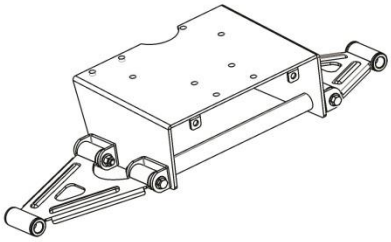
SGC®

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.

6” HD A-ARM SUSPENSION W/T SHOCKS

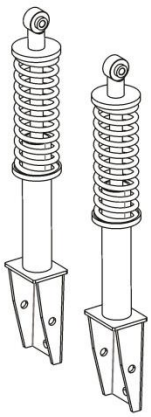
CLUB CAR DS



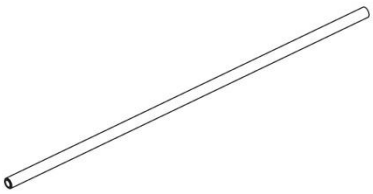
MAIN SUSPENSION ASSEMBLY

SGC PLATE

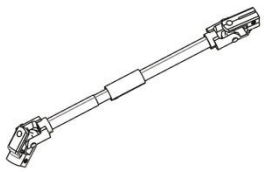
FRONT SHOCK MOUNT



FRONT SHOCKS



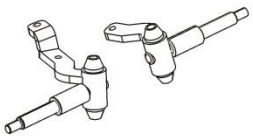
TIE ROD



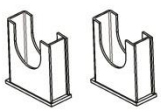
STEERING SHAFT EXTENSION

RACK AND PINION EXTENSION

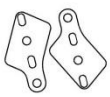
RACK AND PINION MOUNT



SPINDLE



REAR RISER



REAR SHOCK PLATE

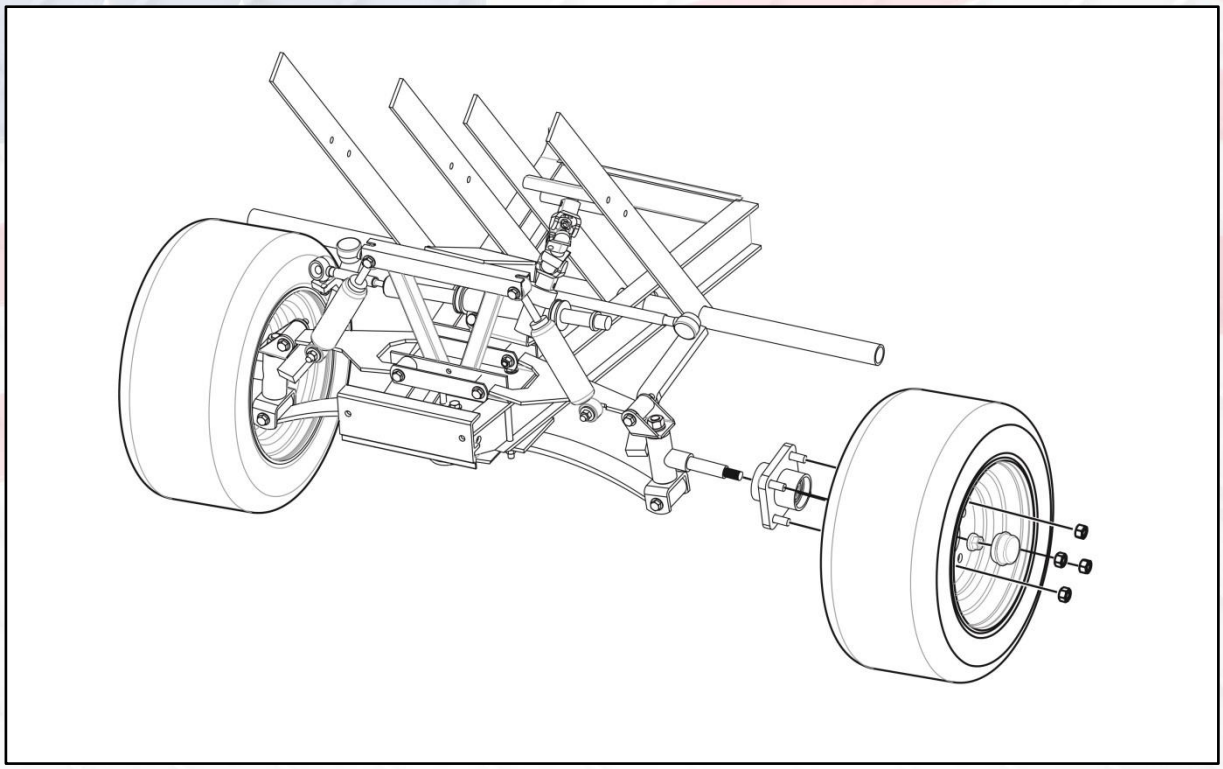
Rear Shock Bracket
(for some shocks only.)

CENTERING PLATE

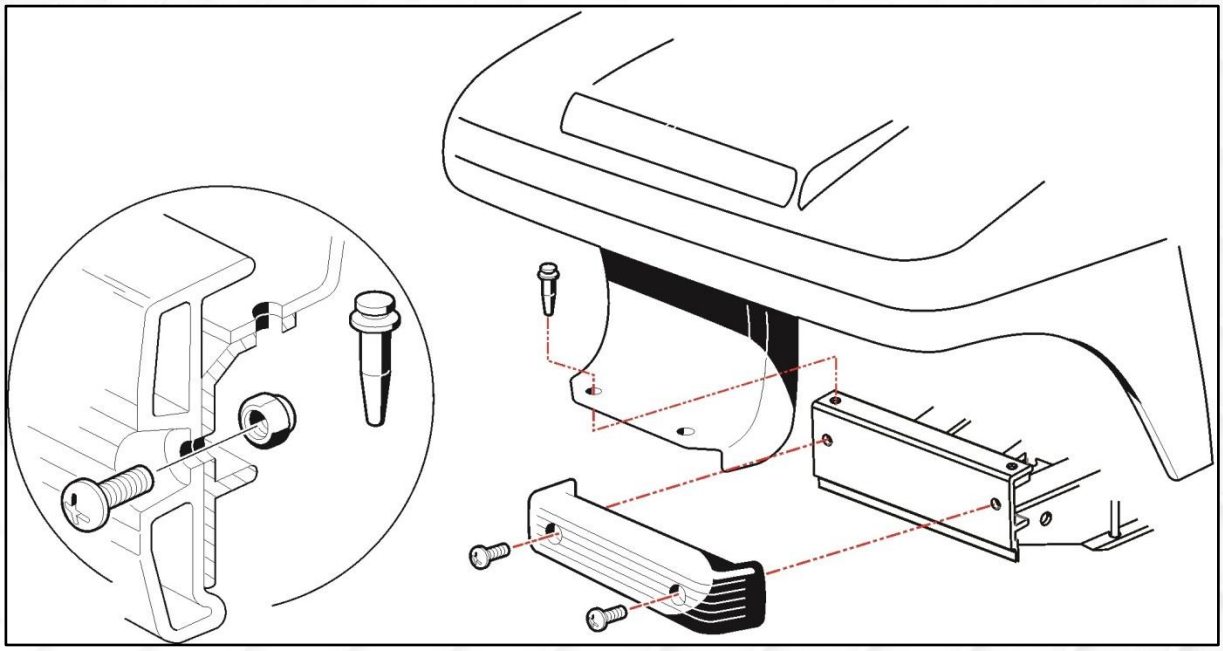
After installing this lift kit, the front wheels must be properly aligned. Failure to properly align the front wheels may result in decreased ability to control the golf cart which may result in a rollover or crash.

Bag#	Application	Spec.		Qty.
1	Coil over shock to front shock mount	Hex bolt	M10*60	2
		Lock nut	M10	2
		Flat washer	10	4
2	Main suspension assembly	Hex bolt	3/8-16*4-3/4	4
		Lock nut	3/8-16	4
		Flat washer	3/8	8
3	Rack and pinion mount	Hex bolt	3/8-16*1-1/4	1
		Lock nut	3/8-16	1
		Flat washer	3/8	4
4	Rack and pinion	Hex bolt	3/8-16*1-1/2	3
		Lock nut	3/8-16	3
		Flat washer	3/8	6
5	Coil over shock to A-arm	Hex bolt	1/2-13 *4	2
		Lock nut	1/2-13	2
		Flat washer	1/2	4
6	Spindle	Heim joint	1/2-20*38	4
		Hex nut	1/2-20	8
		Flat washer	1/2	8
		Egg-neck bolt	1/2-20*2	4
7	Centering plate	Hex bolt	1/4-20 *1/2	2
		Lock nut	1/4-20	2
		Flat washer	1/4	4
8	Rear riser	U-bolt	7/16*196	2
		Lock nut	7/16-14	4
		Flat washer	7/16	4
9	SGC plate	Hex bolt	M8*16	2
		Lock nut	M8	2
		Flat washer	10	4

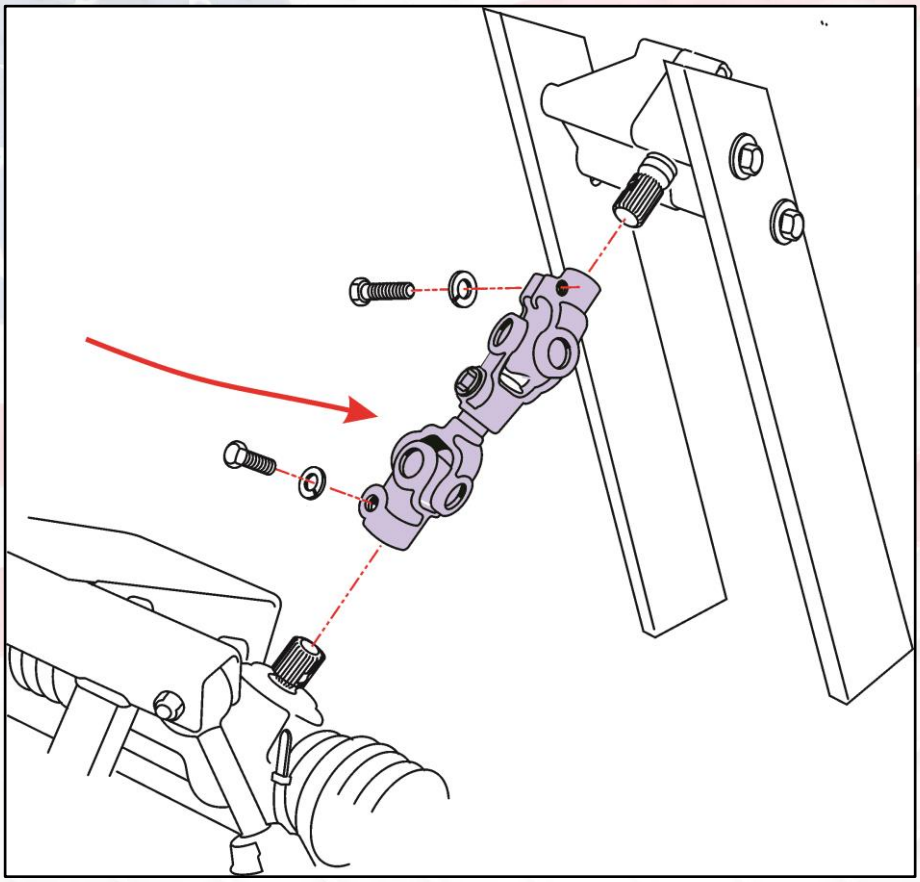
To begin, be sure to engage the parking brake and switch your cart to “off”. Also make sure RUN/TOW switch is in TOW position.



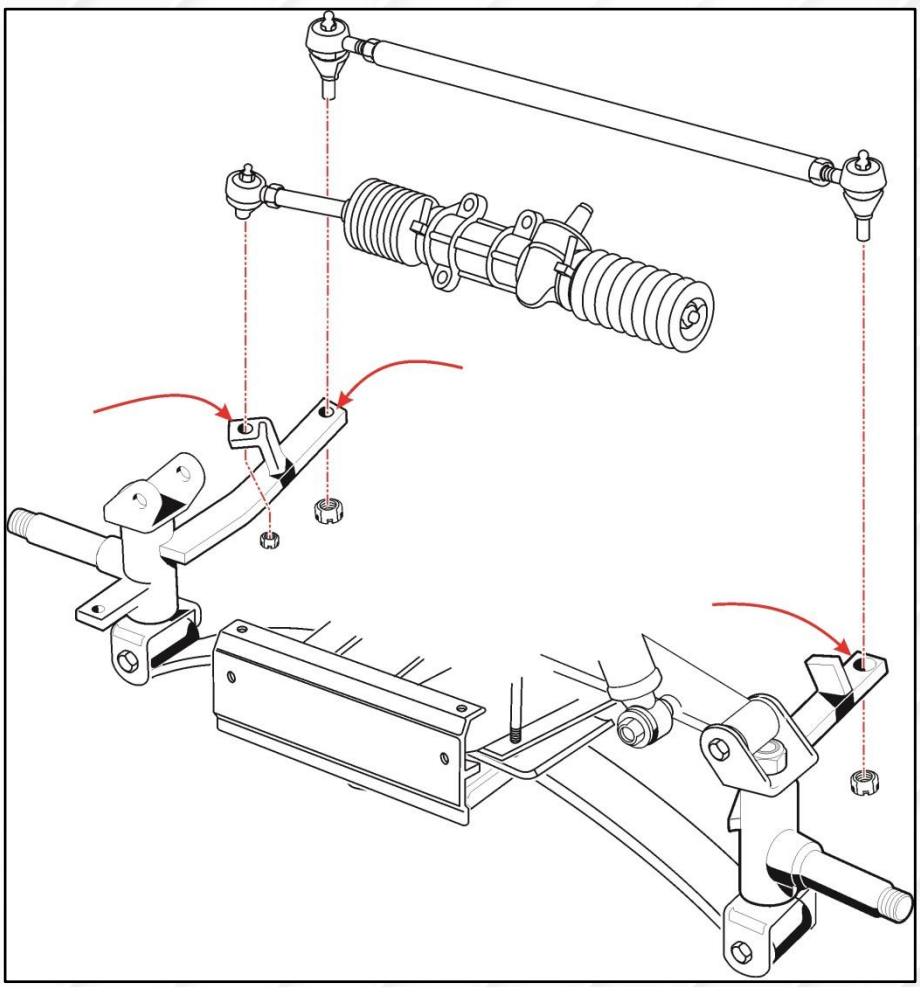
1. Remove front wheels and front hubs.



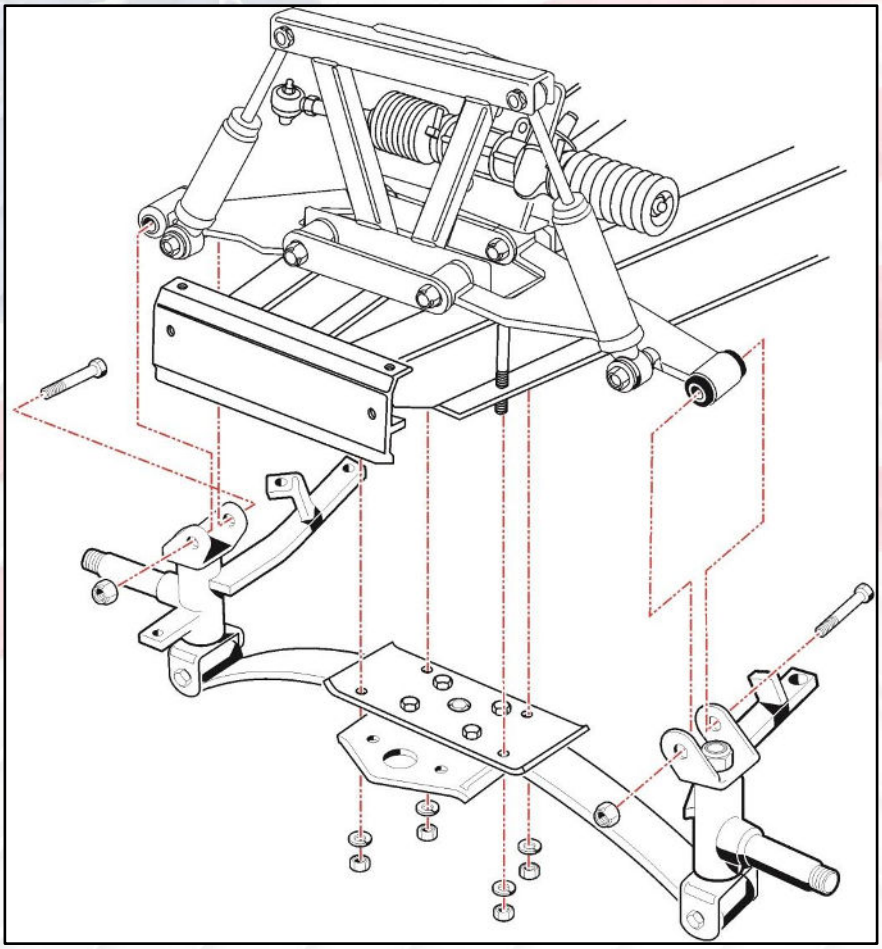
2. Remove front bumper.



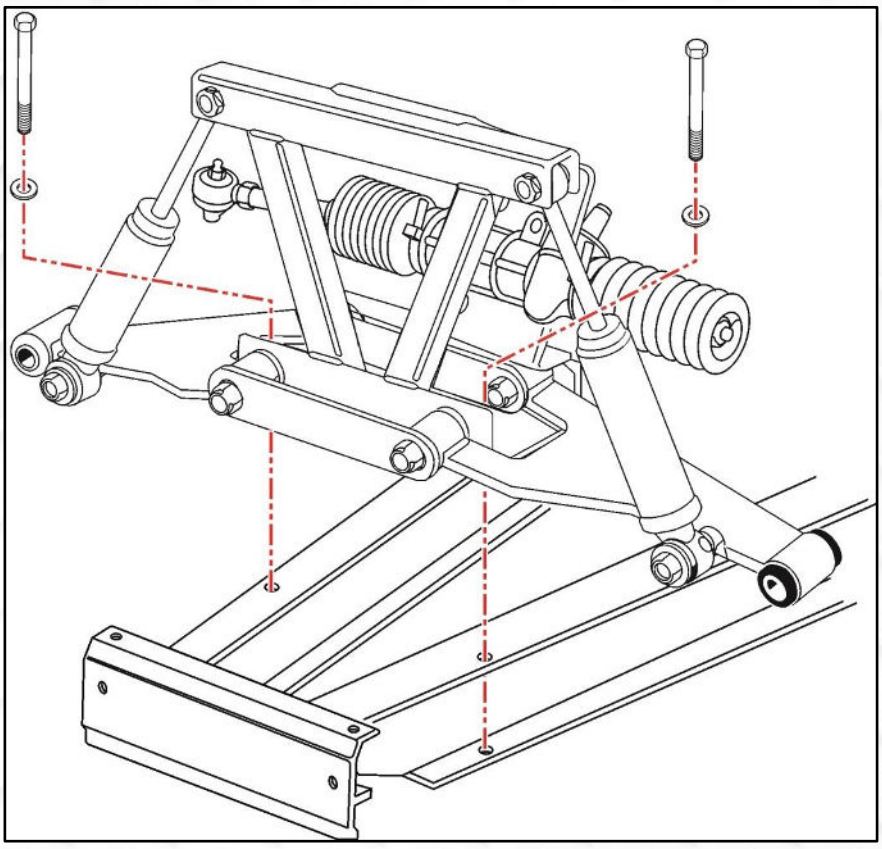
3. Remove bolts that attach steering shaft.



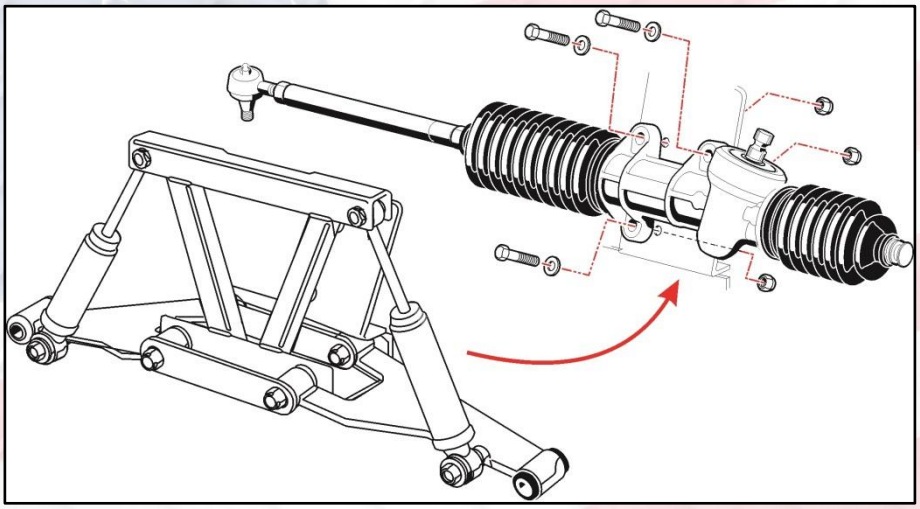
4. Remove tie rod end and rack and pinion connection.



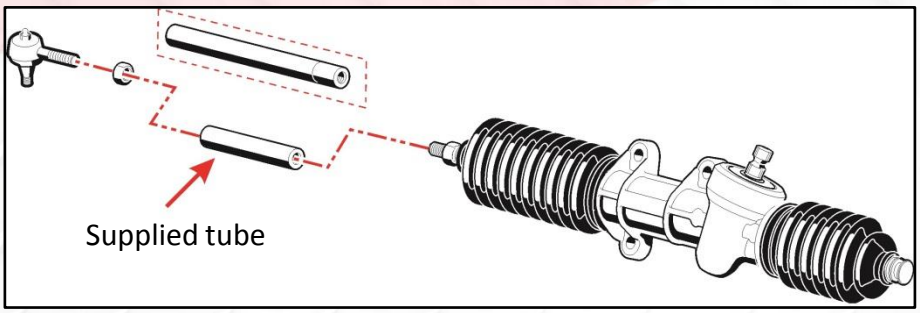
5. Remove front spring assembly from cart frame.



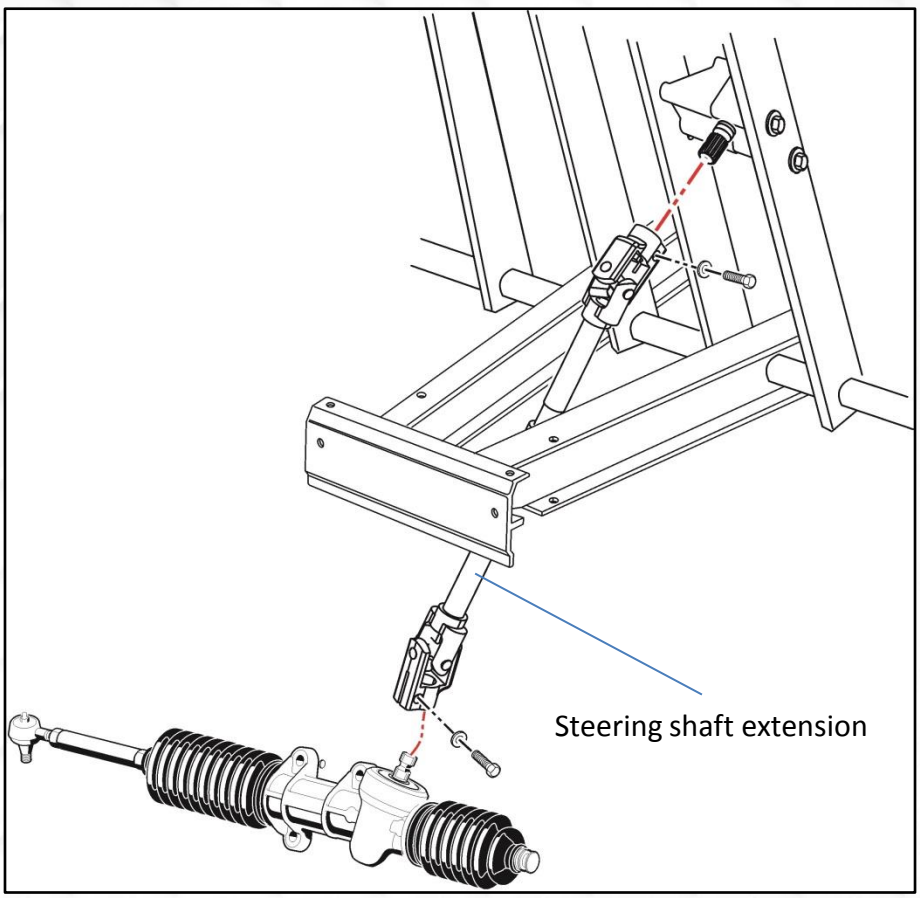
6. Remove front suspension assembly.



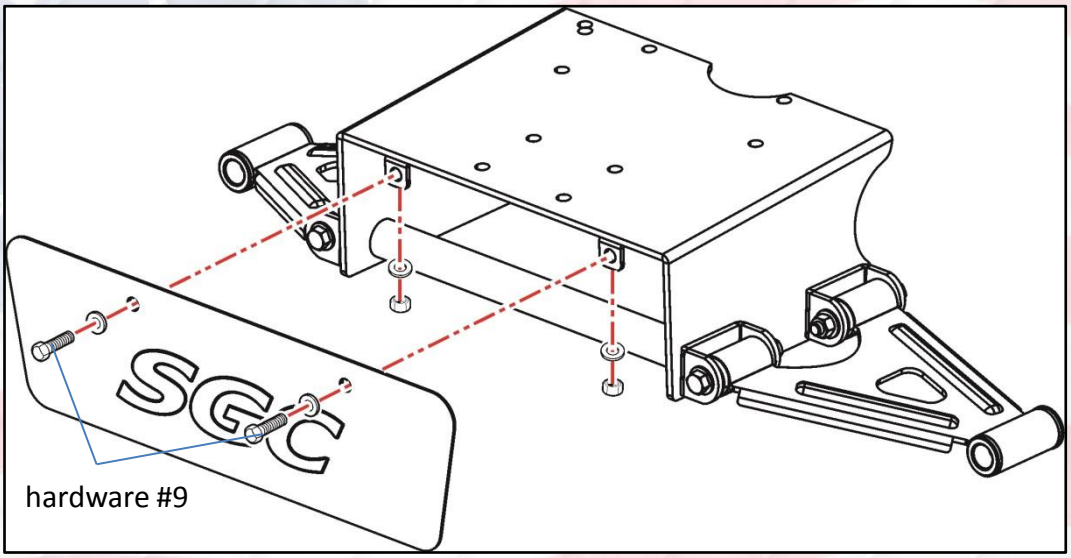
7. Take out rack and pinion assembly.



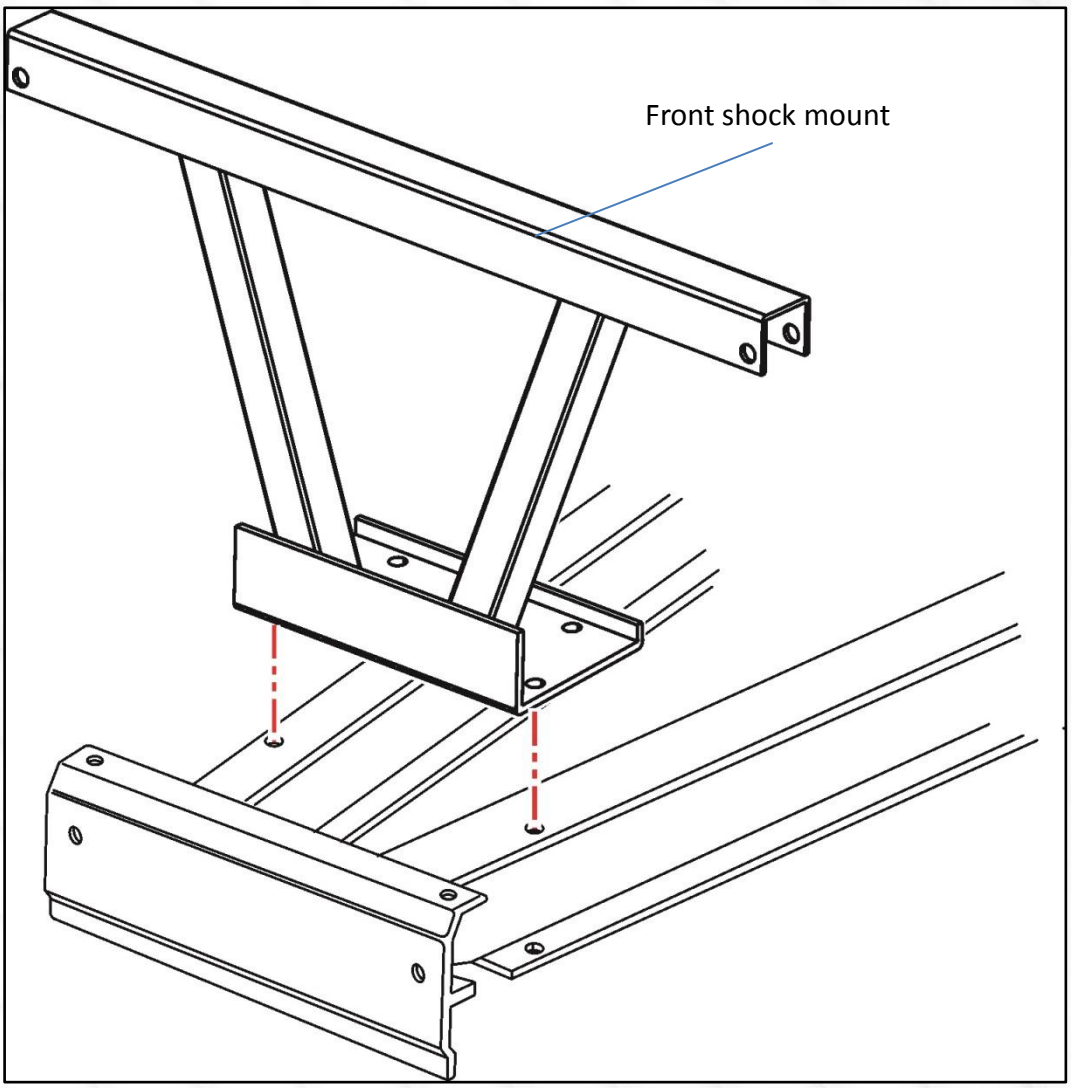
8. Replace factory drag link with supplied short tube.



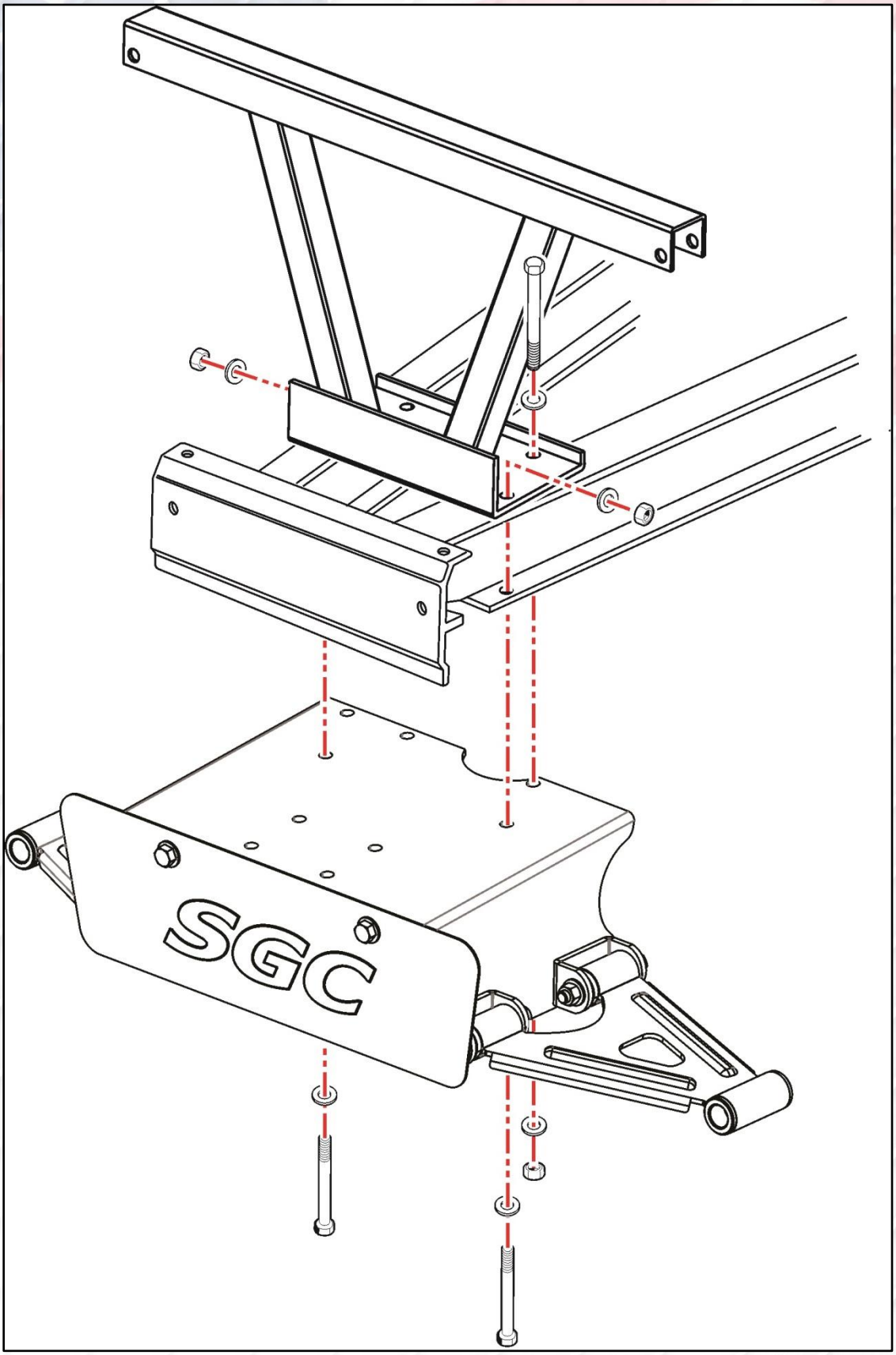
9. Attach **steering shaft extension** to steering shaft and rack and pinion.



10. Attach **SGC plate** to A-arm assembly using hardware #9.

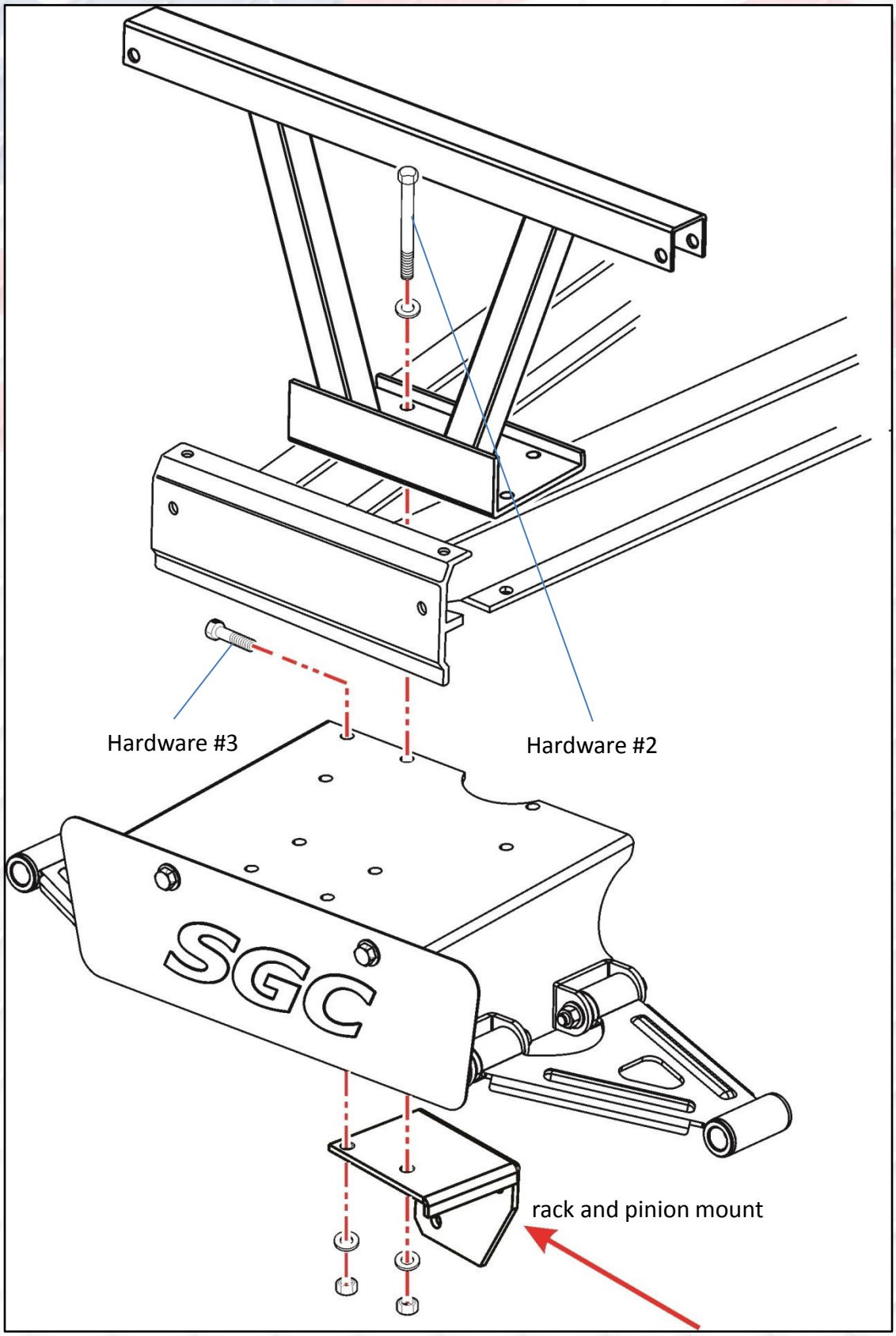


11. Place **front shock mount** on cart frame and line up the holes.

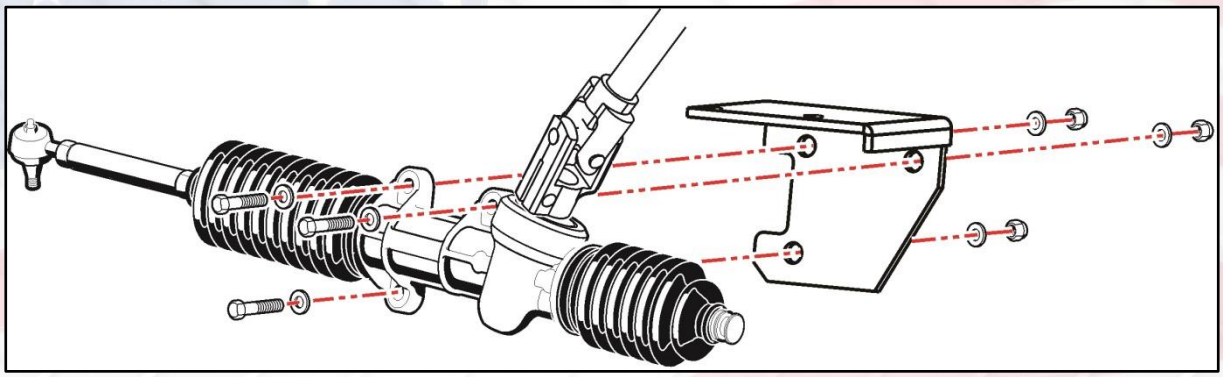


12. Attach **A-arm assembly** to front shock mount using hardware #2. Only 3 out of 4 bolts are used in this step. The last one will be used next step.

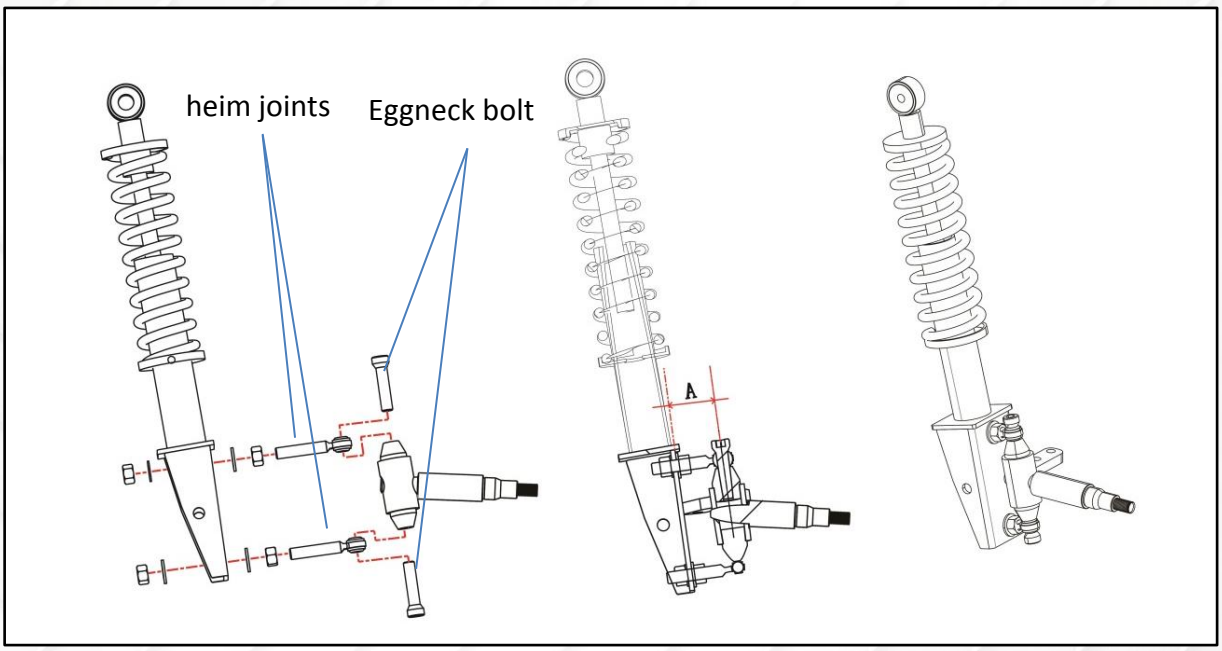
Please be aware bolts are directional.



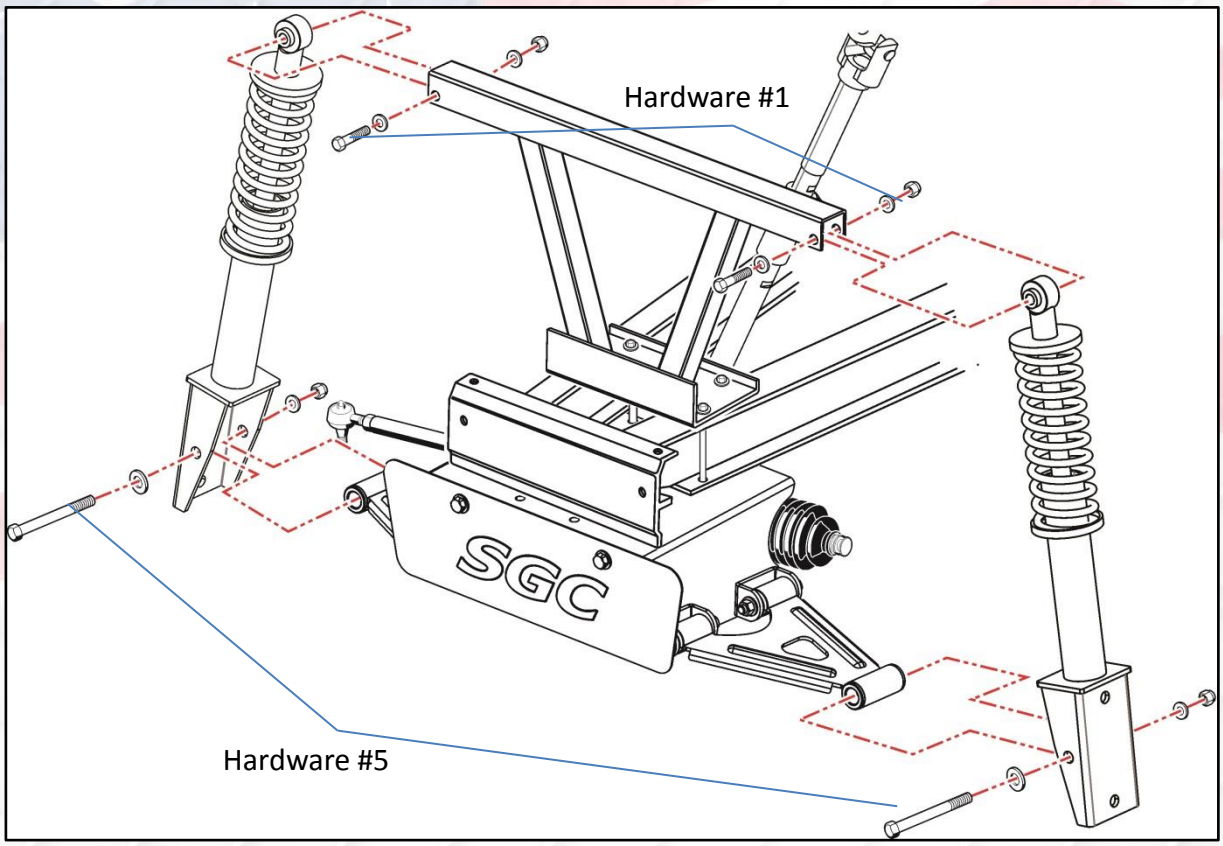
13. Attach **rack and pinion mount** to a-arm assembly and front shock mount using remaining bolt from hardware #2 and hardware #3. A-arm assembly is mounted in this step. Exploded drawing for illustration only.



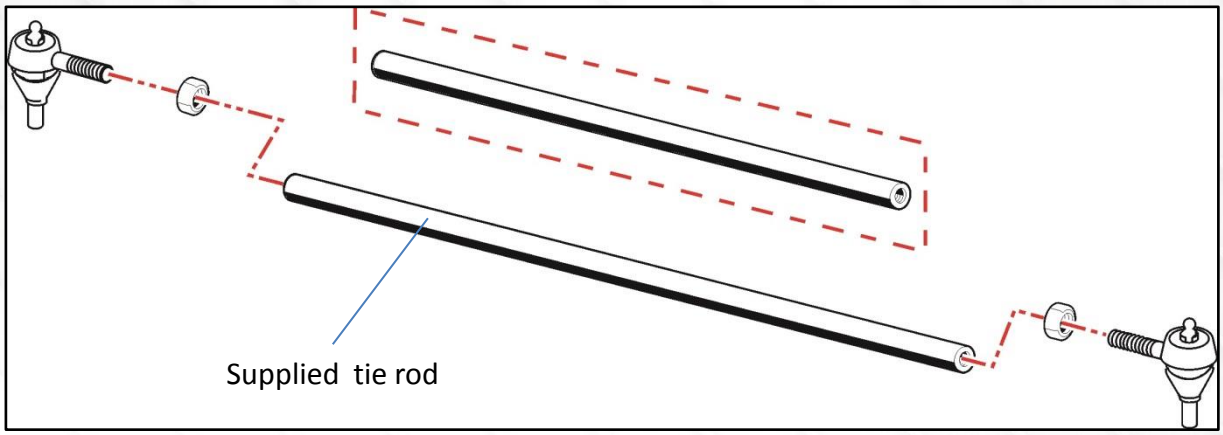
14. Attach rack and pinion to the mount using hardware #4.



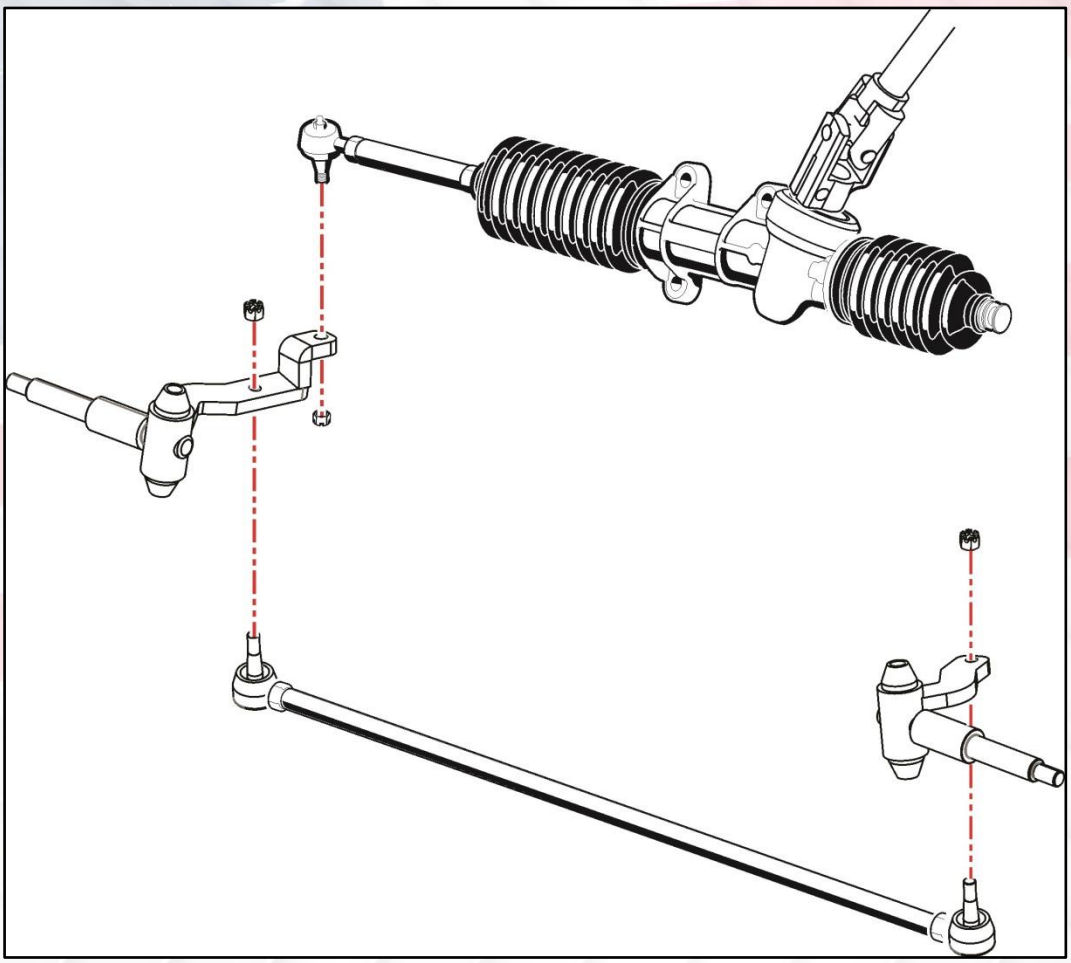
15. Attach **spindle** to **front shock** using heim joints and eggneck bolt from hardware #6. Suggested distance from axis of spindle to front shock is 1 1/2” (indicated as A).



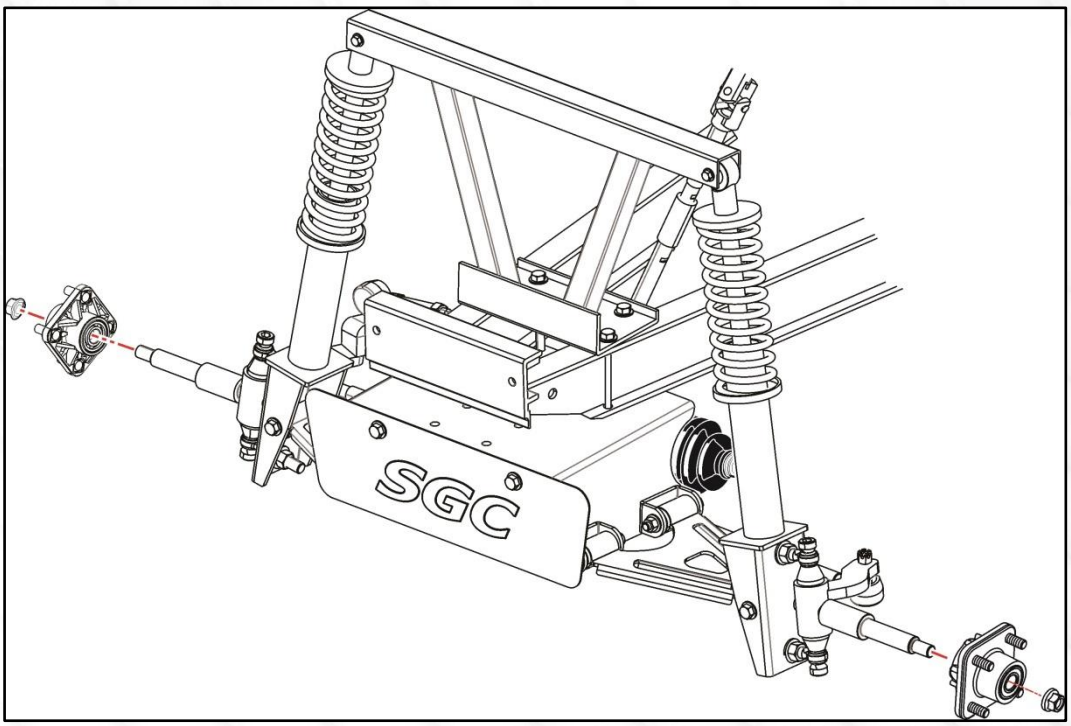
16. Attach **coil-over shock** upper part to front shock mount using hardware #1.
Attach shock lower part to A-arm using hardware #5.



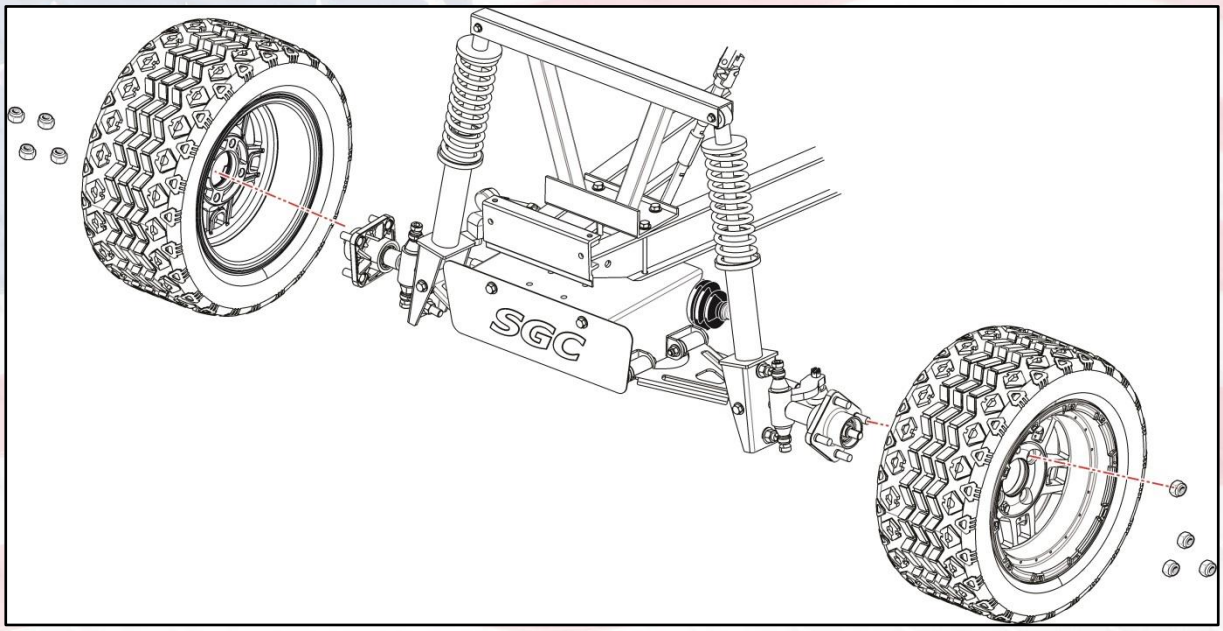
17. Replace factory tie rod with supplied longer tie rod.



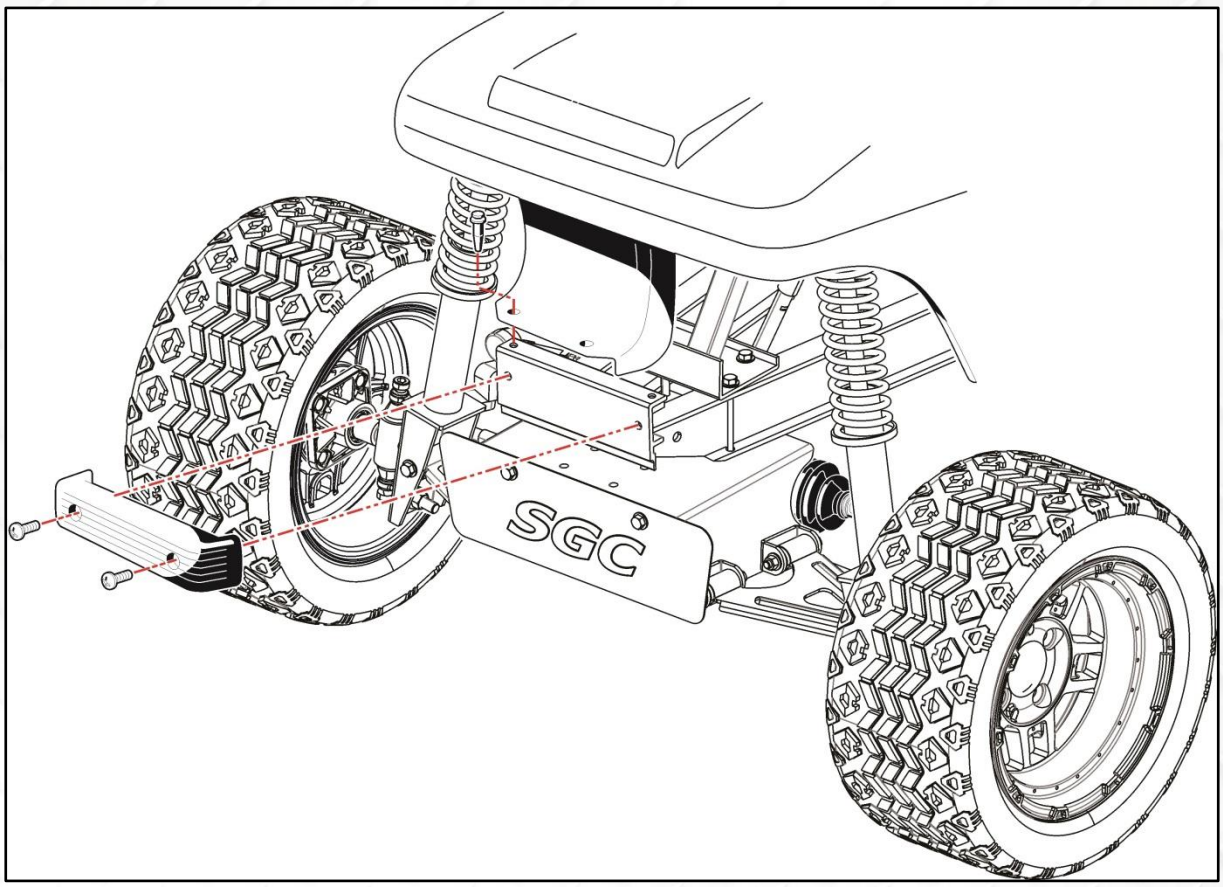
18. Attach assembled tie rod to spindles using factory hardware.
    Attach rack and pinion to spindle using factory hardware.



19. Reattach front hubs to spindles.

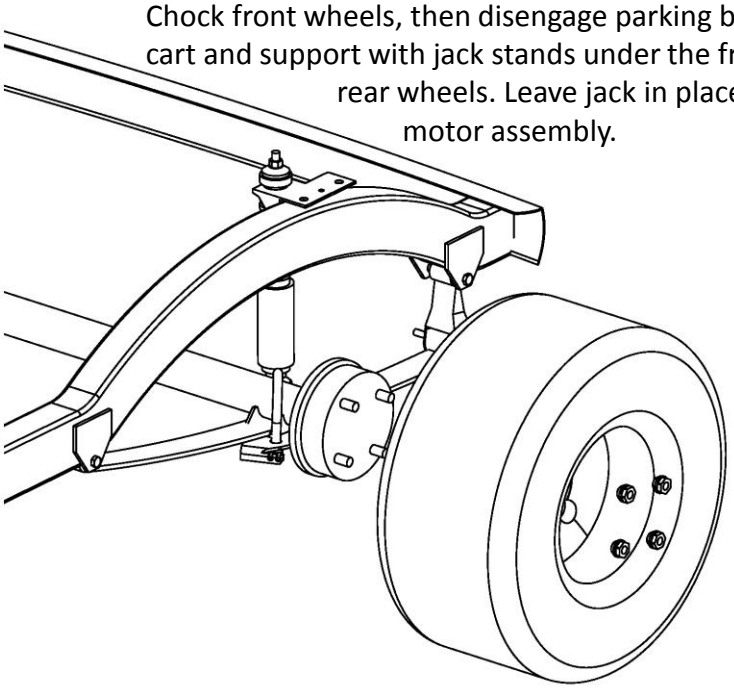


20. Reattach front wheels.

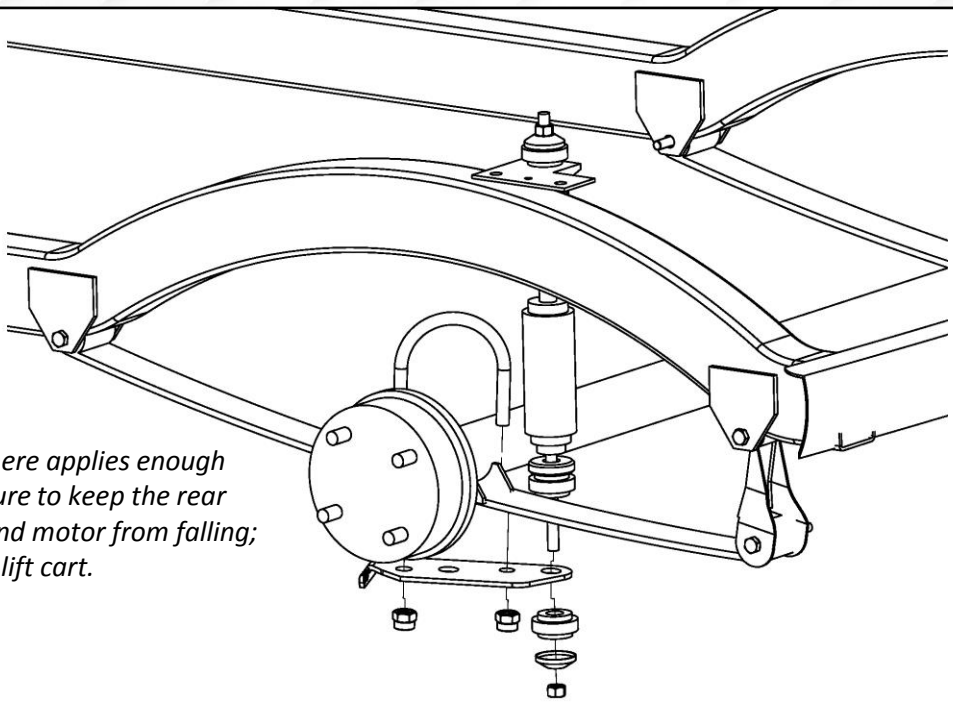


21. Reattach factory front bumper.

Chock front wheels, then disengage parking brake. Lift rear of cart and support with jack stands under the frame. Remove rear wheels. Leave jack in place under axle and motor assembly.

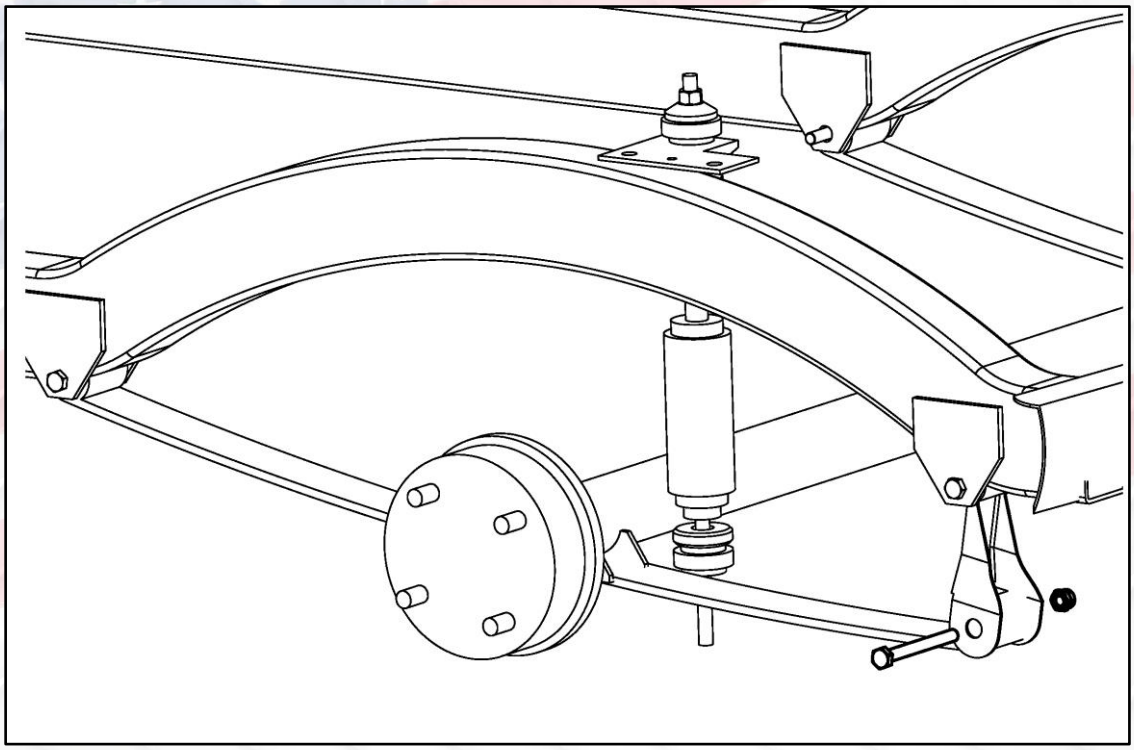


22. Remove rear wheels.

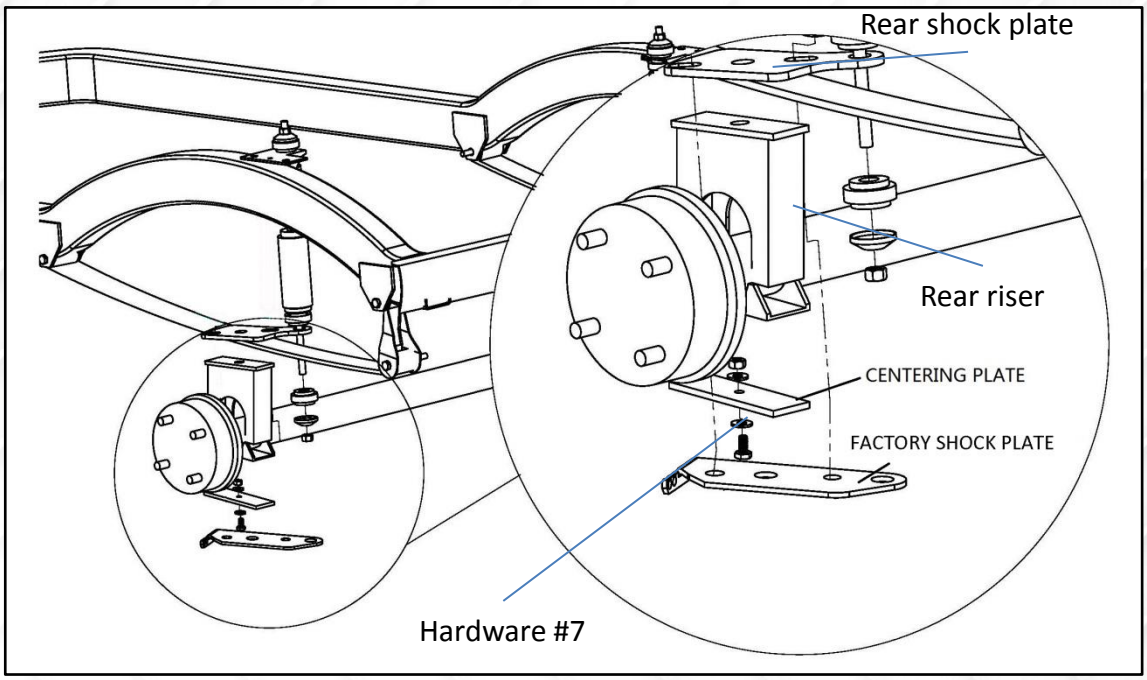


Jack here applies enough pressure to keep the rear end and motor from falling; Don't lift cart.

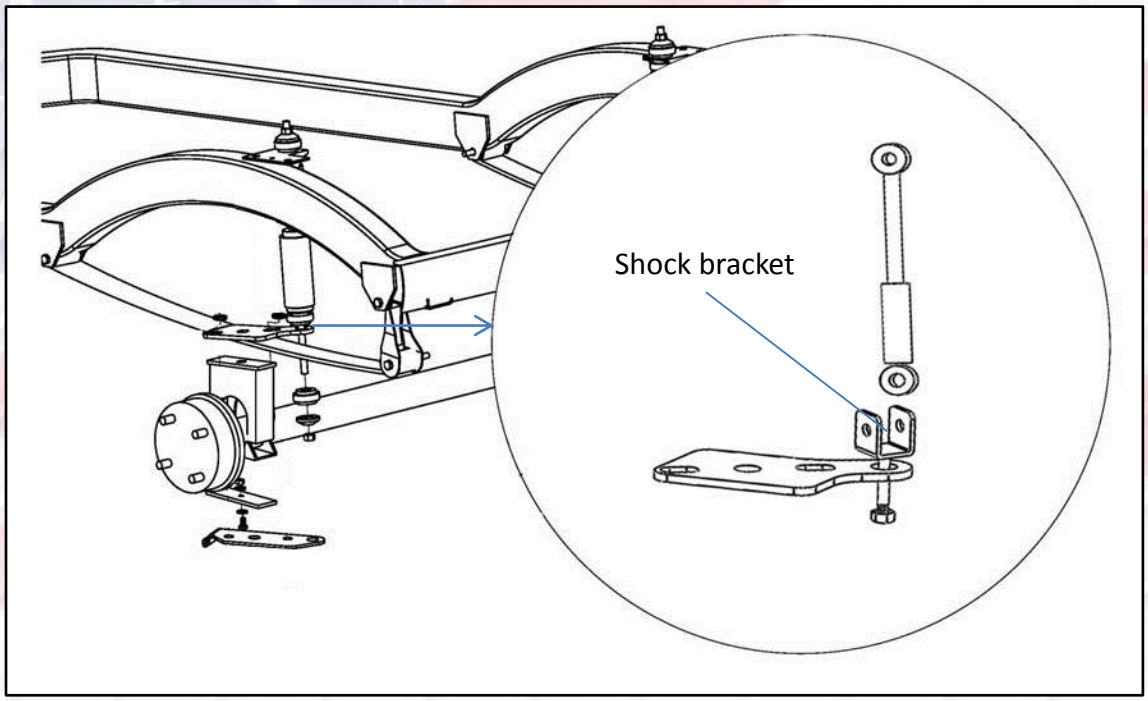
23. Loosen the U-bolts on the passenger side. Place jack under rear end. The jack is required to lower the rear end to complete the following steps. On driver side, completely remove nut from shock and U-bolts. Retain shock bushings and nut.



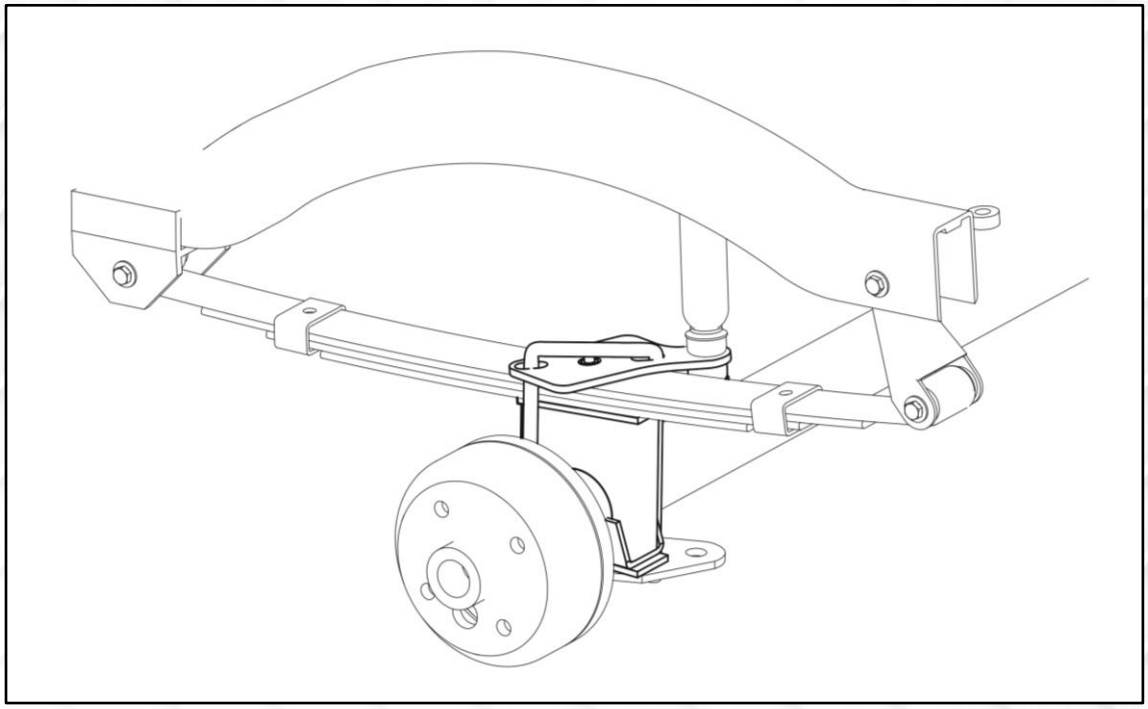
24. Using a 10mm socket and 13mm wrench remove hardware from rear leaf spring mount and front leaf spring mount. Retain hardware.



25. Place **rear riser** on the axle and under leaf spring. Ensure that top of rear riser angles down toward the front of cart.
Secure hardware #7 on the hole of centering plate.
The bolt head and nut will fit into the center hole of the spring perch and factory shock plate to aid in alignment of the riser and mounting plates. Once these parts are in position, move to next step.

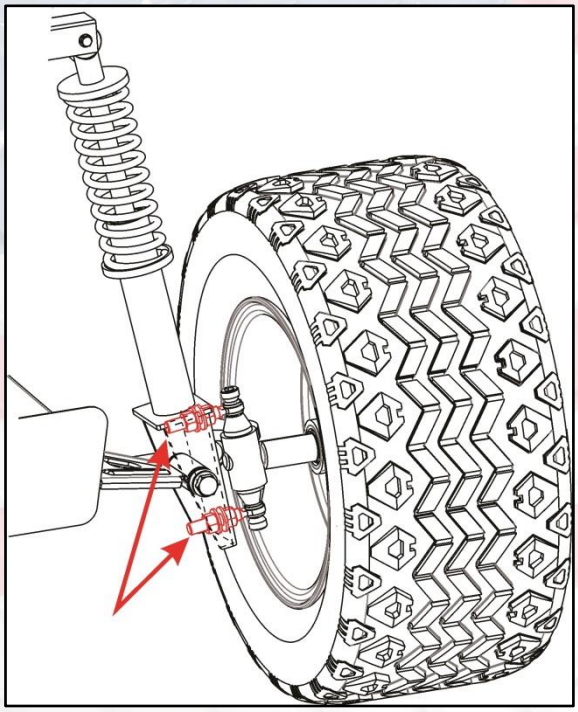


26. If you have a shock with end as indicated in above picture, please install supplied **shock bracket** to supplied rear shock mounting plate.



27. Route **U bolt** through rear shock plate, rear riser and factory shock plate using hardware #8. Using socket to tighten these bolts evenly for proper alignment. Then install shock to shock bracket. Reattach wheels.

ALIGNMENT INSTRUCTIONS



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

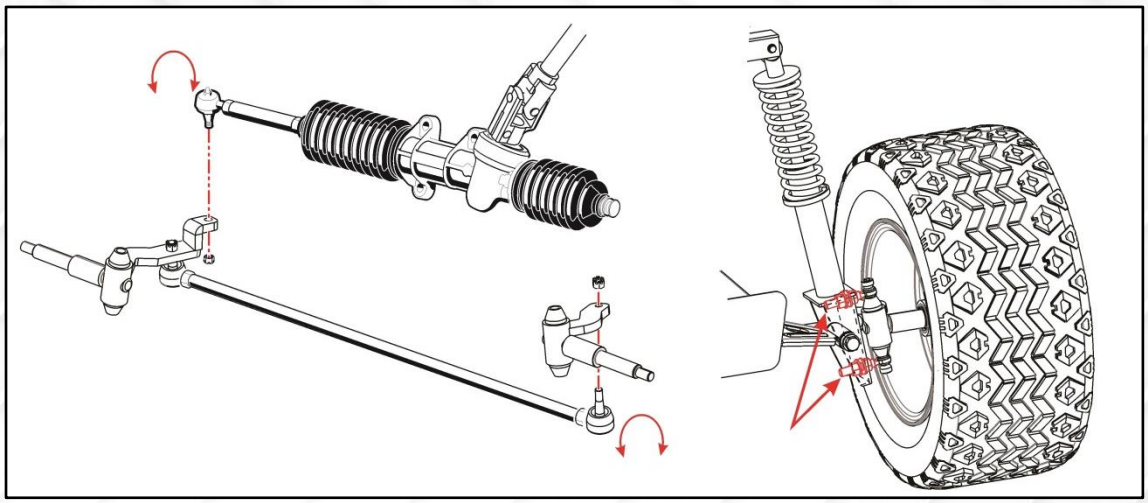
To adjust for proper camber (the vertical tilt of the wheels), use a framing square, level, or some other means of verifying that the tire is at a 90 degree angle to the ground.

Adjust camber to 90 degrees using the two nuts on the heim joints.

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.

NOTE: Be sure to use thread locking adhesive on upper and lower heim joint spindle screws.

RETURN MERCHANDISE AUTHORIZATION

Dear Valued Customer,

Thank you for choosing Steeleng Golf Cart Accessories for your golf cart needs.

We apologize for the issues you are having with your purchase. We strive to offer the absolute best quality at the absolute best price.

To best serve you, we do need a little information to help process your return and/or exchange faster.

Please complete the following and include this entire form with your return.

_____

Name

_____ _____ _____

Shipped To Address STATE ZIP

Purchased with: eBay Direct Phone Order

This is for EXCHANGE REFUND

Please describe reason for return:

_____

_____

_____

_____

Our Return Address:
Steeleng Golf Cart Accessories
3309 Laurens Road,
Greenville, SC 29607
Tele: 864-675-1103

_____

For Office Use Only:

Received By:_____ Date_____

Refund Amount_____ Exchange Issued_____

**Steeleng Golf Cart Accessories reserves the right to charge a 15% restocking fee for all returned and/or exchanged items.