



BAER® Your Complete Performance Brake Supplier!



Installation Instructions

Product: Pro Plus / T4 Front

Instruction Part Number: 6000368

Vehicle

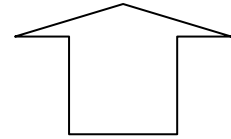
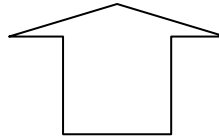
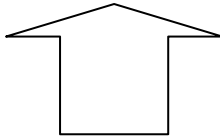
Revision Date: 23 December 2013

Make: GM

Model: A, F, X Bodies

Year(s): A: 64-72 / F: 67-69 / X: 68-74

ATTENTION: Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. In the event that a product must be returned, please contact Baer Customer Service for a RMA Number.



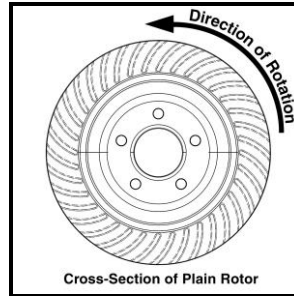
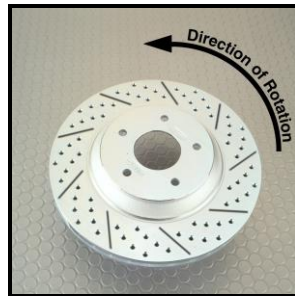
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of the vehicle.
- Any installation requiring you to remove a wheel or gain access under the vehicle requires use of jack stands appropriate to the weight of the vehicle. In all cases, jack stands rated for a minimum of 2-tons is recommended.
- A selection of hand tools sufficient to engage in the installation of these products is assumed, and is the responsibility of the installer to have in his/her possession prior to beginning this installation. All installations, which require removal of hydraulic hoses and/or bleeding of the brakes, require appropriate fitting/line wrenches, safety catch can, and protective eyewear. Other than these items, if unique or special tools are required they will be stated appropriately in the installation step.
- ALWAYS CONFIRM WHEEL FIT PRIOR TO BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE! In addition to checking wheel fitment (available online at www.baer.com), always place the actual corner assembly or a combination of the caliper assembly onto the rotor, and into the actual wheel. This procedure will reconfirm proper clearance between the caliper and the wheel before proceeding with the actual installation.
- Returns will **not** be accepted for systems that have been partially or completely installed. Use extreme care when checking wheel fitment to prevent any cosmetic damage.

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- When installing new Baer rotors, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left always indicates the driver's side of US spec vehicles. Images shown are "L" left rotors:



- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At any point, stop the installation if anything is unclear, or the parts require force to install. Consult directly with Baer Technical Staff in such instances to confirm details. Please have these instructions, as well as the part number of the component (part numbers are machined into the brackets) that is proving difficult to install, as well as the make, model, and year (date of vehicle production is preferred) of your vehicle available when you call. Baer's Technical Staff is available from 8:30a.m. - 5:00p.m. Mountain Standard Time (Arizona does not observe Daylight Savings Time) by phone: (602)-233-1411 Monday through Friday.

INSTALLATION:

1. Disconnect the brake hose from the hardline at the frame using a line wrench. Cap the hardline with the supplied vinyl cap to avoid brake fluid dripping. See, Figure 1 for reference.

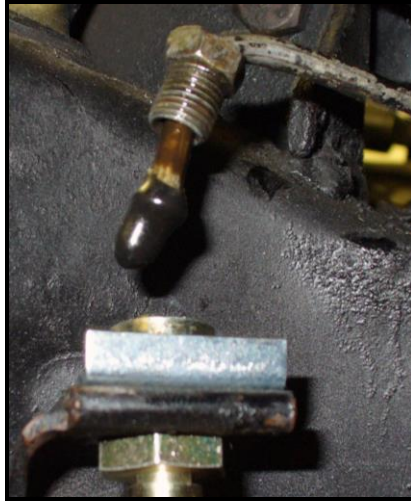


Figure 1: Hose lock location and vinyl cap installed

2. Remove the hose lock and disengage the hose from the bracket.

Disc Brake Removal: Remove the allen bolts retaining the caliper and remove the caliper from the rotor. Remove the dust cap, cotter pin, retainer nut and rotor. Unbolt the caliper bracket from the spindle. Do not remove the spindle. Remove the remaining bolt securing the steer arm to the spindle. This will be replaced with a new bracket retaining bolt supplied with your system.

Drum Removal: Remove the dust cap, cotter pin, retainer nut and drum. Unbolt the drum backing plate from the spindle leaving all components intact.

3. Thoroughly clean all attachment points and the spindle pin to ensure proper installation of the new components.
4. The caliper position will be behind the spindle pin centerline. Install the caliper mount bracket to the spindle using the supplied 3" and 2.75" x 1/2" bolts and locking nuts. The longer (3") will be inserted in the steering arm hole closest to the tie rod attaching point. Torque both bolts to 85 ft-lbs. See, Figures 2 and 3, on continued page:

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Figure 2: Front view of brackets



Figure 3: Rear view of brackets

Note: Left side for Front Steer (A Body-Chevellé, etc) caliper is behind axle pin centerline on all models.

5. Install the new intermediate bracket (pre-installed on the new caliper for ease of shipping) using the supplied 12mm x 35mm bolts and washers. The bracket will mount to the outboard side of the spindle with the top of the bracket overhanging the spindle mount tabs. Tighten the bolts slightly with a wrench to allow for later removal
6. Prior to installing the new hub onto the spindle, apply a small amount of grease to the hub seal surface. The new bearings are pre-packed with synthetic grease. Do not add more grease. After installing the hub, tighten the spindle nut to 5-10 ft-lbs and spin the hub to seat the bearings. Loosen and re-tighten the nut while spinning the hub several times. Loosen the nut, tighten to remove all play, tighten approximately 1/16th turn or more to align cotter pin holes, to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap.
7. Install the correct side rotor and secure with three lug nuts and washers to avoid scratching the rotor hat.
8. With pads removed, install the new caliper (bleed screw points up) using the supplied M12-1.75x45 Socket Head bolts. Do not torque the bolts as shimming will occur next.

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Shimming Procedure

Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside. Write down all measurements. Subtract the top inside measurement from top outside. This will require a shim at the top bracket bolt equal to half of this difference to center the caliper. For instance, inside measurement of .865", outside of .905" has a difference of .040 which would require a .020" shim installed to center. Do the same with the bottom measurements to center this also. Getting these gaps as close as possible within .005" will keep the possibility of excessive noise to a minimum. This may require different thickness shims top and bottom. ****Note:** The purpose for shimming is due to the machining processes that were once performed in the past. Dimensioning tolerances weren't as necessary as today's standards, which caused variances in spindles.

Procedure

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts connecting the intermediate bracket to the base bracket
4. Install the appropriate shims (between both brackets), removing one bolt at a time, and snug the same bolts for fit check
5. Reinstall the caliper and recheck gap measurements
6. Re-shim if necessary. When proper shimming has been achieved, torque the 12mm x 35mm bolts to 85 ft-lbs. Finally, torque the caliper bolts to 75 ft-lbs.

If you do not have access to a dial caliper, these measurements can be made with pads installed using a feeler gauge between the rotor and pad. Take measurements from top inside and outside, then bottom inside and outside. Minimum clearance is .010" between pad and rotor, but equal gaps at all four locations is best.



Figure 4: Shim package

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9. Finger tighten the steel braid banjo hose end with one copper washer on each side of the banjo fitting into the rear of the caliper. Connect the hose to the hardline at the frame and install the hose lock. ****IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** Tighten fitting and banjo bolt to 15-20 ft-lbs.
10. Repeat these steps for the other side and recheck all attachment points and fittings.

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet, or on www.baer.com

For service components and replacement parts contact your Baer Brake Systems Tech Representative.