

### Installation Manual

**Part Number: 6000270**

**Product: Ext+ Pro+ rear brake system**

**Vehicle Make: Chevrolet**

**Model: Corvette**

**Years: 1997-2004**

**Date: 12 September 2022**



#### **READ THIS BEFORE STARTING**

Returns will not be accepted for ANY installed PART or ASSEMBLY.  
Use great care in preventing cosmetic damage when performing  
wheel fit check.

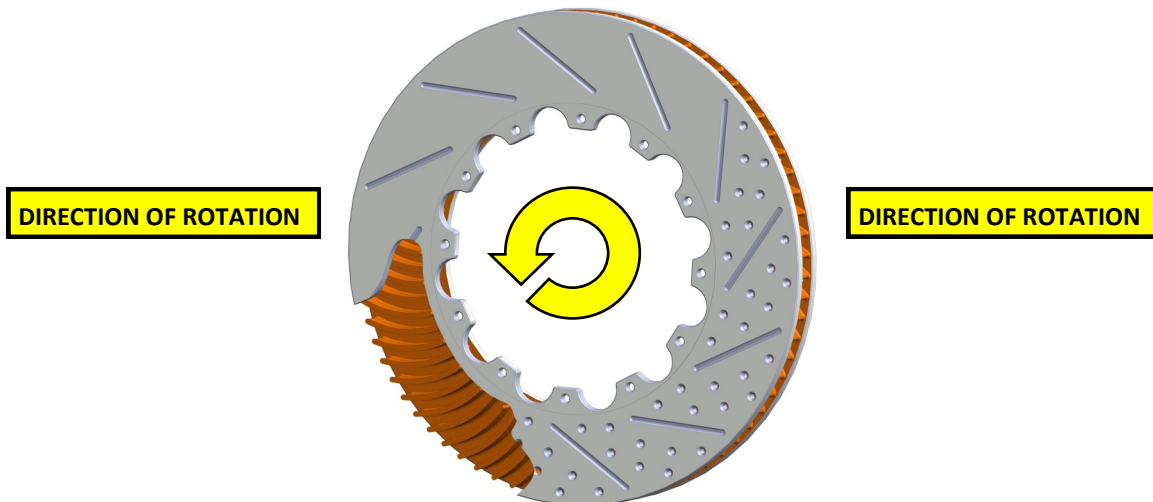


#### Read and Follow BEFORE ATTEMPTING INSTALLATION

- ♦ All installations require proper safety procedures and protective eyewear.
- ♦ All installations should be performed by qualified personnel using 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 recommended ratings for jack stands should be 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.
- ♦ Returns will not be accepted for systems that have been partially or completely installed. Use extreme care when performing wheel fit check to prevent cosmetic damage.



- ◆ ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE .
- ◆ In addition to already having checked fit using the Baer Brake Fit Templates available online at [www.baer.com](http://www.baer.com), always place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to confirm proper clearance is available between the caliper and the wheel before proceeding with the actual installation.



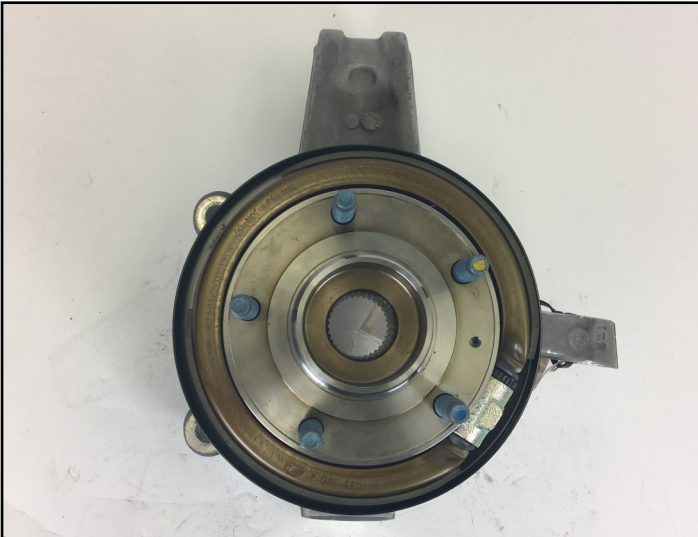
- ◆ When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor. NOTE: Slots and drill patterns sweep forward and internal vanes sweep rearward.
- ◆ A professional wheel alignment is mandatory following the installation of any system requiring replacement of the front spindles, or tie rod ends. Return the vehicle to factory specifications unless otherwise indicated.
- ◆ Stop the installation if seems 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. Baer’s Tech Staff is available from 8:30-am to 5-pm Mountain Standard Time (Arizona does not observe Daylight Savings Time) at 602 233-1411 Monday through Friday.

**This installation manual is separated in two sections:**

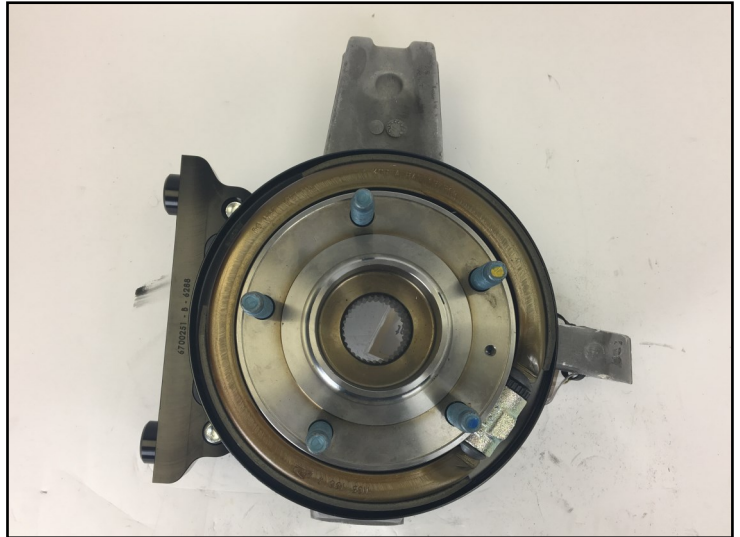
**Section 1: Pro+, Ext+** - For stock vehicles retaining the factory park brake. (park brake already installed)

**Section 2: Pro+, Ext+** - For custom builds that do not have park brake components. (park brake requires installation)

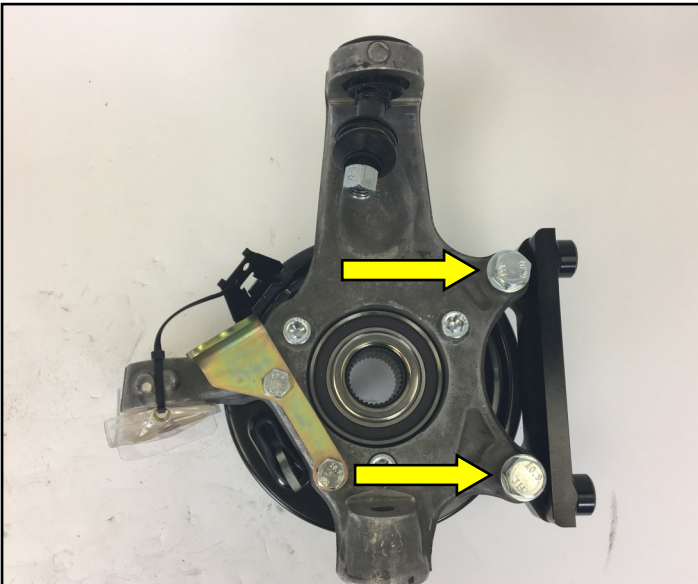
**SECTION 1 - For vehicles with factory park brake assemblies already installed**



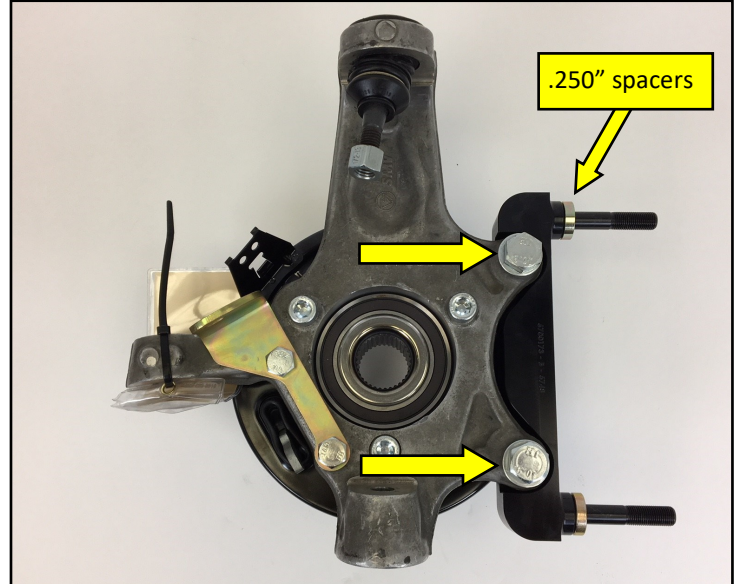
1. This installation begins at the point at which the factory brake caliper and rotor have been removed from the spindle and the brakes hardlines have been capped at the vehicle frame to prevent fluid from leaking. (Driver side rear shown)



2. Make sure the bracket mounting surface is clear of debris. The bracket mounts to the outboard side of the knuckle with the flat side facing outboard. Secure the bracket to the spindle with the supplied M14 bolts and washers torqued to 110 ft-lbs.

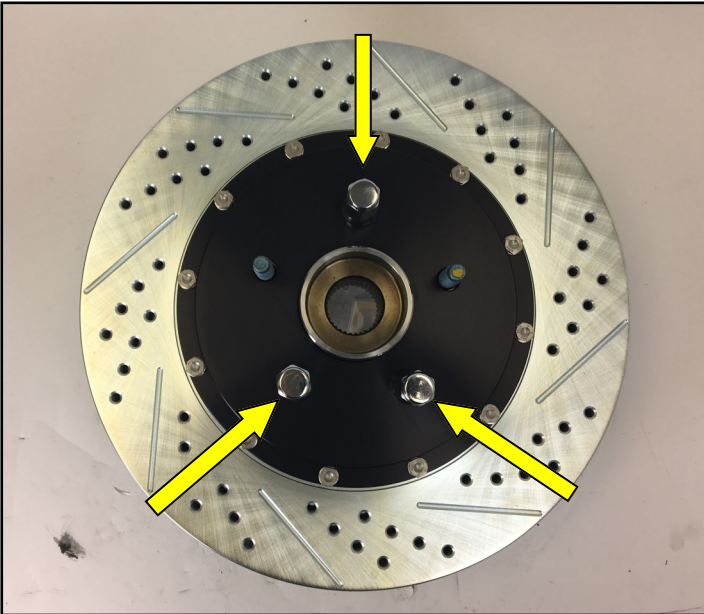


3. Inboard view of the Pro+ bracket installed.

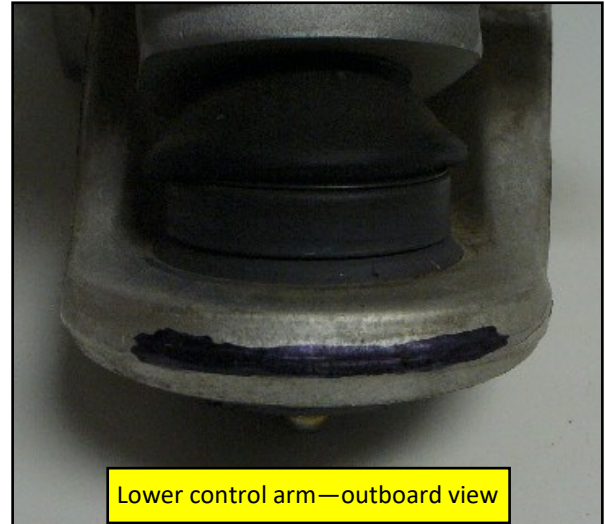


4. Inboard view of the Ext+ bracket installed. The 14" Ext+ system has .250" spacers on the ARP radial studs.

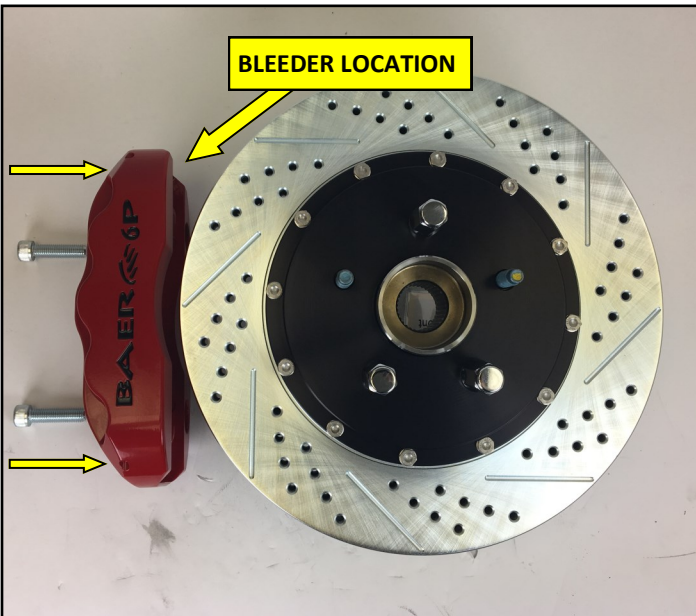




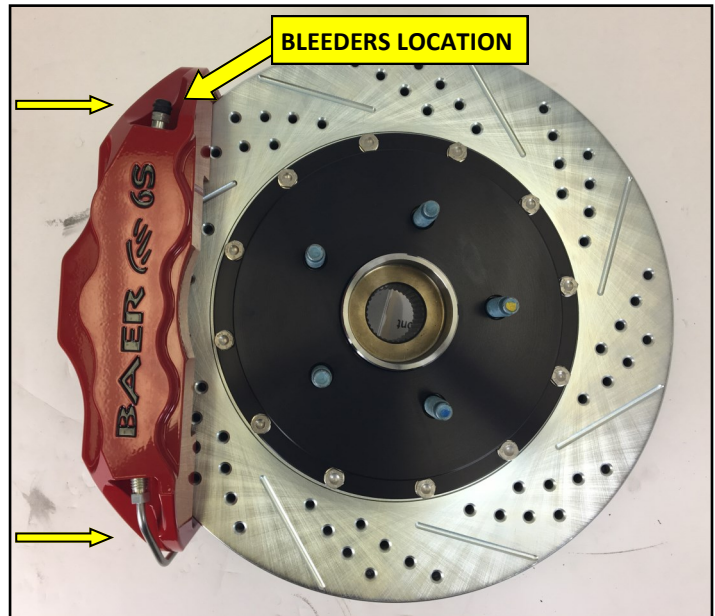
5. Make sure the hub snout is clear from debris to allow the rotor to sit flush against the hub face. Mount the rotor to the hub and temporarily secure it using 3 lug nuts and washers to prevent scratching the rotor hat.



6. Check for adequate clearance between the rotor and the lower control arm just outboard of the ball joint. Due to production tolerances on the A-arm, our rotor may contact the casting lip at the nose. This will usually only happen when the suspension is loaded (normal ride height). A small lip is forged into the control arm and may require removal for clearance. Remove the lip about 0.750" from each side of center and recheck for clearance.



6. For Pro+ systems, install the correct side caliper with the bleeder pointing up and secure with the provided M12 socket heads. Make sure the caliper and rotor do not come in contact. Torque the socket heads to 85 ft-lbs.



7. The Ext+ 6s caliper mounts onto the ARP studs installed into the bracket. Secure the caliper with the ARP washers and nuts. Check for clearance between the caliper and rotor and torque the nuts to 85 ft-lbs. to secure the caliper.

## **SECTION 2 - For custom builds installing park brake**

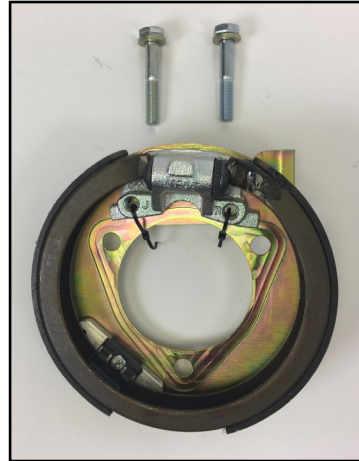
\*Park brake design and color may vary\*

Your park brake comes assembled **EXCEPT** for the actuator bolts & park brake bracket.

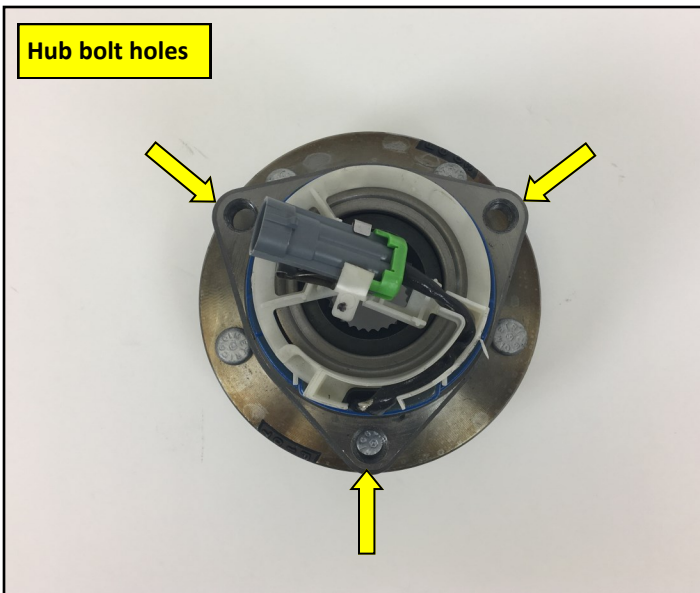
Follow the instructions below to finish the installation.



1. This installation begins at the point at which the bare knuckle has no components installed. (Passenger side rear shown)

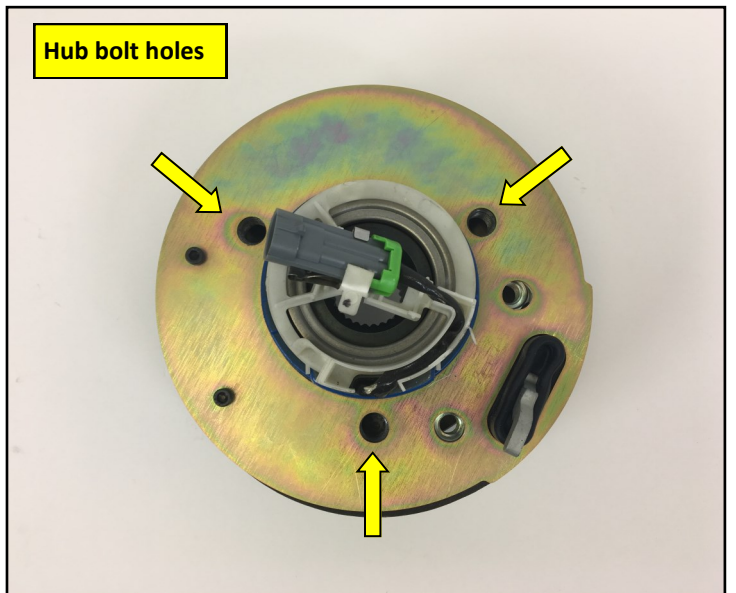


2. Your new park brake assembly comes with bolts for the cable bracket. It has zip ties holding the actuator & cable bracket in place. Cut these and set the cable bracket aside.



Hub bolt holes

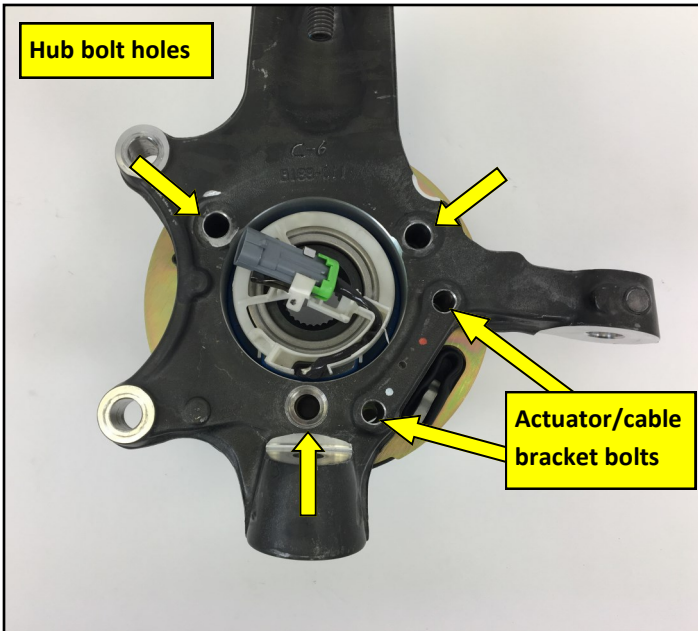
3. Set your hub face down on the studs. Make sure your ABS wire is facing in the correct direction.



Hub bolt holes

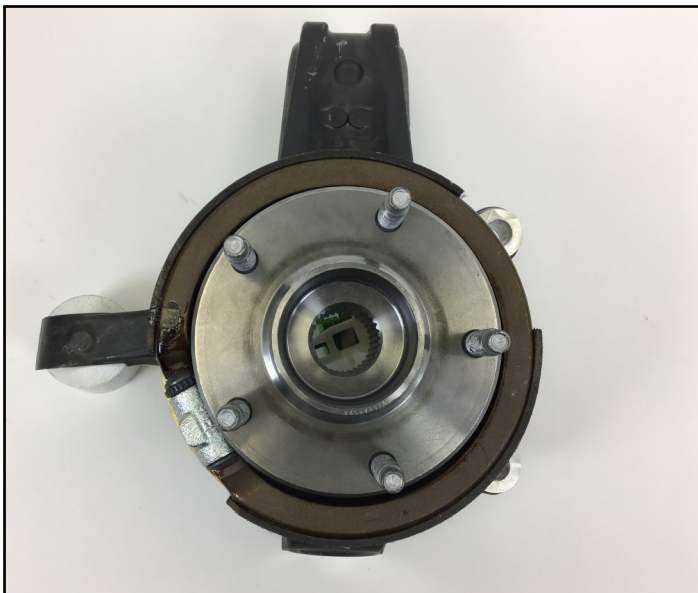
4. Now set the Baer parking brake assembly onto the hub. The shoe should fit around the hub flange. Line up the 3 hub bolt holes to the park brake plates holes.





5. Place the hub with the park brake assembly on the knuckle, making sure to align the hub bolt holes, park brake assembly holes, and actuator / cable bracket holes.

6. Install the hub bolts and torque to the manufacturer's specs to secure the hub and park brake assembly to the knuckle. Set the correct side cable bracket onto the knuckle (make sure the cable will pull on the lever) and install the supplied M10-1.50 bolts to secure the actuator and cable bracket to the knuckle. Torque these to 45 ft lbs.



7. Outboard view of the park brake assembly installed. (Passenger side rear shown)

8. Inboard view of the park brake assembly installed. (Passenger side rear shown). Refer to section 1 of these instructions to install the caliper mount brackets, rotors, and brake calipers.



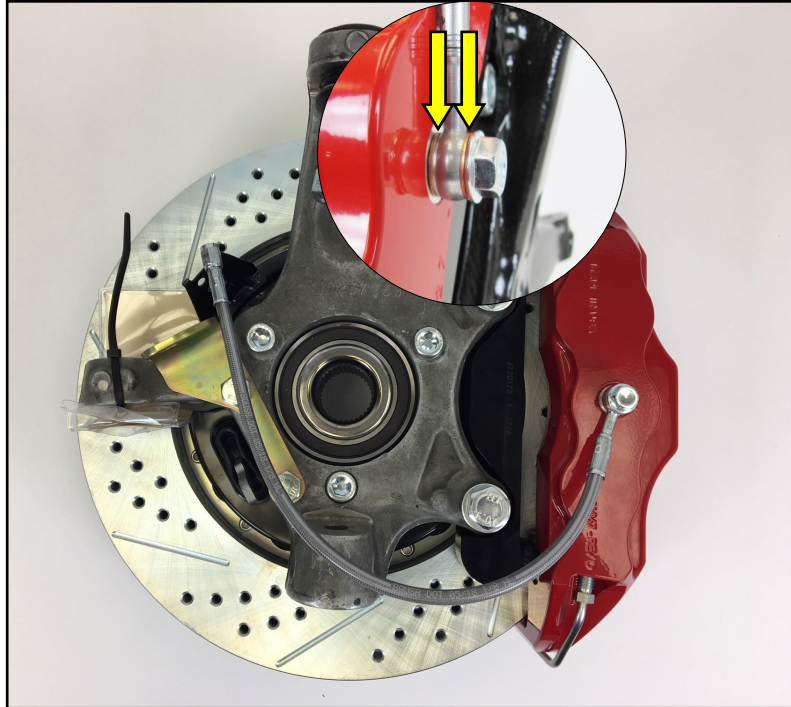
### **NOTICE FOR EXT+ BRAKE SYSTEMS:**

Some brake systems require spacers to place the caliper in the correct position radially. These spacers come with your brake system:

**13.50" rotors = No spacers**

**14" rotors = .250" spacers**

**15" rotors = .750" spacers**



**9. Connect the brake hose to the Caliper using the supplied copper crush washers, and banjo bolt. Install the hardline adapter fitting and connect the hose to the hardline on the vehicle frame and insert the hose lock. Carefully position the hose to avoid any interference with the wheel or suspension. Perform a full steering sweep from lock to lock and a compression test of the suspension to ensure the hose is clear. Torque the Banjo Bolt to 15-20 ft-lbs. and tighten the fitting onto the hard line. (Ext+ pictured)**

**10. Repeat steps 1-9 for the other side of the vehicle. Check all attachment points and fluid connections. ENSURE ALL FASTENERS HAVE BEEN TORQUED TO THEIR SPECIFIED VALUES PRIOR TO OPERATING THE VEHICLE.**

Baer recommends using "Baer Street/Race DOT4 Brake Fluid" for all Baer brake systems. The link to order the recommended brake fluid and / or replacement parts is below.

Refer to Bleeding, Pad Bedding, and Rotor Seasoning Procedures contained on a separate sheet, or on [www.baer.com](http://www.baer.com). For service components and replacement parts, contact your Baer Brake Systems Tech Representative at 602-233-1411, or visit: <https://baer.com/System-Parts-Tools/>.