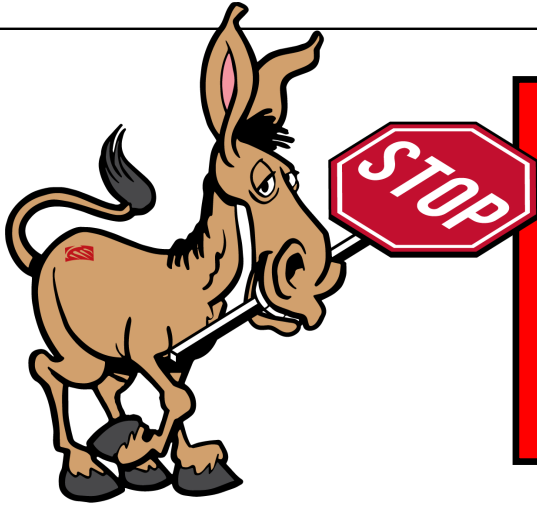




Installation Manual

Part Number: 6000368**Vehicle Make: GM****Model: A, F, X Bodies****Product: T4 13" / Pro+ 13" / Pro+ 14"****Years: A: 64-72, F: 64-69, X: 68-74****Date: March 21 2024**

READ THIS BEFORE STARTING

Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care in preventing cosmetic damage when performing wheel fit check.

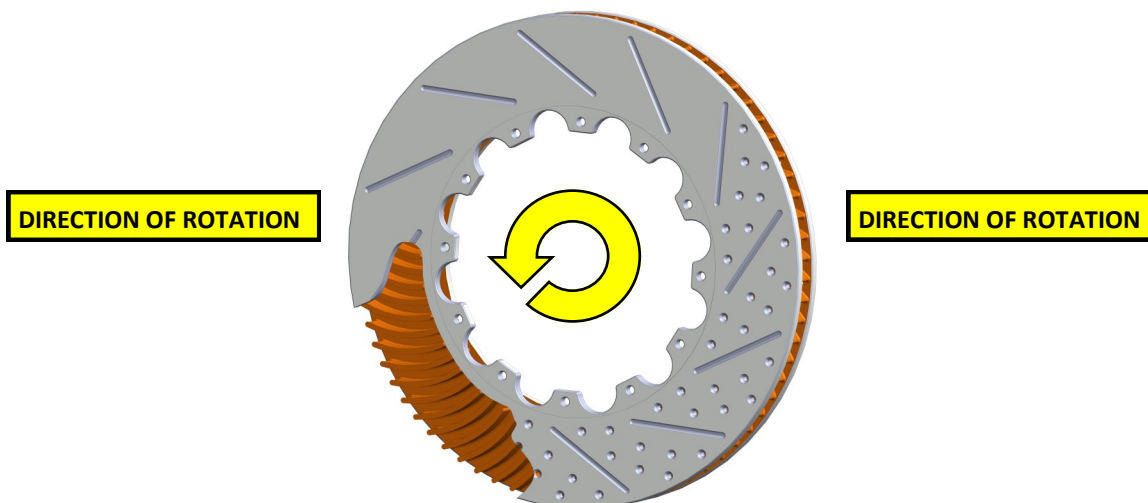
The recipient indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

Read and Follow BEFORE ATTEMPTING INSTALLATION

- ◆ **All installations require proper safety procedures and protective eyewear.**
- ◆ **All installations should be performed by qualified personnel using a factory service manual for the vehicle on which the installation is to be performed.**
- ◆ **All references to LEFT side of vehicle always refer 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 recommended ratings for jack stands should be at least 2-tons.**
- ◆ **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, as well as a safety catch can and protective eyewear. Other than these items, if unique or special tools are required they are listed in the section for that step.**
- ◆ **Returns will not be accepted for systems that have been partially or completely installed. Use extreme care when performing wheel fit check to prevent cosmetic damage.**



- ◆ ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE .
- ◆ In addition to already having checked fit using the Baer Brake Fit Templates available online at www.baer.com, always place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to confirm proper clearance is available between the caliper and the wheel before proceeding with the actual installation.



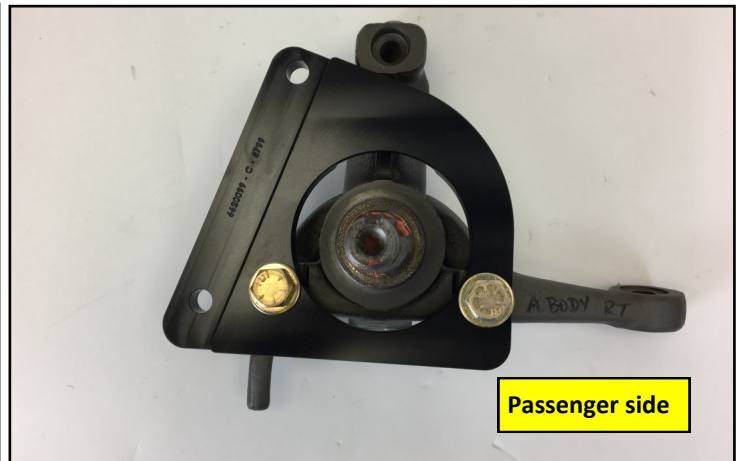
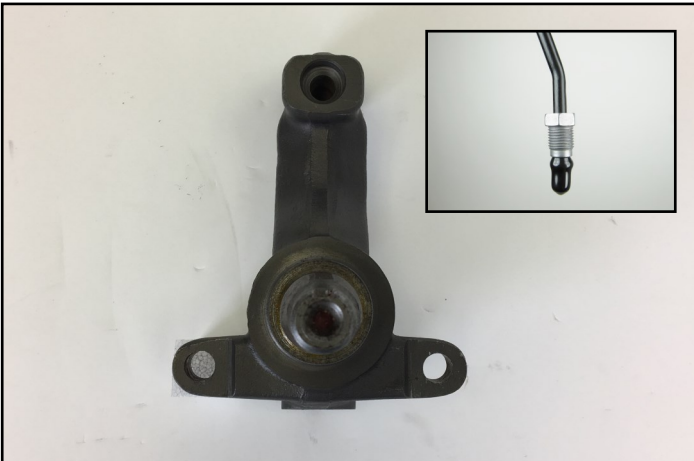
- ◆ When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor. NOTE: Slots and drill patterns sweep forward and internal vanes sweep rearward.
- ◆ A professional wheel alignment is mandatory following the installation of any system requiring replacement of the front spindles, or tie rod ends. Return the vehicle to factory specifications unless otherwise indicated.
- ◆ Stop the installation if something seems 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 machined on the component 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 Tech Staff is available from 8:30-am to 5-pm Mountain Standard Time (Arizona does not observe Daylight Savings Time) at 602 233-1411 Monday through Friday.

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.

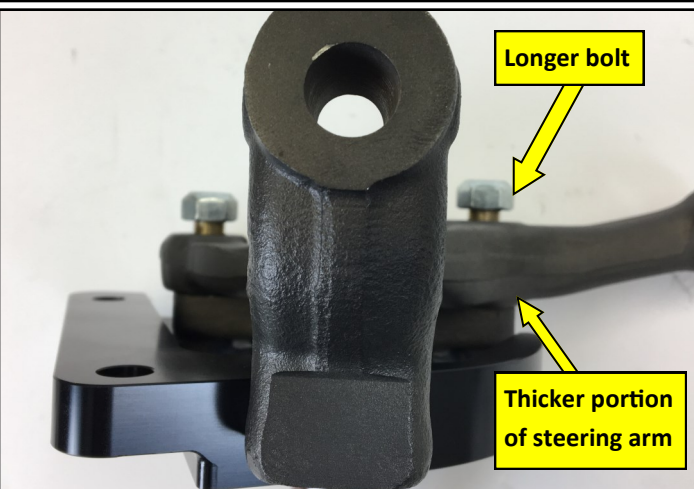
NOTE: Left side for Front Steer (A Body-Chevelle, etc) caliper is behind axle pin centerline on all models.



1. This installation begins at the point at which the OEM brake components have been removed and the hard lines have been capped to prevent leak down of the brake fluid. Make sure to clean all of the surfaces that the new components will bolt to.

2. Install the correct side Bracket onto the outboard side of the Spindle, (Right side shown) as shown, using the 1/2" Hex Head Bolts and Washers. There are 2 different length bolts per side. The longer bolt goes through the thicker portion of the steering arm. Torque the Bolts to 85ft.lbs.

NOTE: Most early model vehicles with two piece spindles use 1/2" bolts. On vehicles using 7/16" bolts, the bolt holes will have to be drilled out to 17/32" or .5312 in



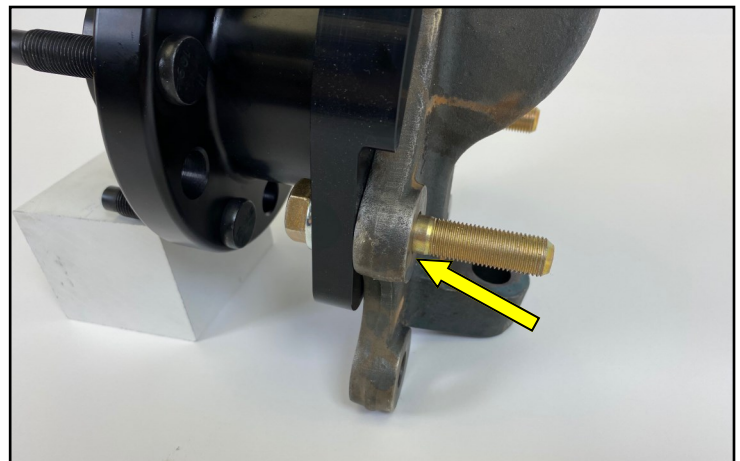
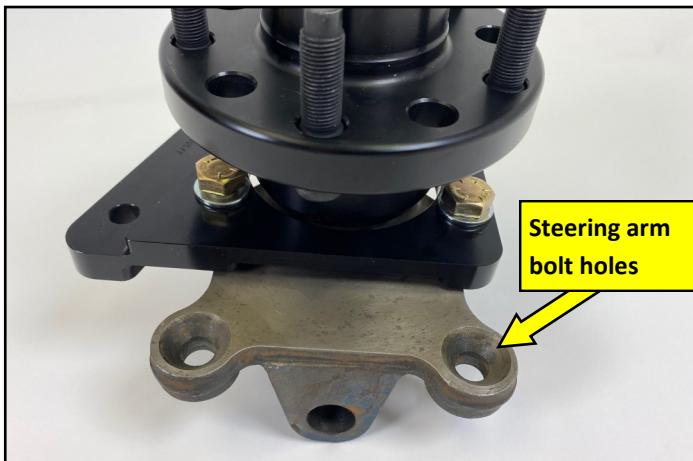
3. Make sure to use the longer bolt for the thicker part of the steering arm. (Picture for reference)

4. Inboard view showing the base bracket installed correctly with the longer bolt going through the thicker part of the steering arm.

NOTICE: DROP SPINDLE INFORMATION

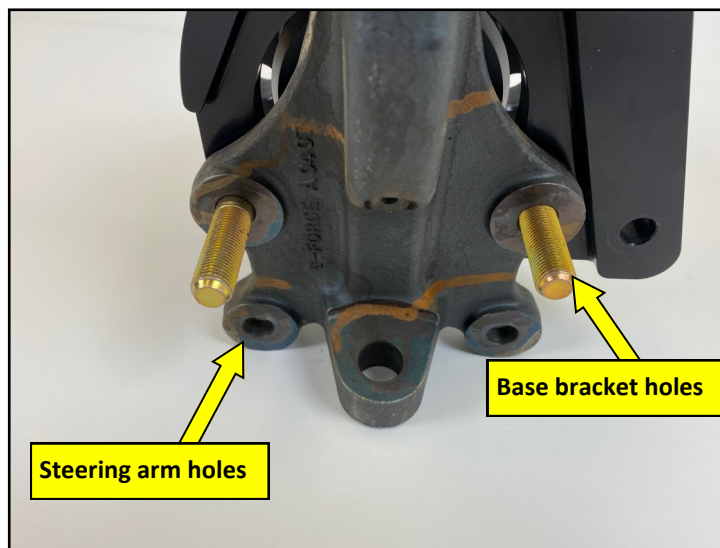
If you are using an AFX drop spindle the base bracket caliper bolts Baer provides will not work. The bolts Baer provides are long enough to go through the bracket, spindle and steering arm. But when using a drop spindle ONLY the steering arm will be bolted to the lower holes and the bracket will be bolted to the upper holes.

You will need to source your own 1/2-20 bolts to secure the base bracket into the upper holes on the spindle.

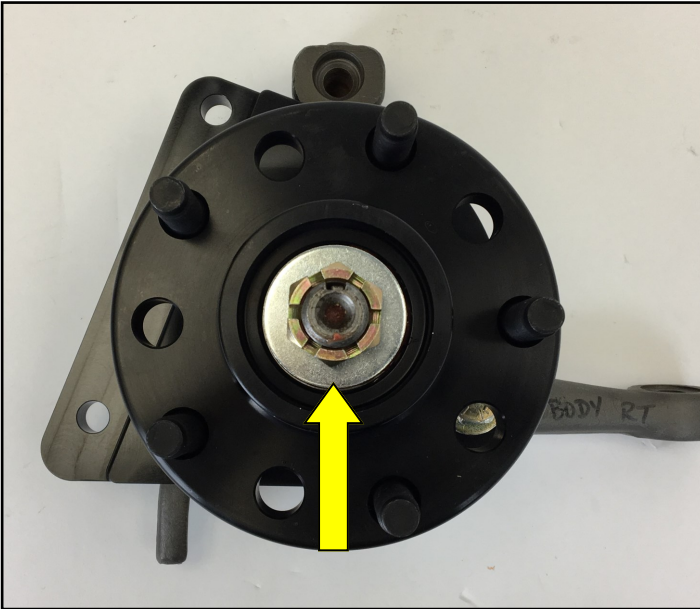


5. The lower bolt holes are for the steering arm and the upper bolt holes are for the base bracket hardware.

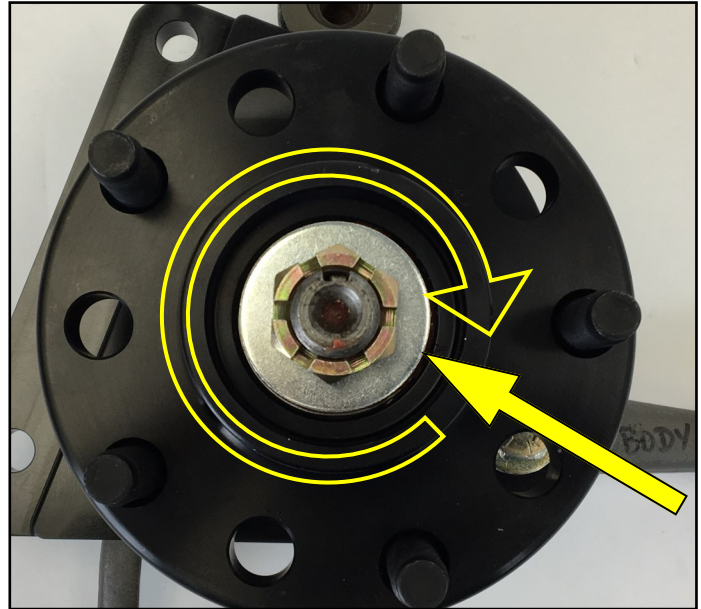
6. The hardware Baer provides (For a stock spindle/steering arm combo) is too long and the shoulder protrudes through the spindle. You will need to source your own 1/2-20 bolts to use in a drop spindle application.



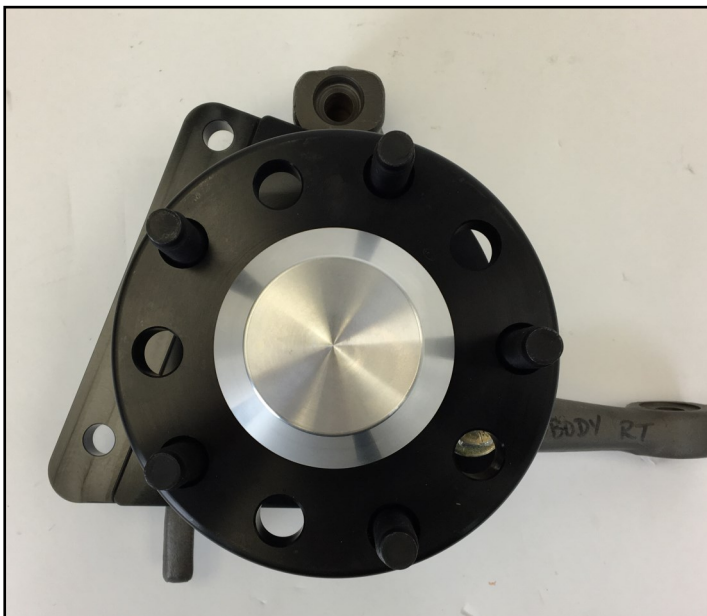
7. Inboard view showing the base bracket holes and the steering arm holes.



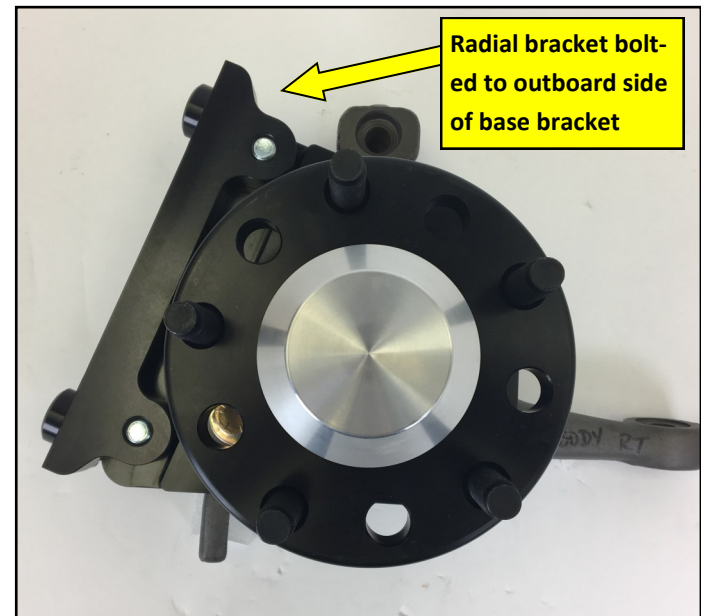
8. Apply a small amount of grease onto the Hub Seal and Slide the Hub Assembly onto the spindle. Make sure the hub seal does not get 'pinched' or 'rolled over' while installing the hub. The Bearings are pre-packed with synthetic grease. No additional grease is required.



9. Rotate the Hub to seat the Bearings. Loosen and re-tighten the Nut while spinning the Hub several times. Tighten the Nut again, to remove any play, approximately 1/16th turn or more to align the cotter pin holes and give a small amount of pre-load. Tighten the Spindle Nut to 5-10 ft.lbs.



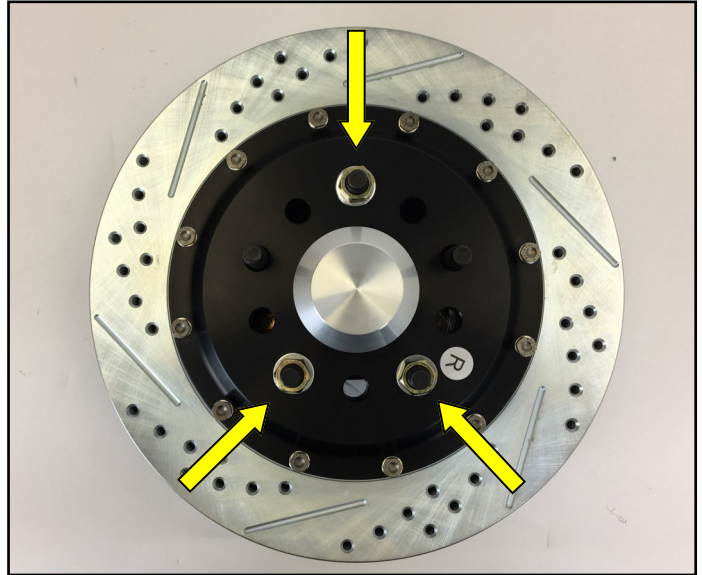
10. Picture of dust cap installed onto the hub. Install the Cotter pin and dust cap. Apply a small amount of assembly lube to the o-ring on the dust cap and press it in.



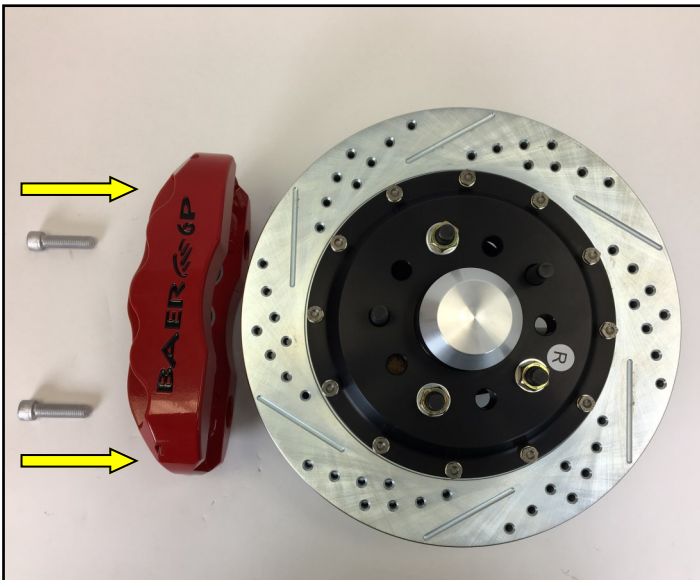
11. Install the radial mount bracket to the outboard side of the base bracket, using the supplied 12mm Hex Bolts and Washers. Hand tighten these bolts with a wrench as shimming this bracket will likely be required later.



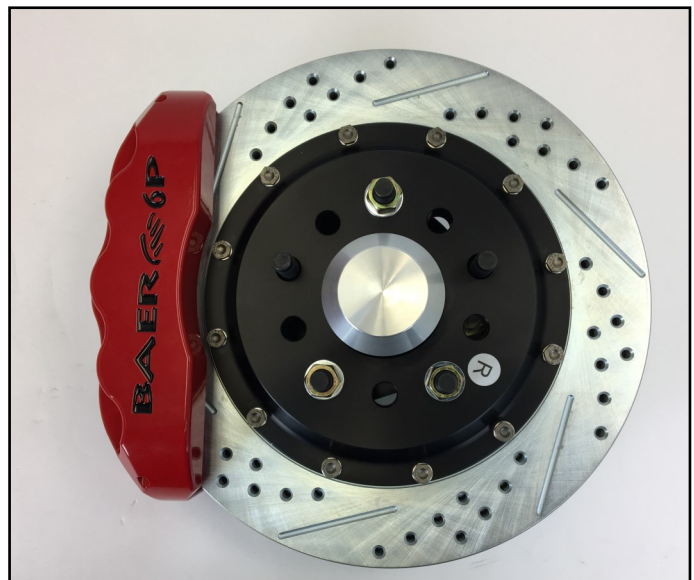
12. Picture of the radial bracket installed to the base bracket. (Inboard view)



13. Install the correct side rotor (Passenger side shown) and secure with 3 washers and lug nuts. The washers will prevent the hat from getting scratched. The rotor needs to be seated against the hub in order to achieve proper caliper installation.



14. Install the correct side caliper onto the rotor using the supplied 12mm SHCS Bolts. Hand tighten these bolts with a wrench and check for caliper clearance. Make sure the rotor does not come in contact with the caliper.

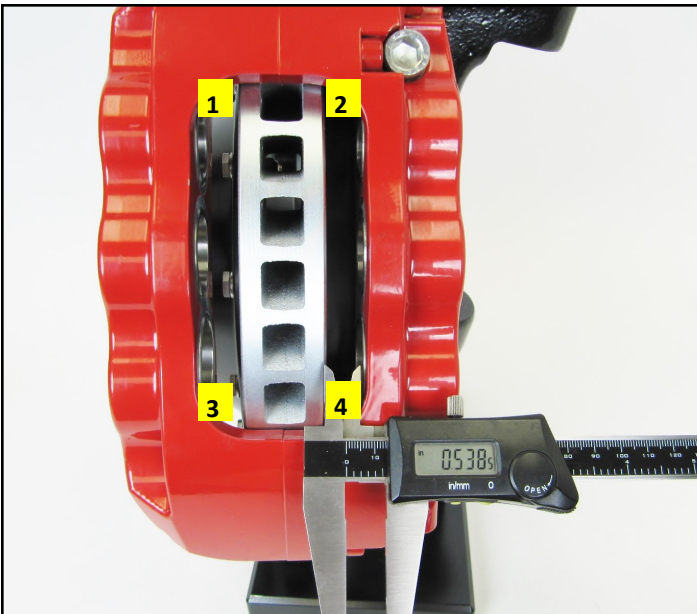
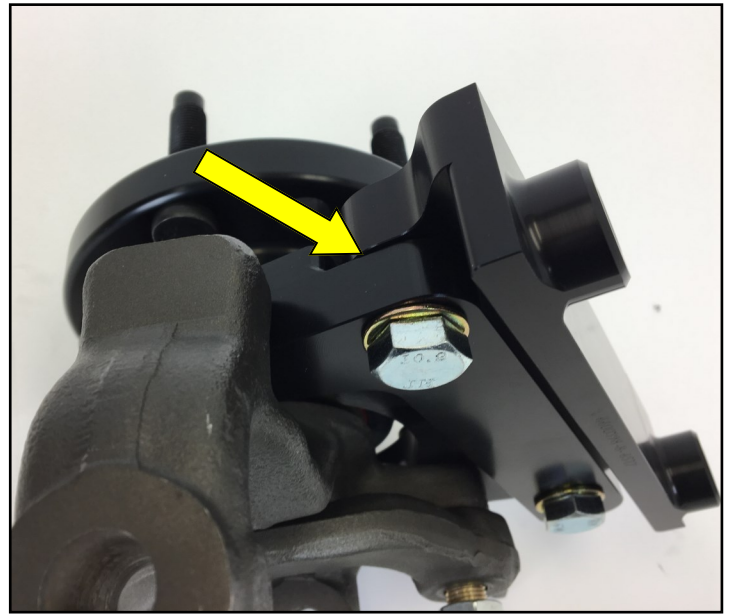


15. Picture of the caliper installed correctly. Refer to the shimming portion of these instructions to make sure your caliper is positioned correctly on the spindle.

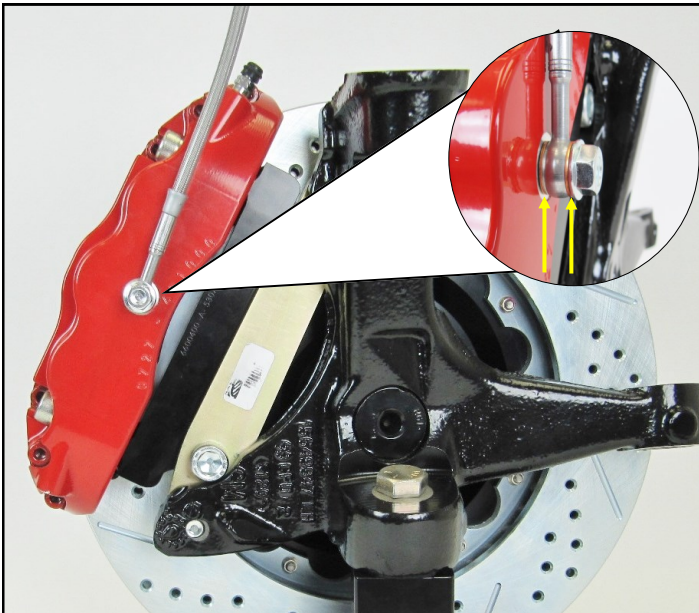
VERY IMPORTANT: Caliper Positioning with Shims

- A.** 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 example, 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.
- B.** Select the required shims from the kit provided. Remove the caliper, rotor and hub. Loosen the bolts from the Bracket. Install the appropriate shims, removing one bolt at a time, and snug the bolts for a fit check. Reference the photos below.
- C.** Reinstall the caliper and recheck gap measurements. Re-shim if necessary. When proper shimming has been achieved, torque the Bracket Bolts to 85 ft-lbs.
- D.** Reinstall the Rotor and Brake Caliper , with Pads and torque the Caliper Cap Screws to 85 ft-lbs.

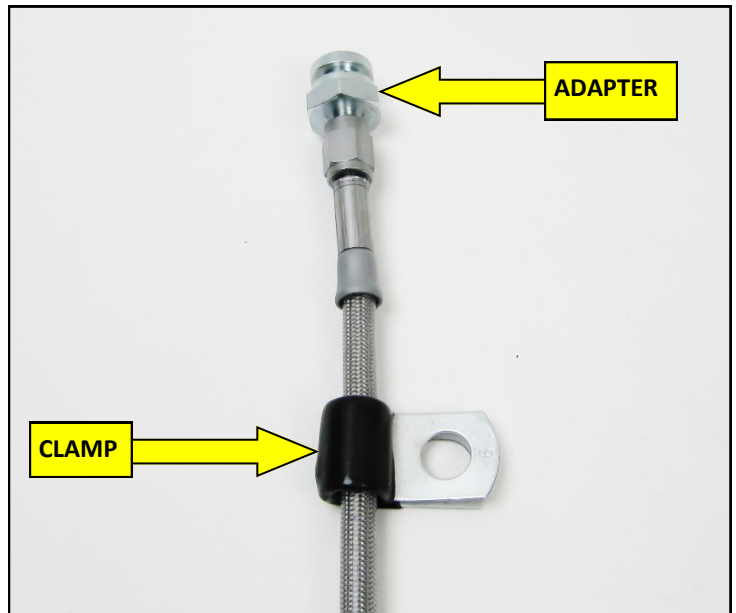
NOTE: If you do not have access to a dial caliper, these measurements can be made with pads installed using feeler gauges between the rotor and pad. Take measurements from top inside and outside, then bottom inside and outside. Minimum clearance is .010" between pad and rotor, but gaps as close to equal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

**Measuring Points****Shim Locations**

Note: If your system comes with one bracket the shims go between the bracket and spindle to achieve proper caliper centering. If your system comes with 2 brackets the shims go in between the base bracket and the intermediate bracket.



16. Install the new Brake Hose, onto the Caliper with one Copper Basher on each side of the banjo fitting. Finger tighten the Banjo Bolt. **IMPORTANT:** Position the hose to avoid interference with the wheel and suspension components. Tighten fitting and banjo bolt to 15-20 ft.lbs.



17. Install Hose Adapter onto the Brake Hose. Connect the Hose to the hardline and install the hose lock. Use the supplied Adel Clamp to secure the Hose to the upper control arm.



18. Lubricate the Dust Cap O Ring using the supplied Grease and install it into the groove on the back side of the Cap. Gently tap it into the Hub using a dead blow hammer or rubber mallet.

Refer to the Bleeding and Rotor Seasoning procedures outlined on a separate sheet.

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

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