MADJAX GENUINE PARTS & ACCESSORIES

KING XD

Lift Kit for E-Z-GO® TXT®

INSTALLATION INSTRUCTIONS

Scan code for video instructions:

FRONT LIFT KIT INSTALLATION INSTRUCTIONS

STEP 1

Using a lift or jack, lift the E-Z-GO® TXT® for easy access to the underside of the vehicle. Ensure it's secure and stable before beginning any work.

STEP 2

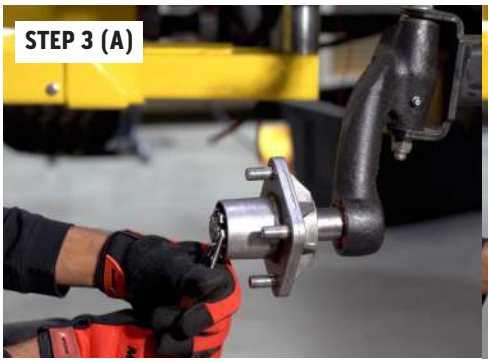
Remove the wheels and tires using an impact gun. Then, remove the dust caps from the wheel bearings using a chisel and a hammer.

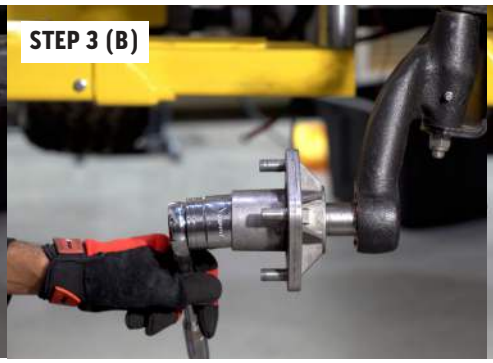
STEP 3

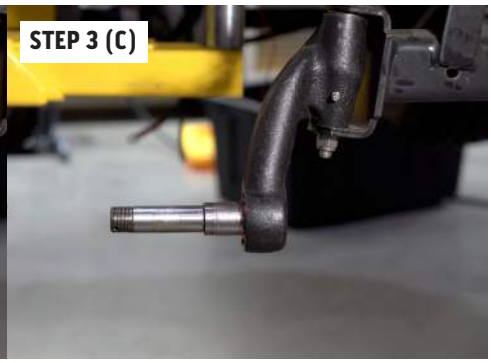
(A) Remove the cotter pin holding the castle nut in place using pliers and a hammer.

(B) Then, remove the castle nut with a 1 ½" socket and ratchet.

(C) Remove wheel bearing from spindle. Repeat on other side.

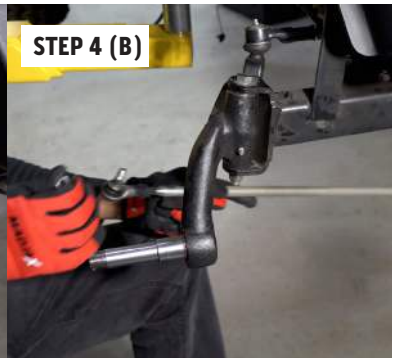






STEP 4

(A) Using 5/8" socket and ratchet remove the nut and bolt that's holding the lower tie rod assembly. Repeat on the other side. You might have to use a mallet or ball joint removal tool to loosen the bolt or a ball joint removal tool.
(B) Remove track bar.

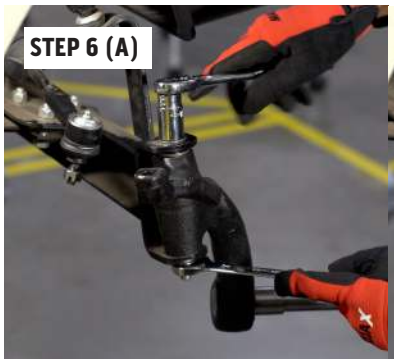


STEP 5

(A) Next, remove the cotter pin from the tie rod. Then, remove the castle nut using an 11/16" socket.
(B) With the castle nut gone, remove the tie rod.

STEP 6

(A) Remove the nut and bolt that is keeping the spindle attached using a ¾" socket, wrench and ratchet.
(B) Remove the spindle and repeat on the other side.

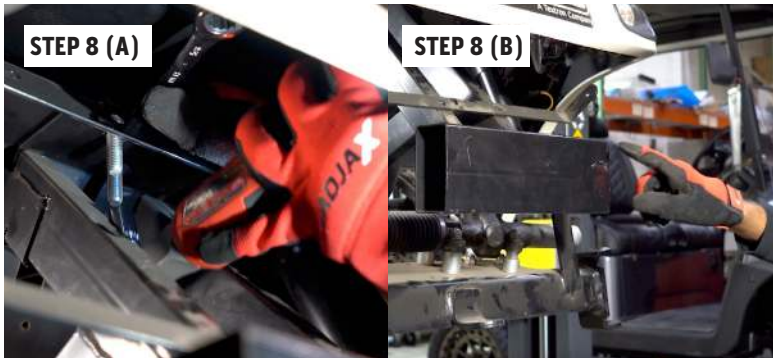


STEP 7

Using a T30 torx bit remove the three bumper bolts. One on each side and one on the bottom holding in the front bumper.

STEP 8

Using 5/8" socket, ratchet, and wrench, remove the two bolts on top holding the front bumper bracket.

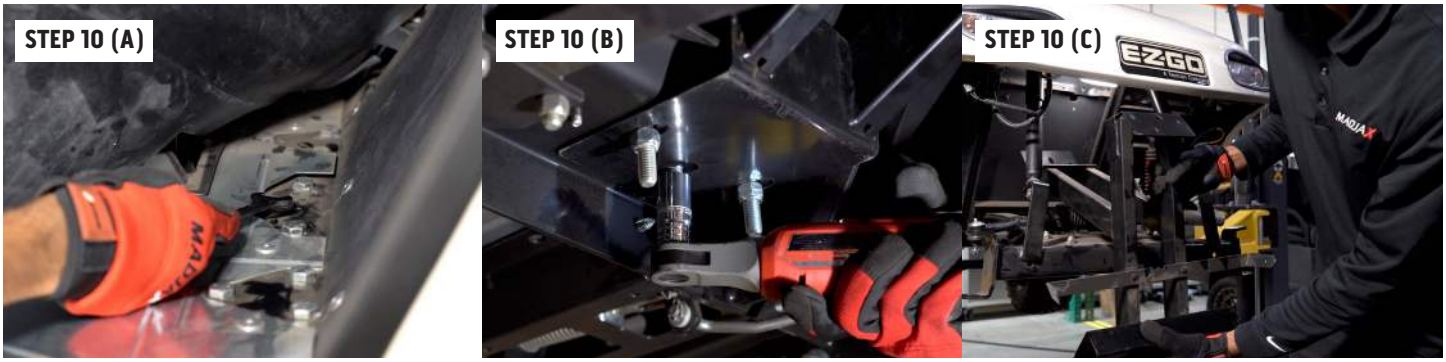


STEP 9

Next, drill out the rivets and remove the passenger side rocker panel to gain access to the three bolts underneath the floor mat.

STEP 10

Using 5/8" socket, ratchet, and wrench remove the 3 bottom bolts that are holding the front bumper bracket in place. These are the middle three sets of bolts under the floor mat. Remove each bolt and remove the front bumper bracket.



STEP 11

Remove the nut holding the steering shaft using a 13mm socket and a ratchet.

STEP 12

Using a 5/8" socket and wrench remove the 3 bolts holding the steering rack in place.

STEP 13

Next, remove the leaf spring bracket bolts with 5/8" socket and ratchet. Repeat for both sides.

STEP 14

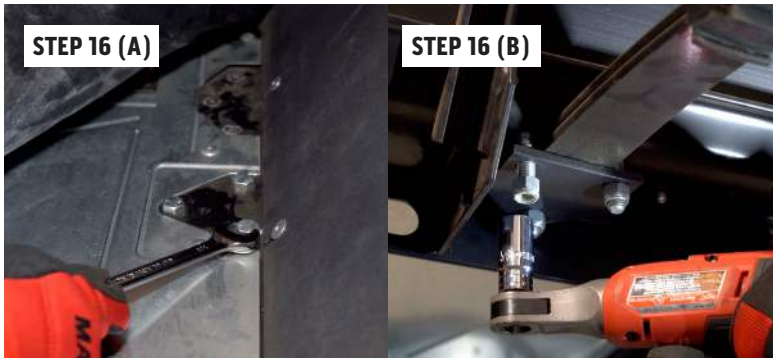
Using 11/16" wrench and a 5/8" wrench, remove the nut that was keeping the steering rack in place.

STEP 15

Using 9/16" wrench, remove the lower shock bolts (you will be reusing the OEM shock and hardware). Once these are removed, remove the front cross member.

STEP 16

Using 5/8" socket and ratchet, remove the bolts that are attached to the leaf springs underneath the floor mat.



STEP 17

Remove the leaf springs and repeat on the other side.

STEP 18

Using 9/16" wrench, remove the upper bolts holding the shocks. Remove shocks. Retain shocks and hardware for later use.

STEP 19

Take the M10x60mm bolt with a M10 washer and insert them into the previous leaf spring mounting holes (3 on the driver side and 3 on the passenger side).

STEP 20

An extra person is recommended for this step. Lift the passenger side frame rail into the middle leaf spring bolt. Install the bracket, M10 washers and nuts. Tighten until snug. You will come back to fully tighten these later.

STEP 21

Using a 1/2" socket and ratchet, loosen the silver bolt that's holding the brake pedal assembly to the frame. This is located behind the three leaf spring bolts on the driver side. This will give you clearance when installing the driver side frame rail.

STEP 22

Repeat **Step 20** on the drivers side.

Note: you'll need to maneuver around the brake pedal assembly as shown.

STEP 23

Uniformly tighten each M10 to a snug position using a 17mm socket, ratchet, and wrench.

STEP 24

Align the steering rack on to the driver's side frame rail. Using M12x45mm bolts, secure to the frame rail using M12 lock nuts. Use a 19mm socket, ratchet, and wrench to tighten steering assembly on the rail.

STEP 25

Grab the driver side frame rail support and using the M10x120mm bolts and washers, drop them into the frame rail to hold in place.

STEP 26

***NOTE: Some kits may include spacer plates*. Please see below for instructions regardless of if your kit includes these spacer plates or not.*

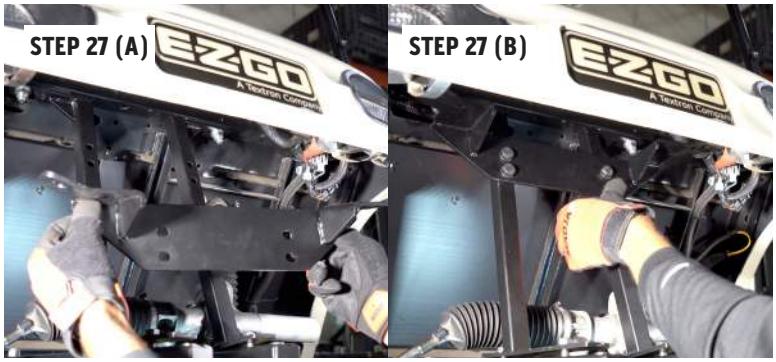
If your kit has spacer plates: Using the retained hardware from the front leaf spring brackets, slide the spacer plate* in between the frame rail support. Thread the bolt in from the top of where the OEM shocks were, using a 16mm ratchet and socket. Repeat on the passenger side frame rail support.

If your kit does NOT have spacer plates: Thread the bolt in from the top of where the OEM shocks were, using a 16mm ratchet and socket. Repeat on the passenger side frame rail support.

*This is the spacer plate, for reference.

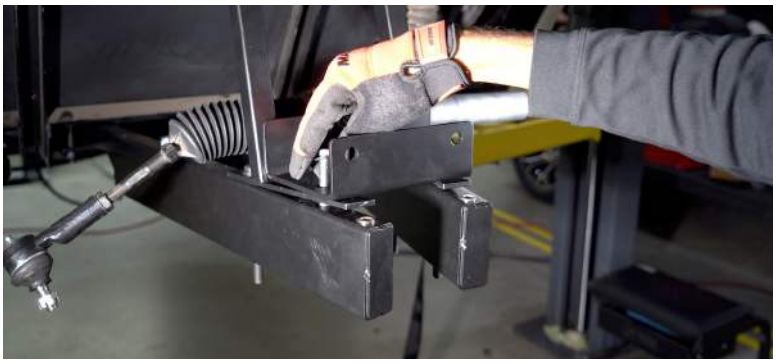
STEP 27

Install upper shock mounting plate to the vertical frame rail supports using M10x45mm bolts and washers. Secure loosely with M10 nuts and washers. You may need to remove some bolts to get shocks in later.



STEP 28

Remove both front M10x120mm bolts in order to place upper control arm bracket on to frame rail supports. Re-install bolts through the brackets.

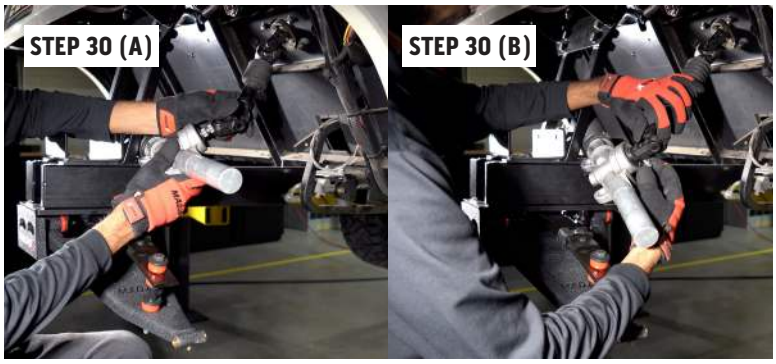


STEP 29

(A) Grab and line up the lift suspension subframe in to the four M10x120mm bolts. You'll need an extra person or a floor jack to assist in this process.
(B) Using M10 nuts and washers, secure the bolts that are through the lift suspension subframe and bracket with a 14mm ratchet, socket, and 17mm wrench.

STEP 30

(A) Remove the steering rack assembly in order to install the U-joint steering shaft on to the assembly.
(B) Reinstall the steering rack assembly.



STEP 31

Slide upper control arms into place on bracket. If fitment is tight, try sliding in at an angle from the side to get it started, then wiggle into place. Note orientation of driver side vs passenger side. Shock mount bend toward the back.

STEP 32

Using the M10x120mm bolt, thread it through the upper A-arm. Secure bolt with nut and washer. Repeat on other side.

STEP 33

Grab the drivers side spindle and, using a m10x75mm bolt, attach spindle on to upper and lower control arms. Repeat on other side.

STEP 34

Install tie rod on to passenger side spindle. Re-using the factory castle nut and new cotter pin, secure the tie rod on the spindle.

STEP 35

Next, grab the steering tie rod assembly bar and bolt on to spindles.

STEP 36

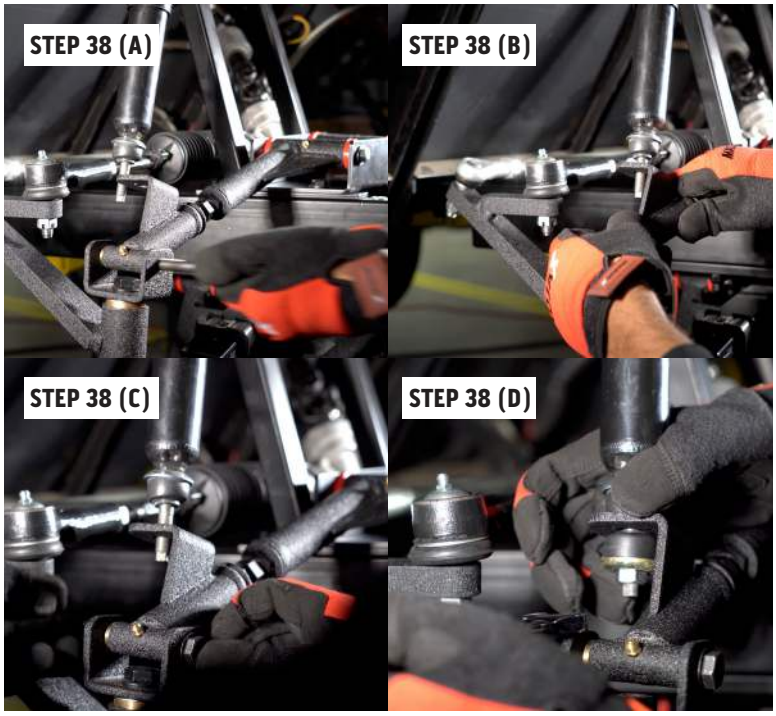
With everything loosely bolted and connected, secure the bolts and nuts with ratchet and sockets.

STEP 37

Grab the factory shock and put it in the upper bracket shock hole. Secure with retained factory hardware. Repeat on other side.

STEP 38

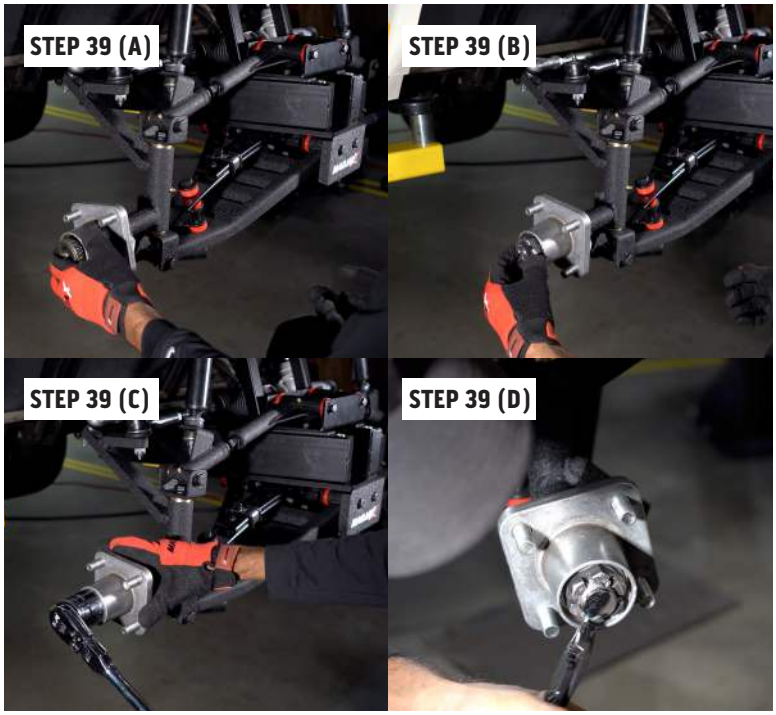
Undo the upper control arm bolt in order to swivel lower shock bolt in to place. Secure top and bottom shock bolts in to place. Repeat on other side. Securely tighten control arm bolts on both sides.



STEP 39

Next, remove the spindle covers and install the spindle hub on the passenger side. Secure the castle nut with a 1 ½" socket and ratchet. Install a cotterpin on the castle nut and reinstall your dust cap. Repeat on other side.

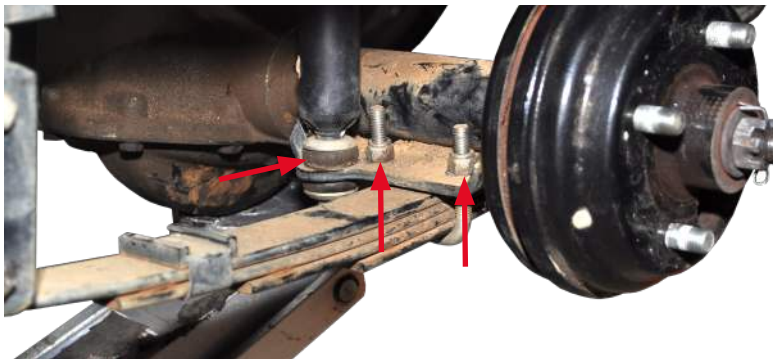
Front lift kit installation is now complete.



REAR LIFT KIT INSTALLATION INSTRUCTIONS

STEP 40

Ensure the vehicle is secure and stable before beginning any work. Using 14mm socket loosen, but do not remove, the nuts on the shock and the two U-bolts on the passenger side. Place jack stands under frame.

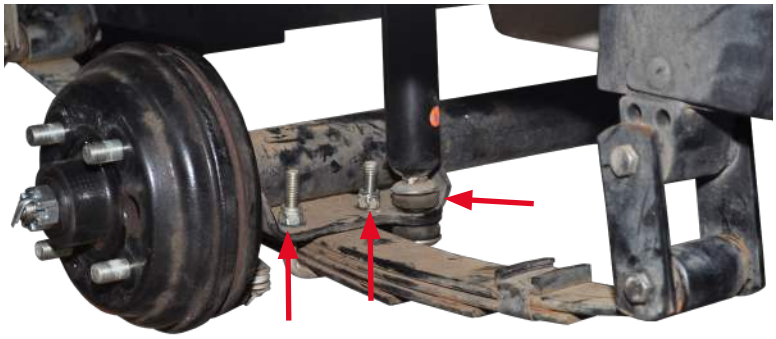


STEP 41

Important: Leave jack in place to support motor and axle assembly to avoid motor roll. Move to driver's side of cart. Remove and retain the bolts from the leaf spring.

STEP 42

Remove the shock and U-bolts on the driver side. Retain shock hardware; discard U-bolts.



STEP 43

Once hardware has been removed, lower axle and re-install factory spring above axle as shown using retained factory hardware, from step 41.

STEP 44

For carts with three or four leaf springs, only install rear block as shown. The nut on the bottom of the factory spring should align with the alignment hole on the rear block.

STEP 45

For carts with two leaf springs or less, install spacer on rear block as shown.

STEP 46

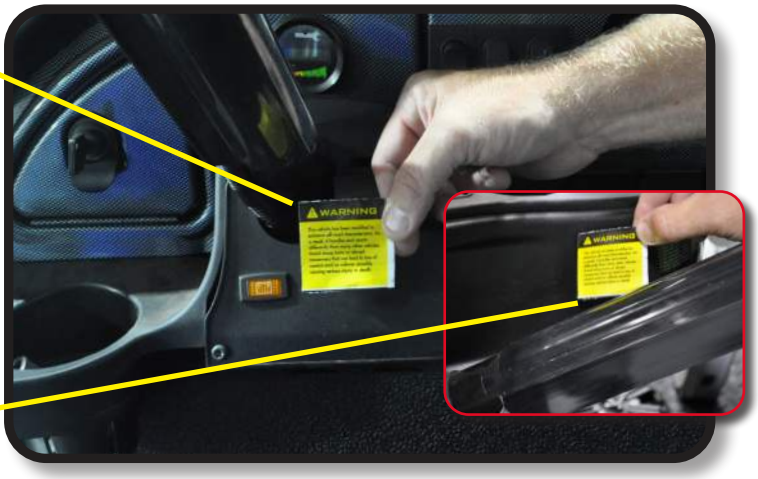
Using supplied hardware, attach U-bolts to bracket as shown. Using retained hardware from Step 42 reattach spring as shown.

Repeat Steps 41-46 on passenger's side. Install rear wheels and lower cart to begin alignment.

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.



WARNING:

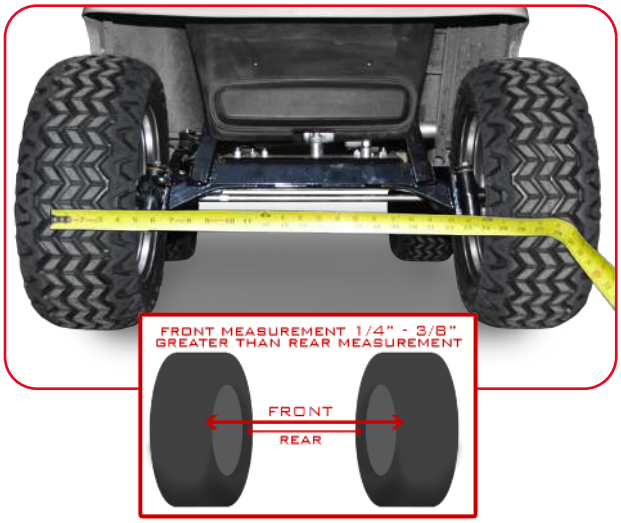
After installing this lift kit, the front wheels must be properly aligned. Failure to properly align the front wheels may result in decreased ability to control the Golf Cart which may result in a rollover or crash.

IMPORTANT: The Toe must be adjusted on this model.

Once installation is complete and the wheels have been reinstalled, roll the cart forward 15-20 feet.

Ensure the wheels are pointing straight forward. To adjust Toe, 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.

*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.



To adjust toe-in/toe-out, loosen nut on tie rod end. Adjust using a 3/4" wrench to desired alignment.

IMPORTANT: Ensure that after this adjustment, both wheels toe out from the cart's centerline equally.

IMPORTANT: Be sure to retighten all adjustment points after adjustments are made.

Once tightened, roll the cart back 15-20 feet and then forward again to check.

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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