



Club Precedent Front Brake Kit

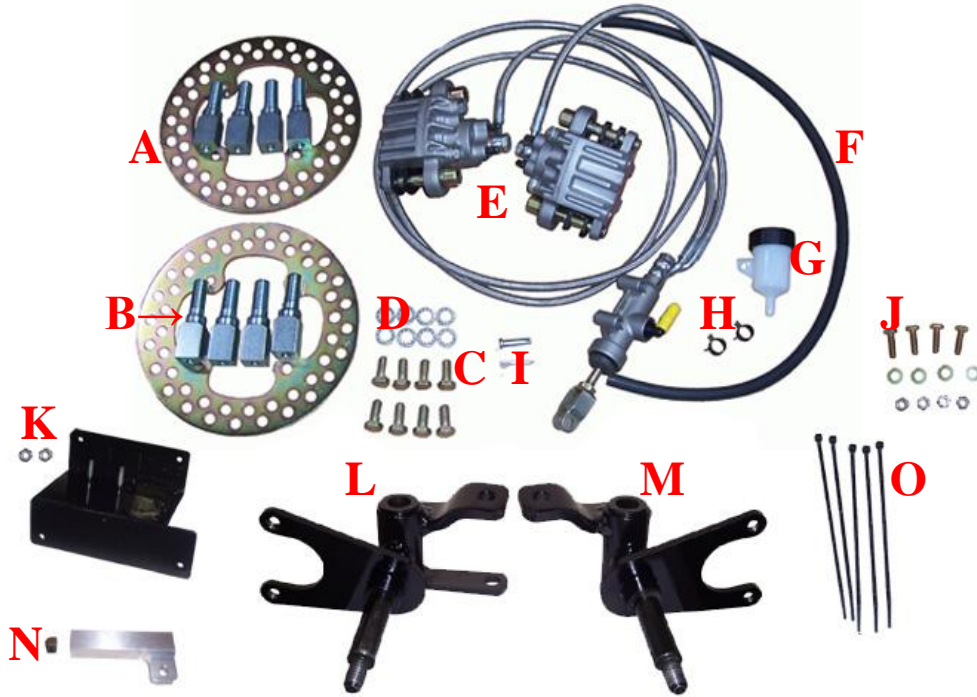
04-08.5 Newer Non-Lifted Part# 7257

08.5 & Newer Non-Lifted Part# 7059

04-08.5 Lifted w/ Jake's Long Travel Part# 7287

08.5 & Newer Lifted w/ Jake's Long Travel Part# 7290

****Must use at least 10" wheel with normal straight deep bell****

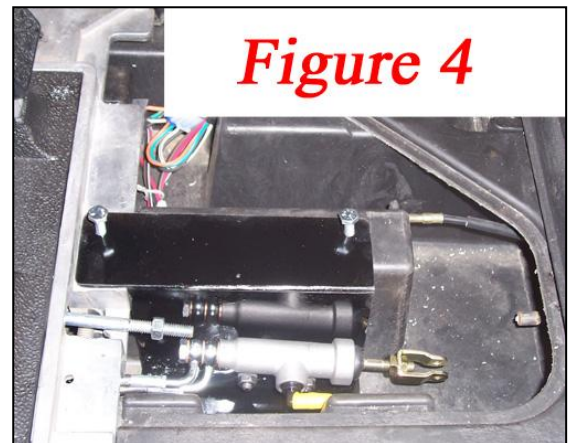
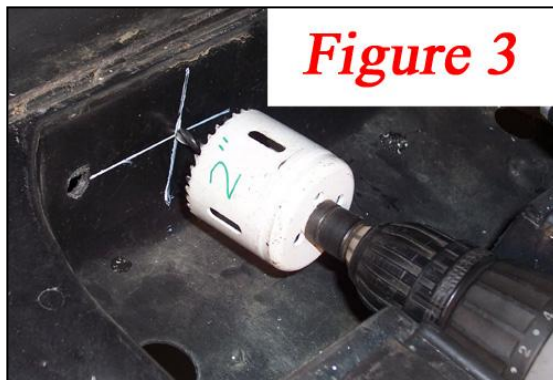
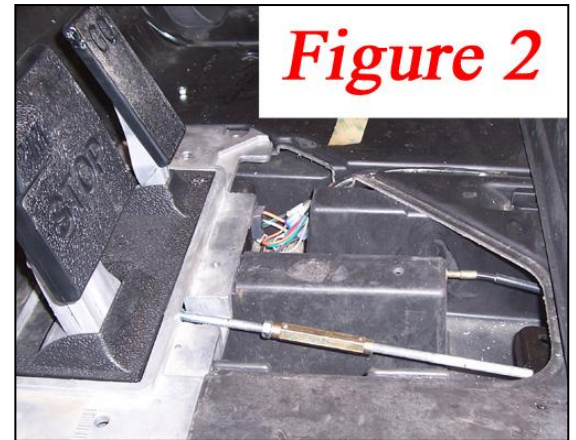
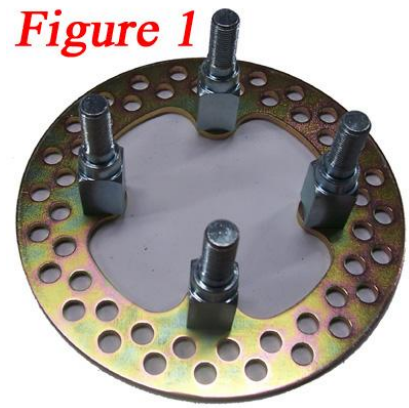


<u>ITEM</u>	<u>QTY</u>
A. Brake Rotors	2
B. Wheel Studs	8
C. 5/16" Rotor Bolts	8
D. Shake Proof Lock Washers	8
E. Brake System Assembly	1
F. Reservoir Hose	1
G. Reservoir	1
H. Hose Clamps	2
I. Clevis Pin for Master Cylinder	1
J. 1/4 x 3/4 Bolts, Washers, Locknuts	4
K. Master Cylinder Mount w/ Locknuts	1
L. Passenger Side Spindle	1
M. Driver Side Spindle	1
N. Brake Lever w/ Jam Nut	1
O. 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, hubs & spindles.
2. Install the new spindles (ITEMS L & M) on the cart using the stock kingpins & nuts.
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 pedal assembly and move to the side as shown in FIGURE 2.
6. 2" from the left brake pedal bolt hole, drill a hole using a 2" hole-saw blade as shown in FIGURE 3.
7. Feed the master cylinder and brake hoses (ITEM E) through the 2" hole to rear brake adjustment area.
8. Mount the master cylinder to the master cylinder mount (ITEM K) using the supplied nuts as shown in FIGURE 4. Using the supplied bolts (ITEM J) bolt the master cylinder mount to the cart as shown.
9. Install the brake lever (ITEM N) to the rear adjustment rod. Adjust rear brakes back to stock travel. Reattach the brake adjustment assembly & mount the master cylinder to the brake lever using the supplied clevis pin (ITEM I) as shown in FIGURE 5. Securely tighten master cylinder mount.
10. Mount stock hubs to rotors as shown in FIGURE 6. Cut off outer control arm bolt as shown in FIGURE 9.
11. Put the rotors on the new spindles. Mount the brake calipers to the caliper mounts using the supplied bolts located in the calipers as shown in



NOTE: When running the calipers to the spindles use your best judgment to make sure the brake lines are not going to hang down

and rub or catch on anything that may kink or puncture the brake lines. Tie straps are provided and are to be used to tie brake lines to the cart where necessary.

12. Drill a 1/4" hole to plastic cross member support under the seat compartment and mount the reservoir (ITEM G) using a supplied tie strap (ITEM O) as shown in FIGURE 7.
13. Mount the reservoir hose (ITEM F) to the reservoir (ITEM G) using the supplied clamp (ITEM H). Feed the hose to the master cylinder.
14. 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 8. Refill the reservoir.

15. Securely tighten all bolts & nuts.
16. Drill 2- 5/8" holes in the access panel as shown in FIGURE 10 & reinstall access panel.
17. Put the wheels and tires back on the cart.
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.

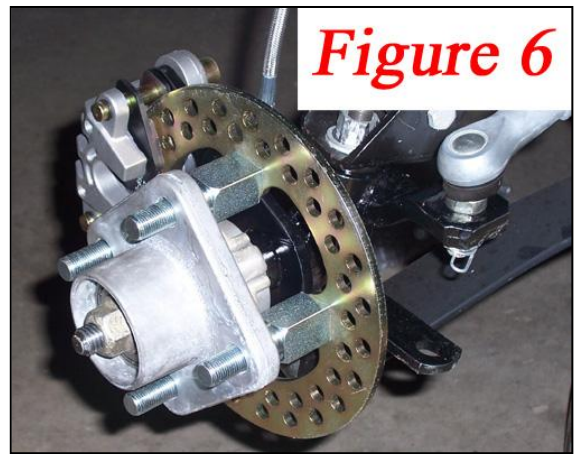


Figure 6

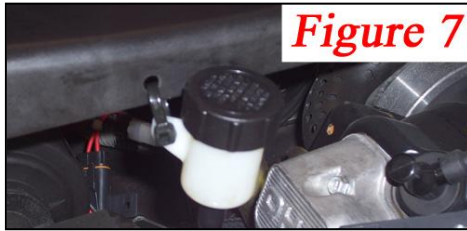


Figure 7



Figure 8

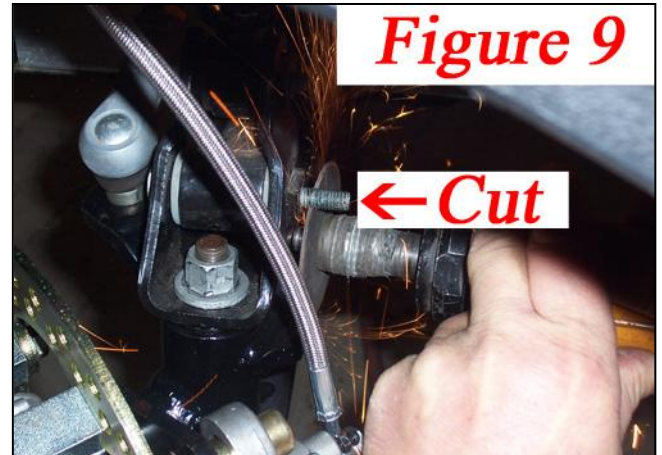


Figure 9

← Cut

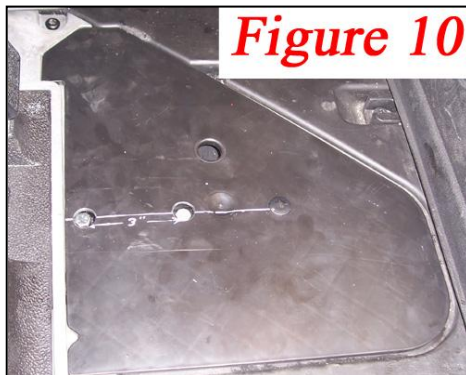


Figure 10

INDEMNIFICATION AND INSURANCE AGREEMENT

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