


**Yamaha 3" Spindle Lift
"The Drive 2"
Installation Instructions
Part# 7426-3
U.S. Patent 7185901**



PASSENGER SIDE SPINDLE W/ STEERING ARM	1
DRIVER SIDE SPINDLE W/ STEERING ARM	1
REAR GOALPOST	1
REAR SWAY BAR	1
WARNING LABEL (NOT PICTURED)	1
3/8 X 16 X 3" BOLTS W/ LOCKNUTS FOR SWAY BAR	2 EA
7/16 X 1 1/4" BOLT W/ LOCKNUT FOR SWAY BAR	1 EA
3/8 X 16 x2" BOLTS W/LOCKNUTS FOR GOALPOST	2 EA

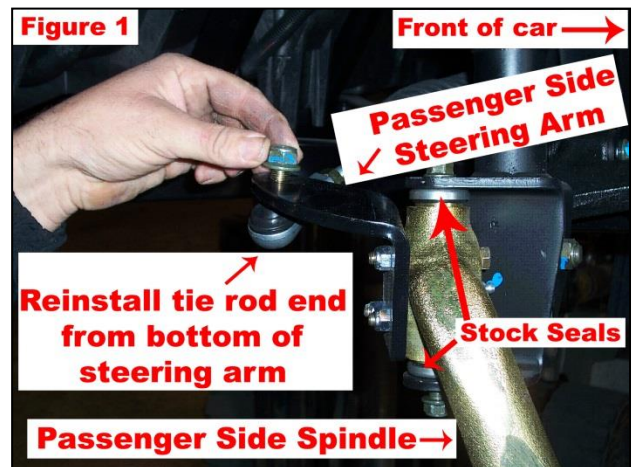
 *Always wear appropriate eye protection!*

FRONT INSTALLATION

1. Jack up the front end of the cart and place it on jack stands. You will be installing larger wheels and tires so raise the cart high enough to accommodate for the additional height.
2. Remove the wheels and tires.
3. Remove the tie rod ends & all cotter pins from the spindles. Save for reinstallation.
4. Remove the hubs. Remove the stock spindles. Remove the stock spindle sleeve from the stock spindles. Clean and lubricate these bolts, nuts, spindle sleeve & seals for the installation of the Jake's spindles.

5. Install the new steering arms to the spindles using the supplied 5/16 x 2 1/2, 5/16 locknuts, & 5/16 x 2 button head bolts.

NOTE: The above picture shows the steering arms installed on the appropriate spindles. When properly installed the steering arms should be bolted to the back side of the spindles and angle towards the center of the car as shown. The 5/16 x 2 button head bolt should be used in the top inside hole of each spindle as shown.



6. Install the stock spindle sleeve and seals to JAKES spindles. Install Jakes spindles with the stock king pin and cotter pins as shown in FIGURE 1. NOTE: Spindles are stamped 6249-3D and 6249-3P .
7. Using the stock hubs and nut place the hubs on the new spindles.
8. **Turn tie rod ends up.** Reattach the tie rod ends **from the bottom** to the new steering arms as shown in FIGURE 1.
9. Securely tighten all bolts. Make sure all stock cotter pins are reinstalled or replaced.
10. Install JAKES recommended 20 x 10 x 10 wheels and tires with a 3 x 5" offset for maximum performance and stability.

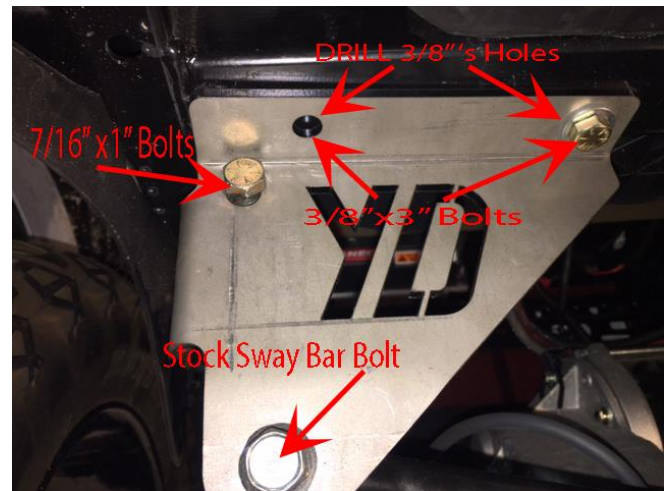
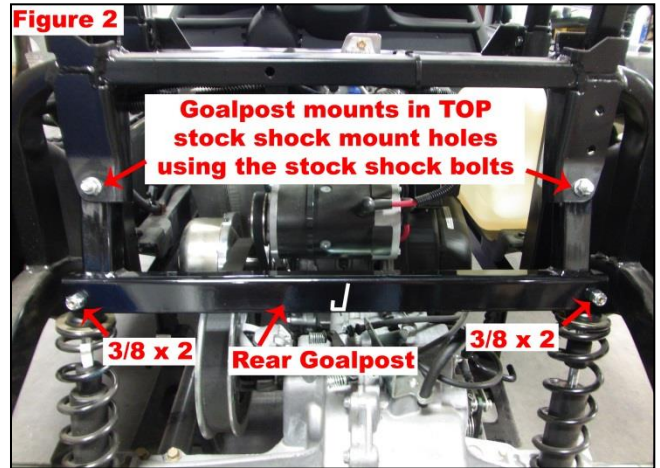
NOTE: Your stock wheels and tires will work but are not recommended!

11. Take the cart off of the jack stands and lower the cart.
12. Drive the cart forward 10-20 feet and check the toe-in. (Proper toe-in should be approximately 1/8" in)

REAR INSTALLATION

1. Remove the rear body assembly if necessary. (Not all bodies will require removing.)
2. Remove the rear sway bar at the frame end. (Driver's side)
3. Raise the rear of the cart and place the frame on jack stands. (Make sure you raise cart high enough for larger tires.) Place a car jack under the rear-end housing of the car.
4. Remove the rear tires.
5. Remove the rear shocks. Save the bolts for installing Jake's goalpost.
6. Using the car jack lower the rear-end of the car. Install JAKES rear goalpost to the stock top shock mount location using the stock shock bolts as shown in FIGURE 2. NOTE: There is a "J" stamped in the middle of the goalpost. The "J" should face the rear of the car.
7. Install the shocks to the goalpost using the 3/8 x 2 bolts and locknuts as shown in FIGURE 2. (You may have to oversize the lower shock mount holes enough to eliminate shock bind.)
8. Install JAKES new triangular shaped sway bar mount to the driver's side of the cart using the supplied nuts and bolts as shown in picture to the right.. Reconnect the sway bar as shown in Picture. NOTE: Using a 3/8" drill bit enlarge the stock bagwell hole as shown in picture to right and Figure 4.
9. Securely tighten all bolts.
10. Install your wheels and tires and lower cart to the floor. NOTE: Your stock wheels and tires will work but are not recommended!
11. Install the rear body assembly if needed.
12. Make sure you have enough length for the choke cable, ground wires, vacuum lines, fuel lines and the electrical wire. (The choke in some cases, may need lowered in the body 1 - 2" and remounted for adequate length.)
13. Included is a warning label which is to be placed on the steering column or another visible area and is to be read by all operators.
14. Double check all of the bolts for tightness.

NOTE: Inner fenders & rockers will need heated, reformed or cut for tire clearance.



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