



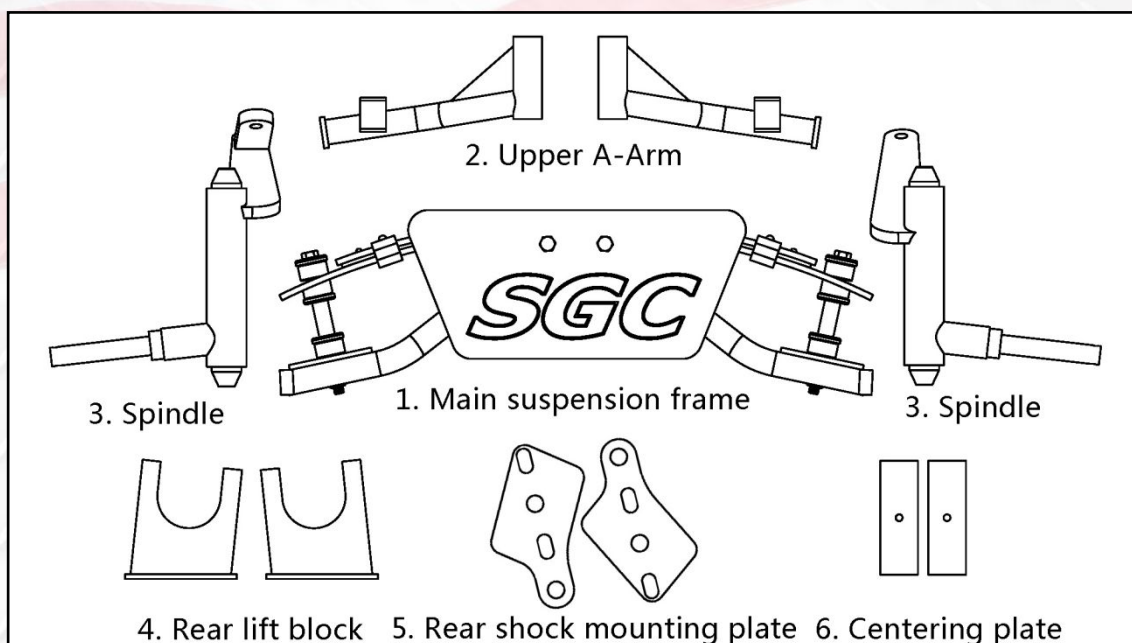
After installing this lift kit, the front wheels must be properly aligned. Failure to properly align the front wheels may result in decreased ability to control the Golf Cart which may result in a rollover or crash.

SGC ALL TERRAIN LIFT KIT FITS CLUB CAR DS

HD ALL TERRAIN LIFT KIT INSTALLATION INSTRUCTIONS

CLUB CAR DS

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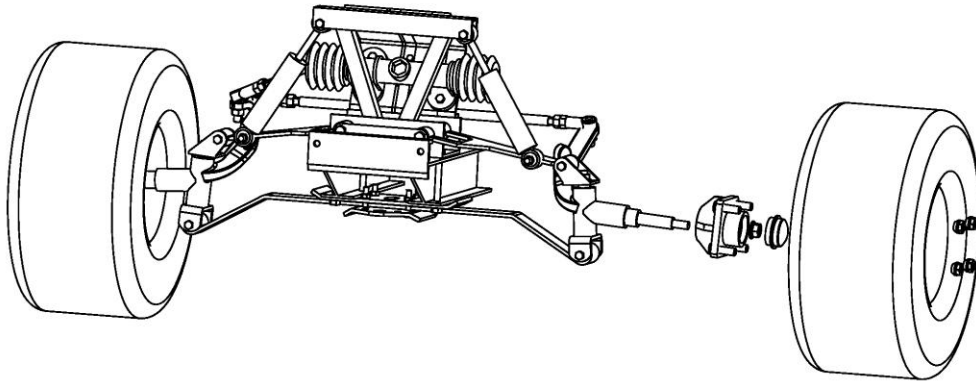
CHECK LIST FOR HARDWARE (Bolt in bag#12 too long so packed separately)

	SEQ#	USED PLACE	NAME	SPEC.	QTY.
FRONT SUSPENSION	7	UPPER A-ARM TO SHOCK	HEX BOLT	5/16-18*2	2
			FLAT WASHER	5/16	4
			LOCK NUT	5/16	2
	8	UPPER A-ARM TO CART	HEX BOLT	3/8-16*5	2
			FLAT WASHER	3/8	4
			LOCK NUT	3/8	2
	9	TIE-ROD END TO SPINDLE	EGG NECK BOLT	1/2-20*50	4
	10	TIE-ROD END TO A-ARMS	NUT	1/2-20	6
	11		HEIM JOINT		4
REAR SUSPENSION	12	REAR LIFT BLOCK	HEX BOLT	7/16-14*7 1/8	4
			LOCK NUT	7/16	4
			FLAT WASHER	7/16	8
	13	CENTERING PLATE	HEX BOLT	1/4-1/2	2
			FLAT WASHER	1/4	4
			LOCK NUT	1/4	2

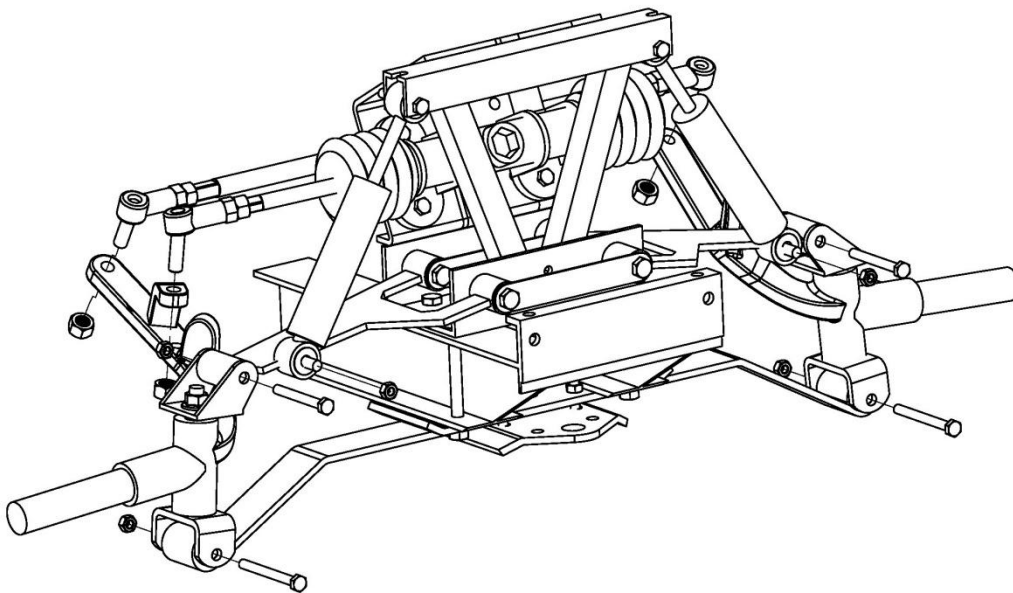
Specifications are subject to change without prior notice.

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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.



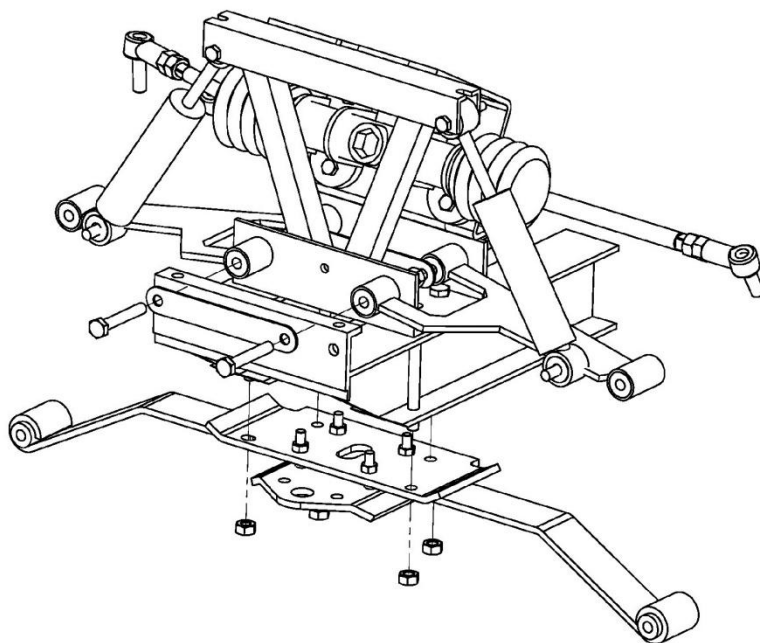
1. Remove front bumper and retain. Remove front wheels. Remove dust cap, cotter pin, spindle nut and wheel hub. Retain hub and hardware.



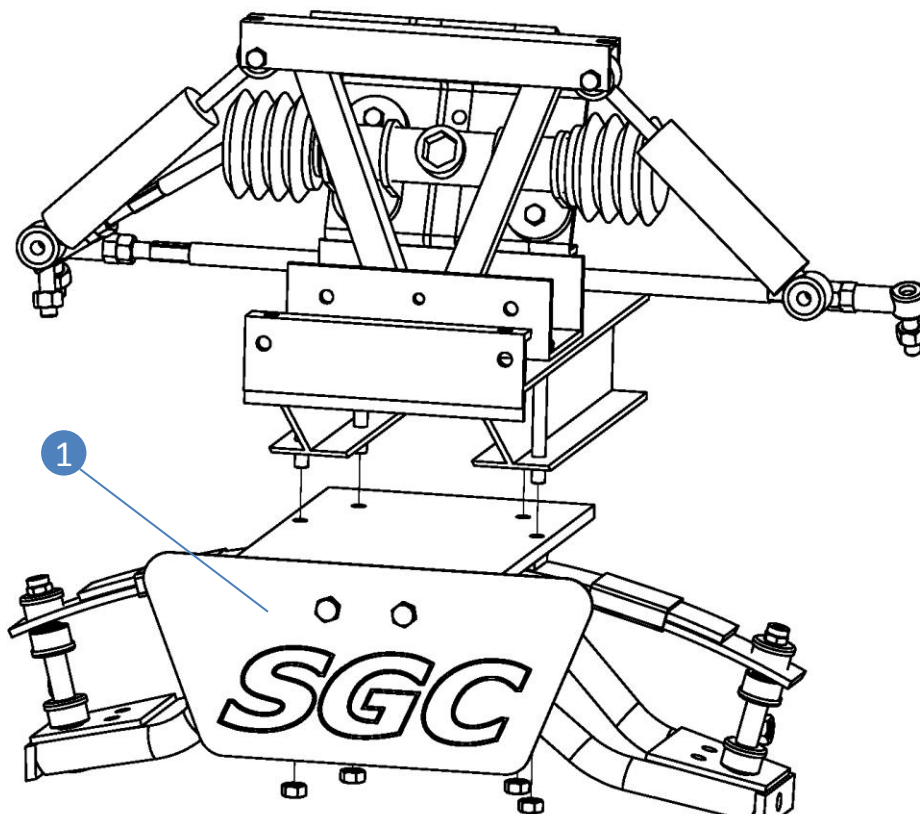
2. Remove lower shock mounting bolt and nut on driver and passenger side. Shock does not need to be completely removed, only the lower bolt so the shock can be pushed up and out of the way. Remove spindles from leaf spring and drag link and tie rod end. Retain Hardware.

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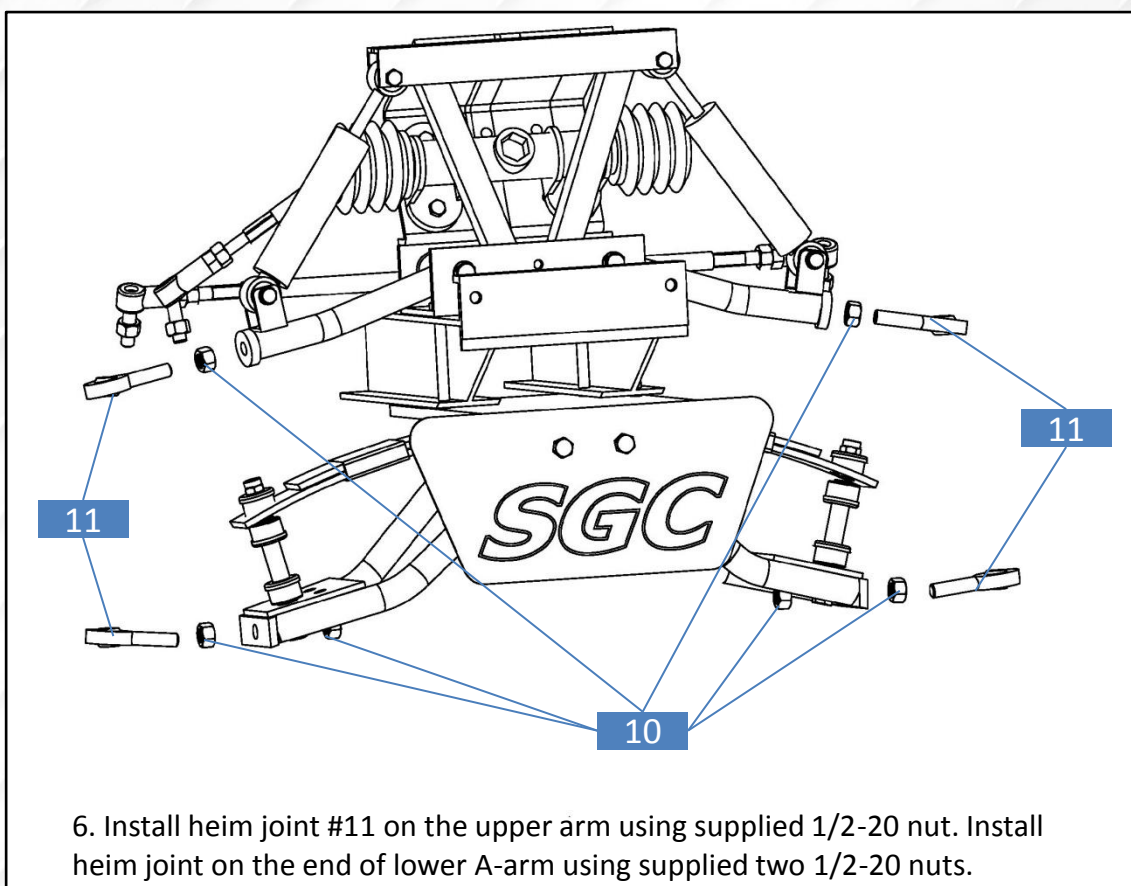
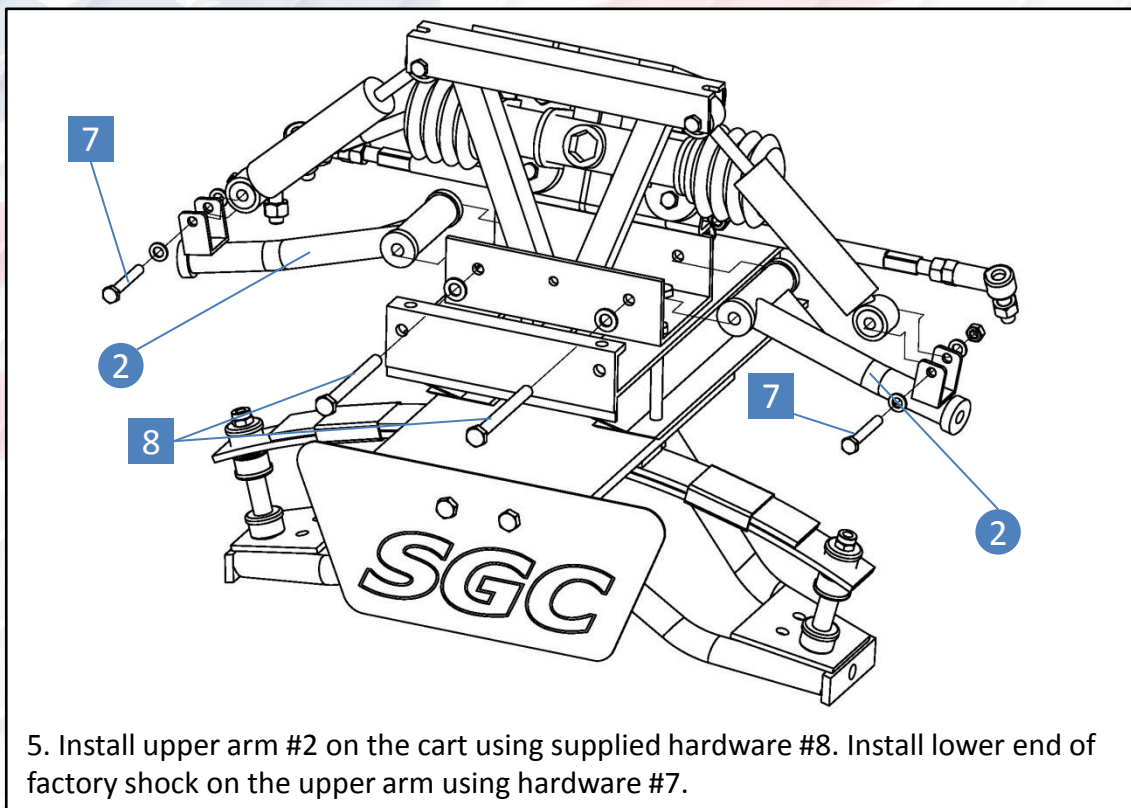
3. Remove the four factory A-arm bolts and nuts. Remove factory A-arms, do not retain. Remove the four bolts and washers to detach factory suspension assembly and retain hardware. Factory suspension assembly will not be used.



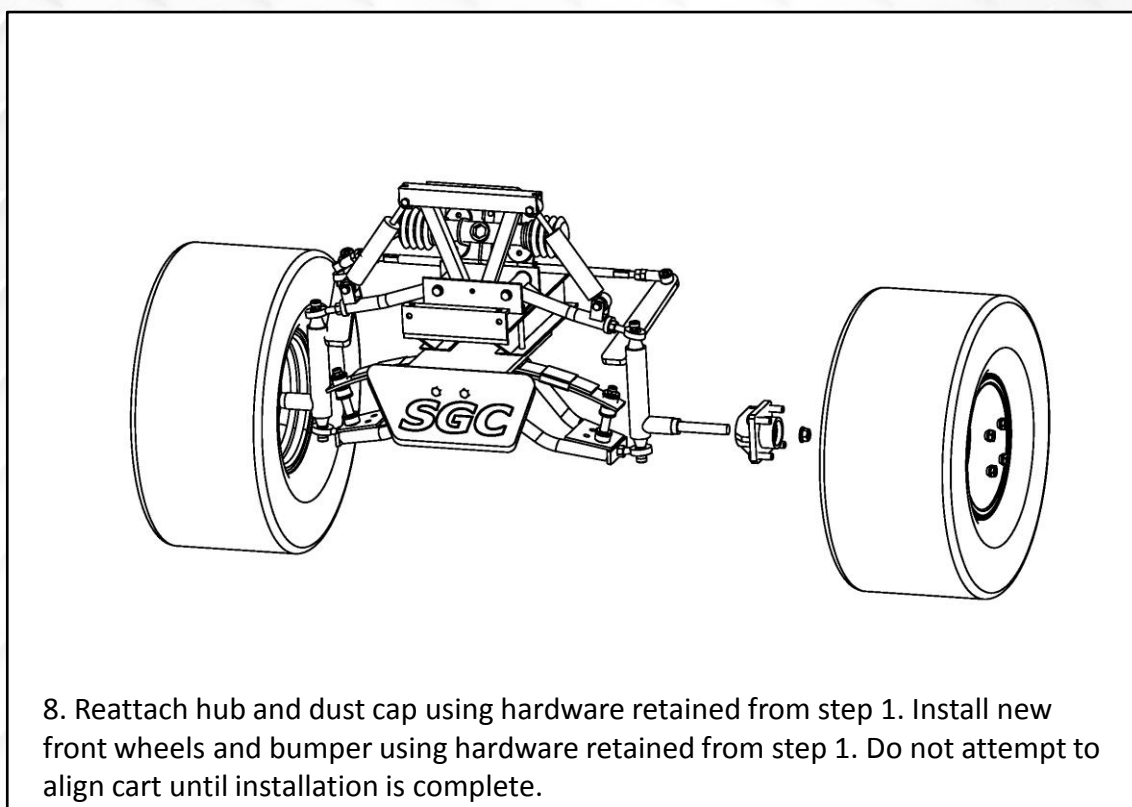
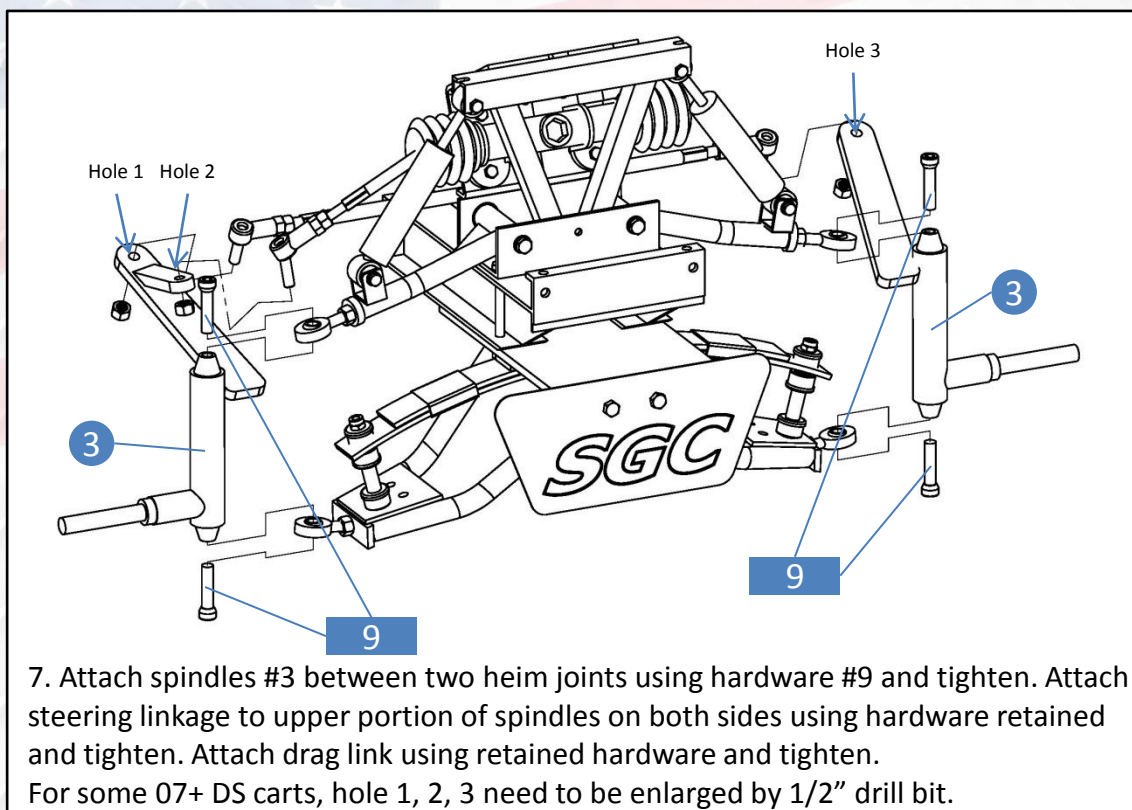
4. Attach main suspension assembly #1 using hardware retained from step 3 and tighten. A floor jack is recommended to hold the suspension assembly in place while you get the bolts started.

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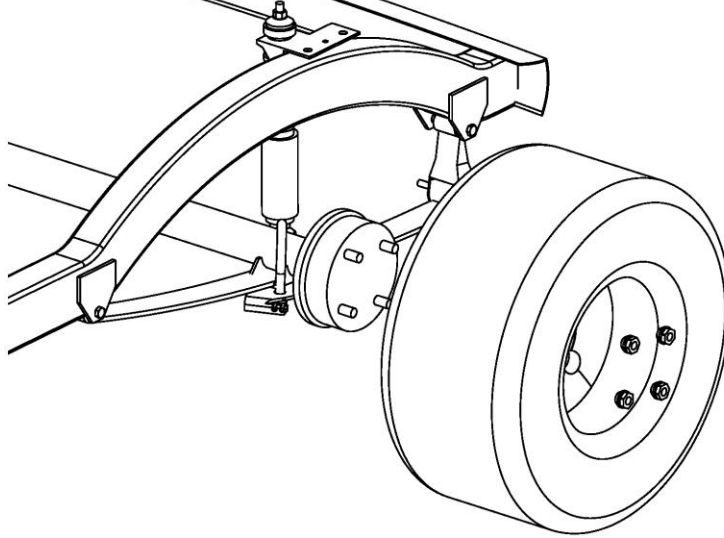
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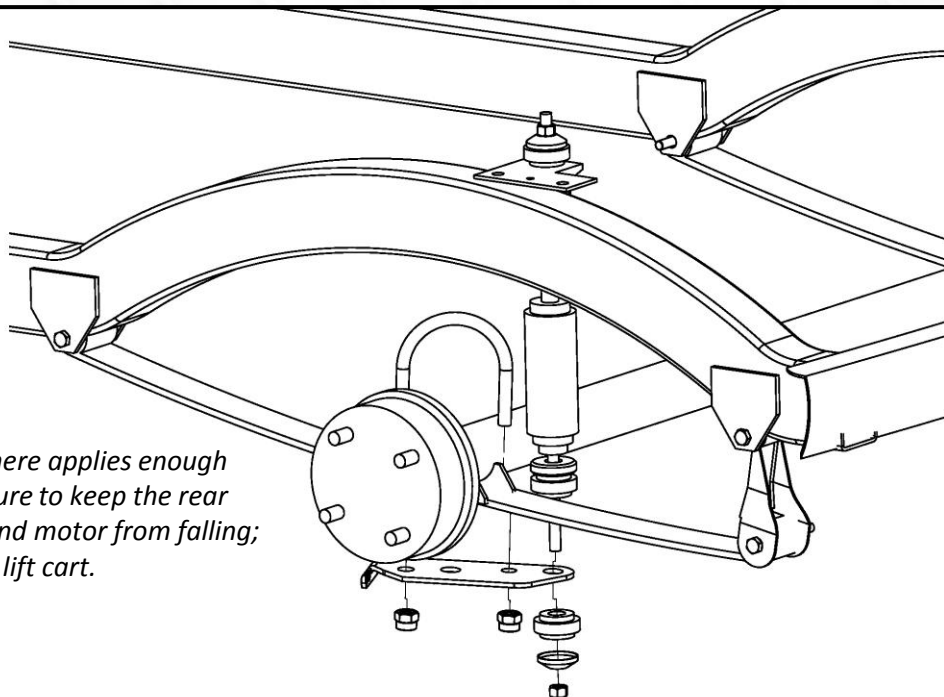
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Chock front wheels, then disengage parking brake. Lift rear of cart and support with jack stands under the frame. Remove rear wheels. Leave jack in place under axle and motor assembly.



9. Remove rear wheels.

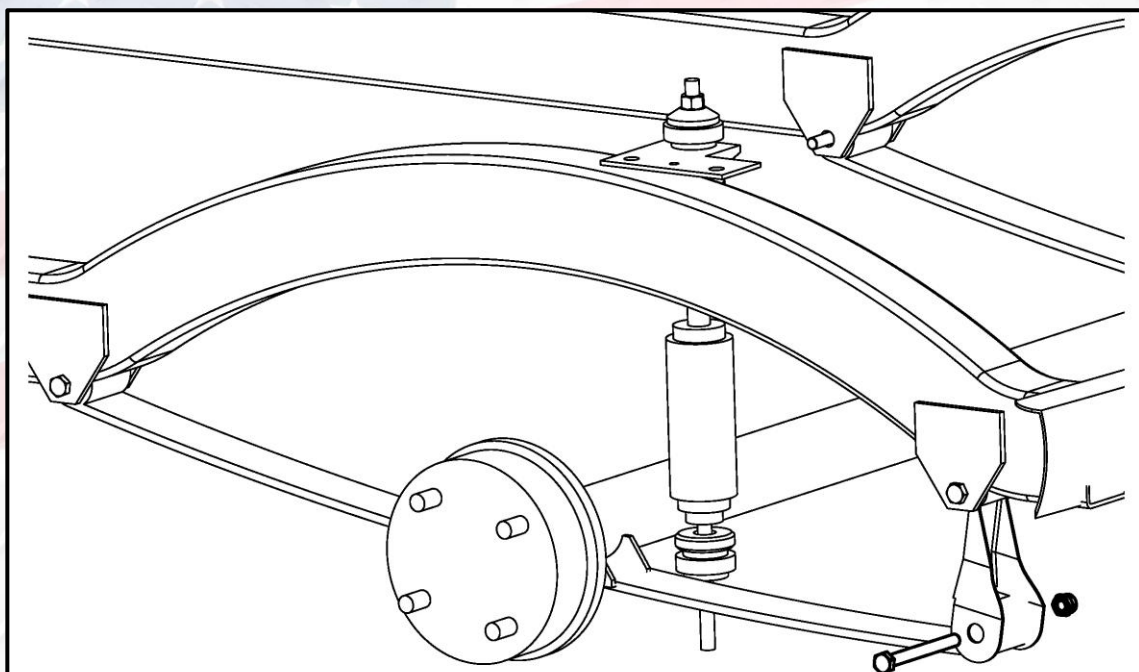
Jack here applies enough pressure to keep the rear end and motor from falling; Don't lift cart.



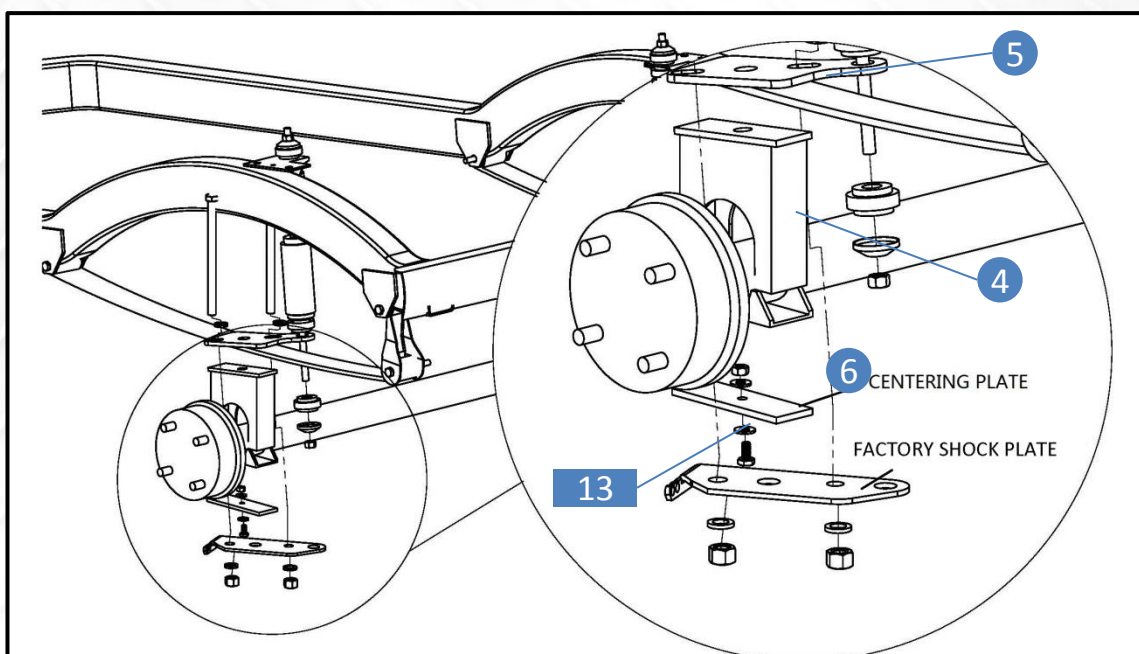
10. Loosen the U-bolts on the passenger side. Place jack under rear end. The jack is required to lower the rear end to complete the following steps. On driver side, completely remove nut from shock and U-bolts. Retain shock bushings and nut.

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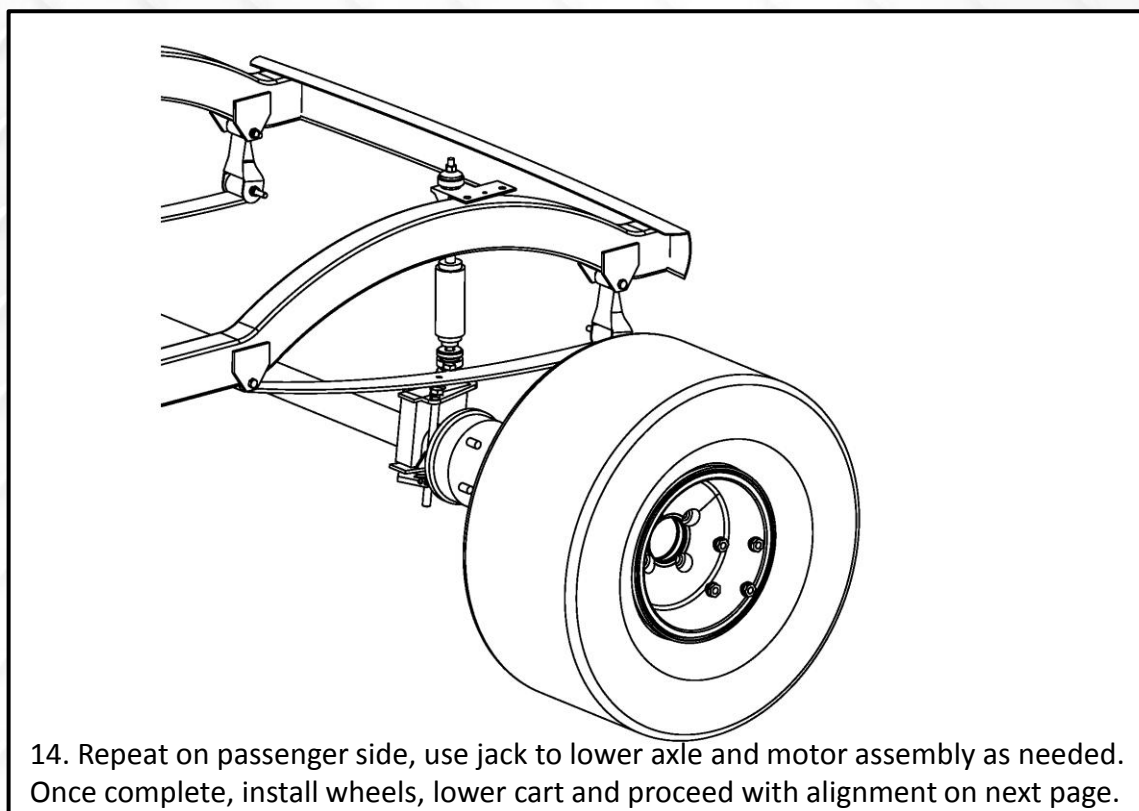
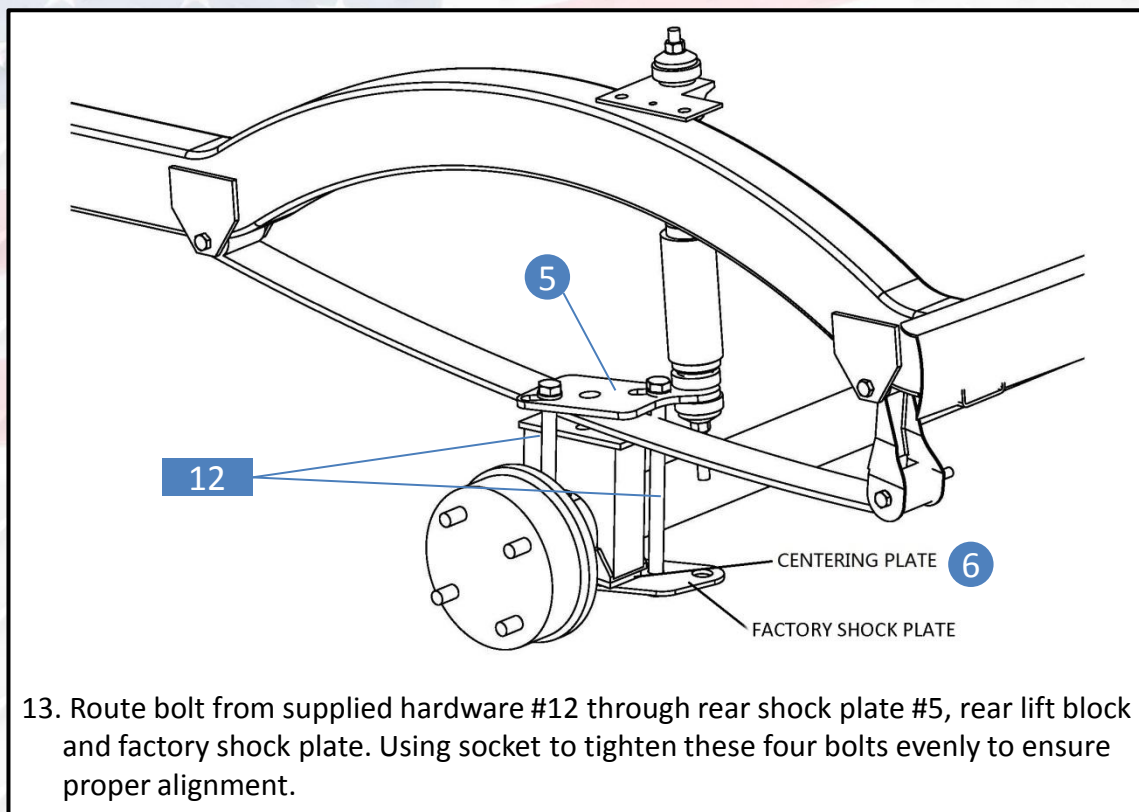
11. Using a 10mm socket and 13mm wrench remove hardware from rear leaf spring mount and front leaf spring mount. Retain hardware.



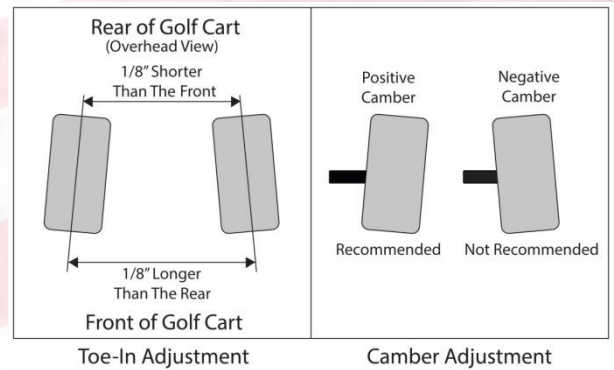
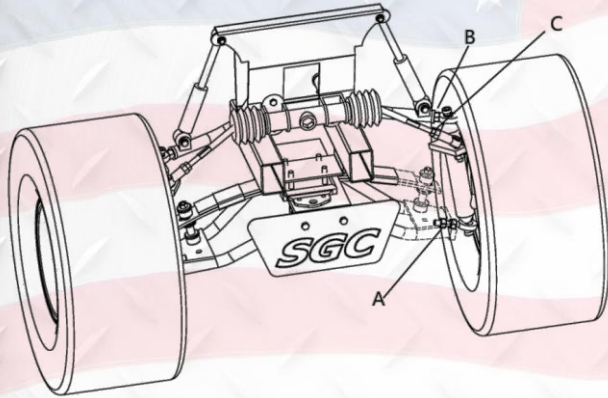
12. Place rear lift block #4 on the axle and under leaf spring. Ensure that top of lift block angles down toward the front of cart. Place rear shock plate #5 over leaf spring and attach shock to it. Attach hardware #13 on centering plate #6 then attach centering plate to factory shock plate. The bolt head and nut will fit into the center hole of the spring perch and factory lower bracket to aid in alignment of the riser and mounting plates.

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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 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.

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



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.**