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Installation Instructions

Product: Extreme Plus Front

Instruction Part Number: 6000299

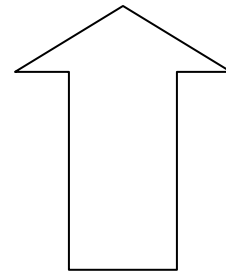
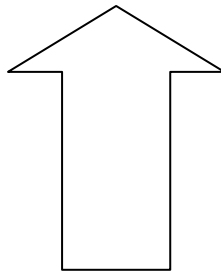
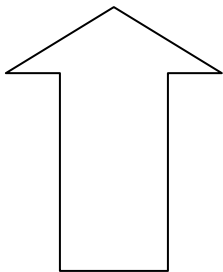
Vehicle

Make: GM

Model: Chevrolet / BelAir / Impala / Biscayne, etc.)

Year(s): 55-70

***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.***



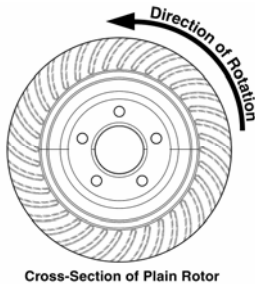
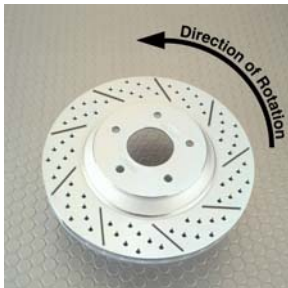
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.

Disconnect the fluid hose at the frame and cap with the supplied vinyl caps. Using pliers or channel locks, remove the hose lock and slip the hose end out of the frame bracket. See photos on the next page.

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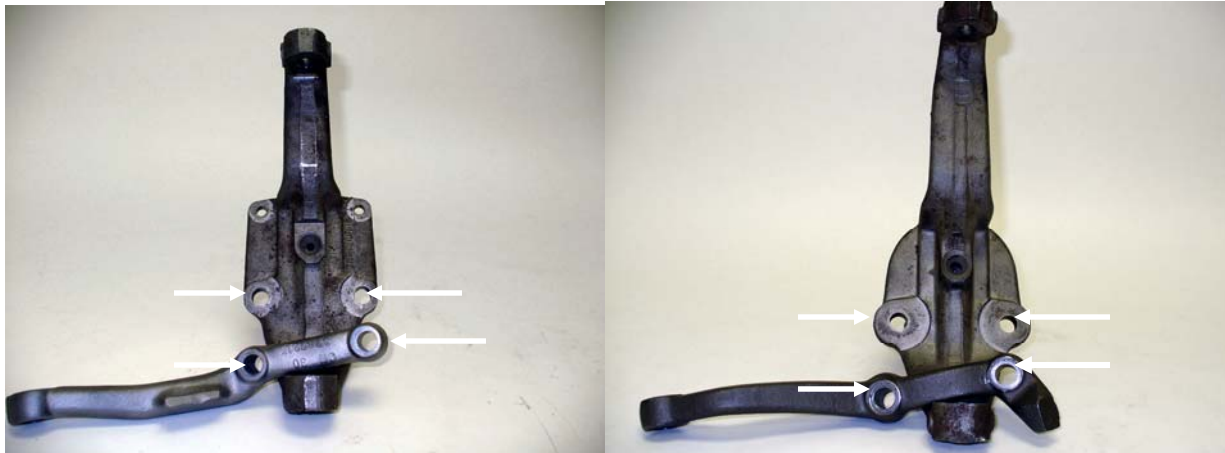
Line wrench on hardline

Vinyl cap

Remove the tie rod end from the steering arm as the arm may need modification.

Remove the brake drum from the spindle. Unbolt and remove the brake backing plate. The shoes and other components can be left in place.

The bolt holes in the steering arm and the corresponding spindle holes may need to be enlarged for the supplied $\frac{1}{2}$ " bolts. Some models will already have $\frac{1}{2}$ " holes and will not need modification. Drill to $.500$ " for these new bolts. See photos below for reference.



57 Chevrolet left (rear steer)

69 Impala right (front steer)

The photos above are for the models specified, however, all from 55-70 will require $\frac{1}{2}$ " bolt holes.

Thoroughly clean the spindle pin and mounting surfaces to allow the new Baer components to seat properly.

The caliper position for all vehicle models is behind the spindle pin centerline. 55-57 and 65-68 models are rear steer with the steering arm on the same side as the caliper. The 58-64 and 69-70 models are front steer and have the steering arm opposite the caliper.

55-57 and 65-68 Models:

Install the new Baer intermediate bracket (part number 6610088 is left or drivers side, 6620088 is right side) using supplied $\frac{1}{2}$ x 3.00" bolt for forward hole, $\frac{1}{2}$ x 3.25" for rear location. Use the supplied locking nuts contained in the bag with these bolts. The washers supplied with these bolts must be used to give sufficient clearance for the new Baer Hub. See photo next page for proper position. Torque to 90 ft-lbs.

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57 Chevy left side shown

58-64 and 69-70 Models:

Install the new Baer intermediate bracket (part number 6610088 is left or drivers side, 6620088 is right side) using supplied $\frac{1}{2}$ x 3.25" bolt for forward hole, $\frac{1}{2}$ x 3.00" for rear location. Use the supplied locking nuts contained in the bag with these bolts. The washers supplied with these bolts must be used to give sufficient clearance for the new Baer Hub. See photo on the next page for proper position. Torque to 90 ft-lbs.

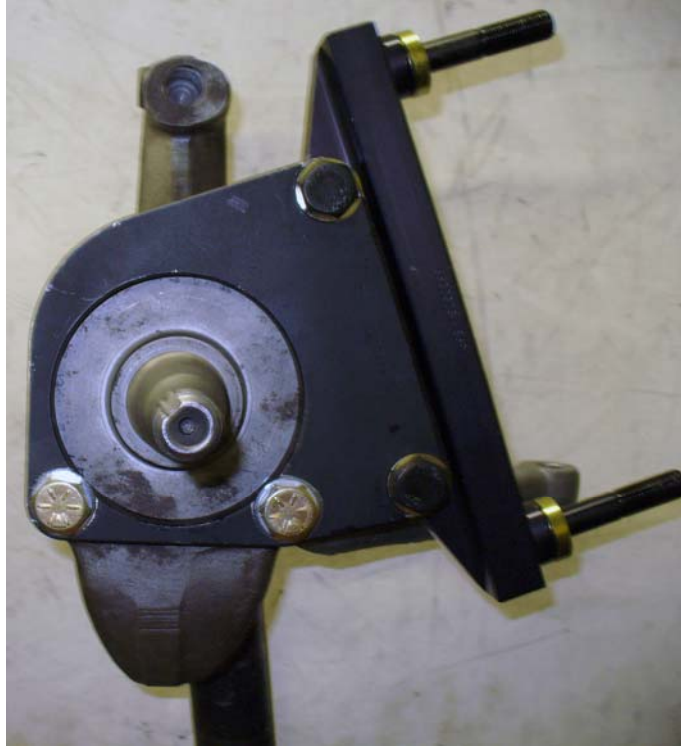


69 Impala right side shown

55-68 Models:

Install the new caliper mount bracket to the inboard side of the intermediate bracket using the supplied 12mm x 40mm NON Vibra-tite (red coating) bolts. Tighten only snugly for measurement purposes. See photo below for proper placement

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57 Chevy left side shown

69-70 Models:

Install the new caliper mount bracket to the outboard side of the intermediate bracket using the supplied 12mm x 40mm NON Vibra-tite (red coating) bolts. Tighten only snugly for measurement purposes. See photo below for proper placement.



69 Impala right side shown

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Install the new Baer billet aluminum hub or hub-hat-rotor assembly. The new Timken bearings are pre-packed with Red Line synthetic grease. Do not add more grease. Apply a small amount of grease to the hub seal surface and install the hub. Place the bearing washer and castle nut supplied with your system on the pin. **Note: 69-70 systems do not have the nut provided**, reuse the original nut from your spindle. Tighten the 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 to give a small amount of pre-load. Install cotter pin and dust cap.

Install the correct spacers on the radial mount studs for your rotor diameter:

13.5"	no spacer
14"	.250" spacer
15"	.750" spacer

Install the correct side rotor and secure with 2 lug nuts using washers to prevent scarring the rotor hat.

With pads removed, install correct caliper (bleeder screw points up), washers and retaining nuts (black 12 point 12mm-1.25). Snug these bolts for measuring caliper alignment.



Measure from rotor to caliper body

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 .065", outside of .105" 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.

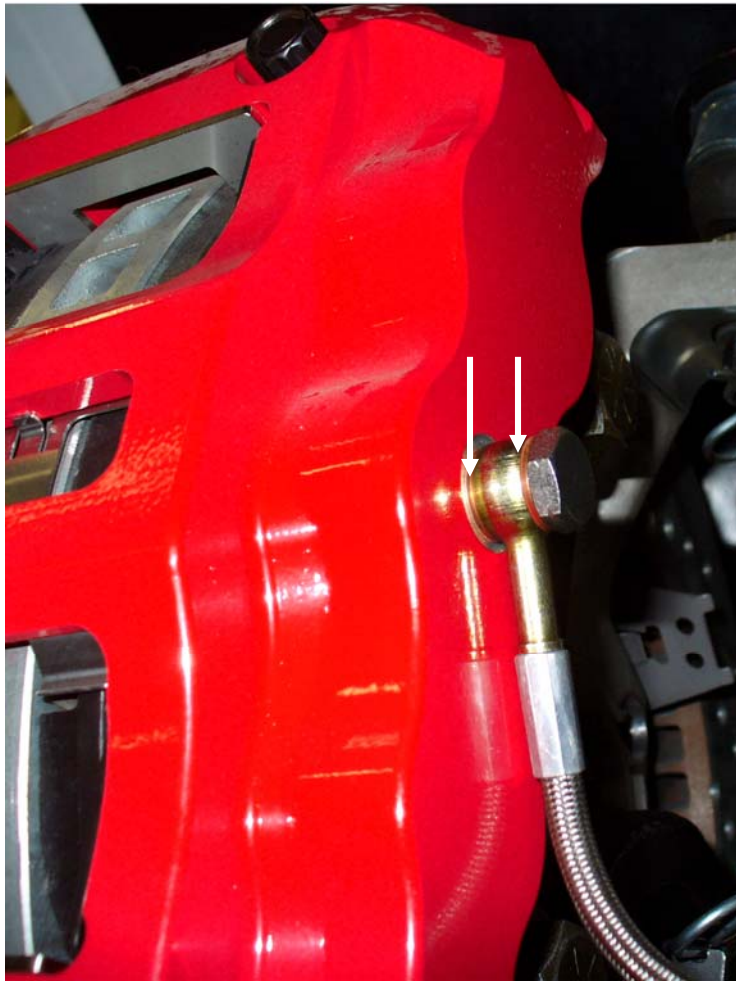
Select the required shims from the kit provided. Remove the caliper. Loosen the bolts from the intermediate bracket. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check.

Reinstall the caliper and recheck gap measurements. Re-shim if necessary. When proper shimming has been achieved, remove caliper. Take the bolts from the intermediate bracket one at a time keeping the shims in place and replace with the 12mm x 40mm bolts with red Vibra-tite coating. Torque to 85 ft-lbs.

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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 gaps as close to equal as possible at all four locations is best.

Install the steel braid hose with one copper washer on each side of the banjo fitting. (see photo below) Finger tighten the banjo bolt. Connect the hose to the hardline and install the hose lock. 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.



Copper washer placement

Repeat these steps for the other side and recheck all attachment points and fittings.

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

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

Check out the collection of performance brakes, pads, rotors we offer.