INSTALLATION INSTRUCTIONS

BOLT ON REAR SUSPENSION FOR TXT E-Z-GO

1994—2005 Model

E-7-12

IMPORTANT
NOT RECOMMENDED FOR OFF-ROAD USE OR GOLF CARS THAT EXCEED 19 m.p.h.
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PROGRESSIVE SUSPENSION KIT

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<tr>
<th>ID</th>
<th>Qty</th>
<th>Product #</th>
<th>Description</th>
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<tbody>
<tr>
<td>AA</td>
<td>2</td>
<td>MS-7-01A</td>
<td>Coil Over Dual Rate Shock 16”</td>
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<tr>
<td>BB</td>
<td>1</td>
<td>INSTRUCTIONS</td>
<td>Washer Usage Instructions</td>
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<tr>
<td>CC</td>
<td>4</td>
<td>MS-7-01-1</td>
<td>Shock Sleeves</td>
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<tr>
<td>DD</td>
<td>8</td>
<td>MS-7-01-2</td>
<td>Lower Eye Mount Washers</td>
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<tr>
<td>EE</td>
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<td>MS-7-01-3</td>
<td>Spanner Wrench</td>
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<tr>
<td>FF</td>
<td>1</td>
<td>MS-7-01-4</td>
<td>Cam Adjuster Lubricant (3 gms)</td>
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KIT CONTENTS
<table>
<thead>
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<tr>
<td>A</td>
<td>2</td>
<td>HWC-02</td>
<td>1/8&quot; x 3/4&quot; x 4-1/2&quot; Aluminum Strap w/2-5/16&quot; Holes</td>
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<td>B</td>
<td>8</td>
<td>AFH-210</td>
<td>3/8&quot; Urethane Bushings</td>
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<td>C</td>
<td>4</td>
<td>AFH-212</td>
<td>1/2&quot; Bushing Drilled From Urethane 3/8&quot; AFE-210</td>
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<td>D</td>
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<td>HW-139</td>
<td>1-1/8&quot; Button Plug</td>
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<td>E</td>
<td>1</td>
<td>HW12-64</td>
<td>1/2&quot;—20 Jam Nuts</td>
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<tr>
<td>F</td>
<td>4</td>
<td>HW12-65</td>
<td>1/2&quot;—20 SAE Grade 8 Washers</td>
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<td>G</td>
<td>4</td>
<td>HW12-66</td>
<td>1/2&quot;—13 x 4&quot; U-Bolt 2-1/2 Between Legs 1-1/2&quot;</td>
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<td>HW12-67</td>
<td>1/2&quot;—13 Hex Fin Nut (For U-Bolt)</td>
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<td>I</td>
<td>18</td>
<td>HW12-68</td>
<td>1/2&quot; Flat Washer USS</td>
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<td>J</td>
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<td>1/2&quot;—13 x 2&quot; H.H.C.S./Grade 8</td>
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<td>3/8&quot;—16 Nylock Nut/Grade 8</td>
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<td>3/8&quot;—16 x 2&quot; Bolts/Grade 8</td>
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<td>3/8&quot; x 16 x 6 U Bolt 3-1/2&quot; Between Legs 2&quot;</td>
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<td>U</td>
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<td>3/8&quot;—16 Hex Fin Nut (For U-Bolt)</td>
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<td>HW-23</td>
<td>LOCTITE® Threadlocker - Blue</td>
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**DO NOT USE PNEUMATIC TOOLS WHEN TIGHTING NUTS & BOLTS**
KIT CONTENTS
<table>
<thead>
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<th>ID</th>
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<td>5/16&quot; Nylon Lock Nut Zinc</td>
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<td>11/16&quot; x 11/16&quot; Steel Barrel Spacer with 1/2&quot; Hole</td>
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<td>1/2&quot; x 1/2&quot; Heim with Teflon</td>
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<td>Engine and Transmission Cradle (Sub Cradle)</td>
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<td>A5</td>
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<td>E-7-12-10</td>
<td>Front Engine Support (Front Motor Mount)</td>
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<td>A6</td>
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<td>E-7-12-25</td>
<td>Rear Upper Shock Mount</td>
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<td>A7</td>
<td>2</td>
<td>E-7-12-30</td>
<td>Shackles</td>
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<td>A8</td>
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<td>E-7-12-20</td>
<td>Swing Axle (Trailing Arm)</td>
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<td>A9</td>
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<td>E-7-12-15</td>
<td>Rear Axle Perch Driver Side (Driver Channel)</td>
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<td>A10</td>
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<td>E-7-12-16</td>
<td>Rear Axle Perch Passenger Side (Passenger Channel)</td>
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</table>
DISASSEMBLY

NOTE: REMOVAL OF REAR BODY RECOMMENDED.

STEP 1:
Disconnect Positive (+) battery terminal for safety.

STEP 2:
Remove air box.

STEP 3:
Remove starter/generator.
DISASSEMBLY

STEP 4:
Remove drive belt.

STEP 5:
Remove rear clutch.

Note: Some force maybe necessary.
DISASSEMBLY

STEP 6: Remove muffler.  
4-Upper 12mm Bolts 
1-Lower 13mm Bolt

STEP 7: Lift back end of car.
DISASSEMBLY

STEP 8:
Remove skid plate.
4-16mm Bolts

STEP 9:
Remove shifting cables.
DISASSEMBLY

STEP 10: Remove shifter assembly.

STEP 11: Take passenger side shifter cable and remove dust boot and adjuster nuts.
DISASSEMBLY

STEP 12:
Remove bolt from front motor mount and then drive out pin (A) to remove front motor mount bracket (B) from car frame.

Pin (A) - 3/8 Bolt
Bracket (B) - Held on with 2-3/8 Bolts through frame.

NOTE: Support motor from under with a jack.
SUB CRADLE ASSEMBLY

**STEP 1:**
Raise car and place jack stands under frame.

**STEP 2:**
From under car remove front inner pedal box bolt.
STEP 3: For your protection always wear safety glasses when drilling.

STEP 4: Drill out inner front pedal box hole to 3/8”.

STEP 5: Front motor bracket bolts through front mount, start nuts. Now take front mount and run wires through it as shown.
SUB CRADLE ASSEMBLY

**STEP 6:**
Install a 3/8” x 1-1/2” grade 8 bolt in front motor mount and start nut.

**STEP 7:**
Using the front motor mount as a template drill a 3/8” hole through the front frame.

**STEP 8:**
Install a 3/8” x 1-1/2” grade 8 bolt and use 1/2” flat washer as spacer for front mount.
SUB CRADLE ASSEMBLY

STEP 9:
Install jam nut and then 1/2" x 1/2" heim, when installing heim add LOCTITE® to threads and tighten snuggly into cradle.

⚠️ NOTE: VERY IMPORTANT STEP — IF NOT DONE MAY CAUSE SERIOUS DAMAGE OR INJURY.

STEP 10:
Using straps or bungee cords support front of motor.
SUB CRADLE ASSEMBLY

STEP 11:
Remove inner U-bolts from rear axle.
STEP 12: Sub cradle goes installed plates up. 1/2” Grade 8 washers go between sub cradle and motor using stock skid plate bolts.

STEP 13: Make sure brake line goes under sub cradle.
SUB CRADLE ASSEMBLY

STEP 14:
Install 3/8” U bolts.

Add spacer between stock cradle and our sub cradle.
SUB CRADLE ASSEMBLY

STEP 15:
Tighten U bolt nuts to pinch starting with the driver side. Make sure to tighten evenly.

Tighten other sub cradle nuts and bolts, again just to pinch. Do not over tighten. Now tighten all nuts and bolts.
STEP 16:
Now connect heim to front motor mount.

Insert 1 - 4” x 1/2” Grade 8 bolt through motor mount bracket, and heim misalignment spacers as shown here.

Once the 4” x 1/2” Grade 8 bolt goes through, tighten with nut.
**SUB CRADLE ASSEMBLY**

**STEP 17:**
With heim in place, begin tightening all front mount nuts and bolts.

**STEP 18:**
Remove straps and or bungee cords from motor.

(Remove seat penguins and inspect cover - If body is not removed.)
DISASSEMBLY OF STOCK SHOCKS, LEAF SPRINGS & SHACKLES

STEP 1:
Remove stock shock by placing wrench to stock bolt, holding wrench in place begin twisting shock to remove.
DISASSEMBLY OF STOCK SHOCKS, LEAF SPRINGS & SHACKLES

STEP 2:
Use Jack to support rear end.

STEP 3:
Remove leaf mount bolts and shackles. One side at a time. Save front leaf mount bolt for reuse later.
DISASSEMBLY OF STOCK SHOCKS, LEAF SPRINGS & SHACKLES

STEP 4: Remove stock aluminium shackle.
ASSEMBLY OF NEW SHACKLES, CHANNELS & TRAILING ARM

STEP 1:
Take 1/2” ID urethane bushings and install into one side of our supplied shackle. Then, take the 3/8” ID urethane bushing and install in other side.
ASSEMBLY OF NEW SHACKLES, CHANNELS & TRAILING ARM

**STEP 2:**
Insert 3/8” ID urethane bushings into both driver and passenger channels.

**STEP 3:**
Take channel and align alignment pin with the alignment hole in channel as shown here.
ASSEMBLY OF NEW SHACKLES, CHANNELS & TRAILING ARM

STEP 4:
Insert u bolts into channel. Start nuts with washers.

When tightening nuts and u bolts make sure to rock channel to rear of car to tighten evenly.
ASSEMBLY OF NEW SHACKLES, CHANNELS & TRAILING ARM

STEP 5:
Take new shackle and stock leaf spring bolt and install into front leaf spring mount.

STEP 6:
Take trailing arm and attach to shackle as shown here.
ASSEMBLY OF NEW SHACKLES, CHANNELS & TRAILING ARM

NOTE:
Trailing arm steep angle goes up and attaches to front shackle. Back of trailing arm attaches to channel.

STEP 7:
Redo steps 1 through 7 on driver side. Go through and tighten nuts and bolts to pinch on both sides.

STEP 8:
Drop rear end and remove jack.
ASSEMBLY OF NEW SHOCKS

STEP 1:
Install upper shock mount.
4-2 1/2” x 1/2” Grade 8
8-1/2” Washers
4-1/2” Nylock
Torque upper shock mount mounting bolts.

NOTE: You may want to remove the body for easy access of installation.
ASSEMBLY OF NEW SHOCKS

STEP 2: Install shock coil over to upper shock mount. Add one washer to each side of the shock.

STEP 3: Install bottom of shock to channel brackets as shown. Add two washers to the back of the shock.
ASSEMBLY OF NEW SHOCKS

**STEP 4:**
Reinstall stock clutch back on before tightening shock nuts and bolts. You may need to rock shock back and forth to get clutch back on.

Tighten clutch bolt.
ASSEMBLY OF NEW SHOCKS

STEP 5: Tighten shock bolts.
REINSTALLATION OF STOCK HARDWARE

STEP 1: Reinstall stock muffler.

STEP 2: Reinstall starter and connect all of its wires and cables & ground.
STRECH PLASTICS ARE MANUFACTURERS AND DISTRIBUTORS OF THE HIGHEST QUALITY GOLF CAR PRODUCTS

REINSTALLATION OF STOCK HARDWARE

STEP 3:
Reinstall starter belt.

STEP 4:
Open up shifter mount holes to accept a 5/16" bolt.
REINSTALLATION OF STOCK HARDWARE

STEP 5:
Reinstall shifter with spacers and 5/16” bolts. 1-3/4” & 3/4” spacer per side.

STEP 6:
Passenger side cable routes through the stock motor mount.
REINSTALLATION OF STOCK HARDWARE

Continue to run the passenger cable through the middle of our cradle and . . .

out through the hole in the back of our cradle. Reinstall adjuster nuts and dust boot.

Reinstall adjuster nuts and dust boot.
REINSTALLATION OF STOCK HARDWARE

STEP 7:
The driver side shifter cable goes through the stock motor mount, through the middle of our cradle and out over our cradle to the bottom of the back shifter cable mount (A).
REINSTALLATION OF STOCK HARDWARE

STEP 8: Adjust cables correctly when reconnecting shifter wiring.
REINSTALLATION OF STOCK HARDWARE

STEP 9: Begin reconnecting shifter wiring.

STEP 10: Set and tighten heim. Make sure the heim is straight up center.
STEP 11: Install drive belt.

STEP 12
Cable tie brake line to car frame up to 1999 models.
2000 & UP
Bend stock brake line bracket down, use to make cable stand off with aluminum plates, spacers, 1/4" bolts.
STEP 13: Because we lowered the shifter you will need to adjust hole on body.

With a black marker and using the shifter as a template outline where the new hole will need to be drilled.

Drill a 7/8” hole in the body.
Now install body and the shifter should line up perfectly with the newly drilled hole.

Place 1-1/8” Button Plug into previous shifter hole.
REINSTALLATION OF STOCK HARDWARE

STEP 14:
Reinstall air box, continue to reinstall any miscellaneous hardware that may have been left out of this section — reinstallation. Double check that all nuts and bolts are nice and snug.

You are now ready to enjoy your newly installed bolt-on rear suspension.

NOTE: We recommend a tire size of 22".
GOT TIRES?
WE HAVE WHEELS AND TIRES TO MEET YOUR NEEDS
No matter how you use your golf car, whether its used on the fairway, in the mud, hard packed dirt, desert sand or snow we have the right tire for you. Here are just a few of our top sellers . . .

MS-0-432
Wheel: 10" PREDATOR
Tire: TOUR MAX™
Tire Size: 205 x 50 -10
This tubeless golf car tire carries its load without wear and tear on the fairway and rides smoothly on paved paths.

MS-0-392
Wheel: 12" INTERCEPTOR
Tire: ALL TRAIL™
Tire Size: 23 x 10.5 -12
These tires, with their bar tread design put power to the ground for cars that demand pure traction in snow, hard and loose soil.

MS-0-416
Wheel: 8" ADVANTAGE
Tire: FAIRWAY PRO
Tire Size: 18 x 8.5 -8
This tubeless golf car tire carries its load without wear and tear on the fairway and rides smoothly on paved paths.