

PART# 18142



5 INCH LIFT KIT

WILL FIT E-Z-GO® RXV®

INSTALLATION INSTRUCTIONS

INCLUDED:



Main Bracket



Spindles



Shock Mount Brackets



Rear Shock Plates

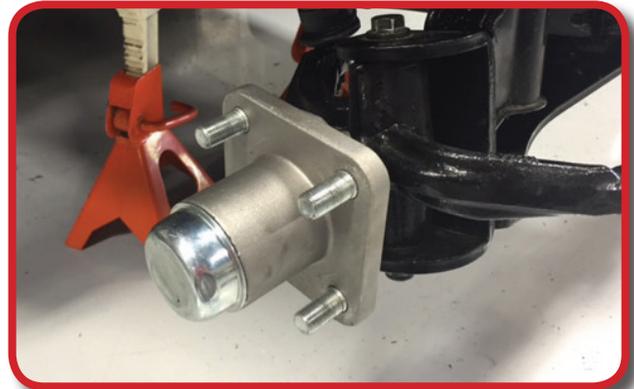


Rear Lift Blocks

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.

To begin, be sure to engage the parking brake and switch your cart to "off". Also make sure Run/Tow switch is in the "Tow" position. Raise cart with lift and support with jack stands under the frame. Remove front wheels.

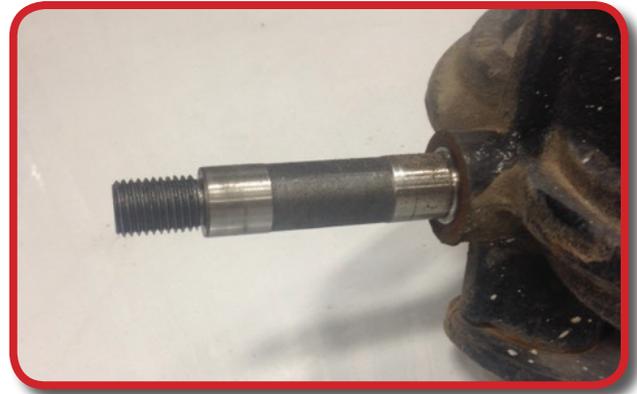


Using 15mm socket and wrench remove the nuts holding bumper in place. Leave bolt in place until step 5. Retain bumper and hardware.



Using a 15/16 socket remove cotter pin and castle nut from spindle. Remove hub. Retain hub and hardware.

3



Using a 17mm socket remove cotter pin and castle nut from tie rod and remove the tie rod from the spindle. Retain hardware.

4



Using a 15mm socket and wrench remove hardware from top of the shock and from the lower control arm. Remove factory suspension assembly from cart. Retain hardware (factory suspension will not be reused).

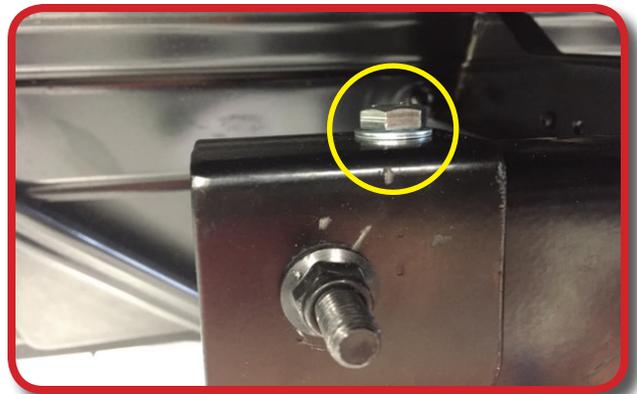
5



Repeat Steps 3-5 on the other side.

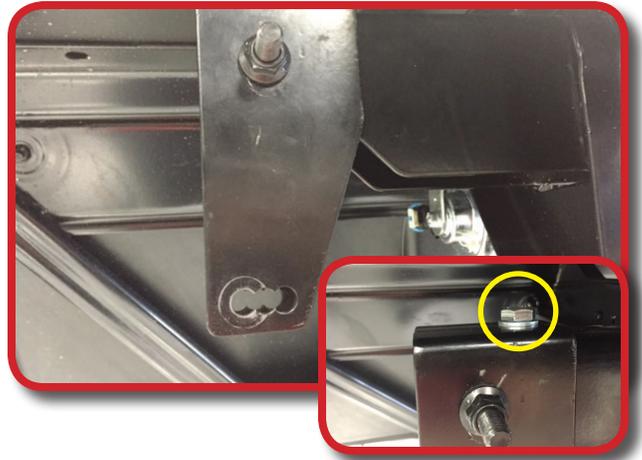
Attach shock mounting bracket to top of upper frame using 10mm x 25mm bolts as shown. DO NOT tighten until after next step.

6



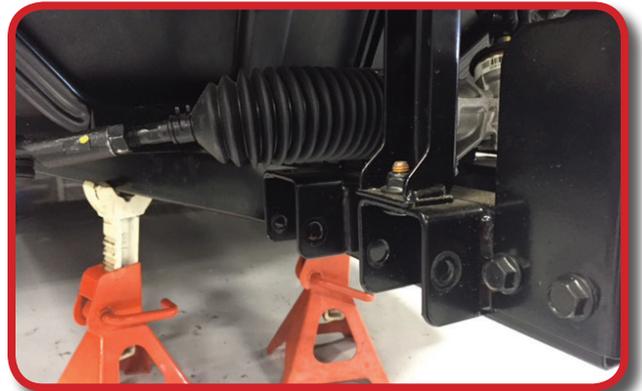
7

Additionally secure shock mounting bracket using factory shock and bumper hardware as shown. Tighten all hardware.



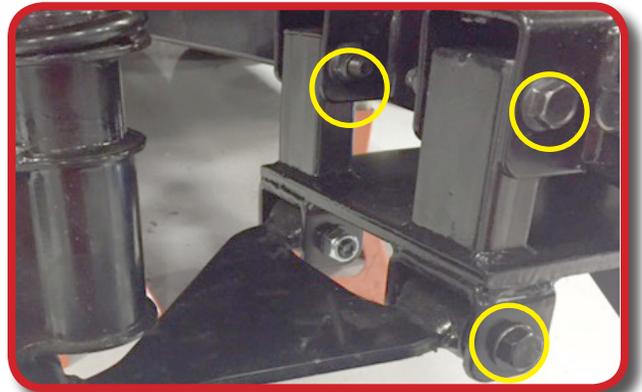
8

Attach main bracket to factory A-Arm mounts using HW retained from step 5 Once all four bolts are in place, the tighten.



9

Mount factory A-Arms to main bracket using the 10mm x 80mm bolts and hardware.



10

Attach factory shock to shock mount bracket using 10mm x 65mm bolts and hardware as shown.



11

Attach new spindles to factory spindle mount using factory hardware, repeat on opposite side.

NOTE: Remember to properly grease spindles as shown.



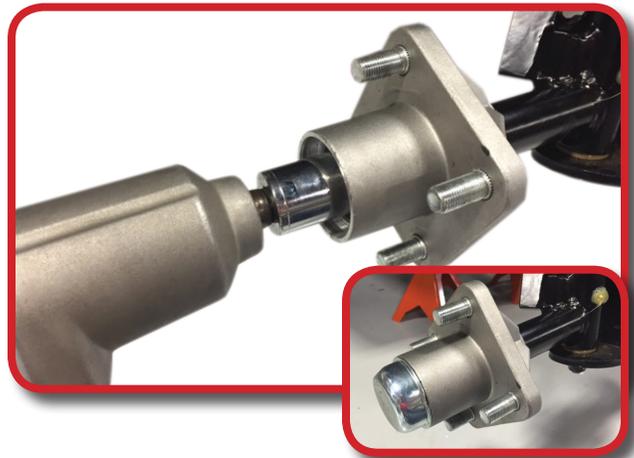
12

Using 17mm socket attach steering rack to new spindles using retained hardware from STEP 4 Repeat process on other side.



13

Using a 15/16" socket and retained hardware, reinstall hub and dusteap. Repeat on other side.



14

Reattach front OEM bumper and headlights. Install new tires and wheels.



15

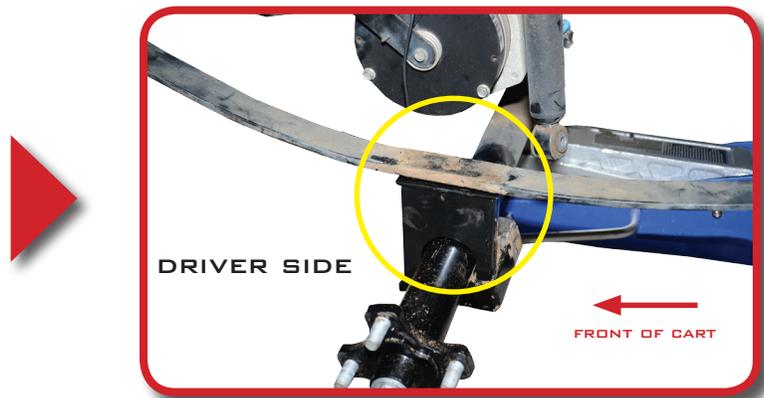
NOTE: Use a floor Jack to support the motor/ axle assembly.

Using 15mm socket remove driver side shock, factory U-bolt and spring. Retain spring and hardware.



16

Reinstall factory leaf spring **above** the axle and install rear lift block under the leaf spring as shown. Check spring bushings for rust and wear. Replace if necessary.



17

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

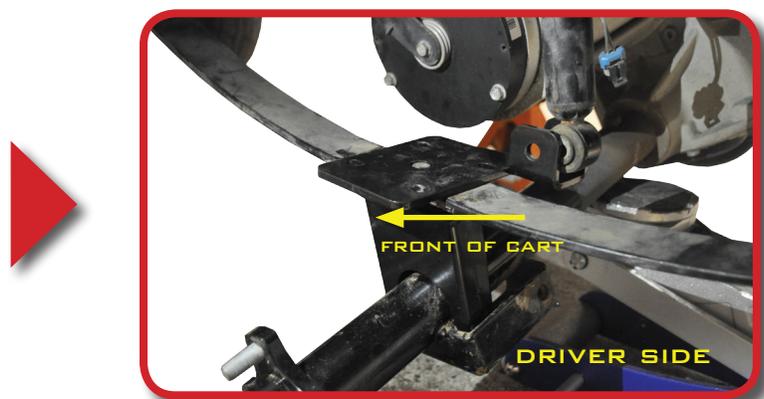
IMPORTANT Bolt head must be placed on top of factory bracket.

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



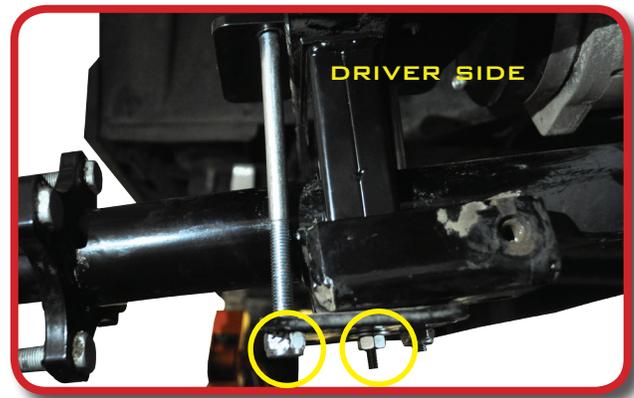
18

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



19

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. Using a 17mm socket tighten U-bolt evenly to ensure proper alignment.



20

Attach shock to new shock plate using retained hardware from step 15.



21

Repeat steps 15-20 on passenger's side. Use jack to lower axle and motor assembly as needed. Once complete, install new wheels, lower cart and proceed with alignment as shown on next page.



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.

Tools Needed:

Helm Joint- 3/4" Wrench

Tie Rod- 3/4" Wrench and 11/16" Wrench.

IMPORTANT: Both Camber and Toe must be adjusted on this model.

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.

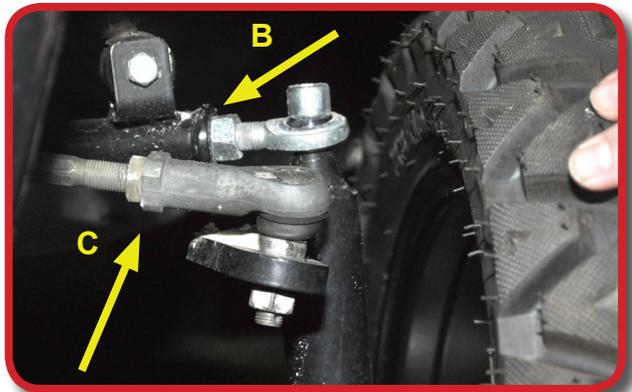
Adjust camber using the two nuts on the bottom heim joint (A).

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

IMPORTANT: Exposed tie rod threading should be equal on both tie rods. Be sure to retighten all adjustment points after adjustments are made.

*Once tightened, roll cart back 15-20 feet and then forward again to check. Check measurement reading just if necessary.

**BE SURE TO USE THREAD
LOCKING ADHESIVE ON UPPER
AND LOWER HEIM JOINTS
SPINDLE SCREWS.**



INSTALLATION COMPLETE