

BAER® *Your Complete Performance Brake Supplier!*



Installation Instructions

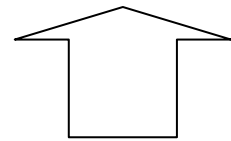
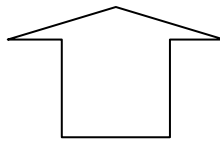
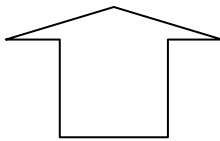
Product: T4 & 6P 13" Wilwood Front

Instruction Part Number: 6000450

830-9807

830-10832

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. In the event that a product must be returned, please contact Baer Customer Service for a RMA Number.



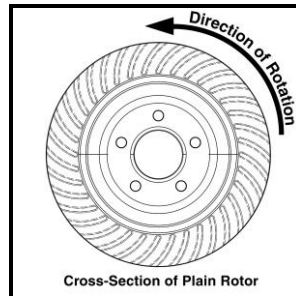
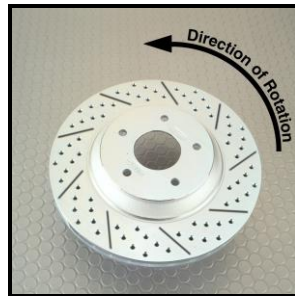
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 the “left” side of the vehicle correlate 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, jack stands rated for a minimum of 2-tons is recommended.
- 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, safety catch can, and protective eyewear. Other than these items, if unique or special tools are required they will be stated appropriately in the installation 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 new Baer rotors, 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 any point, 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 of the component (part numbers are machined into the brackets) 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:

**** Pre-Install note:** The spindle can be mounted as front or rear steer depending on steering arm location. Whichever way is chosen, the caliper bracket mounts opposite of arm as shown in this manual. Make sure to install the correct rotor (L or R).

1. Install the base bracket using the supplied 7/16" bolts and washers. The upper mounting hole on the bracket will use the 7/16"- 20 X 1.0 bolt, and the bottom will use the 7/16"- 20 X 1.5 bolt. **Note:** The engraved part number on the bracket faces outboard, towards the wheel. Torque bolts to 65 ft-lbs. (See Figures 2 and 3 on continued page for reference).
2. Install the hub onto the spindle. The bearings are pre-packed with 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. 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.
3. Slide the correct side rotor onto the hub.

Note: Be sure that the rotor with an "L" sticker is installed on the driver's side, and the rotor with the "R" sticker is installed on the passenger's side, or right side. Secure the rotor with three lug nuts and washers to prevent scratching the rotor hat.

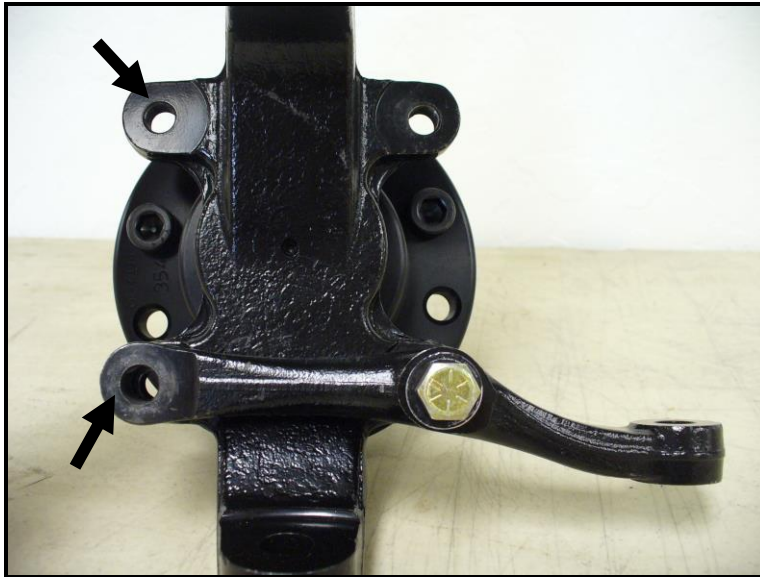


Figure 1: Caliper bracket mount holes

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Figure 2: Front view



Figure 3: Rear view



Figure 4: Hub and rotor installed

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4. Install the correct side caliper (bleed screw points upward) using the supplied M12-1.75x45 Socket Head bolts. Torque each of the bolts to 83 ft·lbs.



Figure 5: Complete install-front view

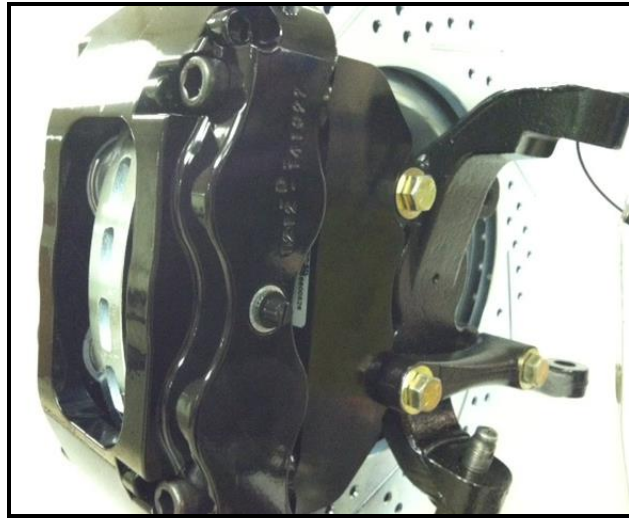


Figure 6: Complete install-rear view

5. Finger tighten the steel braid banjo hose end with one copper washer on each side of the banjo fitting into the rear of the caliper. Connect the hose to the hardline at the frame, 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 to 15-20 ft·lbs. Attach the hardline to the steel braid hose and also tighten to 15-20 ft·lbs.
6. Repeat this for the other side. Recheck all fittings and bolts for tightness.

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet.

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