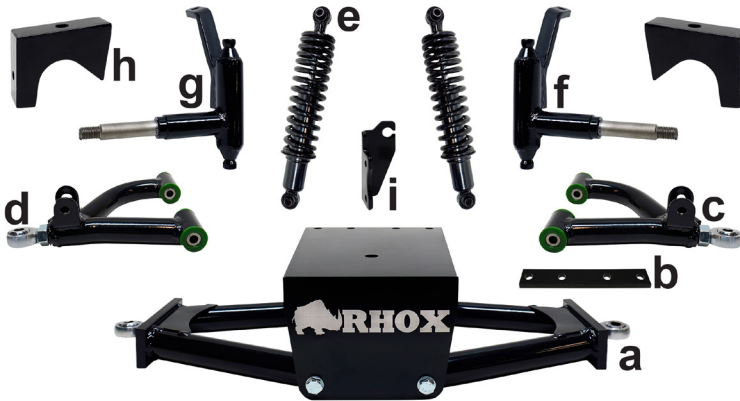




LIFT-557

5" BMF A-Arm Lift Kit

E-Z-Go RXV Gas March 13-19 and Electric March 13+ Installation Instructions

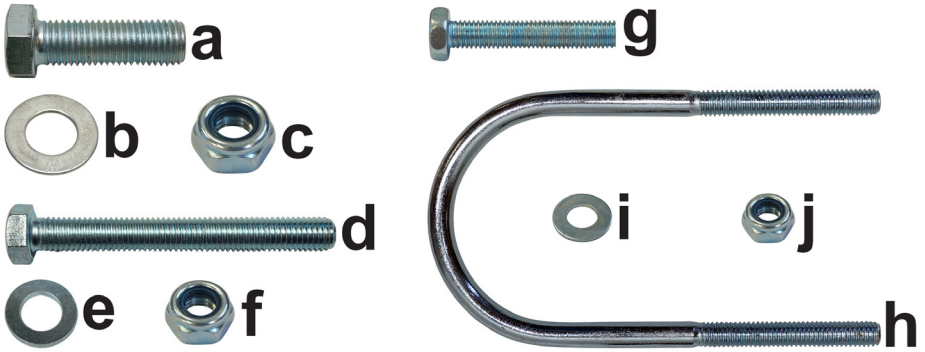


Contents of Kit		QTY
a	5" A-Arm Assembly	1
b	A-Arm Assembly Mounting Plate	1
c	Driver Side Upper A-Arm	1
d	Passenger Side Upper A-Arm	1
e	Front Shocks	2
f	Driver Side Spindle	1
g	Passenger Side Spindle	1
h	Rear Lift Blocks	2
i	Brake Cable Bracket	1
j	Hardware (Contents on Next Page)	1

Caution: Please read through the instructions carefully. Installer is responsible for damage if instructions are not followed properly. Extra installers will be helpful in some parts of the installation. Please refer to torque specifications on page 2 for new hardware. Please refer to the vehicle's maintenance manual for torque specifications on reused hardware.

Note: You must install larger tires and wheels once the cart is lifted. Stock wheels will not work. We recommend a 23" tires and a 12" or larger wheel with a minimum of a 1" offset.

LIFT-557 Hardware Kit



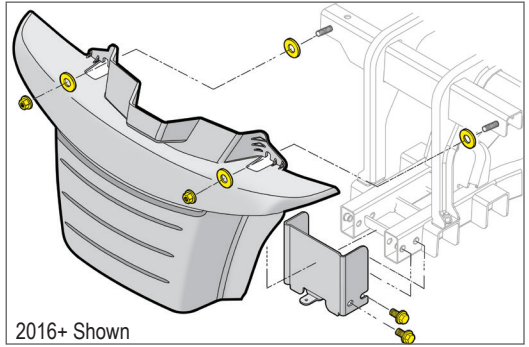
Contents		QTY	Torque Requirements
a	M16 x 50 Hex Head Bolts	1	30 ft. lbs.
b	M16 Flat Washers	2	-
c	M16 Nylock Nuts	1	-
d	M12 x 100 Hex Head Bolts	4	69 ft. lbs.
e	M12 Flat Washers	8	-
f	M12 Nylock Nuts	4	-
g	M10 x 55 Hex Head Bolts	2	38.25 ft. lbs.
h	M10 U-Bolts	4	38.25 ft. lbs.
i	M10 Flat Washers	12	-
j	M10 Nylock Nuts	10	-

Tools Needed for Installation

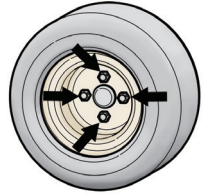
- Sockets & Wrenches (15mm, 16mm, 17mm, 18mm, 15/16")
- Hex Bit Socket: 3/8"
- Flat Head Screwdriver
- Needle Nose Pliers
- Floor Jack, Jack Stands, Chock for Wheels
- Rubber Mallet
- Tie Rod Separator
- Measuring Tape
- Safety Glasses

Installation Preparation (Front)

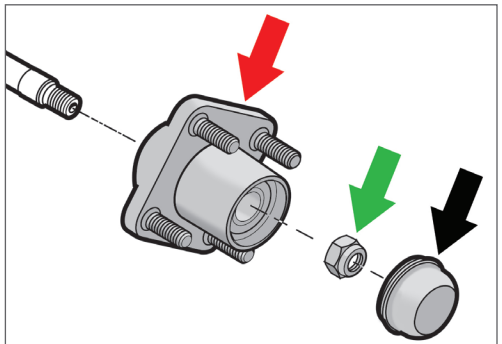
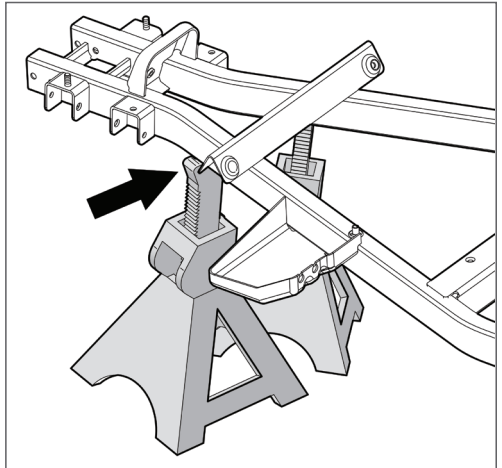
1. Engage parking brake.
2. Turn key OFF.
3. Place Tow/Run Switch in TOW if equipped.
4. Chock the back of the rear wheels.
5. Remove the front bumper and bracket (16+). Retain bumper, bracket (16+) and hardware.



6. Remove the hub caps (if any). Loosen the lug nuts on both front wheels but do not remove them.
7. Place a jack under the front axle. Lift the cart high enough to accommodate the new tires and wheels.
8. Place (2) jack stands securely under the frame and remove the jack.
9. Fully remove the (8) front lug nuts, tires and wheels.

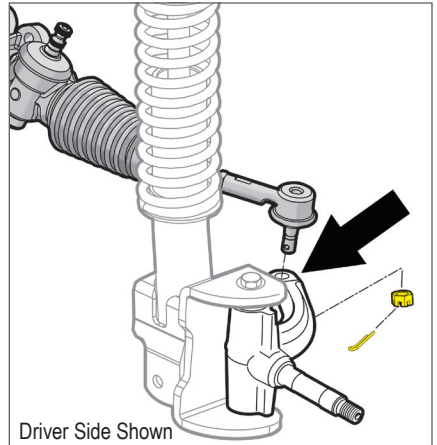


10. Remove dust covers (black arrow), nuts (green arrow) and wheel hubs (red arrow) from both spindles. Retain all three components.

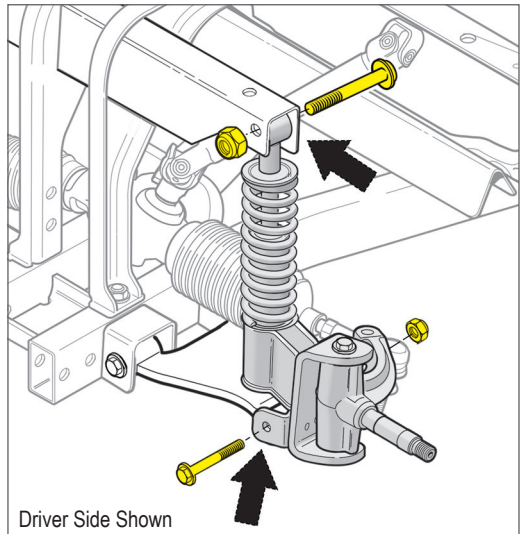


11. Disconnect the tie rod ends from the spindles (black arrow). Retain hardware.

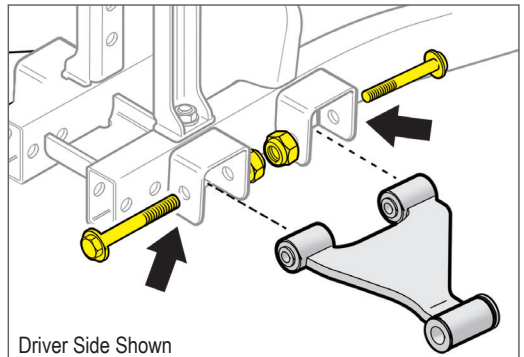
NOTE: Use a tie-rod separator to remove the tie-rod end from the spindle. Do not hammer the stud as it will damage the threads.



12. Remove the front shocks and spindles from the frame and A-arms. The spindles can remain attached to the shocks. Retain hardware.



13. Remove the A-arms from the frame. Retain hardware.



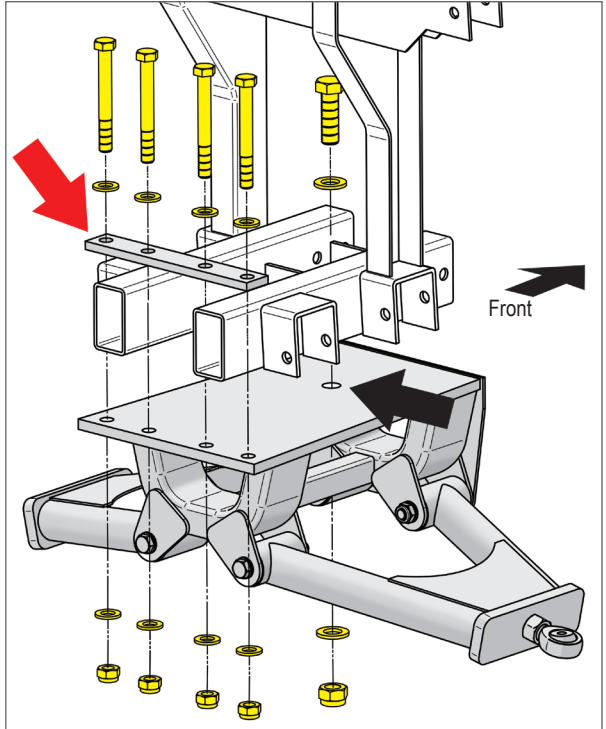
Front Suspension Installation

NOTE: Please refer to page 2 for torque specifications for included hardware. Please refer to vehicle's maintenance manual for torque specifications on reused hardware.

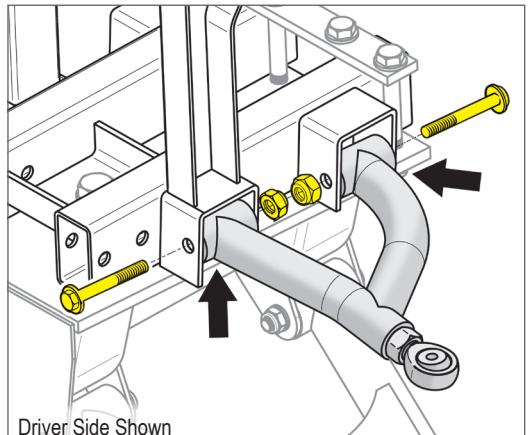
1. Carefully place the A-arm assembly on a rolling jack. Move the assembly under the front end of the golf cart.

NOTE: A second person will be helpful with this portion of the installation.

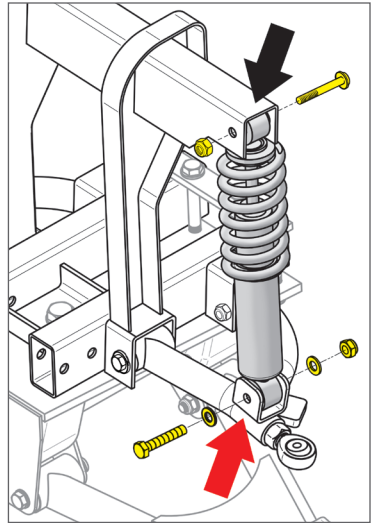
2. Loosely install the center of the A-arm assembly to the frame using (1) M16 x 50 Hex Head Bolt, (2) Flat Washers and (1) Nylock Nut (black arrow).
3. Loosely install rear portion of the A-arm assembly and A-arm assembly mounting plate to the frame using (4) M12 x 100 Hex Head Bolts, (8) Flat Washers and (4) Nylock Nuts (red arrow).
4. Tighten all hardware.



5. Install the new A-arms to the frame using the Original Hardware removed in step 13, page 4.



6. Install the top portion of the new shocks to the frame using the Original Hardware (black arrow).
7. Install the bottom portion of the new shocks to the A-arms using (2) M10 x 55 Hex Head Bolts, (4) Flat Washers and (2) Nylock Nuts (red arrow).



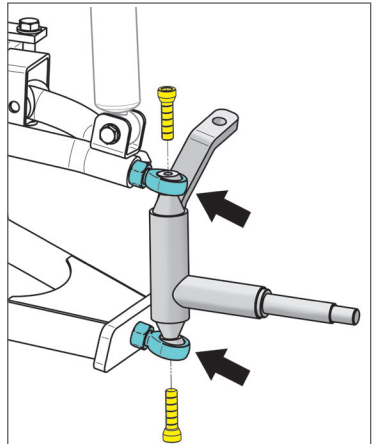
8. Making sure the heim joints (shown in blue) are even on both sides, install the spindles to the A-arms using the Socket Head Cap Screws pre-installed on the spindles.

NOTE: Final camber adjustments will be made at the end of installation.

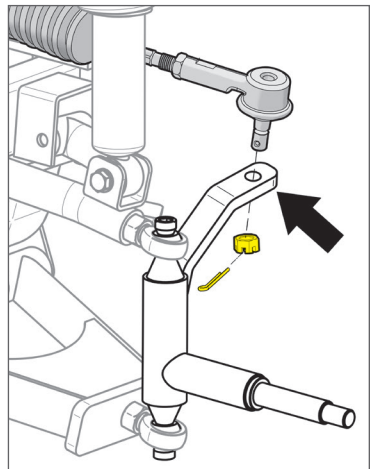
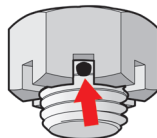
9. Center the steering wheel following these steps: Turn it completely to the driver side. Then, turn it completely to the passenger side while counting the number of rotations (X).

Divide "X" by (2) to determine the center point (Y).

Turn the steering wheel "Y" rotations back to the driver side until it reaches the center point. Remove and adjust the steering wheel if it is not straight.

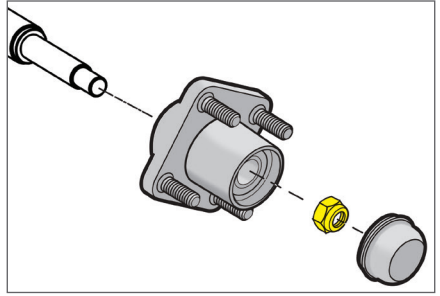


10. Fasten the tie rod ends to the new spindles using the Original Hardware. Fully tighten the castle nut. If the hole for the cotter pin is not clearly visible, back the castle nut off until the hole is visible. Reinstall the cotter pin.



11. Install the hubs onto the new spindles using the Original Hardware.
12. Install the (2) front tires and wheels. The stock tires and wheels will not work on the newly lifted cart. Fully tighten the lug nuts on both wheels.

NOTE: We recommend 23" tires and a 12" or larger wheel with a minimum of a 1" offset.



13. Tighten any hardware left loose in this section.
14. Once the tires and wheels are fully secure, place the jack under the cart. Remove the jack stands and lower the cart. Remove the chocks behind the rear wheels.

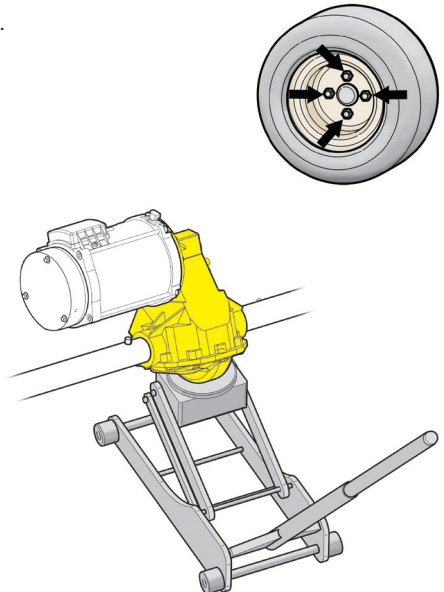
NOTE: Toe and camber adjustments will be made at the end of the installation.

Installation Preparation (Rear)

Safety Note: Proper eye and mouth protection should be worn during this section to protect the installer from falling debris when working under the cart.

The rear axle is only secured in place by the leaf springs, U-bolts and the jack. For safety reasons, only complete one side of the suspension at a time.

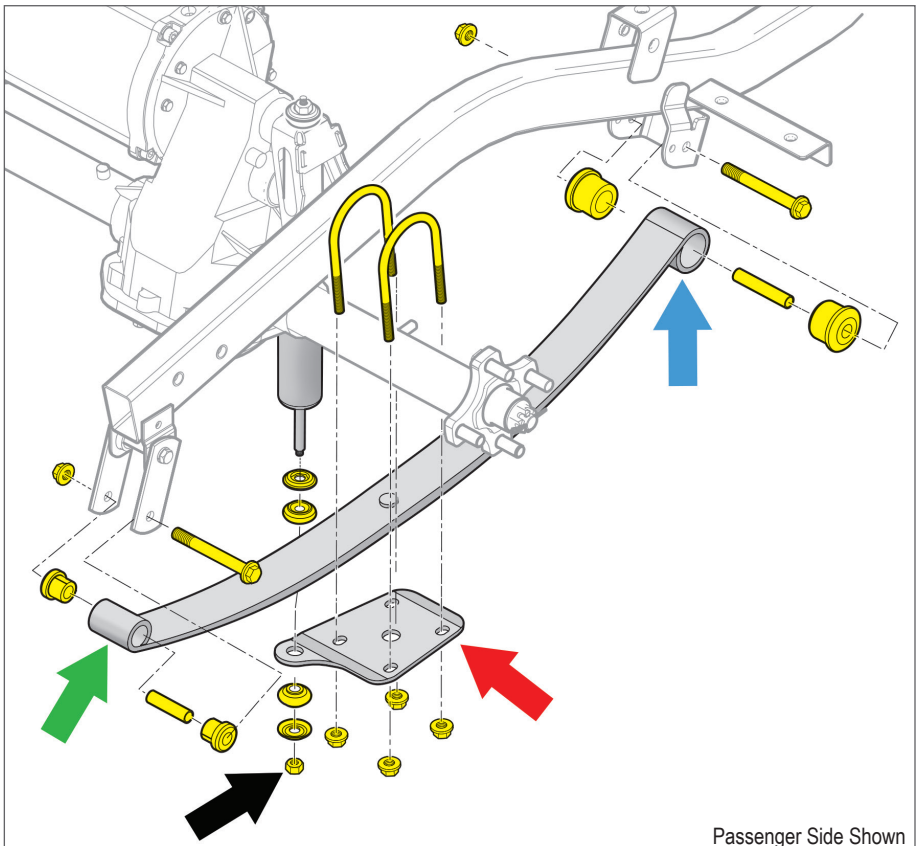
1. Engage parking brake.
2. Turn key OFF.
3. Place Tow/Run Switch in TOW if equipped.
4. Chock the front of the front wheels.
5. Remove the hub caps (if any). Loosen the lug nuts on both rear wheels but do not remove them.
6. Place a jack securely under the rear axle. Safely lift the rear end of the cart enough to accommodate the additional height of the larger tires and wheels.
7. Place jack stands under the chassis on both sides of the cart to stabilize it. DO NOT remove the jack.
8. Fully remove the (8) rear lug nuts, tires and wheels. Discard.



9. Disconnect the bottom of the passenger side shock from the shock mounting plate (black arrow). Push the shock upward and out of the way. Retain hardware.
10. With the axle supported by the jack, remove the (2) U-bolts holding the passenger side rear axle, leaf spring and shock mounting plate (red arrows). Remove and discard the U-bolts. Retain shock mounting plate.

CAUTION: Complete one side at a time.

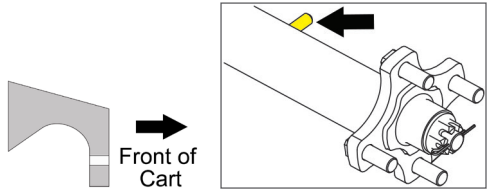
11. Disconnect the passenger side leaf spring from the rear shackle (green arrow). Retain hardware.
12. Disconnect the front portion of the leaf spring from the front shackle (blue arrow). Retain hardware and remove leaf spring.
13. Carefully lower the rear axle away from the chassis with the jack. The jack stands will remain in place to support the chassis.



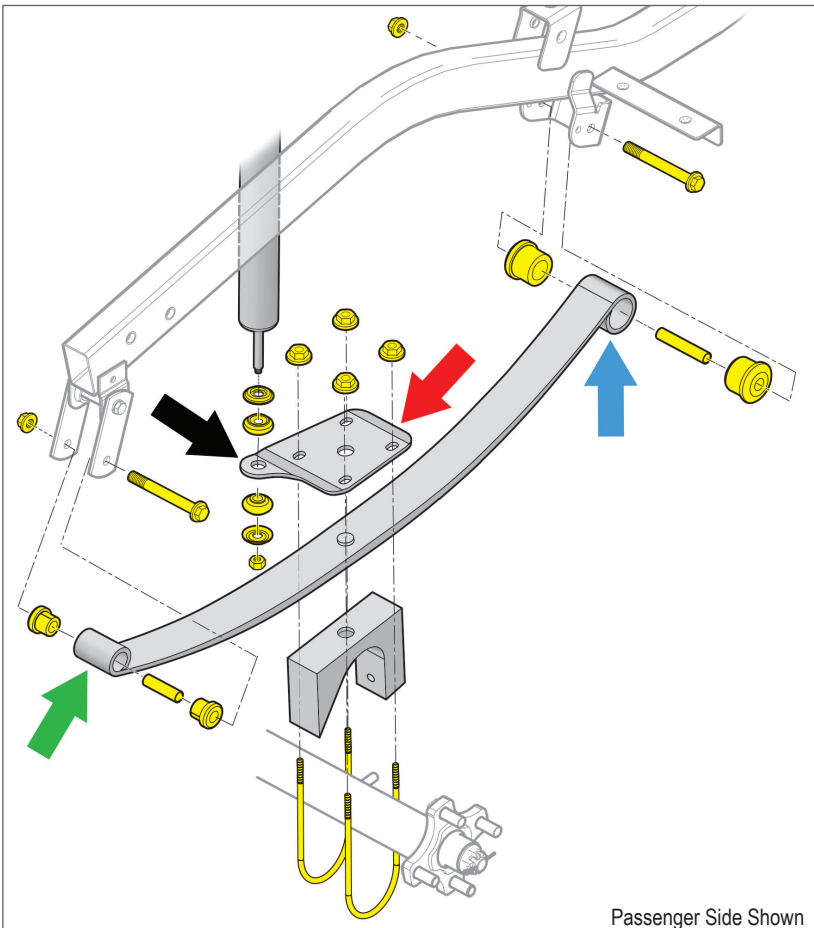
Rear Suspension Installation

1. Place the leaf spring over top of the axle. Reconnect the leaf spring to the front shackle using the Original Hardware (blue arrow).

2. Orient the lift block as shown. Place the lift block between the axle and the leaf spring. The forward facing hole will line up with the alignment pin on the axle. The alignment pin on the leaf spring will seat in the top hole of the lift block.



3. Place the original shock mounting plate on top of the leaf spring (red arrow). The alignment pin on the leaf spring will seat in the center hole of the shock plate.
4. Fasten the shock plate, leaf spring and lift block to the axle with (2) M10 U-Bolts, (4) Flat Washers and (4) Nylock Nuts. Hand tighten U-bolts evenly on both sides.

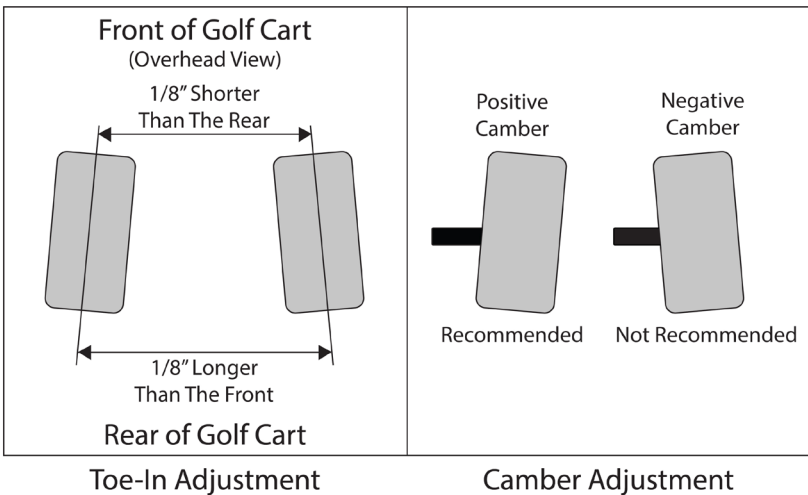


- Repeat preparation steps 9-13 (page 8) and installation steps 1-4 (page 9) on the driver side.

NOTE: If the driver side brake cable is mounted on top of the axle, swap the OE brake cable bracket with the new one included in this kit.

- Using the jack, safely lift the rear axle and guide the rear portion of the leaf springs to their original positions. Reinstall the leaf springs to the rear shackles (green arrow, page 9) using the Original Hardware removed in step 11, page 8.
- Fasten the shocks to the shock mounting plates (black arrow, page 9) using the Original Hardware.
- Tighten all hardware.
- Install the (2) new rear tires/wheels on the rear hubs. Remove the jack stands and lower the cart. Remove the jack.

Toe and Camber Shock Adjustments



Toe Adjustments

- Drive forward and back 20-40 feet to check the toe before making adjustments. Only make adjustments if needed.

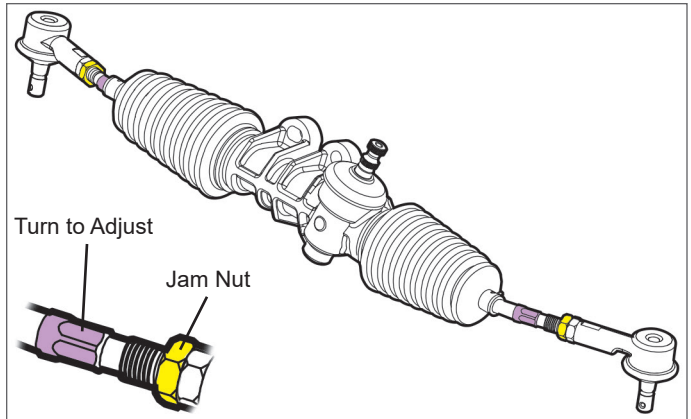
NOTE: For stability, an 1/8" toe-in is recommended.

- Calculate the toe of the front tires by measuring the center-to-center distance of the front of the front tires versus the center-to-center distance of the back of the front tires. The front measurement should be 1/8" shorter than the rear.

3. Adjust the toe by loosening the jam nuts. Lengthen or shorten the tie rod by turning the rod adjustments.

NOTE: Shortening the tie rods increases the toe, lengthening decreases it.

4. Once the toe adjustments are finalized and set, tighten the jam nuts.



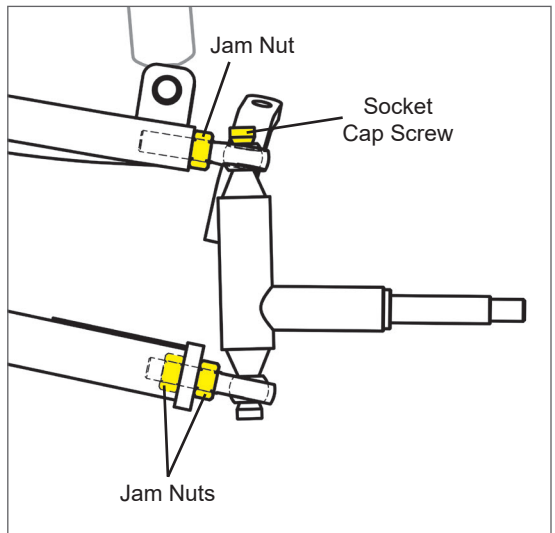
Camber Adjustments

1. To adjust the camber, locate the (2) jam nuts on each of the lower heim joints of the spindles. Turn the nuts to increase or decrease the camber. Adjustments should be made evenly on both sides.

NOTE: If the correct camber cannot be reached by adjusting the lower heim joints, the top heim joints can be adjusted by removing the socket cap screws from the upper portion of the spindles and rotating the heim joints. Adjustments should be evenly on both sides.

Rotating the ends of the upper A-arms counter-clockwise (away from the center of the cart) will increase camber, rotating them clockwise (inward) will decrease the camber.

2. Once the desired camber has been reached, tighten the jam nuts on the heim joints and any socket head cap screws left loose.



After Adjustments

1. Tighten all hardware.
2. Reinstall the front bumper using the Original Hardware.

**RUGGED
STARTS
HERE**



This completes the installation of your RHOX Lift Kit.
Please enjoy safely! Scan QR code or use the link to view our installation video library.
<https://www.youtube.com/user/golfcartinstructions>