



INSTALLATION INSTRUCTIONS

Hydraulic Front Brake Kit
for Yamaha G29

Parts 7294

7241

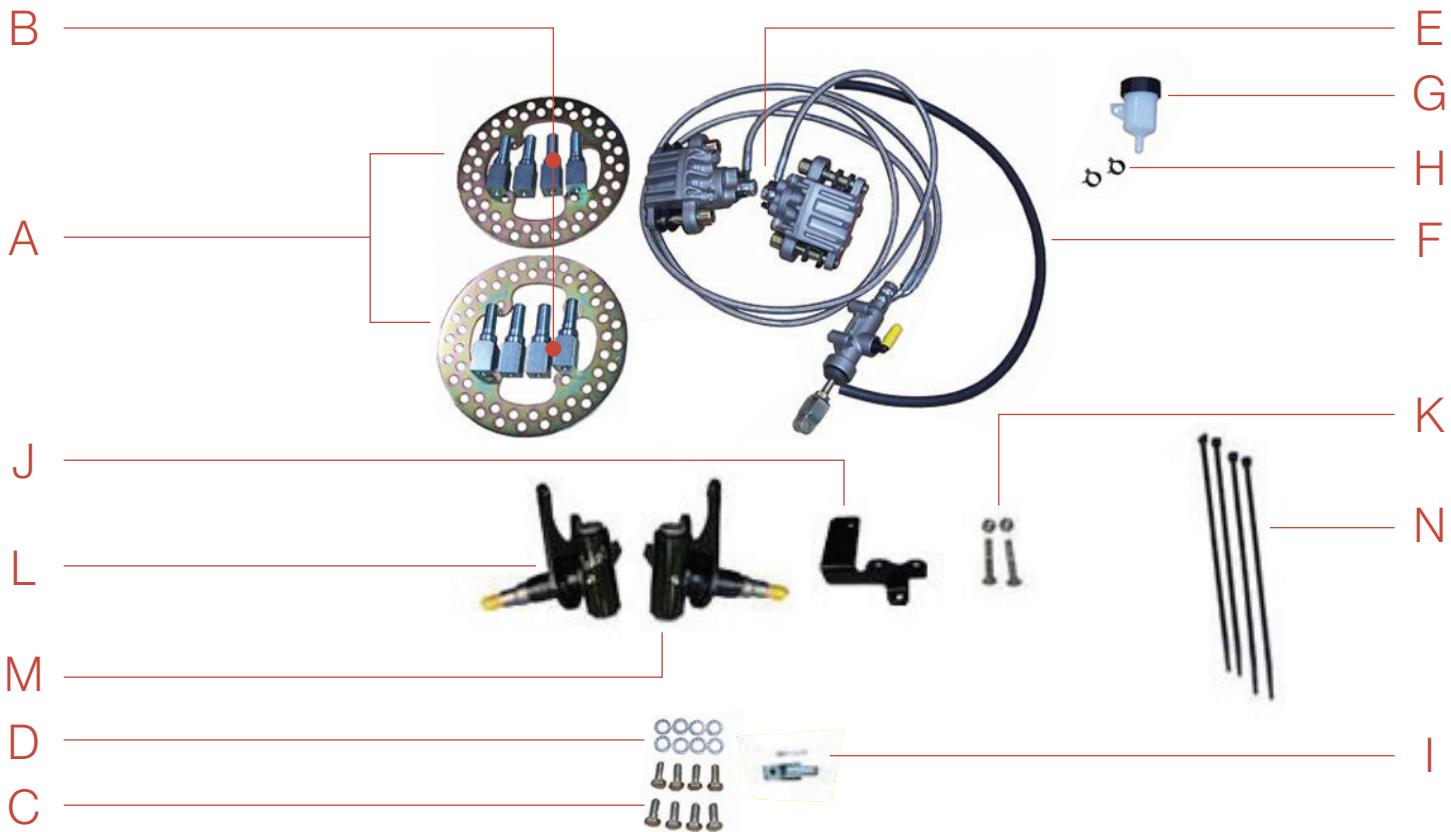
Non-Lifted

Lifted w/ Jake's Long Travel

Parts Diagram

NOTE: This brake system is not pre-filled or pre-bled with brake fluid from the factory. It is the responsibility of the installer or end user to properly fill and bleed the system before operation. Failure to do so may result in poor performance or system failure.

**MUST USE AT LEAST 10" WHEEL
WITH NORMAL STRAIGHT
DEEP BELL**



CALLOUT	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

CALLOUT	ITEM	QTY
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 recommend this kit be put on by mechanically trained professionals or someone with hydraulic brake experience! System will need to be bled after installing.



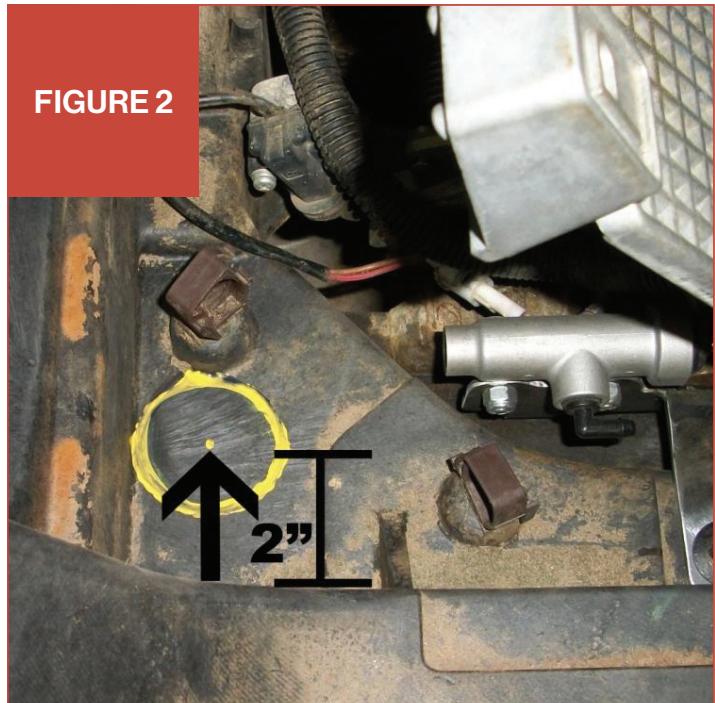
*Always wear appropriate
eye protection!*

Assembly Instructions

FIGURE 1



FIGURE 2

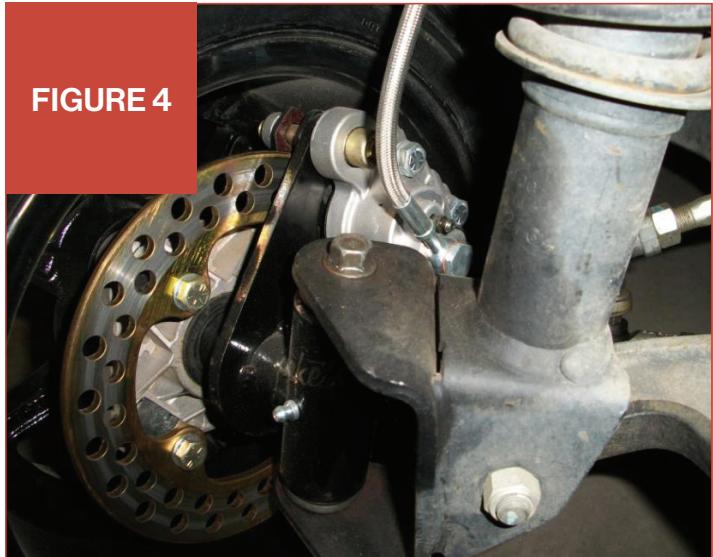
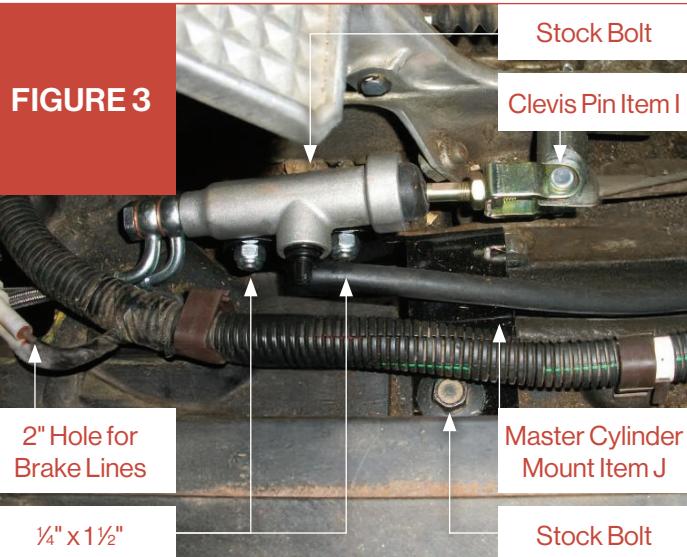


- 1 Lift the cart and place on jack stands and remove the front wheels, tires & stock hubs.
- 2 Replace the stock spindles with Jake's supplied spindles (**ITEMS L & M**).
- 3 Bolt the wheel studs (**ITEM B**) to the rotors (**ITEM A**) as shown in **FIGURE 1** using the supplied bolts (**ITEM C**) and 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 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.

- 6 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.
- 7 Bolt clevis pin replacement (**ITEM I**) to the master cylinder as shown in **FIGURE 3**.
- 8 Bolt the master cylinder to the master cylinder mount (**ITEM J**) using the supplied bolts & locknuts (**ITEM K**) as shown in **FIGURE 3**.
- 9 Reattach rear brakes to clevis pin replacement (**ITEM I**) as shown in **FIGURE 3**.
- 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 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.

Assembly Instructions



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 P) to mount the reservoir. Some carts may need a $\frac{1}{4}$ " 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 Bleed the system using DOT 3 brake fluid. We recommend Vacuum bleeding for ensuring the best braking performance.

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.

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.

Assembly Instructions

17 Using supplied tie straps (**ITEM N**), tie the brake lines to the frame of the cart as needed to keep lines from rubbing.

NOTE: You must fill and bleed the system with DOT 3 brake fluid, we highly recommend vacuum bleeding the brakes at this point as gravity bleeding is not recommended. Vacuum bleeding is most effective at removing trapped air from the brake system. This ensures consistent brake performance and safety. When vacuum bleeding follow bleeder instructions. If you decide to manually bleed the brake system, reference these steps:

1. After completely installing the brake system and all hardware is tight, verify the reservoir is full of new/clean brake fluid. Monitor the reservoir remains full of brake fluid during the bleeding process.
2. Starting from the passenger side caliper, attach a bleeder hose over the bleeder screw, other end of the hose going into a bleeder bottle partially filled with brake fluid (hose end must be submerged in the brake fluid always). Open the top bleeder screw on the caliper, then slowly cycle the brake pedal down, pause, then up, and watch as air and fluid is expelled into the bleeder bottle, (make sure to continuously top off the reservoir with brake fluid) If bleeder bottle gets full of brake fluid, remove the excess, making sure the end of the hose is still submerged in brake fluid, do this until there are no more air bubbles while cycling the brake pedal.
3. When you are satisfied all the air is out tighten the bleeder screw on the caliper and remove the bleeder hose and bottle.
4. Repeat this process on the driver side caliper. Remember to keep the reservoir full of brake fluid, if it ever goes empty, then air will get in the system, and you will need to start over again
5. Once brakes are bled, top off the brake fluid and reinstall the reservoir cap, clean up any brake fluid that may have spilled.



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