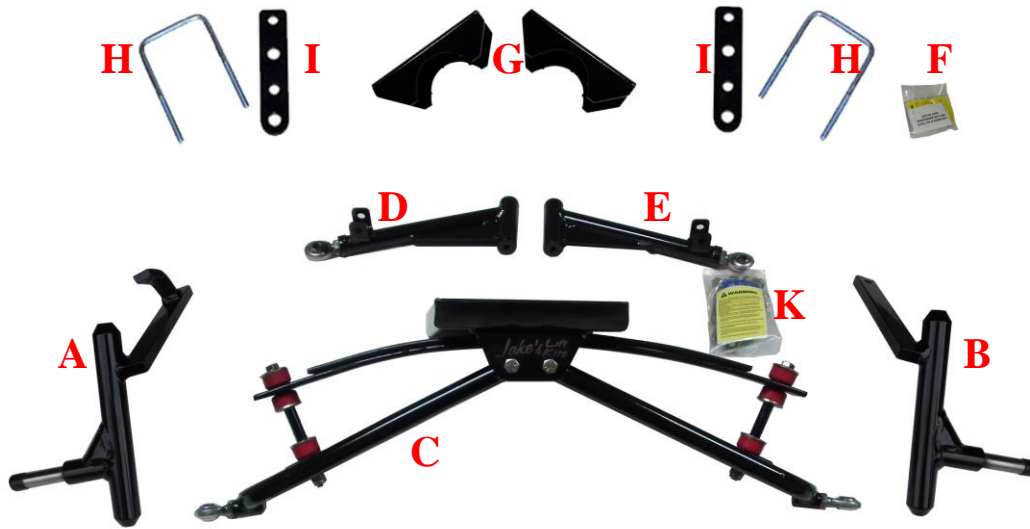



Club Car DS 4" Double A-Arm Lift
1981-96.5 Gas P#7464,
1981-04.5 Elec/96.5-04.5 Gas P# 7460
2004.5 & Newer Gas/Elec P# 7462
Installation Instructions

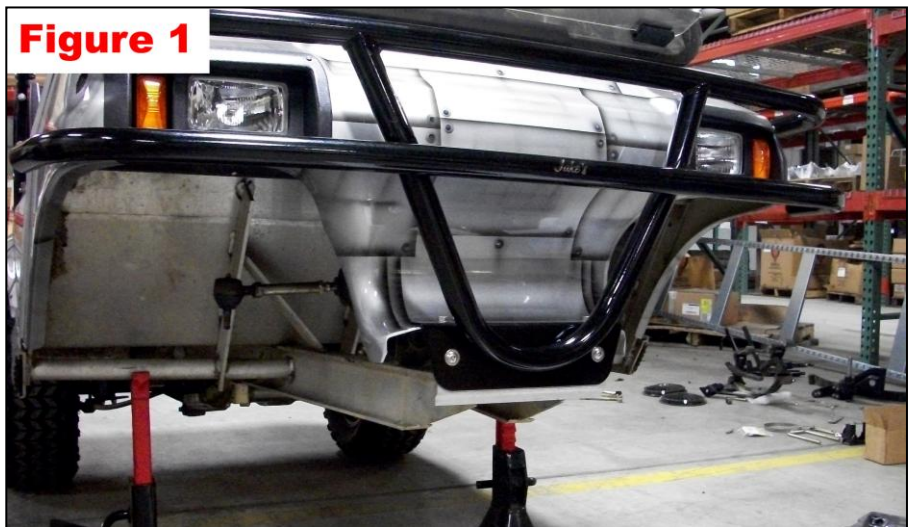


<u>ITEM</u>	<u>QTY.</u>
A. Passenger side spindle	1
B. Driver side spindle	1
C. Sub-Frame Assembly	1
D. Passenger side upper a-arm	1
E. Driver side upper a-arm	1
F. Bolt kit for rear lift	1
G. Rear lift mounts	2
H. U-bolts for rear lift	2
I. Top rear shock mount plates	2
J. Packet of loctite (not pictured)	1
K. Bolt kit for front lift	1

 *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 wheels and tires.
3. Remove the stock hubs from the spindles, save the stock hubs for re-installation.
4. Remove the stock tie rod ends from the stock steering arms. Keep the stock nuts and safety pins for re-installation.
5. Completely remove the spindles, leaf spring and a-arms from the cart.



Save the 4 stock inner frame bolts and locknuts for installing Jake's sub-frame. Figure 1 shows the cart with the stock suspension removed.

6. Bolt the leaf springs to the sub-frame using the supplied 3/8 x 1 1/2 bolt, washer and lock nut as shown in Figure 2. **NOTE: The nut end goes on top of the sub-frame.**

Figure 2



7. Bolt the lower a-arms to the sub-frame using the supplied 3/8 x3 bolts and locknuts as shown in

Figure 2. Install the supplied jam nut (half nut) on 2 of the supplied heim joints and install heim joints to lower a-arms. The jam nut needs threaded on the entire heim and heim needs completely threaded into lower a-arm.

NOTE: The a-arms are to be bolted with the welded support plate towards the leaf spring and the 1/2" heim to the bottom as shown in Figure 2. NOTE: The a-arms are not side specific.

8. Bolt the leaf springs to the lower a-arms using the supplied 3/8 x 4 1/2 bolt, rubber bushings, 1/2" link spacer, washers & locknuts as shown in Figure 2. **NOTE: There are 4 bushings per passenger and drive side. It is hard to see but there is a rubber bushing on the bottom side. The flat end of the rubber bushing goes towards each washer.**

NOTE: There are 4 bushings per passenger and drive side. It is hard to see but there is a rubber bushing on the bottom side. The flat end of the rubber bushing goes towards each washer.

9. Using the stock 4 main frame bolts and the 2 supplied main frame spacers (Item K), bolt the front lift to the cart as shown in Figure 3. **NOTE: The main frame spacers are for the inner rear mounting holes as shown in Figure 3.**

10. Loosely install the upper a-arms (Items D & E) to the sub-frame using the supplied 3/8 x 5 bolts and locknuts as shown in Figure 4. **NOTE: A-arms are side specific; make sure they are mounted with the shock mounts up and slightly towards the front of the cart as shown in Figure 4.**

Figure 3

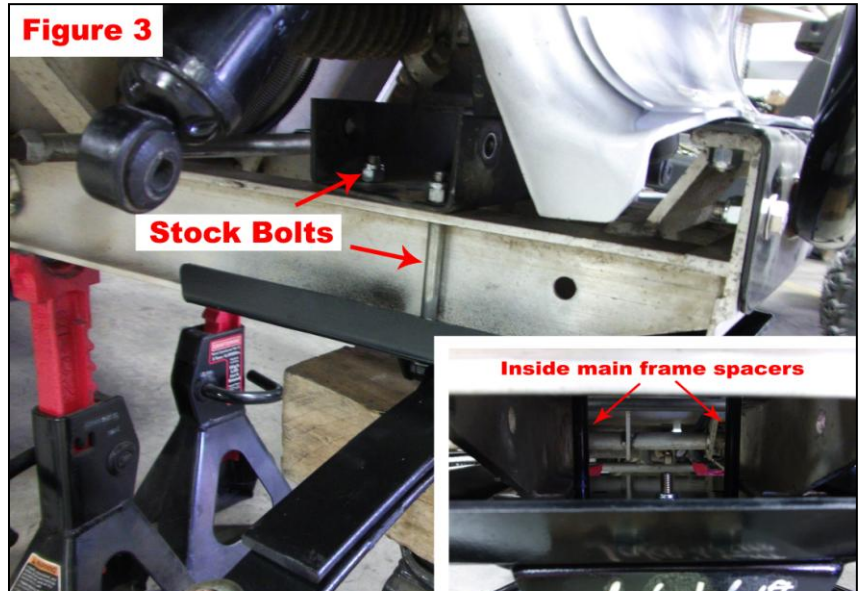
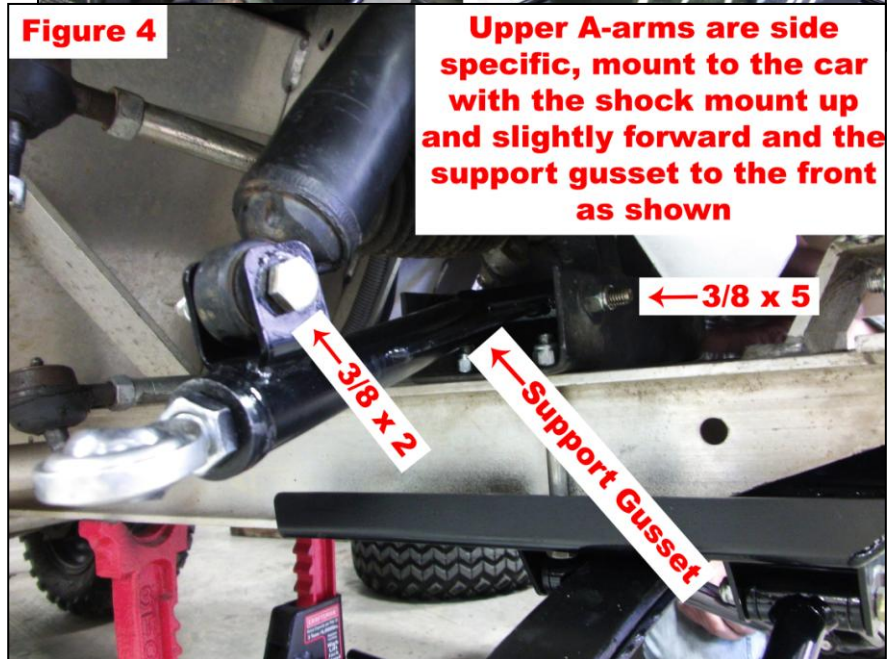
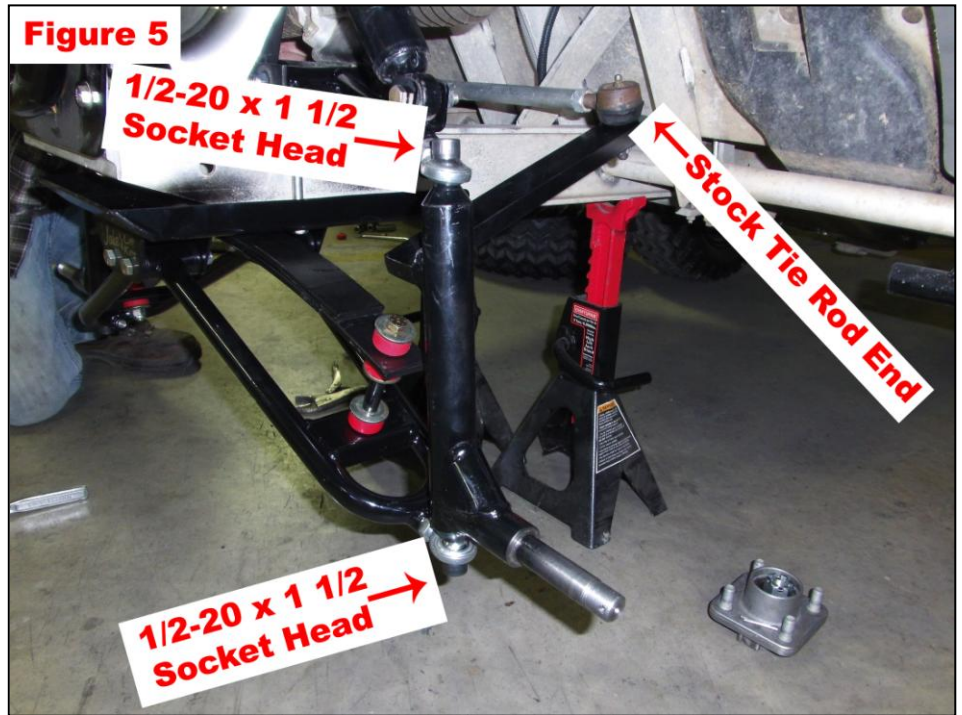


Figure 4



11. Install the supplied jam nut (half nut) on the 2 remaining heim joints and install heim joints to upper a-arms as shown in Figure 4.

12. Loosely install the bottom of the shocks to the new upper a-arms using the supplied 3/8 x 2 bolts and locknuts as shown in Figure 4.
13. Install the spindles (Items A & B) to the upper and lower a-arms using the supplied 1/2-20 x 1 1/2 socket head cap screws as shown in Figure 5. **NOTE: Supplied is a packet of thread lock. Do not use thread lock until the lift is completely installed and you have the front end adjusted to the desired alignment.**

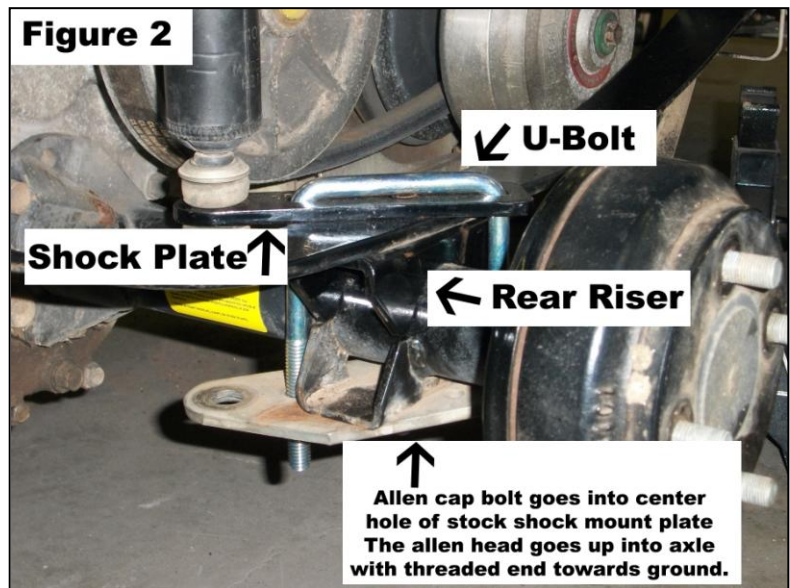
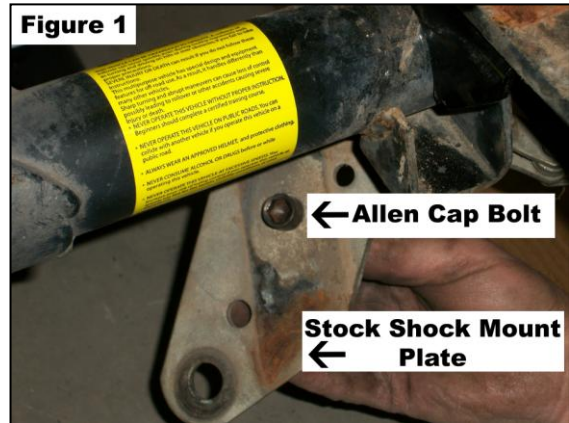


14. Reinstall the stock tie rod & drag link to the new spindles using the stock hardware. **NOTE: If your stock tie rod ends are not tapered you will need to enlarge the holes in the steering arms to 1/2".**
15. If your stock hubs have metal dust covers reinstall the stock hubs to the spindles using the stock hardware. If your hubs have black plastic dust covers do not use the stock hardware. Use the supplied slotted nuts and cotter pins.
16. We suggest installing no larger than 22x11x10 wheels and tires with 3x5 or 3x4 offset wheels. **NOTE: Your stock wheels and tires will work but are not recommended!**
17. Take the cart off of the jack stands and lower the cart.
18. Camber can be adjusted by lengthening or shortening the heim ends on the upper a-arms only. Once proper camber is set both the top and bottom tire should touch a square as shown. Once the proper alignment is set, unbolt the spindles and use one drop of supplied thread lock on each socket head cap screw on the top and bottom of the spindles and re-install.
19. Set toe alignment at this time. (Proper toe-in should be approximately 1/8".)
20. Securely tighten all nuts/bolts at this time.



Rear Installation

1. Jack up the rear end of the cart and place jack stands on the frame in front of the springs. You will be installing larger wheels and tires so raise the cart high enough to accommodate the additional height.
2. Remove the wheels and tires.
3. Remove the U-bolts from the rear axle on both sides of the cart.
4. Remove the spring shackles bolts and shocks. Clean and lubricate the shock bolts and save them to reattach the shocks later. **NOTE: Place a jack under the rear end to help support the rear once leaf springs are removed.**
5. Remove the springs from under the axle on both sides of the cart.
6. Place the provided allen cap bolt (allen head up) in the center hole of the lower stock brake cable mount plate to center rear axle as shown in Figure 1.
7. Place Jake's rear risers (Item G) over the axle as shown in Figure 2.
8. Line the axle with the supplied allen cap screw (Item F) as shown.
9. Place the springs on the top of the rear lift mounts with the center bolts of the springs in the hole of the rear lift mounts as shown.
10. Place Jake's top rear shock mounting plates (Item I) over the springs with the shock mounts facing in and to the rear as shown.
11. Put the U-bolts (Item H), through Jake's shock mount plate and through the factory shock mount plate. Using the supplied nuts, tighten the U-bolts as shown. **Securely tighten.**
12. Using the stock nuts and bolts attach the shocks to the new shock mounts. Older gas model carts have any eye shock. You will mount your shock to the supplied bent shock mount with supplied hardware as shown.
13. Double check all bolts for tightness.
14. Install JAKES recommended 22x11x10 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!**
15. Included is a warning label (Item K) which is to be placed on the steering column or another visible area and is to be read by all operators.



Indemnification And Insurance Agreement

High Performance Enhancement Kit purchaser assumes sole and entire responsibility for, and shall indemnify and save harmless Nivel LLC, from any and all claim, liability, responsibility, and persons or property that may be sustained in connection with the use of any product before or after purchase, including but not limited to high performance enhancement lift kits. The High Performance Enhancement Kit purchaser also shall indemnify Nivel LLC harmless with respect to any and all liability that may be incurred.

Golf Cars are recommended for use only by those aged 16 and older. Golf Cars can be especially hazardous to operate. Always remember that riding and alcohol/drugs don't mix. Never ride on public roads. Never carry more than two passengers (except shuttles and trams). Never engage in stunt driving. Avoid excessive speeds and be particularly careful on difficult terrain. Nivel LLC reserves the right, at any time, to discontinue or change specifications, prices, designs, features, models, or equipment without notice and without incurring any obligation.