MADJAX

Part # 16-036/37

6 inch HD A-Arm Lift Kit

(Will fit Club Car® DS®)

ITEMS INCLUDED

- 1 Main Suspension
- 2 Rear Shock Mounting Plates
- 2 Spindles
- 2 Rear Lift Blocks
- 2 U-bolts
- 2 A-arms

Main Suspension Assembly

Rear Shock Mounting Plates

Spindles

Rear Lift Blocks

U-Bolts

A-Arms

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.

WARNING

- To reduce risk of accidents and injury or death -

Be Prepared

•Wear seat belt, motorcycle helmet, eye protection and protective gear.

•Keep your body completely inside the vehicle at all times. Keep both hands on the steering wheel. Be sure passenger is seated, belted, and holding onto the handholds.

Be Qualified and Responsible

•This vehicle is intended for use only by an operator 16 or older with a valid motor vehicle license.

•Passenger and driver must be able to place both feet flat on the floorboard while seated upright with their backs against the seat backs.

Avoid Rollovers and Crushing Injuries

•Use care when turning:
- -Turning the steering wheel too far or too fast can result in a rollover or loss of control.
- -Slow down before entering a turn.
- -When making tight turns from a stop, or at slow speeds, avoid sudden or hard acceleration.
- -Avoid sideways sliding, skidding, or fishtailing, and never do donuts.

•Drive straight up and down inclines, not across them, if crossing a hill is unavoidable, drive slowly and turn downhill immediately if you feel the vehicle may tip.

Abrupt maneuvers or aggressive driving have caused rollovers- even on flat, open ares

MUST BE 16 or Older

STEP 1

Make sure cart is in the “OFF” position. Place RUN/TOW switch in TOW position and apply parking brake. Using a jack, lift cart and place jack stands underneath the cart on the frame.

STEP 2

Remove front bumper and retain.

STEP 3

Using a 15mm socket, remove front wheels.

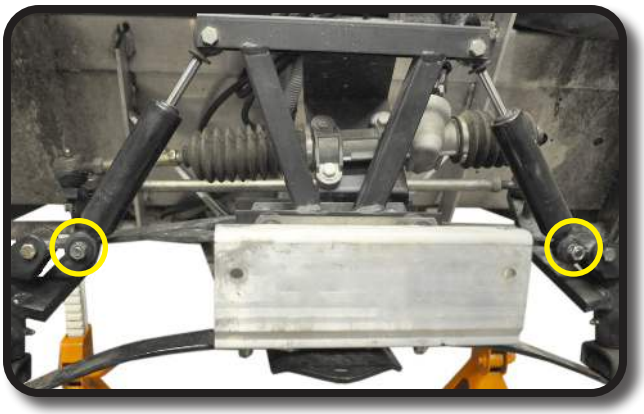
NOTE: Instructions are the same for plastic and steel dust cap.

STEP 4

Remove dust cap, cotter pin, spindle nut, and wheel hub. Retain hub and hardware.

STEP 5

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.

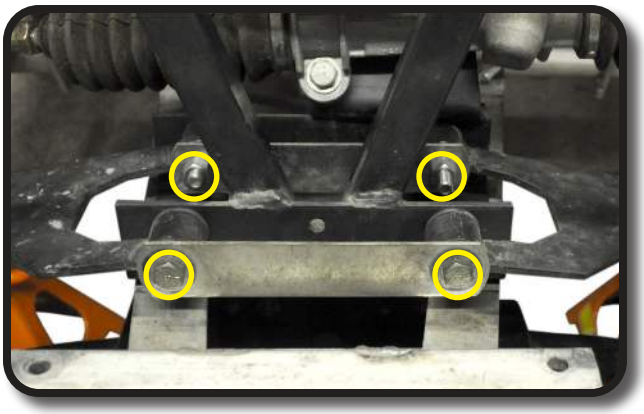


STEP 6

Remove A-Arm bolt from factory spindle on both sides. Do not retain bolts.

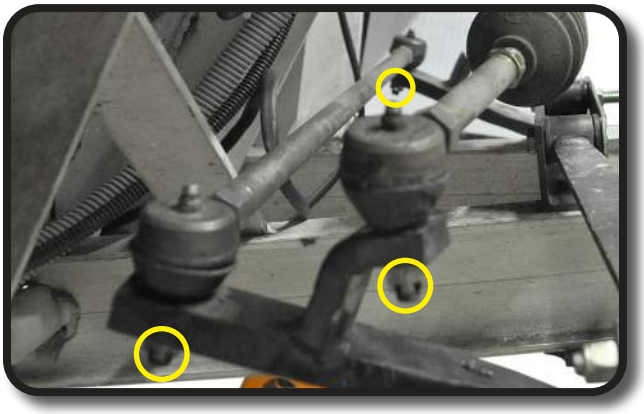
STEP 7

Remove the four factory A-arm bolts and nuts. Remove the factory A-arms, do not retain.



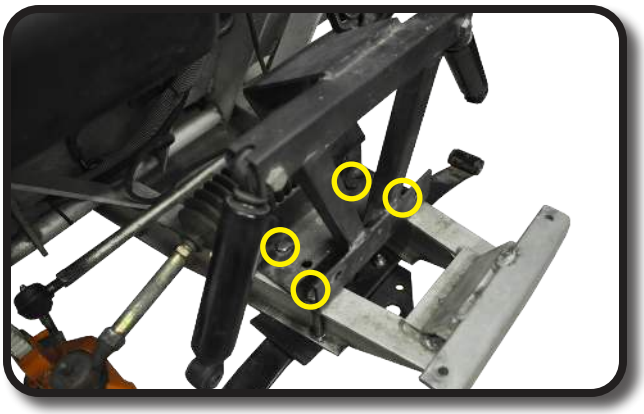
STEP 8

Remove coffer pins and castle nuts from steering linkage and drag link. **Retain hardware.**



STEP 9

Remove the four bolts to detach factory suspension assembly and **retain hardware**. Factory suspension assembly will not be used.



BEFORE GOING TO STEP 10: Grease all fittings in upper and lower A-arms

STEP 10

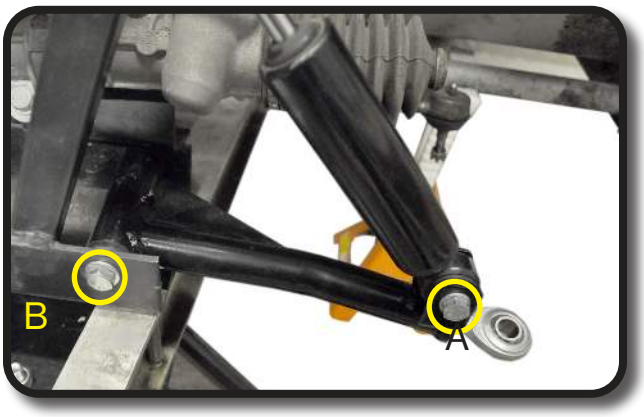
Attach the Main Suspension Assembly using hardware retained from Step 9 and tighten.

NOTE: a floor jack is recommended to help hold suspension assembly in place while you get the bolts started.

STEP 11

A. Attach A-arm to shock using 8x50mm supplied hardware.

B. Attach A-arm to bracket using 8x120mm supplied hardware and tighten.



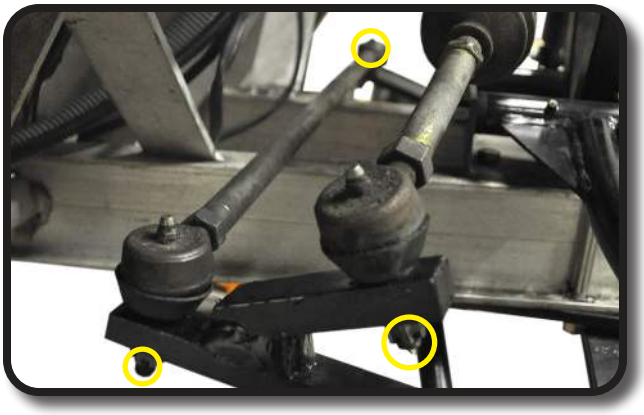
STEP 12

Attach spindles on both sides using hardware provided and tighten. **DO NOT** use thread locking adhesive until the end of installation. This will help with aligning of front tires.

STEP 13

A. Attach steering linkage to upper portion of spindles on both sides using hardware retained from Step 8 and tighten.

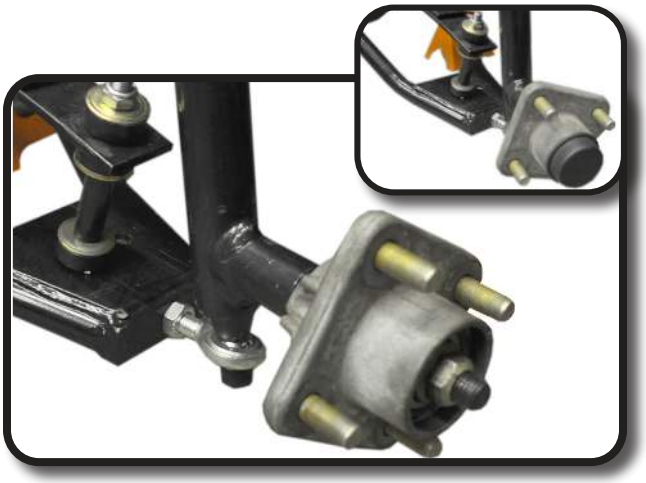
B. Attach drag link using retained hardware from Step 8 and tighten.



STEP 14

NOTE: Ensure hub is properly greased before reinstallation.

Reattach hub and dust cap hardware retained from Step 4.



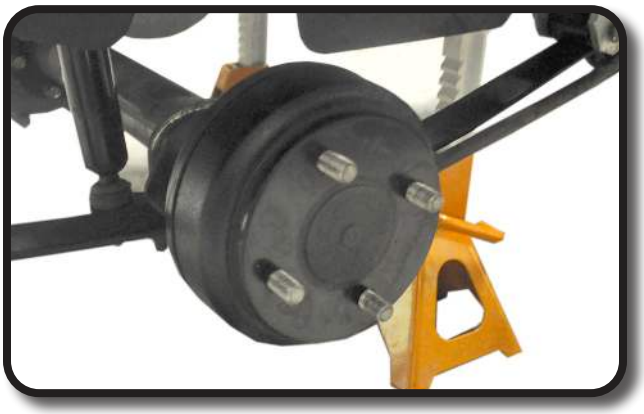
STEP 15

Install new front wheels and factory bumper using hardware retained from Step 2.

DO NOT attempt to align the cart until the installation is complete

STEP 16

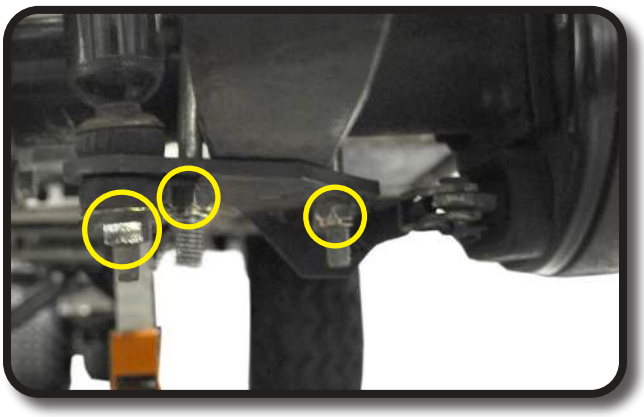
Chock front wheels. Lift up the rear of the cart using a jack. Use jack stands on the frame of the cart on each side to hold it up. Remove rear wheels using 19mm socket.



STEP 17

On passenger side loosen the factory shock and U-bolt.

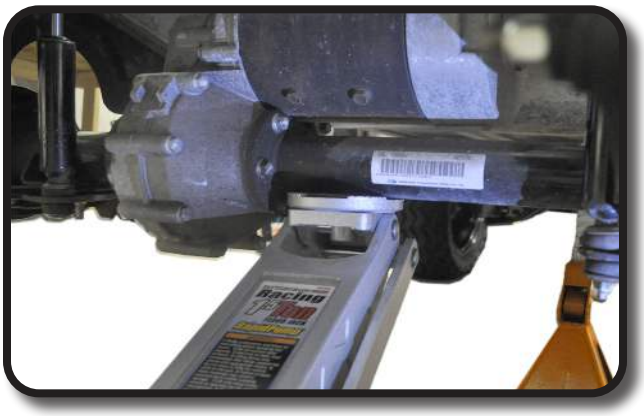
IMPORTANT: Route U-Bolt through Shock mounting plate around axle and through factory lower bracket making sure alignment bolt attached in step 27 fits properly in axle. Using a 17mm socket tighten U-Bolt evenly to ensure proper alignment.



STEP 18

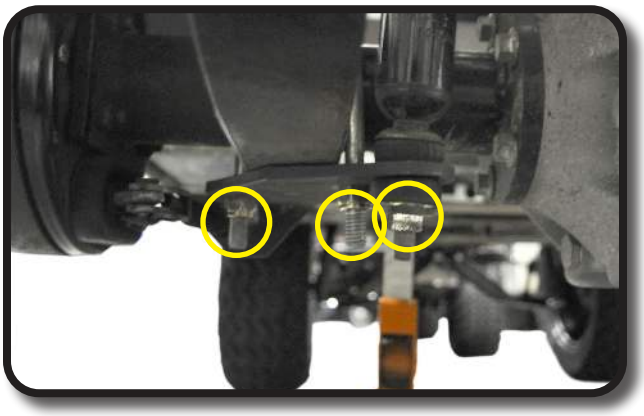
Place jack under rear end as shown. The jack is required to lower the rear end to complete the following steps.

IMPORTANT: Only apply enough pressure to keep the rear end and motor from falling. ***DO NOT lift cart.***



STEP 19

On drivers side completely remove nut from shock and factory U-bolts. Retain shock hardware only.



STEP 20

Remove rear hardware from leaf spring and retain.

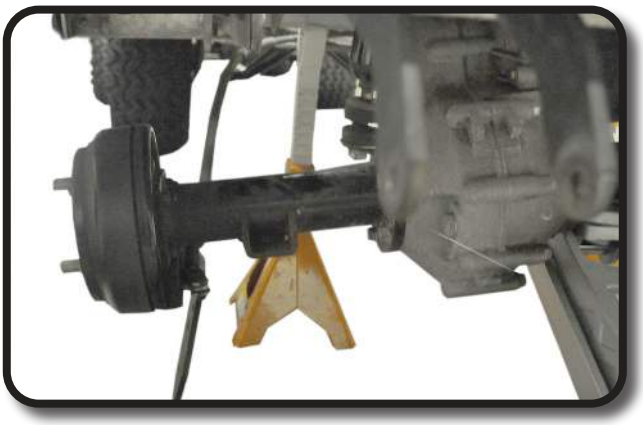
NOTE: Check spring bushing for rust and wear. Replace if necessary. We recommend using HD springs when installing your new lift kit.

STEP 21

Remove front hardware from leaf spring and retain.

STEP 22

Use the jack to lower the rear end. Reposition spring above the axle and remount to factory mounting points using retained hardware from Steps 20 and 21.



STEP 23

Attach bolt from hardware pack through the factory lower bracket. This bolt does not serve as a fastener, its only purpose to provide the proper placement of the bracket in the axle. Tighten all hardware.

STEP 24

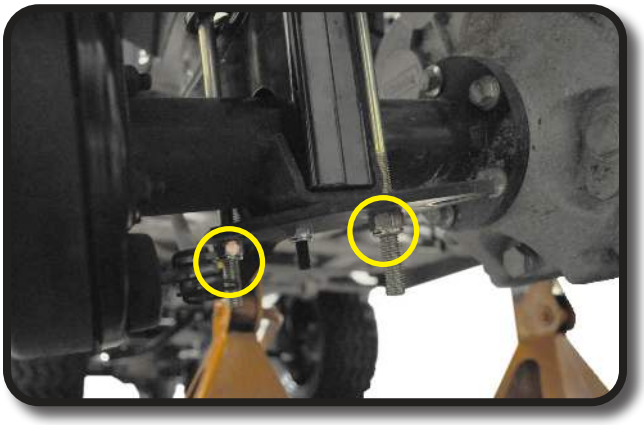
Place the rear shock mounting plate on top of leaf spring. Insert the lift block between the leaf spring and axle and then insert the provided U-bolt through top of the rear shock mounting plate. Attach shock to rear shock mounting plate.

STEP 25

Attach factory lower bracket to U-bolts being sure that the bolt from step 23 fits properly into the hole in the axle. Tighten U-Bolts evenly.

Use the jack to lower the rear end. Repeat steps 19 through 25 on the passenger side. Install wheels.

Continue to next page for alignment.



NOTE: After the first hour of drive time, re-check all lift kit components and alignment.Regrease the fittings, check the alignment and ensure all lift kit hardware is secured for safety after 50 hours of recurring use.

PLACE STICKER ON CENTER ACCESS PANEL OR IN PLAIN SIGHT OF DRIVER AND PASSENGERS

WARNING

This vehicle has been modified to enhance off-road characteristics. As a result, it handles and reacts differently than many other vehicles. Avoid sharp turns or abrupt maneuvers that can lead to loss of control and/or rollover possibly causing serious injury or death.

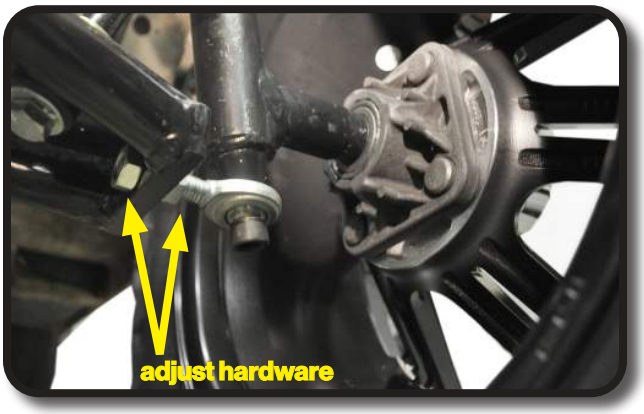
ALIGNMENT INSTRUCTIONS

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.

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 with a 15/16" wrench or adjustable wrench.

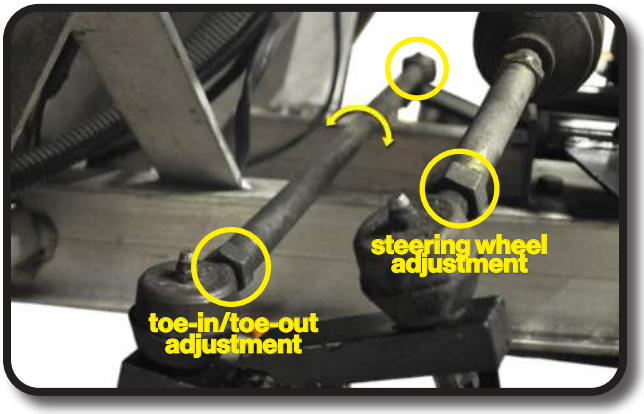
If adjusting the camber to 90 degrees is not possible using only the adjustment on the bottom heim joint, then the top heim joint must be disconnected from the spindle, rotated, then reassembled and checked as necessary to achieve the correct camber.



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.

Use thread locking adhesive on heim joints once desired camber is achieved on all members of a spindle/ Heim joints. Torque the upper/lower Heim joint bolts to 35FTlbs.

NOTE: After the first hour of drive time, re-check all lift kit components and alignment. Regrease the fittings, check the alignment and ensure all lift kit hardware is secured for safety after 50 hours of recurring use.

INSTALLATION COMPLETE

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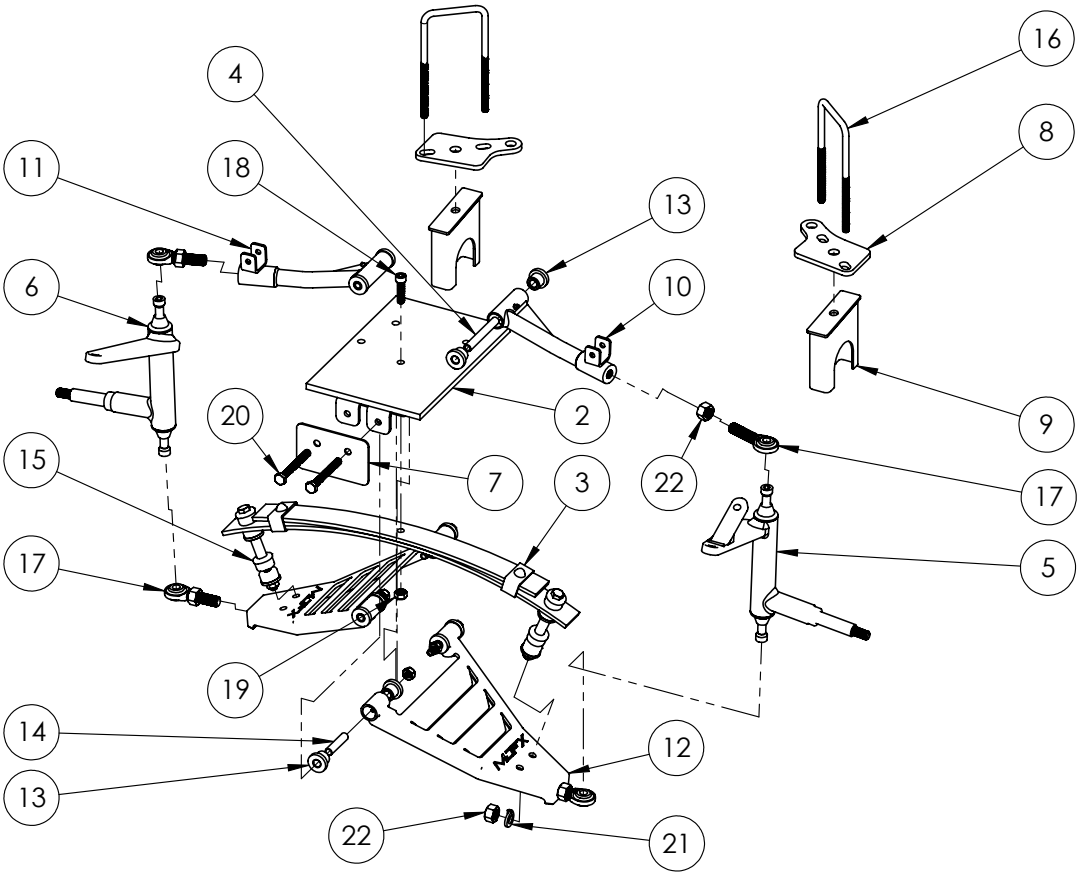
Madjax® 6” HD A-Arm Lift Kit: Fits Club Car® DS®



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ITEM NO.	QTY.	PART NUMBER	DESCRIPTION
1	1	W16-2-1	MJFX DS LIFT KIT HARDWARE PACK (NOT SHOWN)
2	1	W16-2-5	MJFX DS FRONT MAIN BRACKET
3	1	W16-2-6	MJFX DS FRONT LEAF SPRING
4	2	W16-2-18	MJFX DS 95mm BOLT SLEEVE
5	1	W16-2-20	MJFX DS FRONT SPINDLE 6.0 PLASTIC CAPS - DRIVER
6	1	W16-2-21	MJFX DS FRONT SPINDLE 6.0 PLASTIC CAPS - PASSENGER
7	1	W16-2-31	MJFX DS LOGO PLATE
8	2	W16-1-39	PRECEDENT/DS REAR SUSPENSION BRACKET
9	2	W16-2-38	DS REAR LIFT BLOCK
10	1	W16-2-42	CC DS HD UPPER A-ARM (DRIVER)
11	1	W16-2-43	CC DS HD UPPER A-ARM (PASSENGER)
12	2	W16-2-44	CC DS HD LOWER CONTROL ARM
13	12	W16-8-1	MJFX UPPER A-ARM/LOWER CONTROL ARM BUSHING
14	4	W16-8-6	MJFX 55mm BOLT SLEEVE
15	2	W16-8-11	MJFX FRONT SPRING BOLT ASSEMBLY FOR 6" LIFT
16	2	W16-8-35	U-BOLT 106mm X 190mm, M10 X 1.5 THD X 100mm L
17	4	W16-8-41	HD 5/8" HEIM JOINT W/ NUT
18	1	-	M10 X 1.5 X 40 SHCS
19	5	-	M10 X 1.5 HEX NUT W/NYLON INSERT
20	4	-	M10 X 1.5 X 90 HEX HEAD BOLT
21	2	-	5/8 DIA SPLIT LOCKWASHER
22	6	-	5/8-18 HEX NUT

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5	1	W16-2-22	MJFX DS FRONT SPINDLE 6.0 STEEL CAPS - DRIVER
6	1	W16-2-23	MJFX DS FRONT SPINDLE 6.0 STEEL CAPS - PASSENGER