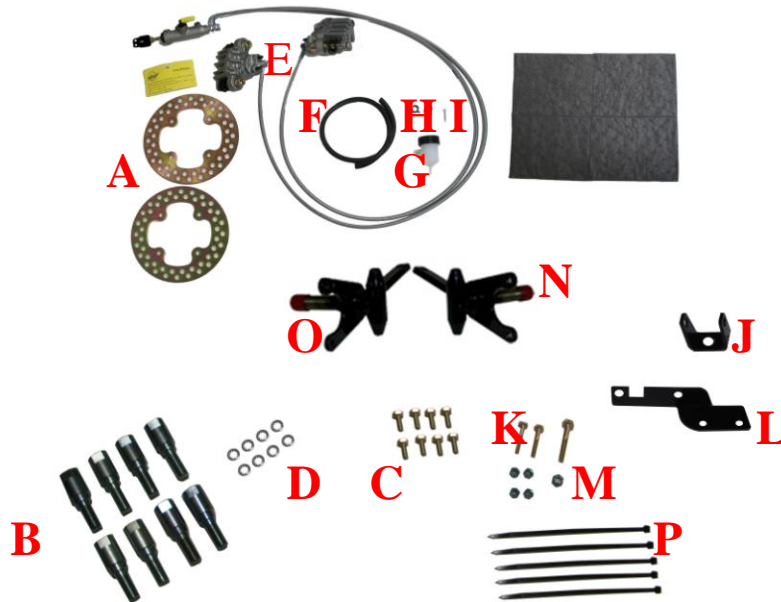
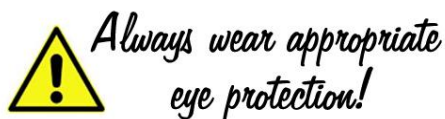


**Jake's E-Z-GO RXV Gas Hydraulic Front Brake Kit**  
**Non-Lifted RXV Gas Part# 7498**  
**Jake's RXV Long Travel Gas Brake Kit Part# 7509**



<b>ITEM</b>	<b>QTY</b>
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. Master Cylinder Yolk	1
K. 1/4 x 1 1/4 bolts with reg. nuts & locknuts for Master Cylinder	2
L. Master Cylinder Mounting Bracket	1
M. 5/16 x 1 3/4 bolt & locknut for Master Cylinder Yolk	1
N. Driver Side Spindle	1
O. Passenger Side Spindle	1
P. Tie Straps	5

**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. Replace the stock driver and passenger side spindles with the supplied spindles (ITEMS N & O) using the stock kingpin, washer, kingpin tube and nut as shown in FIGURE 2. If your cart has a Jake's long travel lift kit, simply replace the spindles using the kingpin bolt and nut from the lift kit.
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 rotors, not the wheel stud side. **NOTE: FIGURE 1 shows the correct angle of how the wheel studs must be mounted.**
3. Place your stock hubs in a vice and hammer out the stock wheel studs from your stock hubs. Lightly tap the hubs onto the new rotor/wheel stud assembly and bolt to the spindles using the stock hardware.
4. Bolt the master cylinder to the master cylinder mount (ITEM L) using the supplied bolts, & locknuts (ITEM K) as shown in FIGURE 3. **NOTE: The bolts head goes to the mount side and the locknuts go to the master cylinder side as shown.** Remove the master cylinder yolk that comes with the master cylinder and replace with new supplied master cylinder yolk (ITEM J) using the stock nuts as shown in FIGURE 3.
5. 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 as shown in FIGURE 4. Save all hardware for reinstallation.
6. Mark the firewall as shown in FIGURE 5 and drill with a 2" hole saw as shown in FIGURE 5. FIGURES 4&5 shows the finished hole in the firewall.
7. Unbolt the stock brake pedal from the brake system by removing the 4 stock 6mm bolts as shown in FIGURE 4. Save these bolts for reinstallation. Remove the stock clevis pin as shown in FIGURE 4.
8. Bring the master cylinder through the 2" firewall hole.
9. Bolt the master cylinder yolk to the brake cable yolk with the supplied 5/16 x 1 3/4 bolt and lock nut as shown in FIGURE 6. **DO NOT OVER TIGHTEN; ONLY TIGHTEN UNTIL BOLT BREAKS NYLOCK!**
10. Bolt the master cylinder to the brake pedal assembly using the stock 6MM bolts as shown

Figure 1



Figure 2



Bolt the new spindles to the cart using the stock kingpin, nut, and washer.  
**NOTE:** Remember to take the stock kingpin tube out of your stock spindles and install in the new spindles.

FIGURE 3

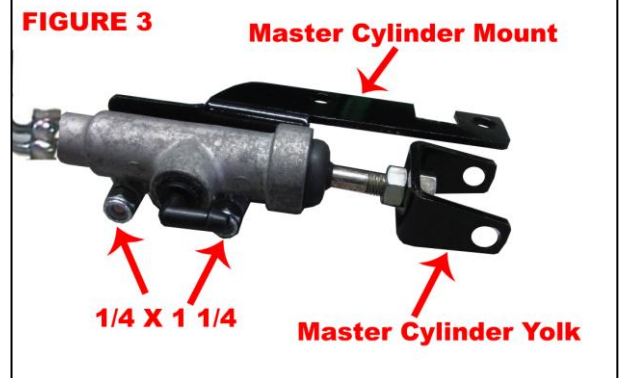
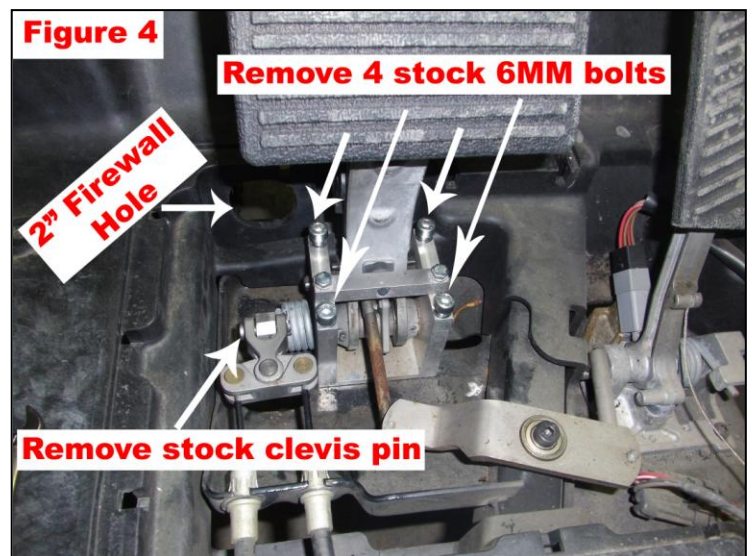
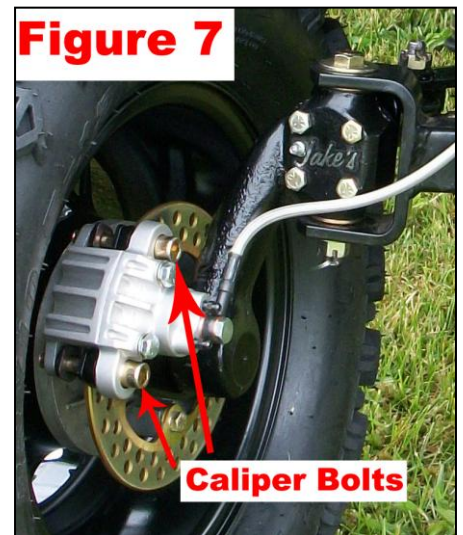
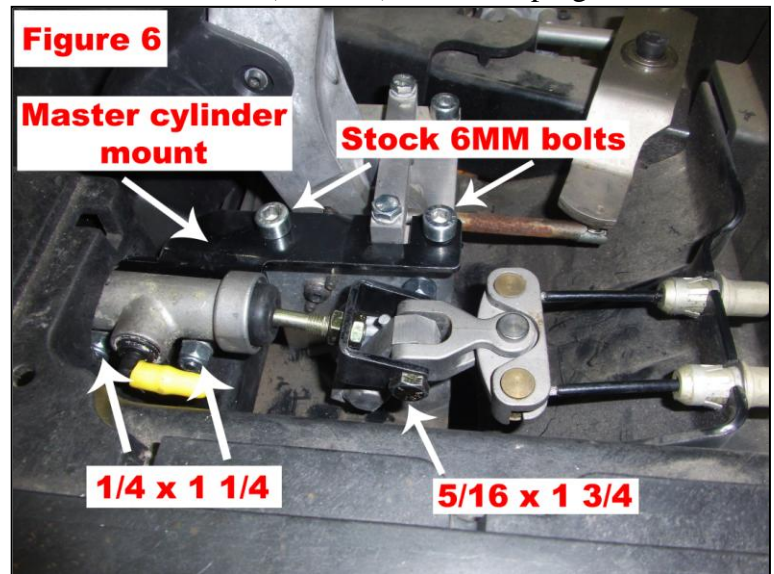


Figure 4



in FIGURE 6 and bolt the brake pedal back to the cart using the stock 6MM bolts as shown in FIGURE 6.

11. 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.
12. 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 P) to mount the reservoir. Some carts may need a  $\frac{1}{4}$ " hole drilled for mounting.
13. 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 and replace cap.
14. Securely tighten all bolts & nuts.
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 P), tie the brake lines to the frame of the cart as needed to keep lines from rubbing.
28. 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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