

BAER® *Your Complete Performance Brake Supplier!*



Installation Instructions

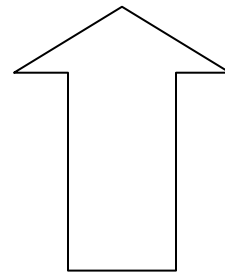
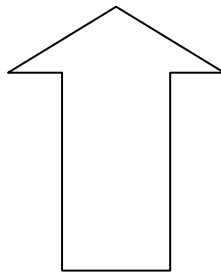
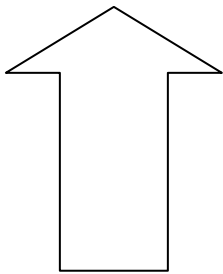
Product: Extreme Plus/ Pro Plus Rear

Instruction Part Number: 600270

Vehicle

Make: GM
Model: Corvette, Cadillac XLR
Year(s): >97

***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.***



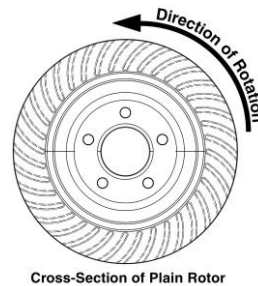
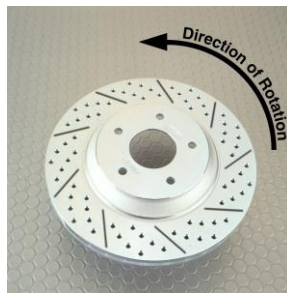
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 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 Baer recommends jack stands rated for 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.
- ALWAYS CONFIRM WHEEL FIT PRIOR TO BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR "UPSIZED" ROTOR UPGRADE! In addition to checking wheel fitment, 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 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 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 all times 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 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.

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INSTALLATION:

1. Disconnect the brake hose from the hardline at the frame and cap with supplied vinyl cap. Remove the retainer clip to separate the hose from the frame.
2. Remove the OE caliper and rotor from the hub. Clean the hub mounting surface to ensure that the rotor will seat correctly on the hub. See photo 1 for reference:



Photo 1

3. Install the intermediate bracket to the outboard side of the OE caliper mount surface. On some spindles, flash around bolt boss may need to be removed for clearance. See arrow Photo 1. Secure the bracket with the supplied 14mm x 45mm bolts and torque to 110 ft-lbs. See photo 2 on continued page for reference:

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Photo 2: Pro Plus shown for passenger's side, Extreme Plus will contain studs

Extreme Plus:

Place the proper spacers (see photo 2) on the radial mount studs: 13.5" rotor- no spacer
14" rotor- 0.250" spacer
15" rotor- 0.750" spacer

Pro Plus:

No spacers are required for Pro Plus systems.

4. Install the correct side rotor and secure with three lug nuts and washers to prevent scratching the hat surface.
5. Check for adequate clearance between the rotor and the lower control arm just outboard of the ball joint. Due to production tolerances on the A-arm, our rotor may contact the lip at the nose. This will usually only happen when the suspension is loaded (normal ride height). A small lip is forged into the control arm and may need to be removed for clearance. Remove the lip about 0.75" from each side of center and recheck for clearance. The photo below as well as the arrows on Photo 2 shows this location:



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6. For **Extreme Plus**: Install caliper with pads in place over the radial studs and secure with the washers and 12 point nuts. Torque these to 75 ft-lbs. For **Pro Plus**: Allen head bolts are provided to secure calipers. Torque these to 85 ft-lbs.
7. Install the hose on the caliper using one copper washer on either side of the banjo fitting. Do not tighten this bolt yet. Thread the tube nut on the hardline into the hose and secure with the hose clip. Check to be sure the hose does not interfere with the wheel or suspension components and then tighten fitting and banjo bolt to 15-20 ft-lbs.
8. Recheck all attachment points. Bleed the brake system following the instructions provided on a separate sheet.

Follow the procedures for Bedding and Seasoning also provided on a separate sheet.

For service or assistance with any part of the installation process, call us anytime between 8:30am-5pm Monday thru Friday.