left and right steering arms.
5. Use a drift punch to drive the split roll pins out of the spindles. Keep the drift pin for reinstalling the spindles. Remove the kingpins & stock washers and clean and lubricate them for reinstalling the spindles. Remove the spindle from the stock A-arms.
6. Remove the lower shock bolts.
7. Remove the cotter pins and bolts from the stock A-arms. Remove the stock A-arms. The front suspension is completely disassembled as shown in Figure 1.
8. Remove the supplied metric bolts from both front and back top inner a-arm mounts from the front lift assembly ITEM A as shown in Figure 2.
9. Using the supplied metric bolts & locknuts loosely install both front and back top inner a-arm mounts to the stock a-arm mounting location as shown in Figure 3.
10. Using the supplied 3/8 x 2 bolts and locknuts mount the bottom of the stock shocks to the new shock mount location as shown in Figures 3 & 5.
11. Using the stock kingpin, washer and split roll pins re-install the stock spindles to the lift kit as shown in Figure 4 & 5.



Figure 1



Figure 2

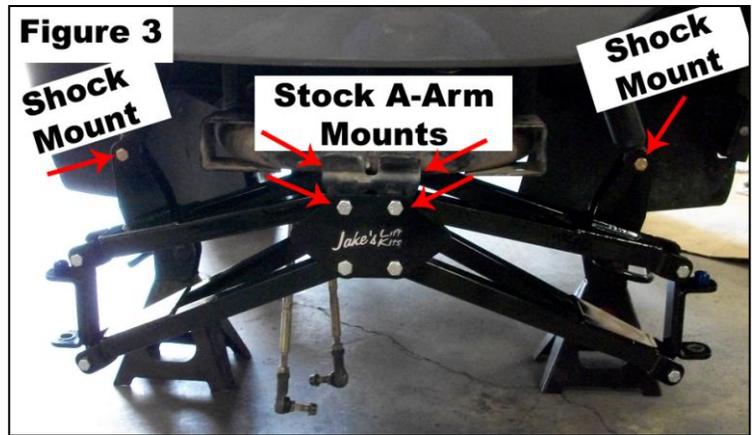
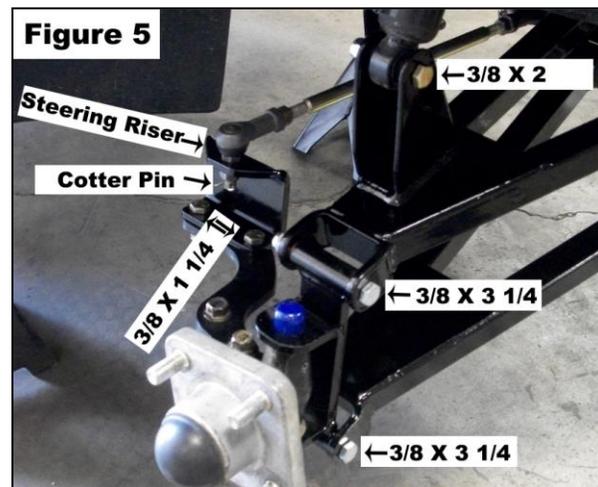


Figure 3

12. Using the supplied 3/8 x 1 1/4 bolts install the new steering risers ITEM B to the stock steering arms as shown in Figure 5. Attach the stock tie rod end to the steering riser using the stock nut and supplied cotter pin. Securely tighten all bolts. **NOTE: The steering risers are not side specific.**
13. Install JAKES recommended wheel and tire size (22 x 11 x 10 tire and 10" rim with 3 x 5 offset) for maximum stability.



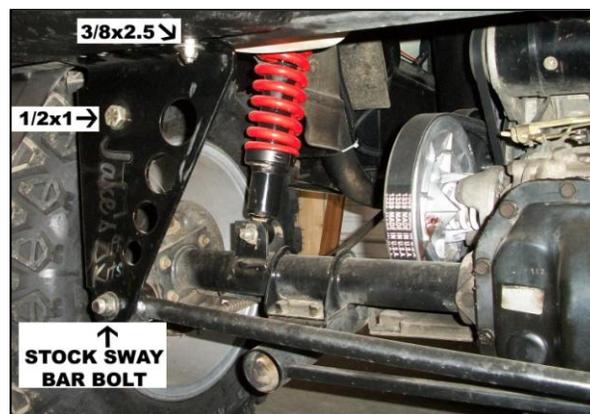
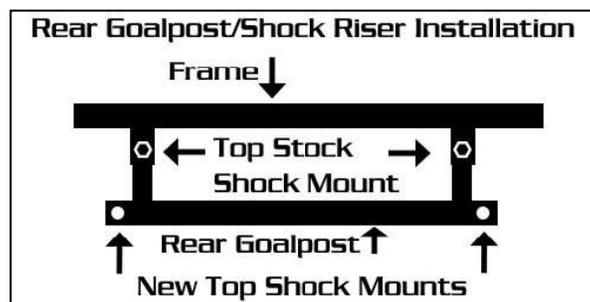
14. Take the car off of the jack stands and lower the car.
15. Adjust toe to approximately 1/8" in after rear lift is complete. Toe must be visually looked at while one person is driving the car sitting in the center of the seat driving 15-20 feet toward mechanic. Adjust the toe according to what was seen. Repeat procedure after adjustments are made to re-check toe-in.
16. Reinstall the front bumper.



REAR INSTALLATION

1. Remove the rear body assembly if necessary. (Not all bodies will require removing.)
2. Remove the rear sway bar at the frame end. (Driver's side)
3. Raise the rear of the car and place the frame on jack stands. (Make sure you raise cart high enough for larger tires.)
4. Remove the rear tires.
5. Remove the rear shocks.
6. Install JAKES rear goalpost ITEM C to the **top stock shock mounts** as shown in the illustration using the provided nuts and bolts ITEM F. **NOTE: The goalpost has a "J" in the middle of the cross bar. The "J" should be facing the rear of the cart.**
7. Install the bottom of the shock to the goalpost using the stock hardware (You may have to oversize the lower shock mount holes enough to eliminate shock bind.) **NOTE: The stock Yamaha coils are very soft. We recommend upgrading your stock springs with Jake's heavy-duty springs, especially if you have a rear seat or box on the car.**
8. Install JAKES new sway bar bracket ITEM D to the driver's side of the cart and reconnect the sway bar as shown. (Some cars may require enlarging the left rear bag-well hole down through the frame with a 3/8" drill bit to secure the sway bar.)
9. Securely tighten all bolts.
10. Install your new wheels and tires and lower car to the floor. **NOTE: Your stock wheels and tires will NOT work!**
11. Install the rear body assembly if needed.
12. Make sure you have enough length for the choke cable, ground wires, vacuum lines, fuel lines and the electrical wire. (The choke in some cases, may need lowered in the body 1 - 2" and remounted for adequate length.)
13. Included is a warning label ITEM G which is to be placed on the steering column or another visible area and is to be read by all operators.
14. Double check all of the bolts for tightness.

NOTE: Some models may need the inner fenders heated, reformed or cut for tire clearance.



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