

Jake's Front Brake Kit

E-Z-GO 1994.5-01.5 MED./TXT Non-Lifted & Jake's Long Travel Part# 7215

E-Z-GO 2001.5-07 MED./TXT Non-Lifted Part# 7219

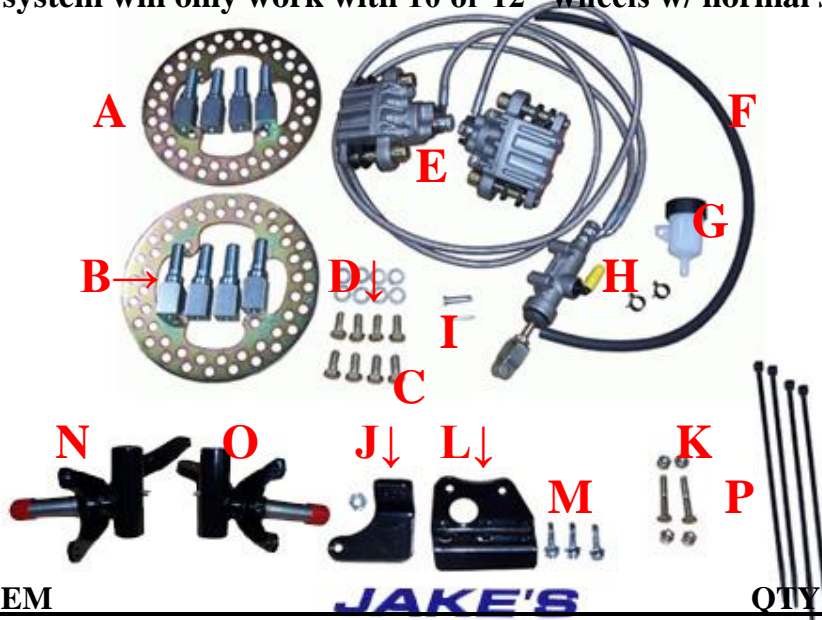
E-Z-GO ST/Clays Cars w/ Old Style Steering Part# 7253

E-Z-GO 01.5 & Newer TXT w/ Jake's Long Travel Lift Kit Part# 7288

Fairplay w/ New Style Steering Part# 7268

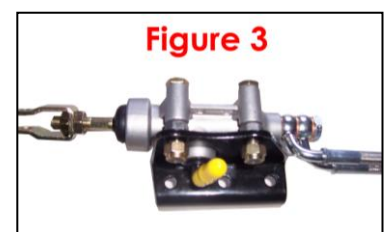
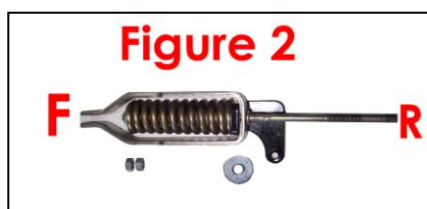
E-Z-GO ST Express Factory Lifted Part# 7295

****This system will only work with 10 or 12" wheels w/ normal straight bell****



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
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. Passenger Side Spindle (look will differ for different models)	2
O. Driver Side Spindle (look will differ for different models)	1
P. Tie Straps	5

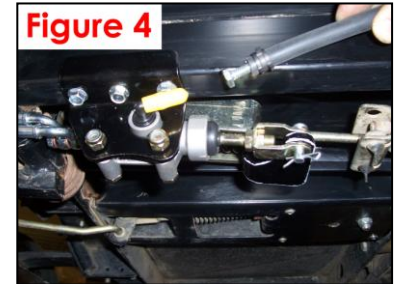
NOTE: This is a sophisticated system. We pre-charged the lines to save massive brake bleeding. We recommend this kit be put on by mechanically trained professionals or someone with hydraulic brake experience! System may need bled if you allow air to get in the reservoir line when installing.



Assembly Instructions:

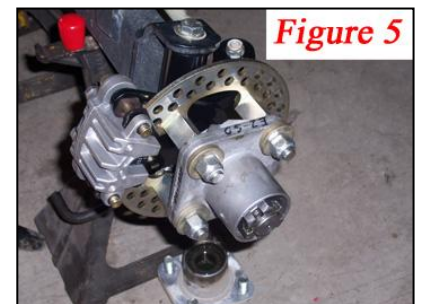
1. Lift the cart and place on jack stands and remove the front wheels, tires, stock hubs & spindles.
2. Install Jake's new spindles to your cart (ITEMS N & O) using the stock king-pin bolts.
3. Bolt the wheel studs (ITEM B) to the rotors (ITEM A) as shown in FIGURE 1 using the supplied bolts (ITEM C) 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 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.



6. 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.
7. Using the supplied clevis pin (ITEM I) attach the brake lever to the master cylinder as shown in FIGURE 4.

8. 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.**
9. 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. Mount the calipers to the caliper mounts as shown in FIGURE 5.



10. 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 1/4" hole drilled for mounting.
11. 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.
12. Securely tighten all bolts & nuts.
13. Put the wheels and tires back on the cart.
14. 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.
15. Using supplied tie straps (ITEM Q), tie the brake lines to the frame of the cart as needed to keep lines from rubbing.