



## INSTALLATION INSTRUCTIONS

### Hydraulic Front Brake Kit for Club Car Precedent

<b>Parts</b>	<b>7257</b>	04-08.5 Non-Lifted
	<b>7059</b>	08.5 & Newer Non-Lifted
	<b>7287</b>	04-08.5 Lifted w/ Jake's Long Travel
	<b>7290</b>	08.5 & Newer Lifted w/ Jake's Long Travel
	<b>7512</b>	08.5 & Newer Lifted w/ Jake's 6" Double A-Arm Lift Kits
	<b>7469</b>	04-08.5 Lifted w/ Jake's 6" Double A-Arm Lift Kits
	<b>7511</b>	08.5 & Newer Lifted w/ Jake's 4" Double A-Arm Lift Kit
	<b>7468</b>	04-08.5 Lifted w/ Jake's 4" Double A-Arm Lift Kit

# Parts Diagram

**NOTE:** This brake system is not pre-filled or pre-bled with brake fluid from the factory. It is the responsibility of the installer or end user to properly fill and bleed the system before operation. Failure to do so may result in poor performance or system failure.

**\*\*MUST USE AT LEAST 10" WHEEL WITH NORMAL STRAIGHT DEEP BELL \*\***



CalloUT	ITEM	QTY
A	BRAKE ROTORS	2
B	WHEEL STUDS	8
C	5/16" ROTOR BOLTS	8
D	SHAKE PROOF LOCK WASHERS	8
E	BRAKE SYSTEM ASSEMBLY	1
F	RESERVOIR HOSE	1
G	RESERVOIR	1
H	HOSE CLAMPS	2
I	CLEVIS PIN FOR MASTER CYLINDER	1

CalloUT	ITEM	QTY
J	1/4" X 3/4" BOLTS, WASHERS, LOCKNUTS	4
K	MASTER CYLINDER MOUNT W/ LOCKNUTS	1
L	PASSENGER SIDE SPINDLE (PICTURE WILL DIFFER PER KIT)	1
M	DRIVER SIDE SPINDLE (PICTURE WILL DIFFER PER KIT)	1
N	BRAKE LEVER W/ JAM NUT	1
O	TIE STRAPS	5
P	THREAD LOCKER (NOT PICTURED)	1

**NOTE:** This is a sophisticated system. We recommend this kit be put on by mechanically trained professionals or someone with hydraulic brake experience! System will need to be bled after installing.

**Always wear appropriate eye protection!**

# Assembly Instructions

**FIGURE 1**



**FIGURE 2**



**FIGURE 3**



- 1 Lift the cart and place on jack stands and remove the front wheels, tires, hubs & spindles.
- 2 Install the new spindles (ITEMS L & M) on the cart using the stock kingpins & nuts. For carts with our double a-arm lift kit installed remember to put 1-2 drops of the supplied thread locker (ITEM P) on the spindle bolts before installing the new spindles.
- 3 Bolt the wheel studs (ITEM B) to the rotors (ITEM A) as shown in FIGURE 1 using the supplied bolts (ITEM C) and shake proof washers (ITEM D).

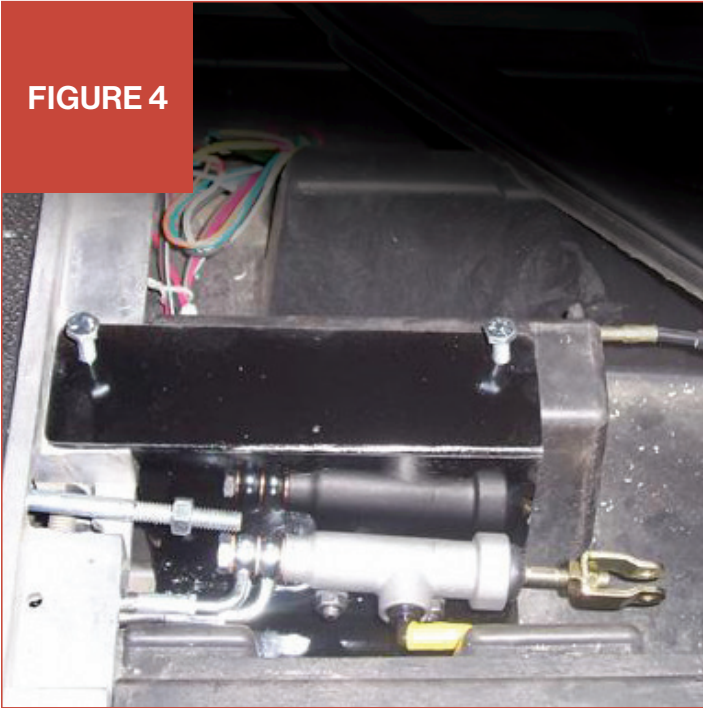
**NOTE:** FIGURE 1 shows the correct angle of how the wheel studs must be mounted.

- 4 Hammer out the stock wheel studs from your stock hubs. Insert the new studs with rotor assembly and put back on the cart.
- 5 Unbolt the pedal assembly and move to the side as shown in FIGURE 2. 6.2" from the left brake pedal bolt hole, drill a hole using a 2" hole-saw blade as shown in FIGURE 3.

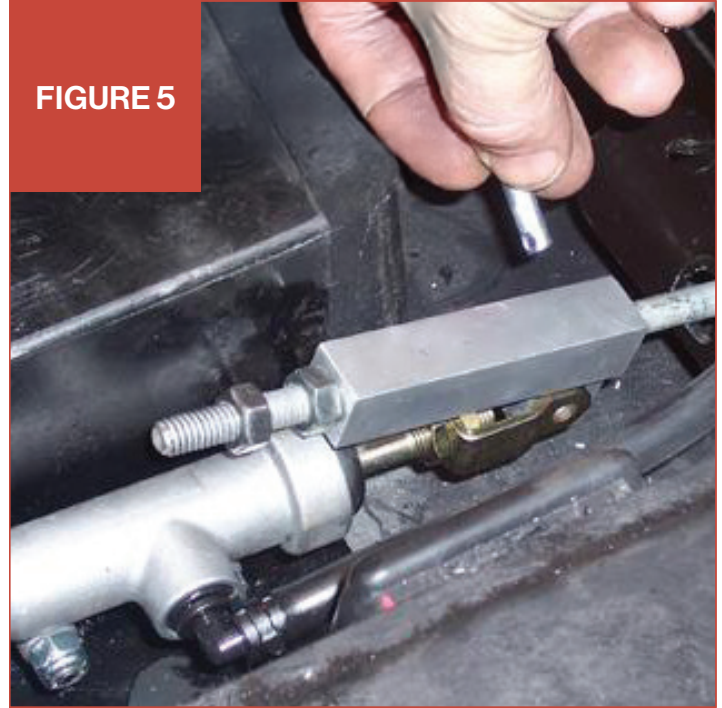


# Assembly Instructions

**FIGURE 4**



**FIGURE 5**



**6** 2" from the left brake pedal bolt hole, drill a hole using a 2" hole-saw blade as shown in **FIGURE 3**.

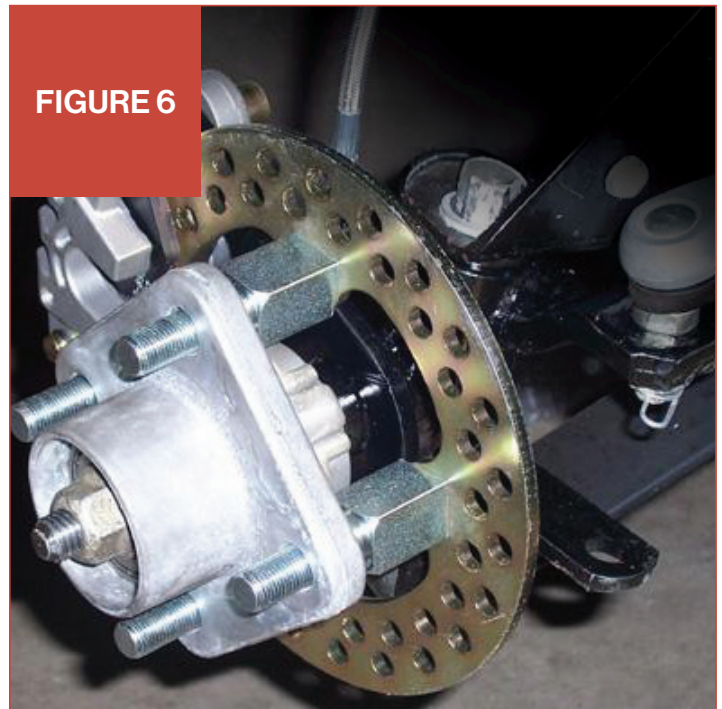
**7** Feed the master cylinder and brake hoses (**ITEM E**) through the 2" hole to rear brake adjustment area.

**8** Mount the master cylinder to the master cylinder mount (**ITEM K**) using the supplied nuts as shown in **FIGURE 4**. Using the supplied bolts (**ITEM J**) bolt the master cylinder mount to the cart as shown.

**9** Install the brake lever (**ITEM N**) to the rear adjustment rod. Adjust rear brakes back to stock travel. Reattach the brake adjustment assembly & mount the master cylinder to the brake lever using the supplied clevis pin (**ITEM I**) as shown in **FIGURE 5**. Securely tighten master cylinder mount.

**10** Mount stock hubs to rotors as shown in **FIGURE 6**. Cut off outer control arm bolt as shown in **FIGURE 9**.

**FIGURE 6**



# Assembly Instructions

FIGURE 7



FIGURE 8



FIGURE 9

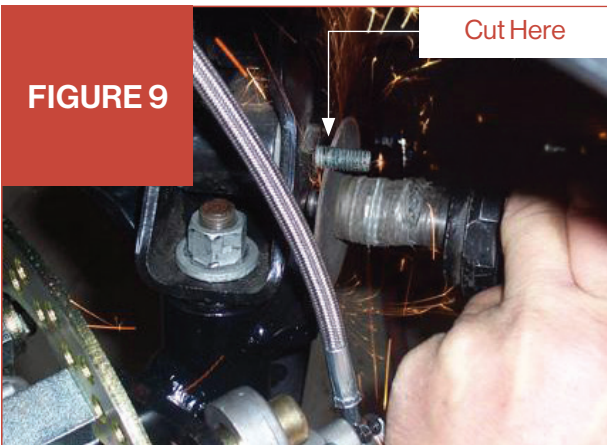


FIGURE 10



- 11 Put the rotors on the new spindles. Mount the brake calipers to the caliper mounts using the supplied bolts located in the calipers as shown in **FIGURE 6**.

**NOTE:** When running the calipers to the spindles use your best judgment to make sure the brake lines are not going to hang down and rub or catch on anything that may kink or puncture the brake lines. Tie straps are provided and are to be used to tie brake lines to the cart where necessary.

- 12 Drill a 1/4" hole to plastic cross member support under the seat compartment and mount the reservoir (**ITEM G**) using a supplied tie strap (**ITEM O**) as shown in **FIGURE 7**.

- 13 Mount the reservoir hose (**ITEM F**) to the reservoir (**ITEM G**) using the supplied clamp (**ITEM H**). Feed the hose to the master cylinder.

- 14 Slide the other clamp (**ITEM H**) on the end of the reservoir hose (**ITEM F**). Pinch or plug the end of the hose before filling the reservoir. Using regular DOT 3 brake fluid, fill the reservoir. Do not put the lid on the reservoir. Turn the yellow cap on the master cylinder slightly upward and then remove the yellow cap. Slowly release the pinched hose and allow the air to be flushed out of the hose. Once the air is released and the brake fluid is flowing clamp the hose to the master cylinder as shown in **FIGURE 8**. Refill the reservoir.

- 15 Securely tighten all bolts & nuts.

- 16 Bleed the system using DOT 3 brake fluid. We recommend Vacuum bleeding for ensuring the best braking performance.

- 17 Drill 2- 5/8" holes in the access panel as shown in **FIGURE 10** & reinstall access panel.

- 18 Put the wheels and tires back on the cart.

- 19 Test drive the cart. Pump the brakes several times to seat the calipers to the rotors. If you have no front brakes after pumping the brake pedal you have let air into the system and it will require the brakes being bled again.

**NOTE:** You must fill and bleed the system with DOT 3 brake fluid, we highly recommend vacuum bleeding the brakes at this point as

# Assembly Instructions

*gravity bleeding is not recommended. Vacuum bleeding is most effective at removing trapped air from the brake system. This ensures consistent brake performance and safety. When vacuum bleeding follow bleeder instructions. If you decide to manually bleed the brake system, reference these steps:*

**1.** *After completely installing the brake system and all hardware is tight, verify the reservoir is full of new/clean brake fluid. Monitor the reservoir remains full of brake fluid during the bleeding process.*

**2.** *Starting from the passenger side caliper, attach a bleeder hose over the bleeder screw, other end of the hose going into a bleeder bottle partially filled with brake fluid (hose end must be submerged in the brake fluid always). Open the top bleeder screw on the caliper, then slowly cycle the brake pedal down, pause, then up, and watch as air and fluid is expelled into the bleeder bottle, (make sure to continuously top off the reservoir with brake fluid) If bleeder bottle gets full of brake fluid, remove the excess, making sure the end of the hose is still submerged in brake fluid, do this until there are no more air bubbles while cycling the brake pedal.*

**3.** *When you are satisfied all the air is out tighten the bleeder screw on the caliper and remove the bleeder hose and bottle.*

**4.** *Repeat this process on the driver side caliper. Remember to keep the reservoir full of brake fluid, if it ever goes empty, then air will get in the system, and you will need to start over again.*

**5.** *Once brakes are bled, top off the brake fluid and reinstall the reservoir cap, clean up any brake fluid that may have spilled.*





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