

BAER® *Your Complete Performance Brake Supplier!*



Installation Instructions

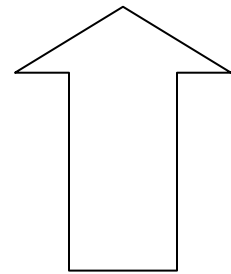
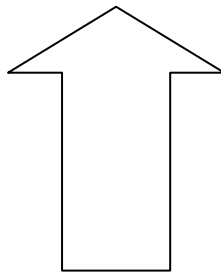
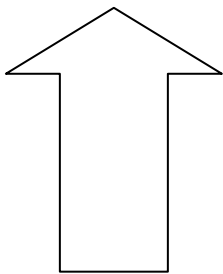
Product: Extreme + / Pro + Rear System

Instruction Part Number: 6000375

Vehicle

Make: GM
Model: Corvette (C3)
Year(s): 65-82

***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.***



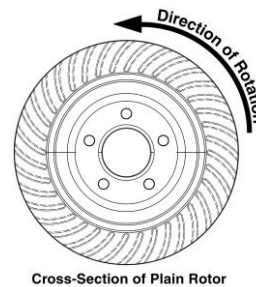
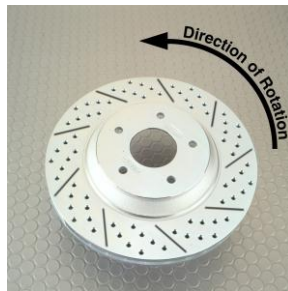
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 from the hard line at the frame using line a line wrench. This will prevent rounding off the tube nut. Remove the fluid hose from the bracket that is attached to the swing arm. Cap the hard line at the frame with the supplied vinyl caps. This will prevent constant brake fluid dripping during installation.
2. Remove the two bolts retaining the caliper to the swing arm, and remove the caliper. Remove the rotor and thoroughly clean the hub and caliper mount tabs to insure proper seating of the new Baer components.



Supplied rubber grommet installed in swing arm bracket

3. Install the supplied rubber grommet in the hose bracket located on the swing arm. This is a tight fit to hold the hose properly. The hose with the adaptor fitting removed will be inserted through the grommet leaving the banjo end closest to the caliper and the AN fitting closest to the frame bracket. The installation of both is difficult and will take some time, and effort. Firm location is necessary to maintain the integrity of the hose. A small screwdriver may help to install the grommet. The grommet can be placed on the hose, and then inserted into the bracket. Either method can be used for installation.
4. Once the hose and grommet are installed, wait for caliper installation to properly position the hose in the bracket.
5. Install the radial mount bracket to the original caliper mount tabs as seen in the photo on the next page.

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Pro Plus bracket and caliper installed on swing arm



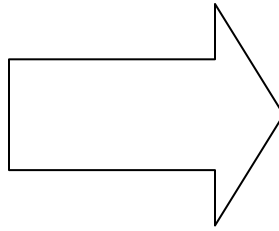
Extreme Plus bracket

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6. The supplied 7/16" bolts and washers will retain the bracket to the swing arm. Tighten these bolts for now, as shimming will need to be accomplished in the latter portion of installation.
7. Install the correct side rotor and secure with three lug nuts, and washers to prevent scratching the rotor hat.
8. **Pro + (6P System):** With the pads installed, install the correct side caliper (bleed screw must point up), and secure with the supplied allen bolts. Using a 10mm allen socket, simply tighten the bolts.

Ext+ (6S System): Install the supplied ARP Radial mount studs into the radial mount bracket. Torque the studs to 75 ft·lbs. With pads installed, install the correct side caliper (bleed screw must point up) over the ARP Radial mount studs and secure with the supplied nuts. Tighten the nuts for now as shimming will need to be accomplished.

Shimming Procedure

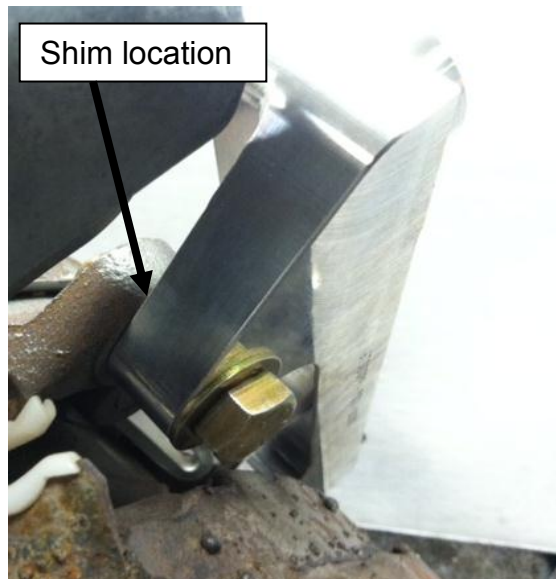


Shimming Procedure

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 .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.

Procedure

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts from radial mount bracket
4. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check
5. Reinstall the caliper and recheck gap measurements
6. Re-shim if necessary. When proper shimming has been achieved, remove the caliper and take the bolts from the radial mount bracket keeping the shims in place, one at a time, and replace them with the 7/16-20x1.5" VT (red thread coating) bolts. Torque bolts to 75 ft-lbs.
Pro+ System: Reinstall the caliper with the M12-1.75x45mm SHCS VT bolts, and torque to 75 ft-lbs.
Ext+ System: Reinstall the caliper and secure using the ARP nuts. Torque to 75 ft-lbs.



Shim location is between both brackets

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9. Place one copper washer on each side of the banjo fitting on the hose, and insert the banjo bolt through the fitting and into the caliper. Slip the hose through the swing arm bracket to center it properly giving enough hose on both sides. Install the adaptor fitting (see photo below) into the AN fitting on the hose and tighten 15-20 ft-lbs. Attach the fitting to the hardline in the frame bracket, and insert the supplied hose lock to hold in place. ****IMPORTANT: Ensure that the hose will clear all suspension components, including the bump stops, and the wheel and tire, then tighten all fittings and banjo bolt to 15-20 ft-lbs.**



Install adaptor into AN fitting on hose and torque 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.