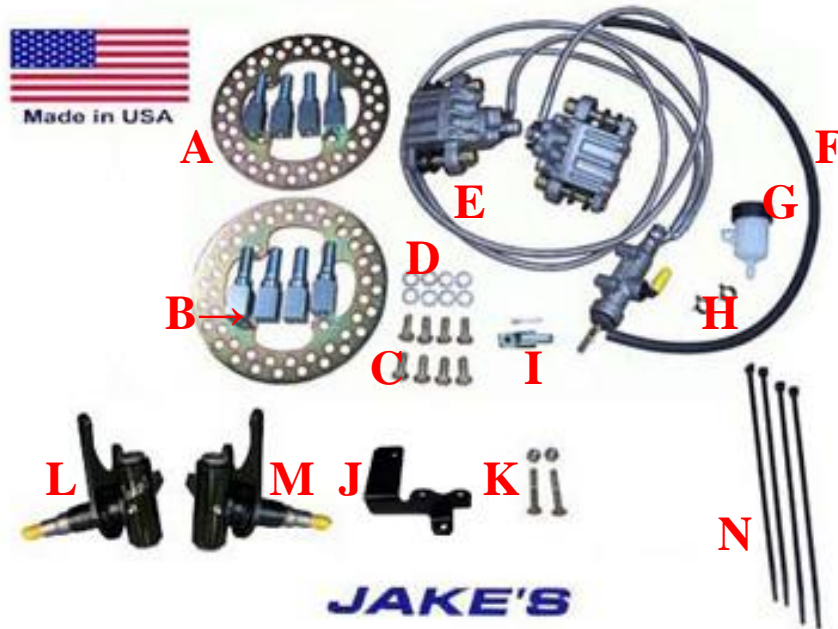


Yamaha G29 Brake Kit Instructions
Non-Lifted Part#7294
Lifted w/ Jake's Long Travel Part# 7241



****Must use at least 10" wheel with normal straight deep 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. Master Cylinder Mounting Bracket | 1 |
| K. 1/4 x 1 1/2 bolts locknuts for Master Cylinder | 2 |
| L. Passenger Side Spindle (look will differ for different models) | 1 |
| M. Driver Side Spindle (look will differ for different models) | 1 |
| N. 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.

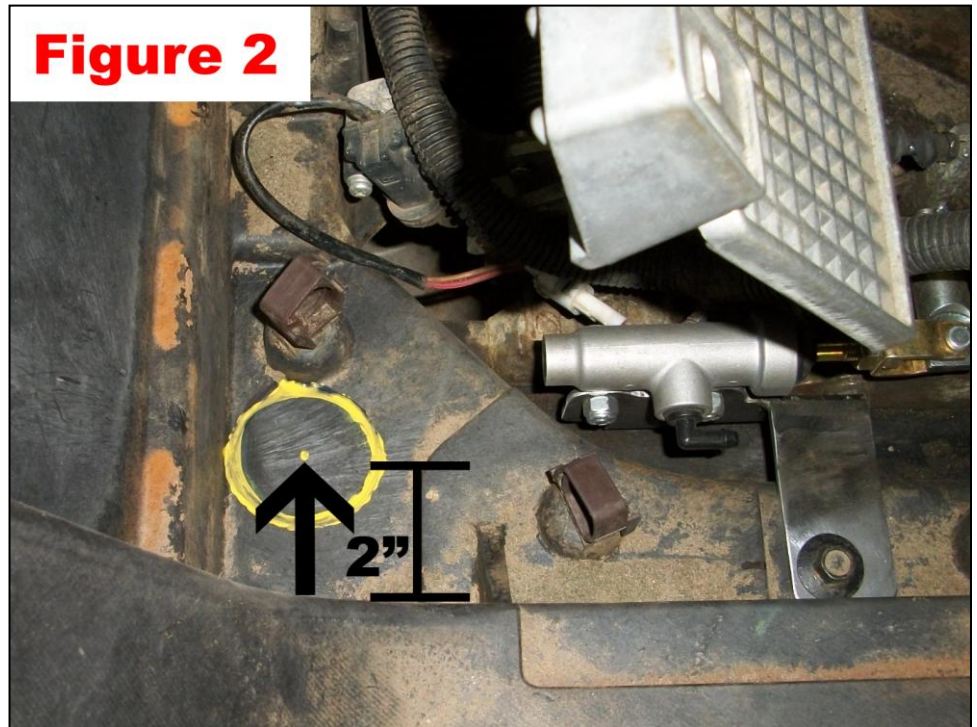
 *Always wear appropriate eye protection!*

Assembly Instructions:

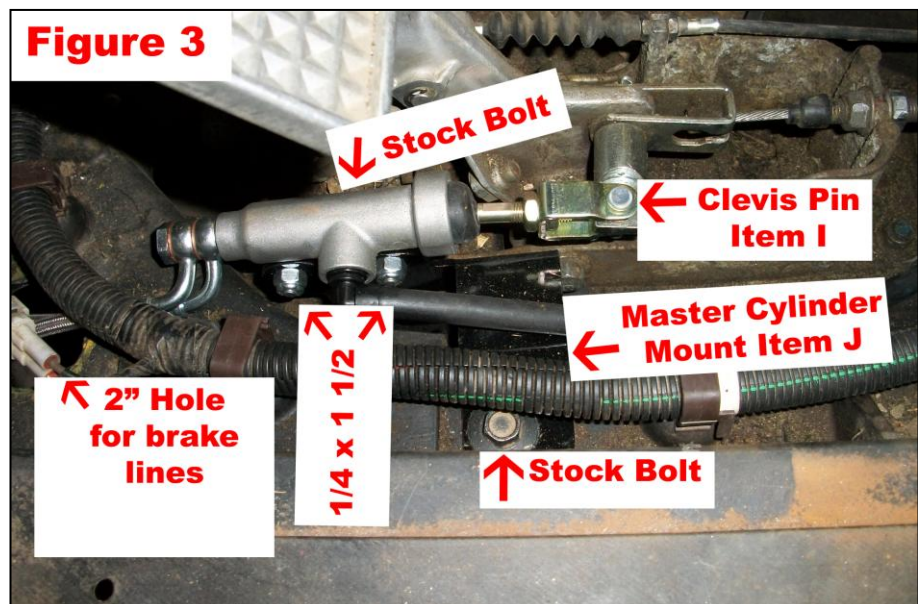
1. Lift the cart and place on jack stands and remove the front wheels, tires & stock hubs.
2. Replace the stock spindles with Jake's supplied spindles (ITEMS L & M).
4. Bolt the wheel studs (ITEM B) to the rotors (ITEM A) as shown in FIGURE 1 using the supplied bolts (ITEM C) and shake proof washers (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. Remove the floor mat and brake assembly cover from the cart. Remove the stock clevis pin from the brake cable assembly. Unhook the stock wiring harness from the clamps in the pedal box. Measure 2" from the stock pedal box wire towards the stock wiring harness clamp and make a mark as shown in FIGURE 2. With a 2" hole-saw cut a 2" hole into the floor board to run your brake lines.



7. Take the stock nut off the main brake pedal. Mount the master cylinder bracket (ITEM J) to the main brake pedal with the stock nut.
8. Bolt clevis pin replacement (ITEM I) to the master cylinder as shown in FIGURE 3.
9. Bolt the master cylinder to the master cylinder mount (ITEM J) using the supplied bolts & locknuts (ITEM K) as shown in FIGURE 3.



10. Reattach rear brakes to clevis pin replacement (ITEM I) as shown in FIGURE 3.
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 carts as shown in FIGURE 4. Mount the calipers to the caliper mounts as shown in FIGURE 4. **NOTE: If you have a**



Jake's long travel lift kit your caliper mounting brackets will be pointing to the front of the cart.

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 1/4" hole drilled for mounting.

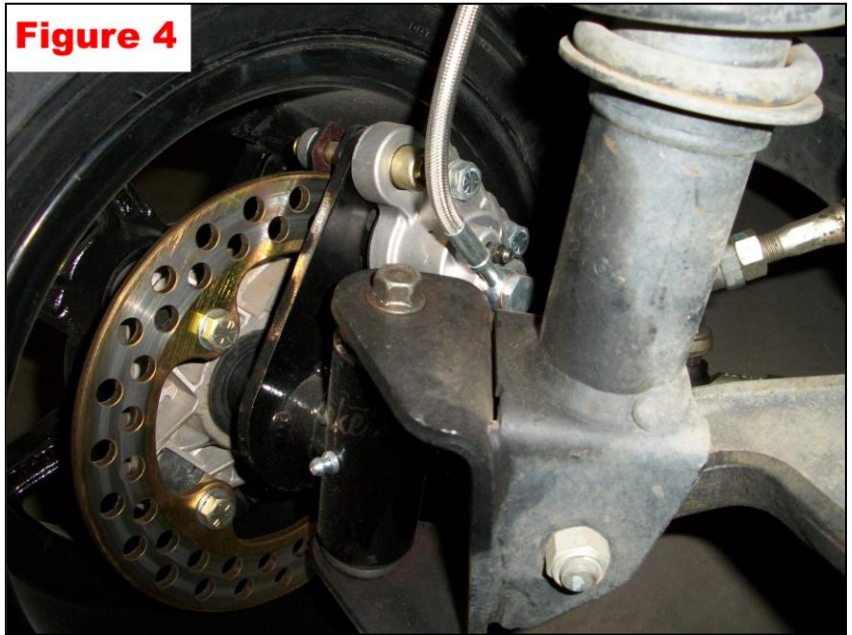


Figure 4

13. 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.
14. Securely tighten all bolts & nuts.
15. Put the wheels and tires back on the cart. **NOTE: To help with the stock Yamaha's camber problem loosen the king pin when wheels are installed. Pull up on the bottom of each wheel while another person re-tightens king pin. This will help take the stock slop out of the kingpin and help the stock Yamaha's camber issues.**
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 N), tie the brake lines to the frame of the cart as needed to keep lines from rubbing.

NOTE: If you get air in the system and need to bleed the lines follow these steps: **1.** Take the lid off the reservoir. Make sure during bleeding process that the reservoir remains 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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