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Installation Instructions

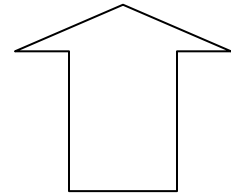
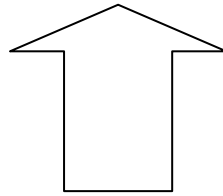
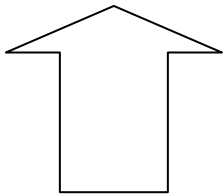
Product: Pro + & T4 Front w/ Heidts spindle

Instruction Part Number: 6000346

Vehicle

Make: GM
Model: Chevrolet / BelAir
Year(s): 55-57 (with Heidt's drop spindle)

***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.***



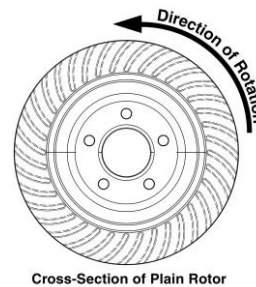
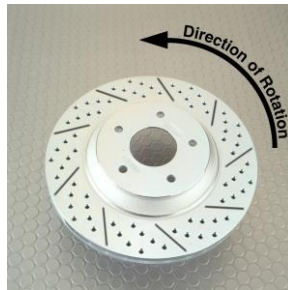
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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:

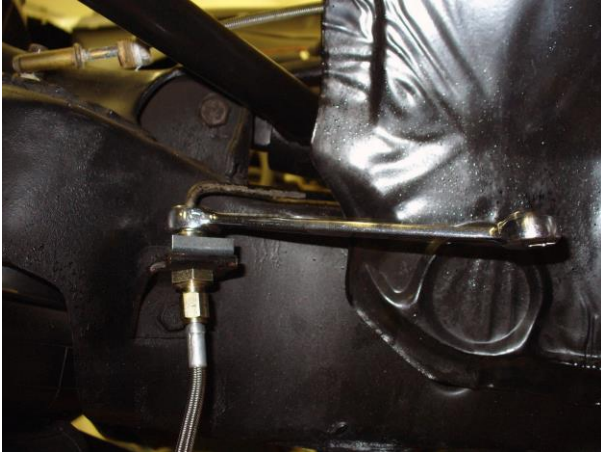


- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At all times stop the installation if anything is unclear, or the parts require force 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.

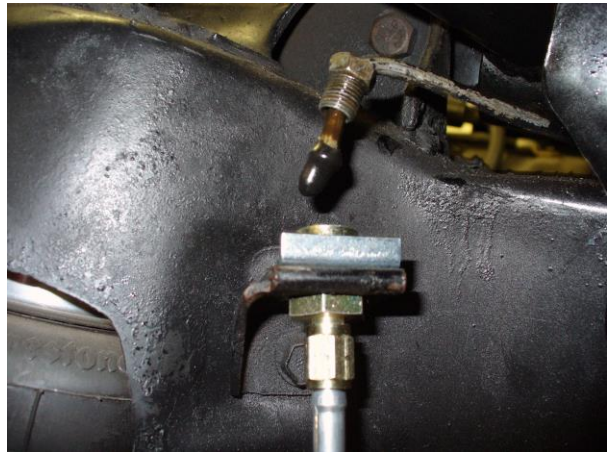
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INSTALLATION

1. Disconnect the 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 below for reference:



Line wrench on hardline

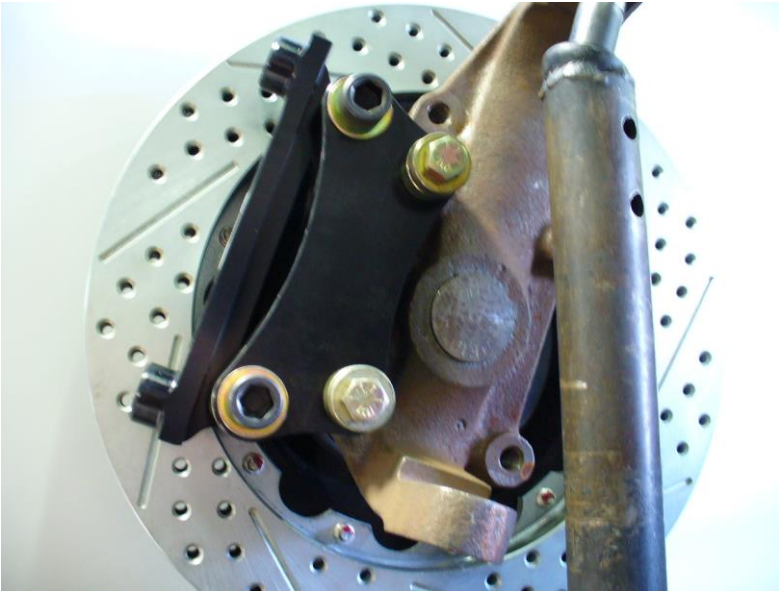
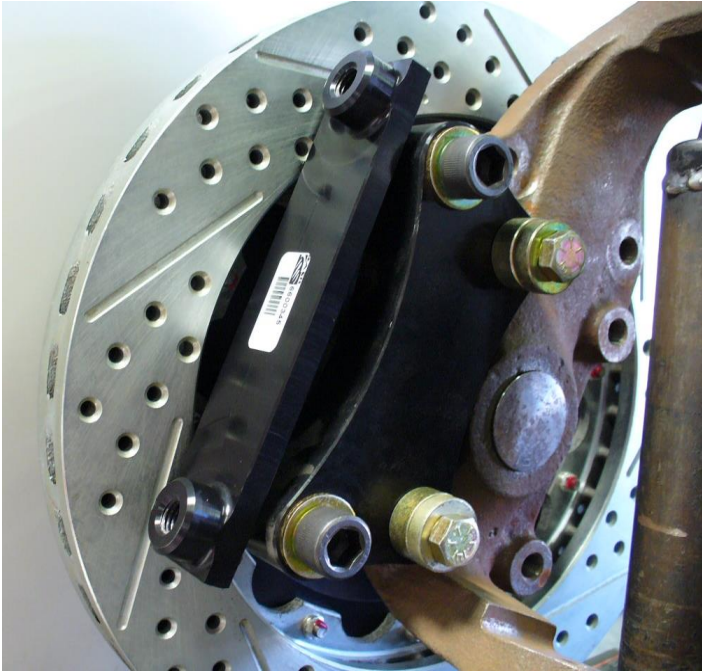


Vinyl cap

2. Remove the brake drum from the spindle. Unbolt and remove the brake backing plate. The shoes and other components can be left in place.
3. Thoroughly clean the spindle pin and mounting surfaces to allow the new Baer components to seat properly.

****Note:** The caliper placement is intended to be behind the spindle pin centerline. On some applications this may interfere with the steering arm. If this is the case with your system the caliper must be mounted ahead of the centerline. For this reason, the crossover tubes and bleeder screws have been left out of the calipers. Refer to the caliper orientation sheet, and photos on the following pages:

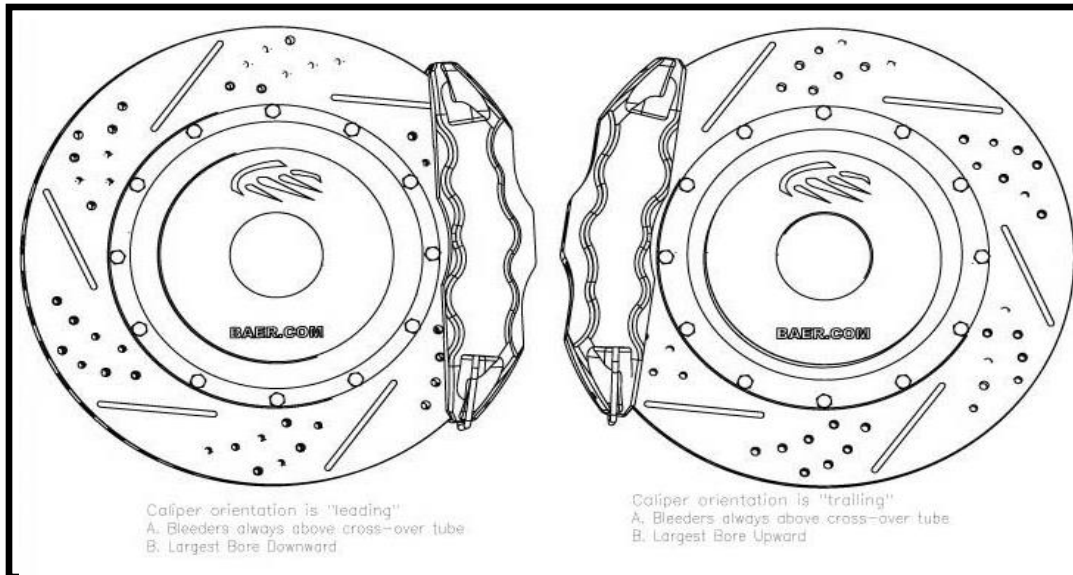
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Desired installation for left (drivers side) intermediate and caliper mount bracket.

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4. Bolt the intermediate bracket to the spindle using the supplied 7/16"x1.25" bolts and torque to 65 ft-lbs.
5. Install the caliper mount bracket with the supplied 14mm x 45mm bolts. Just snug these as shimming will need to be completed.
6. Install your steering arm (if removed) and bolt the caliper in place to check for adequate clearance.
7. If adequate clearance is available, continue with installation. **If the steering arm hits the caliper**, move these brackets to the front side of the spindle. Call your Baer Customer Service Representative for instructions to accomplish this.

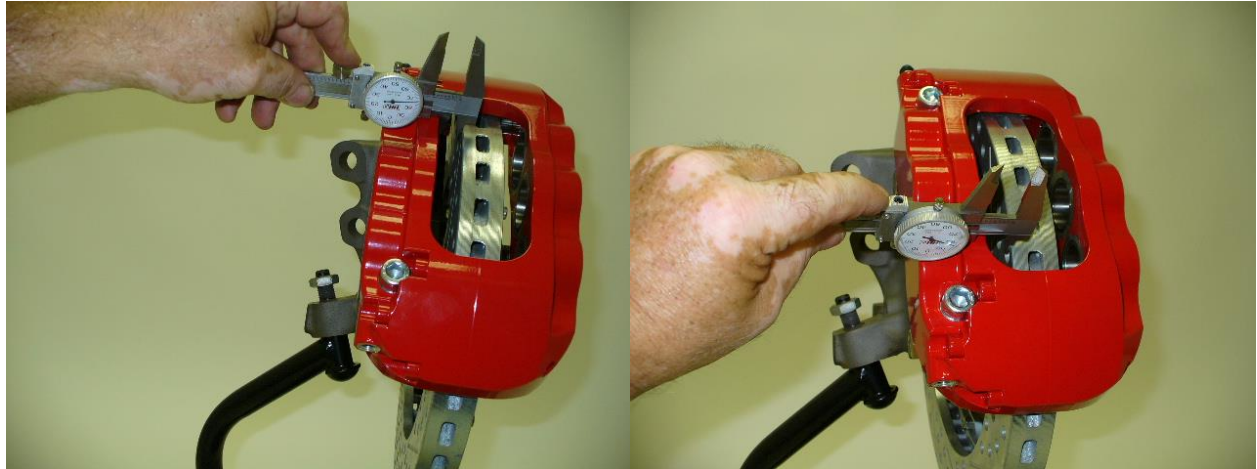


**Right side with caliper leading, and trailing (preferred) shown.
Note piston sizes, smallest contacts rotor first.**

8. Remove the caliper to continue installation or bracket relocation.
9. Install the new billet aluminum hub. The new bearings are pre-packed with synthetic grease. Do not add more grease. Apply a small amount of grease to the hub seal surface on the spindle pin and install the hub. 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.
10. Install the correct side rotor and secure with three lug nuts and washers to prevent scarring the rotor hat.
11. With pads removed, install correct caliper (bleeder screw points up). Snug these bolts for measuring caliper alignment.

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 .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.



Measure from rotor to caliper body inside and outside, top and bottom.

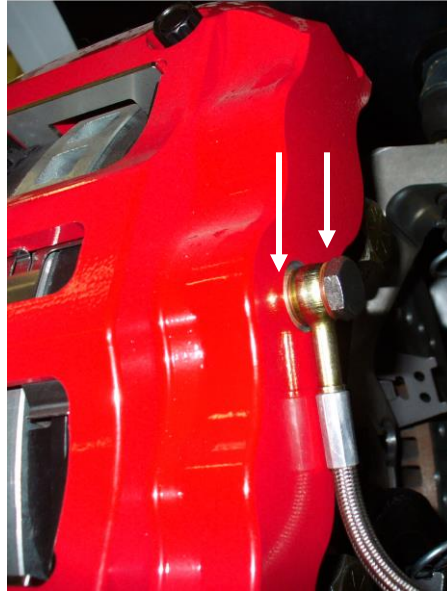
Procedure

1. 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.
2. 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 14mm x 45mm bolts. Torque to 110 ft-lbs. Reinstall the caliper and torque the 12 point nuts 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 gaps as close to equal as possible at all four locations is best.

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12. Install the steel braid hose with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. Connect the hose to the hardline 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.



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