

**BAER**® *Your Complete Performance Brake Supplier!*



#### Installation Instructions

Product: Extreme Plus/ Pro Plus Rear

Instruction Part Number: 6000371

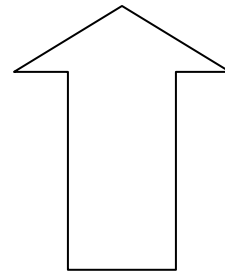
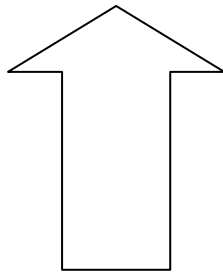
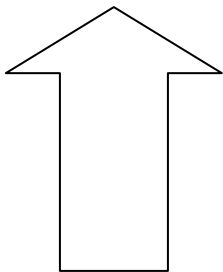
#### Vehicle

Make: GM

Model: 10 / 12 bolt Bearing on Axle

Year(s): 64> A/F/X

***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.***



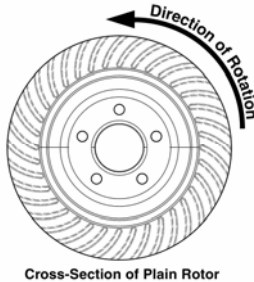
#### Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.

## **INSTALLATION:**

Using a line wrench, disconnect the hard line from the slave cylinder on the backing plate. Cap with the supplied vinyl caps to prevent constant fluid drip.

Remove the brake drum from the axle. If corrosion has prevented easy removal, a sharp hit with a 2-4 pound hammer will dislodge this.

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Remove the 4 bolts holding the axle into the housing, then remove the axle.

Disconnect the park cable and remove the brake backing plate from the axle housing. There is no need to remove the brake shoes or hardware from the backing plate.

Now is a good time to check bearing and seal condition, replace if necessary.

Thoroughly clean the axle flange and the axle housing where the rotor and brackets will seat. This will allow the new Baer components to seat correctly.

Install the axle into the housing. The original bearing retainer will not be reused. The Baer park shoe bracket will also act as the bearing retainer.

### **WITHOUT PARK BRAKE:**

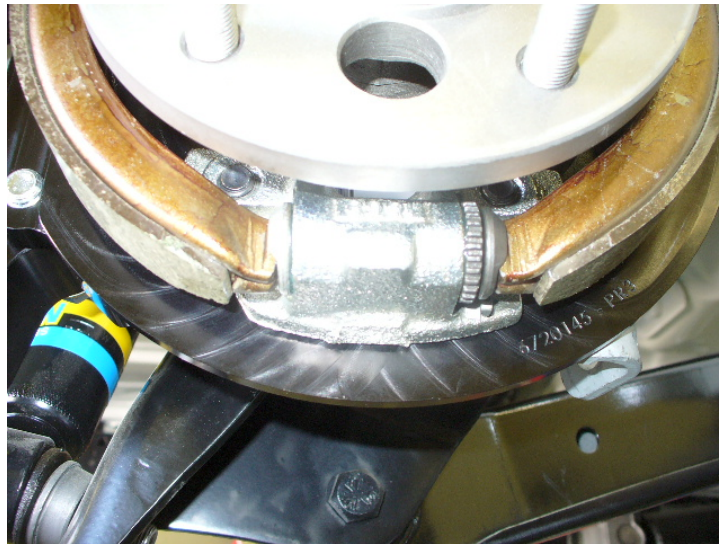
Install the park shoe/caliper bracket (marked left/drivers and right/passenger side) using the original "T" bolts for the brake backing plate. Torque to 45 ft-lbs.

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

### **WITH PARK BRAKE:**

Install the park shoe/caliper bracket (marked left/drivers and right/passenger side) using the original "T" bolts for the brake backing plate. Torque to 45 ft-lbs.

Install the park brake shoe over the axle flange sliding the shoe over the actuator, then onto the retainer clip.



**Park shoe in place over actuator**

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

Install the caliper radial mount bracket with the supplied 12 mm bolts with no red coating. These are provided to allow centering the caliper with shims. Just snug these as they will be removed later.

With pads removed, install the correct side caliper (bleeder screws pointed up) and snug allen bolts (10mm allen socket) or 12 point nuts (9/16" 12 point socket)

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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. Refer to photo below for measuring points.



**Measure top and bottom, inboard and outboard.**

Select the required shims from the set 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 install the supplied bolts with red Vibra-Tite coating. Torque to proper value. **For 12mm bolts torque is 85 ft-lbs, 14mm bolts torque to 110 ft-lbs.**

Reinstall the caliper with the pads in place. The radial mount caliper allen bolts torque to 85 ft-lbs, the 12 point nuts torque 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. **Finish by tightening bolts as specified above.**

Place one of the new supplied copper washers on each side of the banjo bolt and insert the banjo bolt into the new Baer Pro caliper.

Attach the flex hose to the hardline. Route the hose to avoid interference with suspension components, wheels and frame.

Torque the banjo bolt and the hardline fittings to 15-20 ft-lbs.

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.