


**E-Z-GO Axle Lift
1994.5-2001.5 TXT Electric
Installation Instructions
Part# 6203**

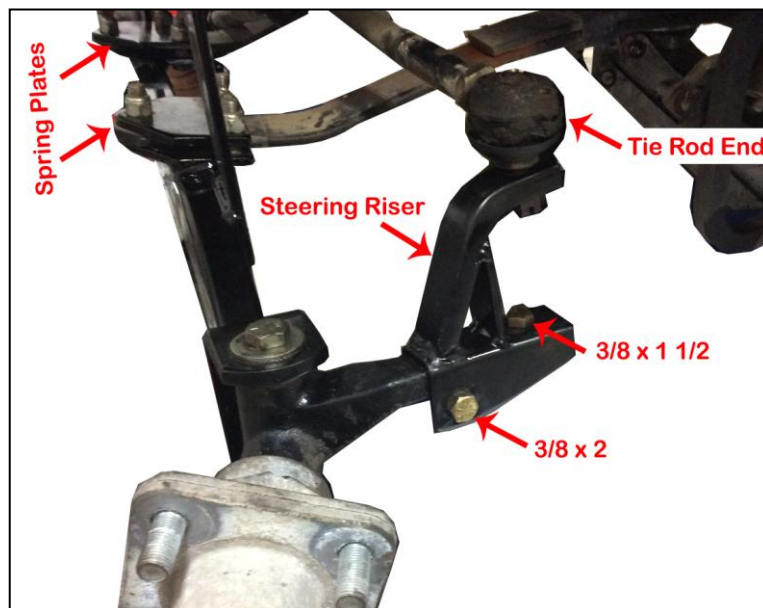


| ITEM | QTY |
|------------------------------------|-----|
| A. STEERING RISERS | 2 |
| B. FRONT SPRING PLATES | 2 |
| C. FRONT AXLE | 1 |
| D. REAR SHOCK PLATES | 2 |
| E. REAR LIFT MOUNTS | 2 |
| F. 6" BOLTS WITH LOCKNUTS FOR REAR | 8 |
| G. WARNING LABEL | 1 |
| H. 2" BOLTS WITH LOCKNUTS | 2 |
| I. 1 1/4" BOLTS WITH LOCKNUTS | 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 tie rod ends from the spindles. Save the nuts and cotter pins for reinstallation.
4. Remove the spindles from the front axle. Clean and lubricate these bolts for the reinstallation of the spindles.
5. Unbolt the leaf springs from the axle and unbolt the shocks from the axle. Remove the stock axle from the cart. Clean and lubricate the bolts for installation of the new axle.
6. Using the stock hardware and supplied spring plates (Item B) bolt the new axle (Item C) to the leaf springs and stock shocks as shown. **NOTE: The axle gets installed with the shock mount tabs going towards the front of the cart.**
7. Reinstall the spindles to JAKES axle using the stock hardware.



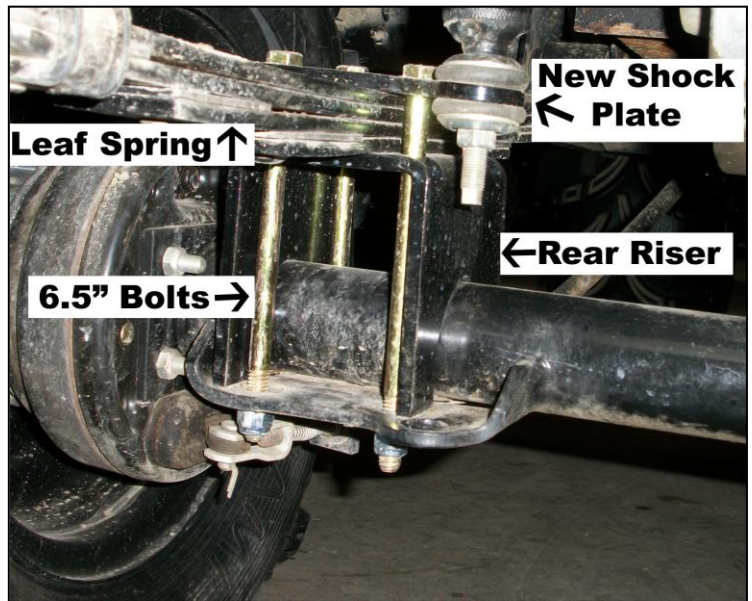
8. Install JAKES steering risers (Item A) to the spindles as shown. The 1 1/4" bolt (Item I) goes through the existing hole in the spindle and the 2" bolt (Item H) goes through the remaining hole in the extension. This bolt must be installed with the head towards the tire.
9. Attach the tie rod ends to the extensions using the stock nuts and cotter pins.
10. Securely tighten all bolts.
11. Install JAKES recommended 22 x 11 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!



REAR INSTALLATION

1. Jack up the rear end of the cart and place jack stands on the frame in front of the springs. Place a car jack under the rear-end housing. 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. Unbolt the bottom of the shocks. Clean and lubricate these bolts for later use.
4. Unbolt the rear leaf springs from under the rear end. Save the front and rear leaf spring bolts for reinstallation of the leaf springs. Using the car jack lower the rear end of the cart.



5. Place JAKES rear risers (Item E) on top of the axle as shown. **NOTE:** Parts are universal. There is no left or right side.
6. Place the leaf springs on top of the risers and loosely mount the front of the leaf springs to the stock front leaf spring mount using the stock hardware.
7. Place JAKES rear shock plates (Item D) on top of the leaf springs with the shock mount holes facing the rear of the cart and towards the center. Using the supplied 6 1/2" bolts and locknuts (Item F) mount the shock plates to the rear risers with the leaf springs sandwiched in between them. The bolts go through the new shock mount, rear risers, and stock shock mount. Make sure you tighten these bolts evenly.
8. Using the stock leaf spring bolts and nuts, bolt the rear leaf spring to the stock rear leaf spring mount. Attach the bottom of the shocks to JAKES new shock mounts on the rear shock plates using the stock nuts and bolts.
9. Use wire ties to fasten the brake cable to either the underside of the springs or the frame.
10. Securely tighten all nuts/bolts.
11. Install JAKES recommended wheel and tire size 22 x 11 x 10 wheels and tires with a 3 x 5" offset for maximum performance. **NOTE:** Your stock wheels and tires will work but are **not** recommended!
12. Included is a warning label (Item G) which is to be placed on the steering column or another visible area and should be read by any and all operators.

When front and rear lift kit installation is complete you must readjust the toe on the front end. The front portion of the front tires should be 1/8-1/4" narrower than the rear portion of the front tires. To achieve the proper toe-in you must loosen the jam nuts on both the driver and passenger side tie rod ends. Place a wrench on the tie rods and turn the tie rods accordingly. When the front portion of the front tires measures 1/8-1/4" narrower than the rear portion of the front tires retighten jam nuts.



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