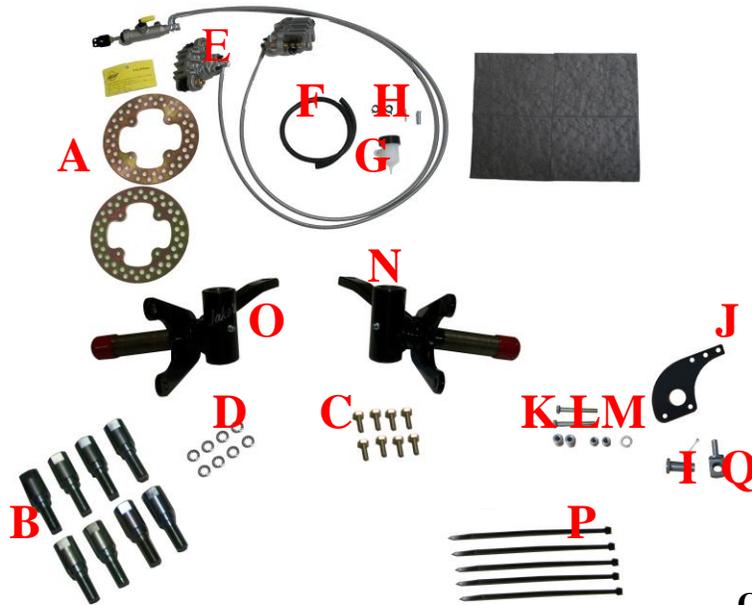


**Jake's Hydraulic Front Brake Kit
EZGO RXV Electric
Non-Lifted Part# 7497**



Lifted Carts w/ Jake's Long Travel Lift Part# 7510

****This system will only work with Jake's new 2008 Spindle Design****



<u>ITEM</u>	<u>QTY</u>
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. Cotter Pin for Master Cylinder	1
J. Master Cylinder Mount	1
K. 1/4 x 2 bolts & locknuts for Master Cylinder	2
L. Spacers	2
M. Lock Washer	1
N. Driver Side Spindle	1
O. Passenger Side Spindle	1
P. Tie Straps	5
Q. Adjuster/Clevis	1ea

NOTE: This is a sophisticated system. We pre-charged the lines to save massive brake bleeding. We recommend this kit be put on by mechanically trained professionals or someone with hydraulic brake experience! System may need bled if you allow air to get in the reservoir line when installing.

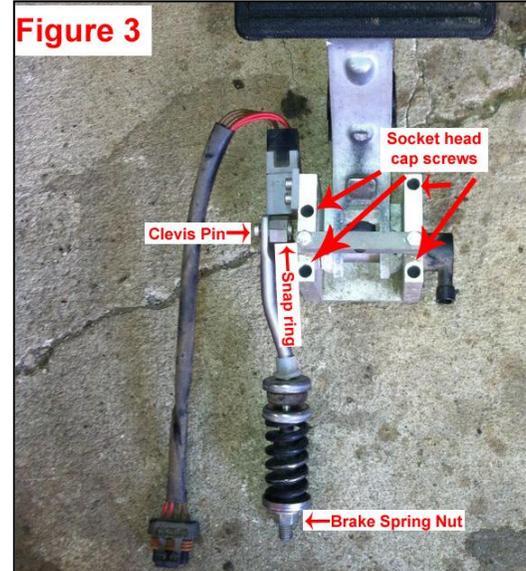
 *Always wear appropriate eye protection!*

Figure 1



Assembly Instructions:

1. Lift the cart and place on jack stands and remove the front wheels, tires & stock hubs.
2. 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). The shake proof lock washers install to the bolt side of the rotor, not the wheel stud side. **NOTE: FIGURE 1 shows the correct angle of how the wheel studs must be mounted.**
3. Remove the stock spindles from the cart. Remove the stock kingpin tubes from the spindles and install in the new spindles. **NOTE: This is located between the stock bushings inside the spindle.**
5. Install the new brake capable spindles (ITEMS N&O) to the cart using the stock bolts, nuts and washer as shown in FIGURE 2. **If you have our long travel lift kit there is no kingpin tube or washer simply replace the spindles with the kingpin and bolt from the lift kit.**
6. Remove the rockers from both the driver and passenger side of the car. Remove the floor mat and the brake cluster cover from the floor. Save all hardware for reinstallation.
7. Using a 15MM wrench halfway back off the brake spring nut as shown in FIGURE 3.
8. Remove the snap ring from the clevis pin and remove the clevis pin from the stock brake pedal assembly as shown in FIGURE 3. This will allow the brake pedal to fall forward. Save the snap ring for reinstallation.
9. With a #6 allen wrench remove the 4 socket head cap screws from the brake pedal assembly as shown in FIGURE 3. Save these screws for reinstallation.
10. Using a 10mm wrench remove the driver side bolt from the brake pedal assembly. This bolt is located between the two driver side allen head bolts you just removed.
11. Set the entire brake assembly off to the side of the floor board.
12. Mark the firewall as shown in FIGURE 4 and drill with a 2" hole saw as shown in FIGURE 4. ****NOTE: Make sure all wires are out of the way before drilling****
13. Feed the master cylinder from the brake through the hole that was just drilled in the firewall.



Mark 1 1/2" down, & 1 1/2 over and drill with a 2" holesaw as shown in bottom right



14. Bolt the master cylinder to the master cylinder mount (ITEM J) using the supplied bolts and spacers (ITEMS K&L) as shown. **NOTE: The spacers go between the master cylinder mount and the master cylinder as shown.**

15. Install the threaded brake adjuster (ITEM Q) to the master cylinder stud. Using the supplied clevis (ITEM Q) install the master cylinder to the stock brake arm with the stock snap ring and supplied cotter pin as shown in FIGURE 6.

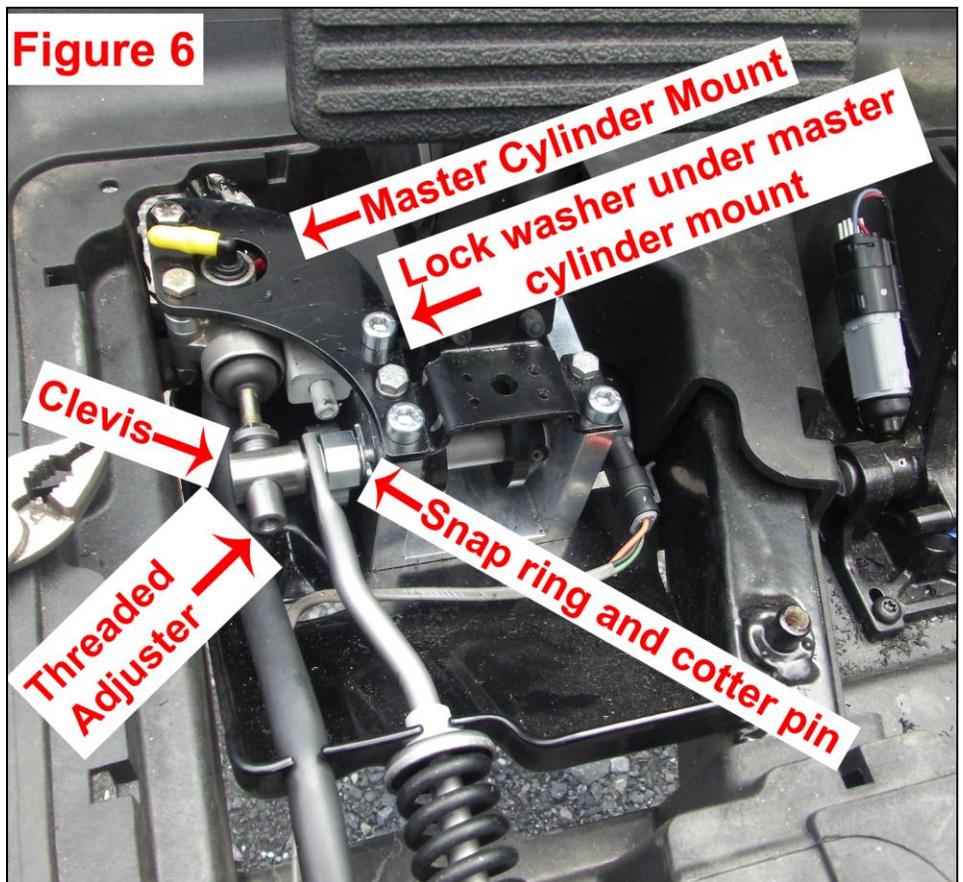
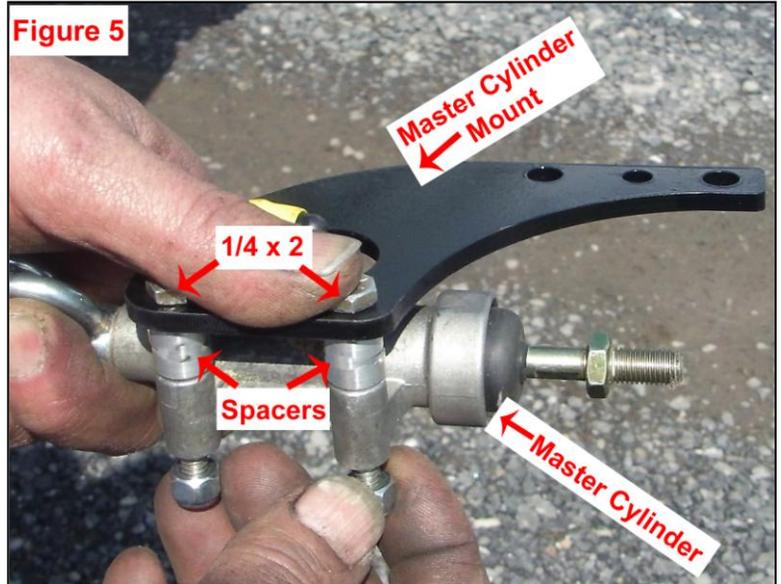
16. Set the brake pedal assembly back into the stock position. Using the stock 6MM screws LOOSELY install the passenger side of the stock brake assembly to the cart.

17. Place the supplied lock washer (ITEM M) on top of the stock hole on the driver side front aluminum brake mount as shown in FIGURE 6.

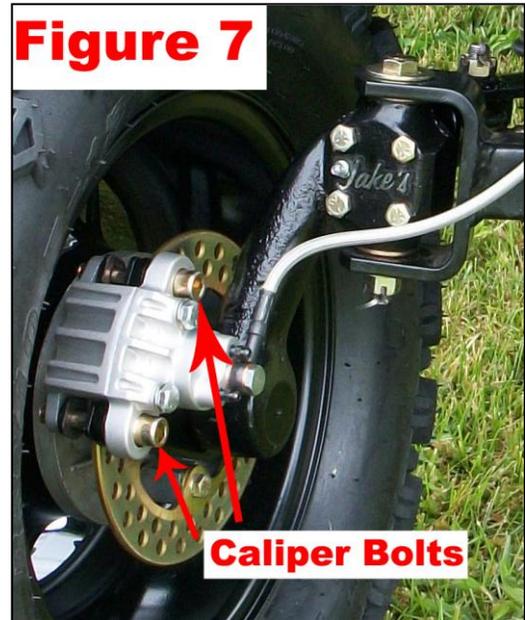
18. Using the stock 6MM screws reinstall the brake pedal assembly to the cart on the driver side. Reinstall the driver side stock bolt and lock washer between the 6MM screws. Securely tighten all bolts once brake pedal assembly is lined up in the stock location.

19. 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 cart as shown in FIGURE 7. Mount the calipers to the caliper mounts as shown in FIGURE 7.

20. Mount the reservoir hose (ITEM F) to the reservoir (ITEM G) using the supplied clamp (ITEM H). Mount the reservoir (ITEM G) to the down rail on the front frame using the stock hole as shown. Use a supplied tie strap (ITEM P) to mount the reservoir. Some carts may need a 1/4" hole drilled for mounting.



15. Slide the remaining 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. Refill the reservoir.
16. Securely tighten all bolts & nuts.
17. Install 10" or larger offset wheels. If 10" wheels are used it must have a normal straight wheel bell on the back side for rotor clearance. Stock 8" wheels will not fit.
18. 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. If you want more front brakes turn the threaded adjuster shown in FIGURE 6 towards the rear of the cart. If you want less front brakes turn the adjuster towards the front of the cart. Remember to retighten jam nut once you have the brakes set to your desired setting.
19. Using supplied tie straps (ITEM P), tie the brake lines to the frame of the cart as needed to keep lines from rubbing.
20. Once you have brakes properly functioning reinstall floor panel, floor mat & side rockers using the stock hardware.



If for some reason you do get air in the system when filling the reservoir here are the steps you need to take to bleed the system:

1. Take the lid off the reservoir. Make sure during bleeding process that the reservoir remains $\frac{3}{4}$ full.
2. Remove the driver side caliper from the cart. Place a piece of wood or steel between the brake pads so the pads will not move closer together when the pedal is pushed (DO NOT PUSH THE PEDAL AT THIS TIME).
3. Have someone hold the caliper up on the air so the entire brake line is running up hill with the caliper at the highest point, this will allow the air to travel up.
4. Press and **HOLD** the brake pedal, while the pedal is pressed open the top bleeder. This should release some air and or some fluid. Close the bleeder. Release the brake pedal.
5. Wait approximately **45 seconds** (this will allow the master cylinder to refill with fluid once air is removed. Repeat all steps until you have a constant stream of fluid coming out of the bleeder when opened. Perform the same steps to the passenger side of the cart. Once brakes are bled reinstall calipers and reservoir cap.

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