


**Club Car Precedent 4" Lift  
2004 & Newer Gas/Electric  
Installation Instructions  
Part# 7466**



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

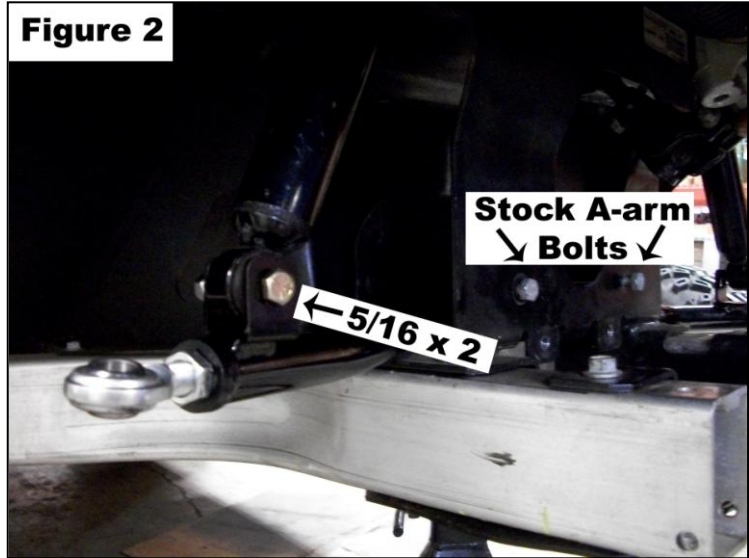
 *Always wear appropriate eye protection!*

**FRONT INSTALLATION**

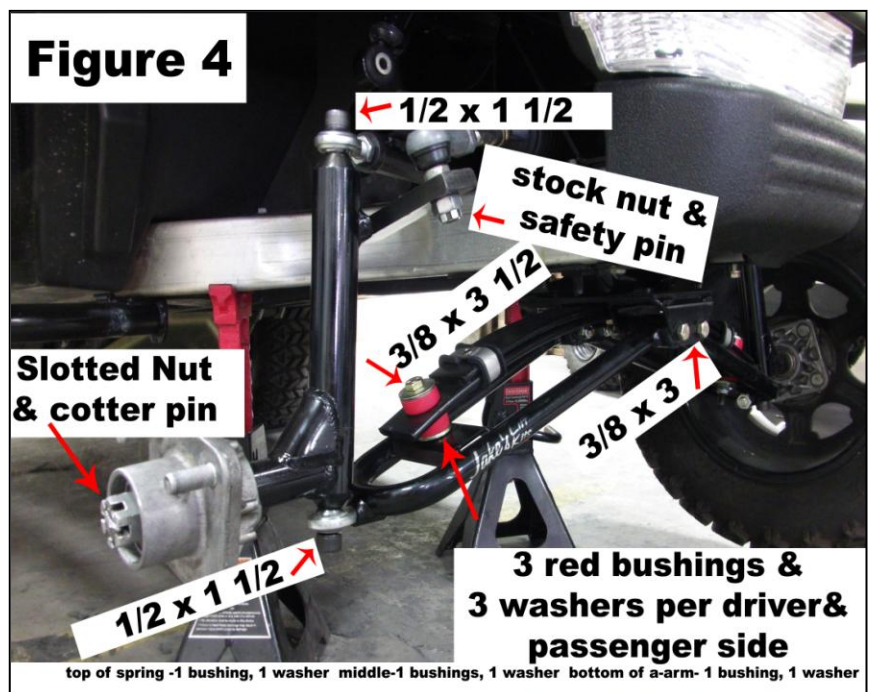
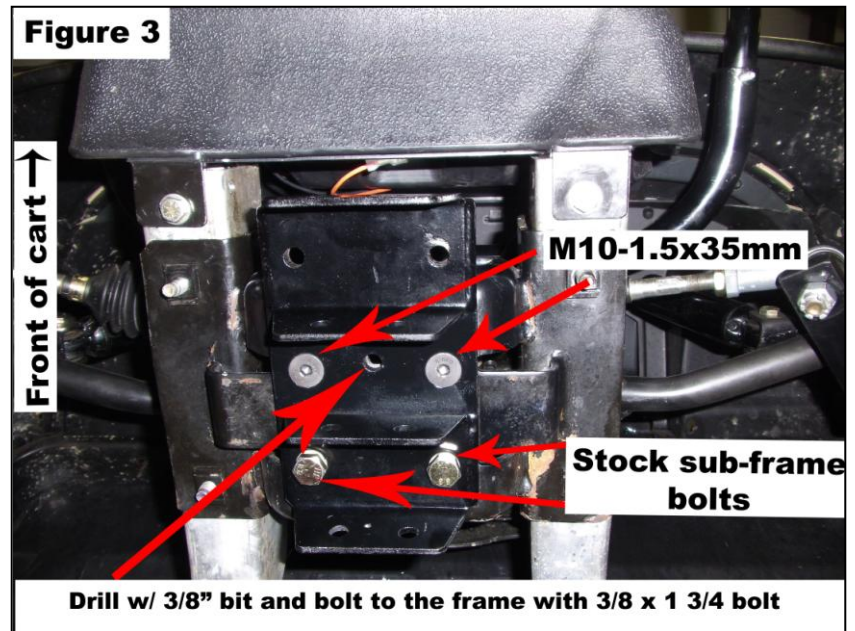
1. Jack up the front end of the cart and place it on jack stands. You will be installing larger wheels and tires so raise the cart high enough to accommodate for the additional height.
2. Remove wheels and tires.
3. Remove the stock hubs from the spindles, save the stock hubs for re-installation.
4. 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. You will need to remove the 3 bolts from the steering box to unassemble the upper a-arms. Save the 3 bolts for reinstalling the steering box. Save the stock upper a-arm bolts for installing Jake's new upper a-arms. Figure 1 shows the front of the cart disassembled.



6. Using the stock upper a-arm bolts, bolt Jake's upper a-arms (Items D & E) to the stock upper a-arm location as shown in Figure 2. Install supplied jam nut (half nut) to heim end and install to both upper a-arms as shown in Figure 2.
7. Using the supplied 5/16x2 bolts and locknuts, bolt the stock shocks to the upper a-arms as shown in Figure 2.
8. Using the 3 stock steering bolts, reinstall the steering box to the stock location.
9. Using the stock sub-frame bolts, mount the new Jake's sub-frame (Item C) to the rear threaded stock sub-frame mount as shown in Figure 3. There is a front and rear to the sub-frame. The center section of the sub-frame has 3 holes. The center hole is offset and goes towards the front of the cart. The rear sub-frame bolts must be in place before moving on to step 10. Mount outer holes of the sub-frame to the stock threaded holes using the supplied M10x1.5x35mm bolts as shown in Figure 3. **NOTE: The two front sub-frame holes will not be used. These holes are in the sub-frame only to hold the sub-frame to a jig when manufactured.**



10. Using a 3/8" drill bit and the center hole of the sub-frame as a guide drill through the frame of the cart.
11. Using the supplied 3/8 x 1 3/4" bolt and locknut bolt the leaf spring (Item L) to the sub-frame using the hole you just drilled. **NOTE: Bolt head goes towards bottom of cart.**
12. Using the supplied 3/8 x 3 bolts and locknuts bolt the bottom a-arms (Item M) to the sub-frame as shown in Figure 4. Using the supplied heim ends only completely thread into bottom a-arms and secure with supplied jam nut (half nut) on the inside of the a-arm. **NOTE: The bottom a-arm heim ends do not have the jam nut installed until after the heim is threaded completely into lower a-arm. Jam nut then secures heim from the backside as shown in Figure 5. NOTE: The bottom a-arms are not side specific but must be mounted with the flat plate for the leaf spring bushing up as shown in Figure 4 & 5.**



13. Using the supplied 1/2 x 1 1/2 socket head bolts mount the spindles to the upper and lower a-arms as shown in Figure 4. **NOTE: The spindles are side specific. Mount to the a-arms with the steering arm of the spindle towards the front of the cart.**
14. Using the supplied 3/8 x 3 1/2 bolts, washers, rubber bushings, and locknuts bolt the leaf springs to the lower a-arms as shown in Figure 4 & 5. **NOTE: There are 3 bushings & 3 washers used per side of cart. Each side has 1 bushing and 1 washer on top of the leaf spring, 1 bushing and 1 washer between the leaf spring and lower a-arm, & 1 bushing and 1 washer under the lower a-arm.**

15. Reattach the tie rod ends to the new steering arms on the new spindles using the stock nuts and safety pins.
16. Make sure your wheel hub bearings are tight and have a smooth feel. If they are



**Jam nut also called half nut on inside of bottom a-arm**

not you will need to purchase new wheel hub bearings before installation. Re-install the front hubs to the spindles using the supplied slotted nuts and cotter pins.

17. Double check all bolts are securely tightened.
18. We suggest installing no larger than 23x10.5x12 wheels and tires with 3x5 or 3x4 offset wheels. **NOTE: Your stock wheels and tires will work but are not recommended!**

19. Take the cart off of the jack stands and lower the cart.
20. Camber can be set as you prefer. To set camber you will need to remove spindles and lengthen or shorten heim joints on the top a-arm only. When camber is properly aligned the front tires will touch a square on both the top and bottom as shown. Once you have proper alignment set remove the spindles from each side and put one drop of supplied Loctite (Item K) on 1/2 x 1 1/2 (4) spindle bolts and reinstall spindles.

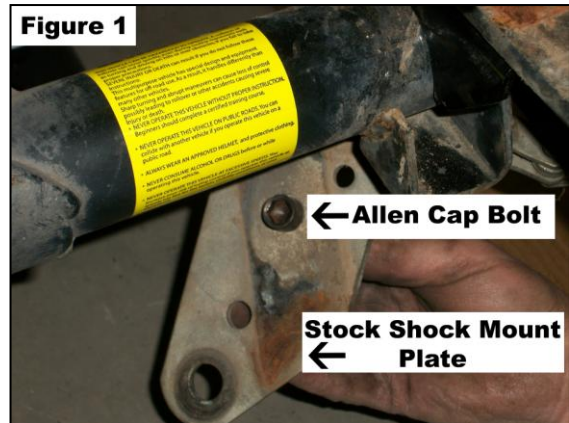
21. Proper toe should be 1/8" in. Toe is set by lengthening or shortening tie rods from steering box.
22. Securely tighten all bolts.



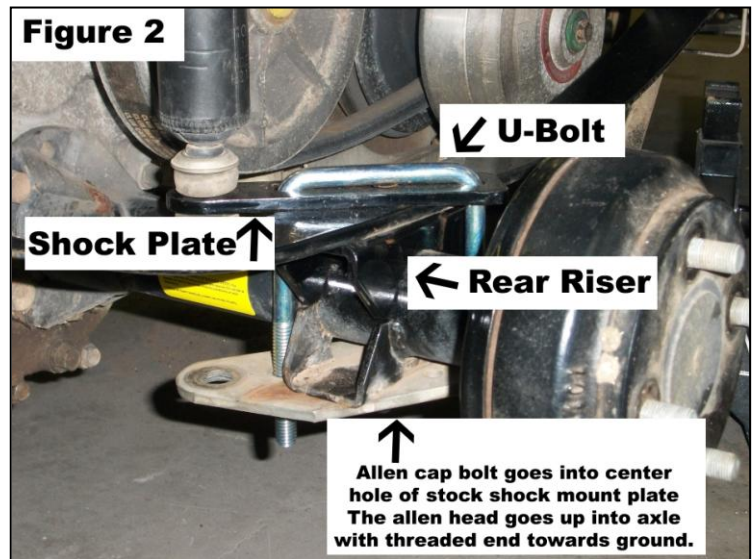
**Front camber setting should be set using a square as shown**

## 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 leaf spring shackle bolts and shocks. Clean and lubricate all hardware for reinstallation. **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. Using the jack lower the rear end 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. Using the stock hardware loosely mount the front of the leaf springs to the stock location.
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. Using the stock hardware mount the rear of the leaf springs to the stock rear leaf spring mounts.
13. Once rear is aligned and in place securely tighten all bolts.
14. We suggest installing no larger than 23x10.5x12 wheels and tires with 3x5 or 3x4 offset wheels. **NOTE: Your stock wheels and tires will work but are not recommended!**
15. 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.

### 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.

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