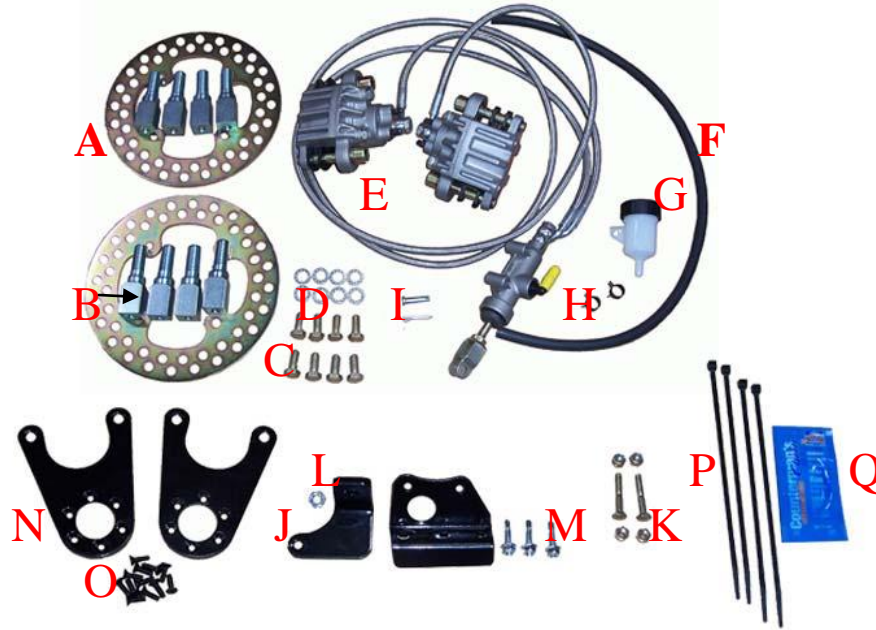




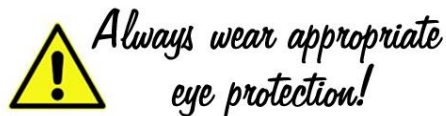
**Jake's Hydraulic Front Brake Kit
E-Z-GO Lifted Brake Kit Part# 7210**

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



<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. Clevis Pin for Master Cylinder	1
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 5/8 Flathead Bolts for Caliper Brackets	12
P. Tie Straps	5
Q. Thread Lock for Flathead Bolts	1

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.



Assembly Instructions:

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: FIGURE 1 shows the correct angle of how the wheel studs must be mounted.**
5. Hammer out the stock wheel studs from your stock hubs. Insert the new studs with rotor assembly and put back on the cart.
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.** Reinstall the torsion spring to cart & adjust brakes to the stock setting.
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.

Figure 1



Figure 2



Figure 3



Figure 4



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 ¼” 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.
13. Securely tighten all bolts & nuts.
14. Put the wheels and tires back on the cart.
15. 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.
16. Using supplied tie straps (ITEM Q), tie the brake lines to the frame of the cart as needed to keep lines from rubbing.



INDEMNIFICATION AND INSURANCE AGREEMENT

High Performance Enhancement Kit installation should be performed by a professional. The High Performance Enhancement Kit purchaser assumes sole and entire responsibility for, and shall indemnify save harmless Nivel Manufacturing LLC, from any and all claim, liability, responsibility, and damage, or any costs or expenses resulting from any loss of life or injuries or claimed injuries to persons or property that may be sustained in connection with the use of any product before or after purchase, including but not limited to high performance enhancement brakes. The High Performance Enhancement Kit purchaser also shall indemnify Nivel Manufacturing LLC with respect to any and all liability that may be incurred. Golf cars are recommended for use only by those aged 16 and older. Golf cars can be especially hazardous to operate. Always remember that riding and alcohol/drugs don't mix. Never ride on public roads. Never carry more than two passengers (except shuttles and trams). Never engage in stunt driving. Avoid excessive speeds and be particularly careful on difficult terrain. Nivel Manufacturing LLC reserves the right, at any time, to discontinue or change specifications, prices, designs, features, models, or equipment without notice and without incurring any obligation.