



INSTALLATION INSTRUCTIONS

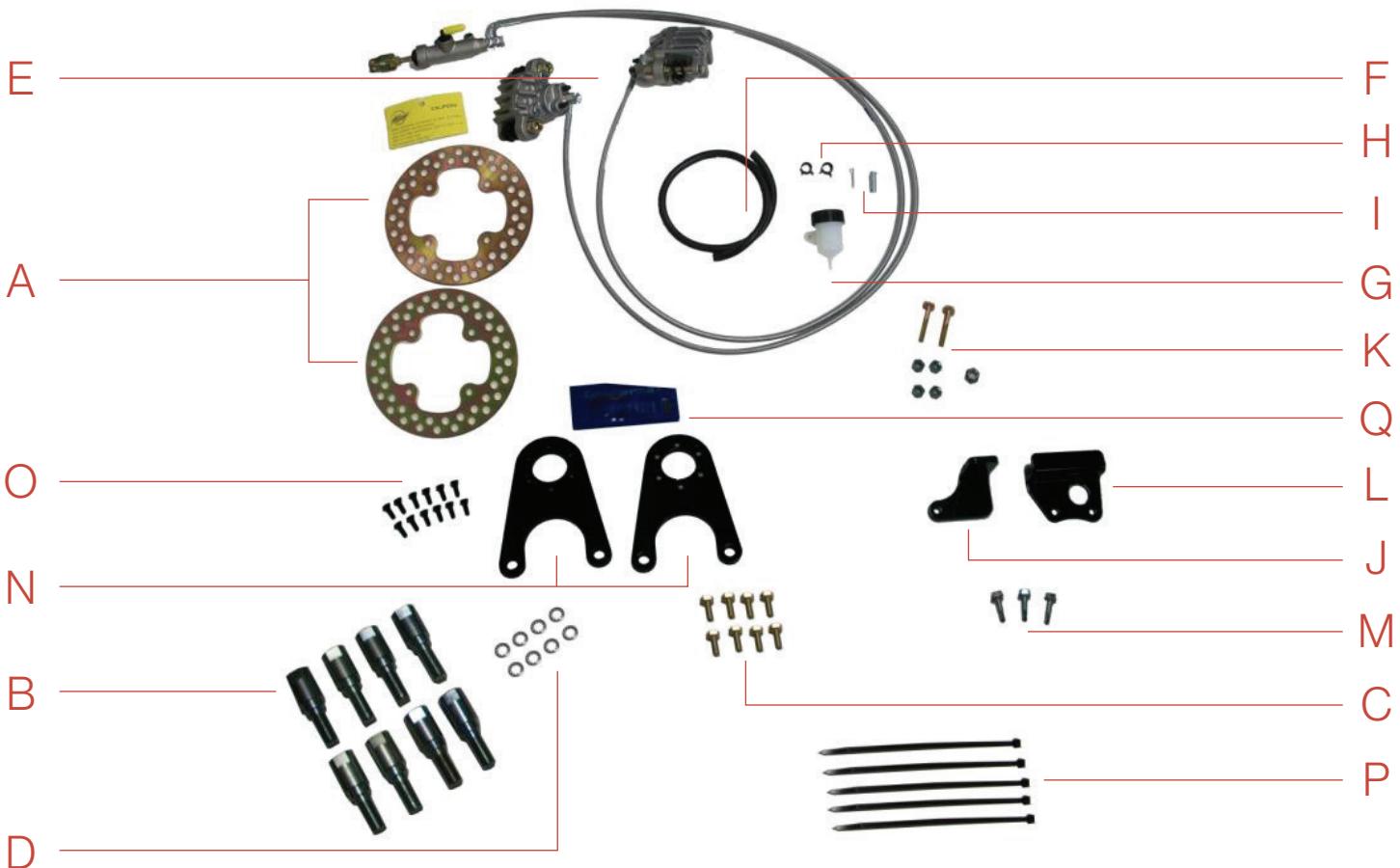
Part 7210

Hydraulic Front Brake Kit
for E-Z-GO (Lifted)

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.

THIS SYSTEM WILL ONLY WORK WITH JAKE'S NEW 2008 SPINDLE KITS



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	BRAKE LEVER W/ LOCKNUT	1
K	1/4 X 1 1/2 BOLTS WITH REG. NUTS & LOCKNUTS FOR MASTER CYLINDER	2
L	MASTER CYLINDER MOUNTING BRACKET	1
M	1/4 X 1 SELF DRILLING BOLTS	3
N	BOLT-ON CALIPER BRACKETS	2
O	10 X 32 X 5/16 FLATHEAD BOLTS FOR CALIPER BRACKETS	12
P	tie straps	5
Q	THREAD LOCK FOR FLATHEAD BOLTS	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



1 Lift the cart and place on jack stands and remove the front wheels, tires & stock hubs.

2 Remove the 6 plastic plugs from both 2008 spindles on your lift kit. Clean or lightly sand the surface of the tapped hole area and try one flathead bolt (ITEM O) to each hole.

NOTE: If your Jake's spindles do not have 6 holes drilled on each spindle you do not have the new 2008 model. You will need to contact Jake's or your local golf cart dealer to upgrade your front lift for the brakes to work!

3 Install the bolt on caliper brackets (ITEM N), pointing forward and slightly upward, with the supplied flathead bolts (ITEM O). When inserting (ITEM O) use approximately 1 drop of thread lock (ITEM Q) to each bolt. Tighten securely.

4 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: The shake proof lock washers go to the bolt head side.

5 Hammer out the stock wheel studs from your stock hubs. Insert the new studs with rotor assembly and put back on the cart. The wheel studs will not seat into the hub until the wheel is installed and drawn in with an impact.

6 Unbolt the stock brake torsion spring assembly from the cart. Disassemble the torsion spring. Take off both nuts and replace with the provided crimped lock nut (ITEM J). Remove the stock washer and install the new brake lever (ITEM J) as shown if **FIGURE 2**.

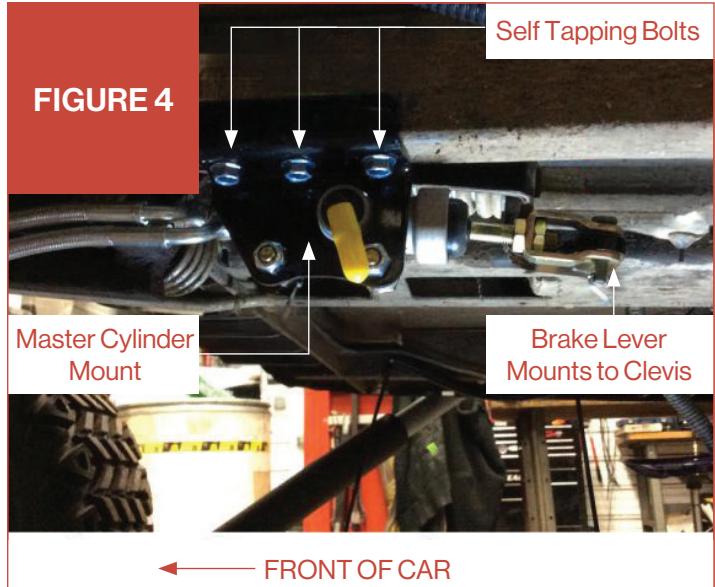
NOTE: **FIGURE 2** shows the newly assembled torsion spring with the lever attached and it also shows you the stock pieces you are removing. The **F**= front of cart and **R**= rear of cart. Reininstall the torsion spring to cart & adjust brakes to the stock setting.

Assembly Instructions

FIGURE 3



FIGURE 4



7 Bolt the master cylinder to the master cylinder mount (**ITEM L**) using the supplied bolts, jam nuts & locknuts (**ITEM K**) as shown in **FIGURE 3**.

8 Using the supplied clevis pin (**ITEM I**) attach the brake lever to the master cylinder as shown in **FIGURE 4**.

9 Using the supplied self drilling bolts mount the master cylinder mount to the frame as shown in **FIGURE 4**.

NOTE: Do not pull or twist this mounts freely.

10 Route the brake line assembly through the center of the frame and to each side of the cart. There is a driver side and passenger side caliper. The lines must run up and in from the caliper and towards the inside of the carts as shown in **FIGURE 5**. Mount the calipers to the caliper mounts as shown in **FIGURE 5**.

11 Mount the reservoir hose (**ITEM F**) to the reservoir (**ITEM G**) using the supplied clamp (**ITEM H**). Feed the hose from under the seat compartment to the master cylinder. Mount the reservoir (**ITEM G**) under the seat area to a convenient location. Use a supplied tie strap (**ITEM Q**) to mount the reservoir. Some carts may need a $\frac{1}{4}$ " hole drilled for mounting.

12 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 4**. Refill the reservoir.

NOTE: We highly recommend vacuum bleeding the brakes at this point rather than relying on gravity bleeding. Vacuum bleeding is more effective at removing trapped air from the brake system, ensuring consistent brake performance and safety.

Assembly Instructions

FIGURE 5



13 Securely tighten all bolts & nuts.

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

15 Put the wheels and tires back on the cart.

16 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.

17 Using supplied tie straps (**ITEM Q**), tie the brake lines to the frame of the cart as needed to keep lines from rubbing.

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