BAER® *Your Complete Performance Brake Supplier!*

Installation Instructions

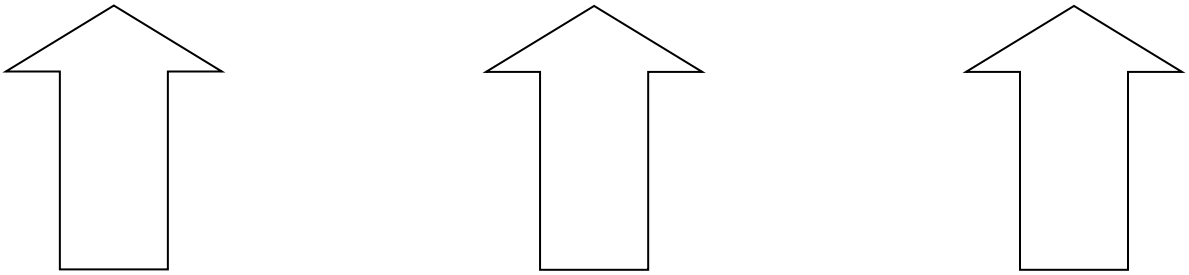
Product: Pro Plus Front

Instruction Part Number: 6000343
Rev Date: 06 August 2019

Vehicle

Make: GM
Model: Chevrolet / Impala / Biscayne / BelAir, etc.
Year(s): 55-70

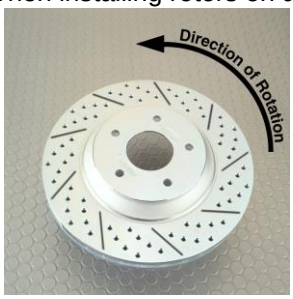
ATTENTION: Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check.

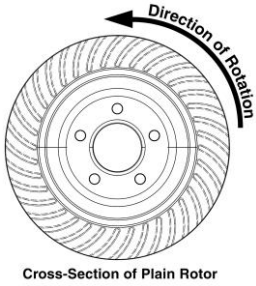


Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 already having checked fit using the Baer Brake Fit Templates available online at 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 reconfirm proper clearance is available 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 performing wheel fit check to prevent cosmetic damage.**

- 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.





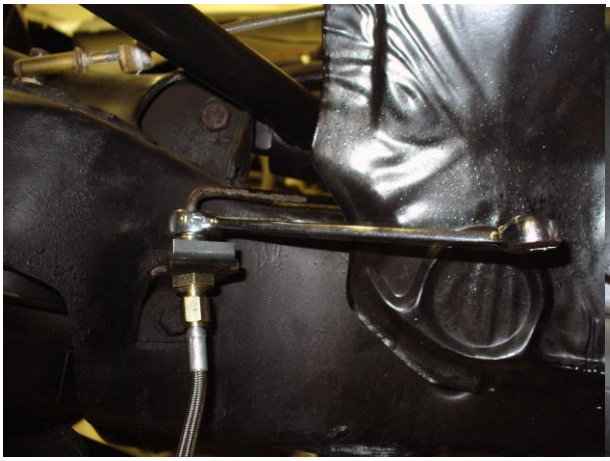
Cross-Section of Plain Rotor

Images shown are “L” left rotors.

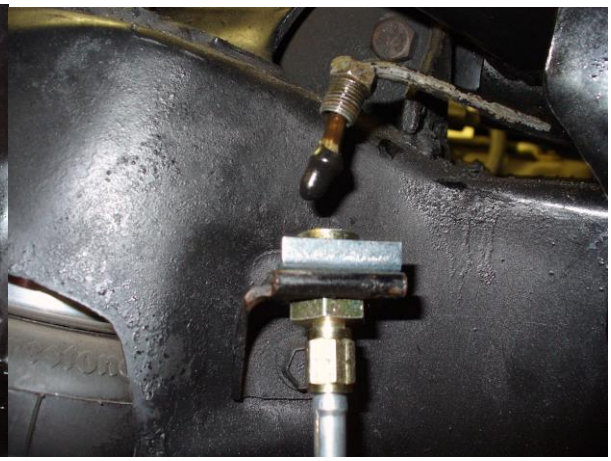
- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At all times stop the installation if anything is unclear, or the parts require force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

Installation:

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 on the next page.



Line wrench on hardline



Vinyl cap

Remove the tie rod end from the steering arm as the arm may need modification.

Remove the brake drum from the spindle. Unbolt and remove the brake backing plate. The shoes and other components can be left in place.

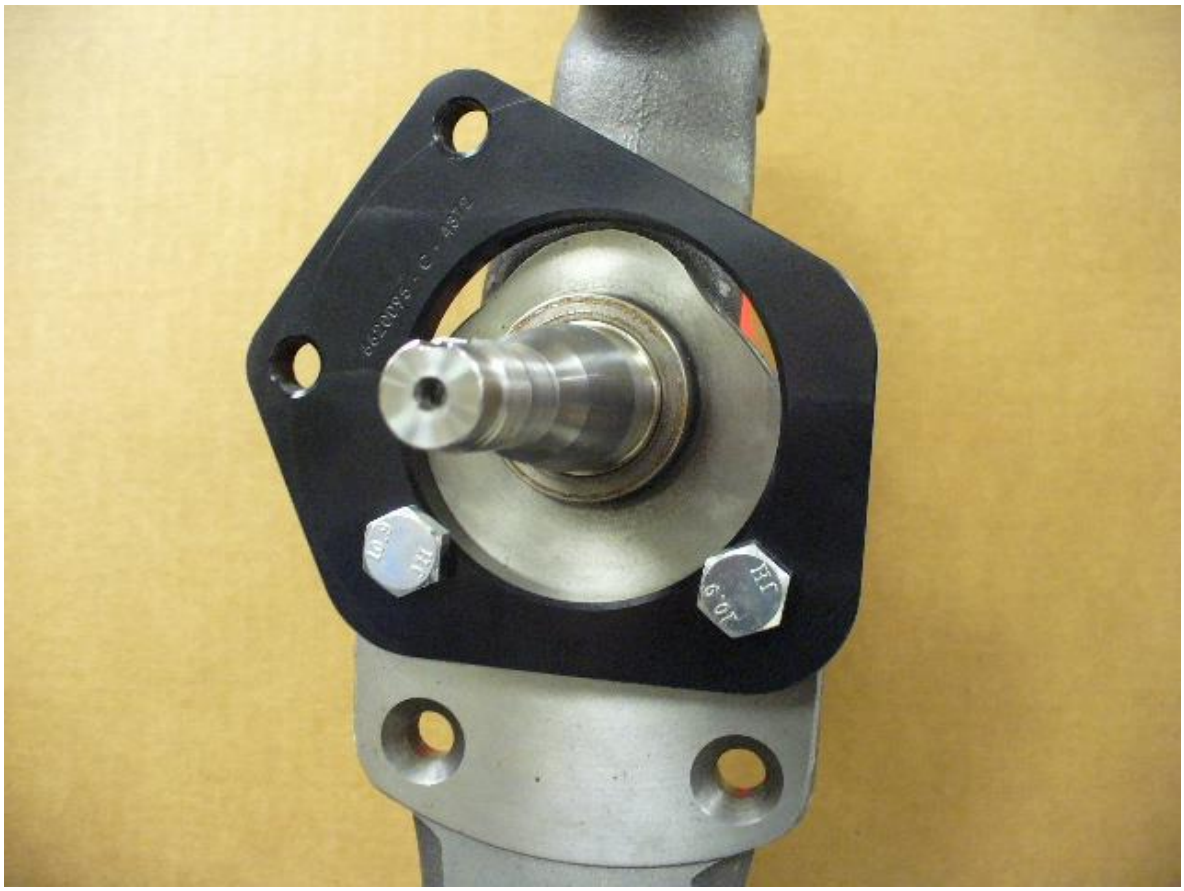
The bolt holes in the steering arm and the corresponding spindle holes may need to be enlarged for the supplied ½" bolts. Some models will already have ½" bolts and will not need modification. Drill to .500" for these new bolts. See photos below for reference.

57 Chevrolet left

69 Impala right

The photos above are for the models specified, however, all from 55-70 will require ½" bolt holes.

**** FOR CPP DROP SPINDLE BRACKET MOUNTING PROCEDURE:**
Your steering arm will bolt to the lower holes below the pin with hardware supplied by CPP.
The Baer spindle bracket will mount to the upper holes below the pin as shown in the photo on the next page. Baer supplies .200" spacers along with the ½ x 2.5" bolts. The spacers will be placed between the bracket and the spindle.



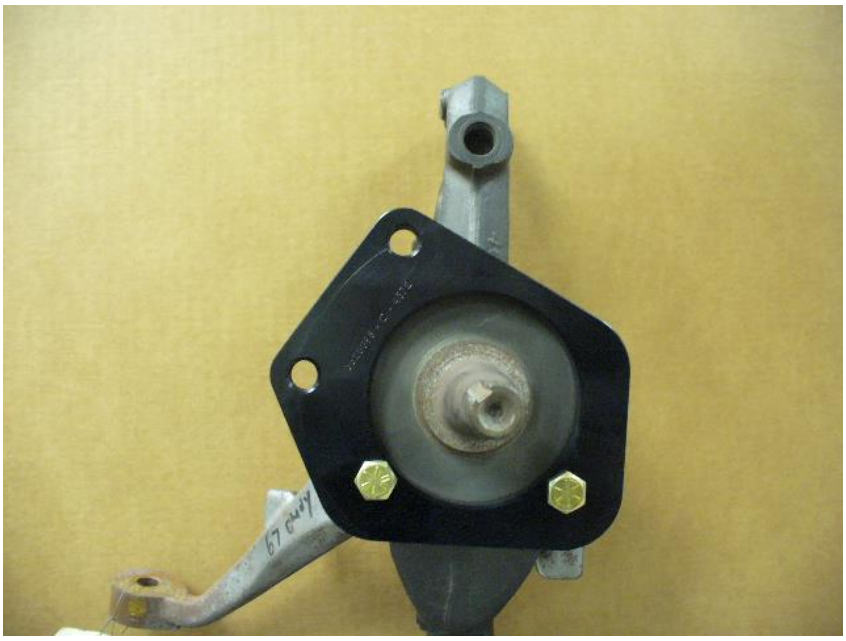
Bracket mounted on CPP drop spindle, spacers between bracket and spindle.
Caliper position is behind spindle pin, this is the right (passenger) side.
Do not use washers under these bolt heads as they will interfere with the Baer hub.

Thoroughly clean the spindle pin and mounting surfaces to allow the new Baer components to seat properly.

The caliper position for all vehicle models is behind the spindle pin centerline.
Steering style for each model: 55-57 = Rear Steer (steering arm behind spindle center)
58-64 = Front Steer (steering arm ahead of spindle center).
65-68 = Rear Steer
69-70 = Front Steer

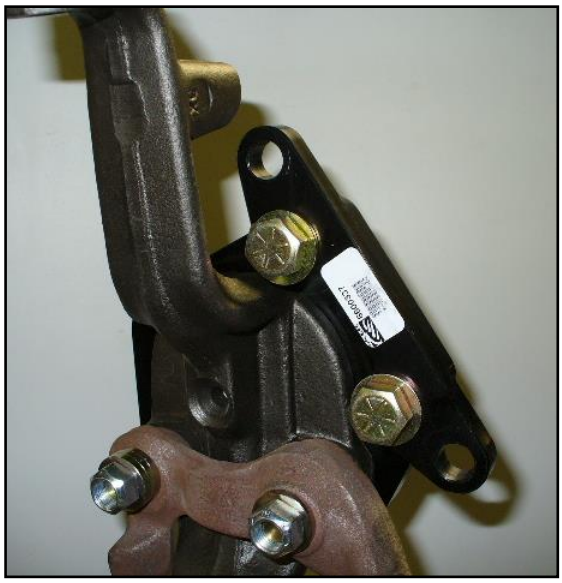
If suspension or steering modifications interfere with the caliper mounted behind the spindle center, please call Baer for instructions to accommodate the leading caliper mounting position.

Install the new Baer spindle bracket using supplied ½ x 2.75" bolt for end steering arm hole, ½ x 3.00" for the mid point (closest to the tie rod boss) location. Use the supplied locking nuts contained in the bag with these bolts. See photo below for proper position. Torque to 90 ft-lbs.

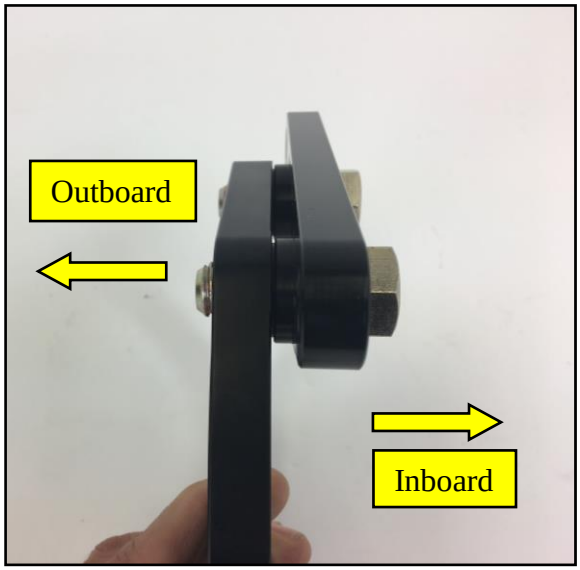


Spindle bracket mounting for Rear Steer applications
Do not use washers under these bolt heads as they will interfere with the Baer hub.

Install the new intermediate bracket to the inboard side of the spindle bracket using the supplied 9/16" x 1.5" bolts. Torque these bolts to 100 ft-lbs. See photo below for proper placement.



Intermediate bracket placement.



Bracket Orientation.

Install the Radial mount bracket with the supplied 14mm x 30mm allen bolts. The bracket will hang over the spindle and intermediate brackets. See photo next page for reference. Just snug these bolts as they will be removed for caliper centering shims.

Radial mount bracket installed.

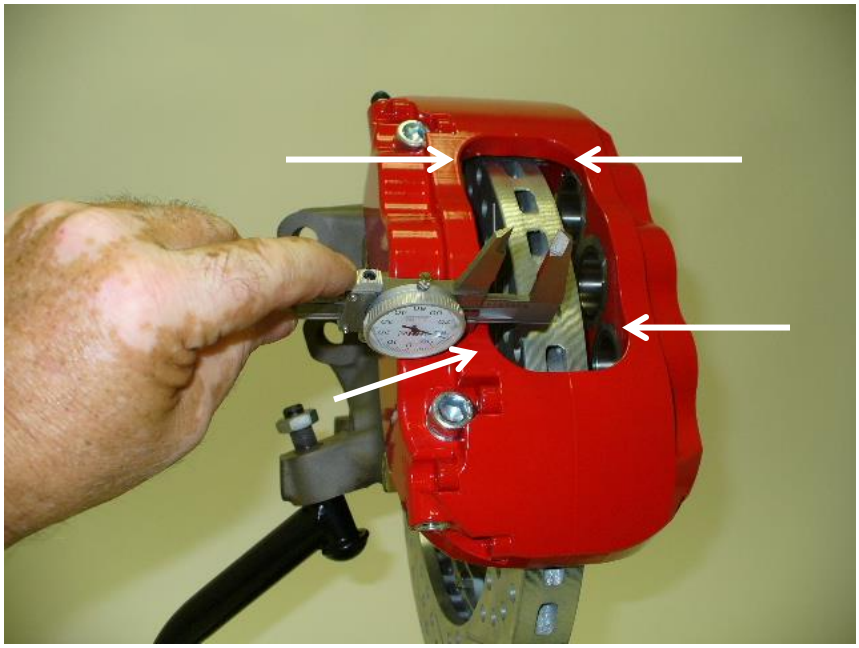
Install the correct side rotor and secure with 3 lug nuts and washers to prevent scratching the rotor hat.

Secure rotor with 2 lug nuts and washers.

With pads removed, install correct caliper (bleeder screw points up), using the allen bolts provided(10mm allen socket or wrench). Snug these bolts for measuring caliper alignment.

Install the caliper to measure clearance.

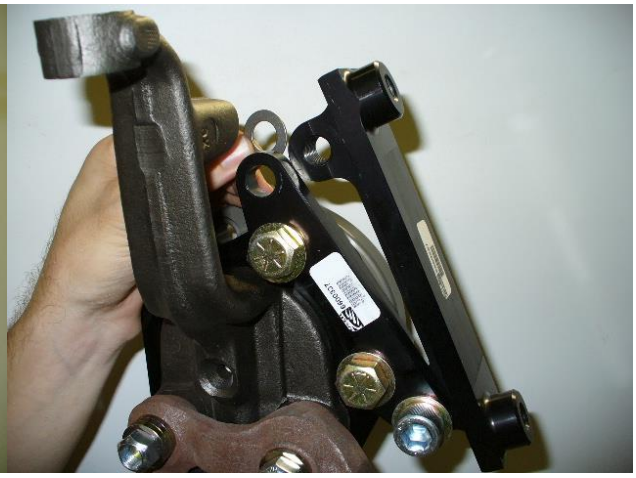
Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside. Write down all measurements. Subtract the top inside measurement from top outside. This will require a shim at the top bracket bolt equal to half of this difference to center the caliper. For 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 at arrows.

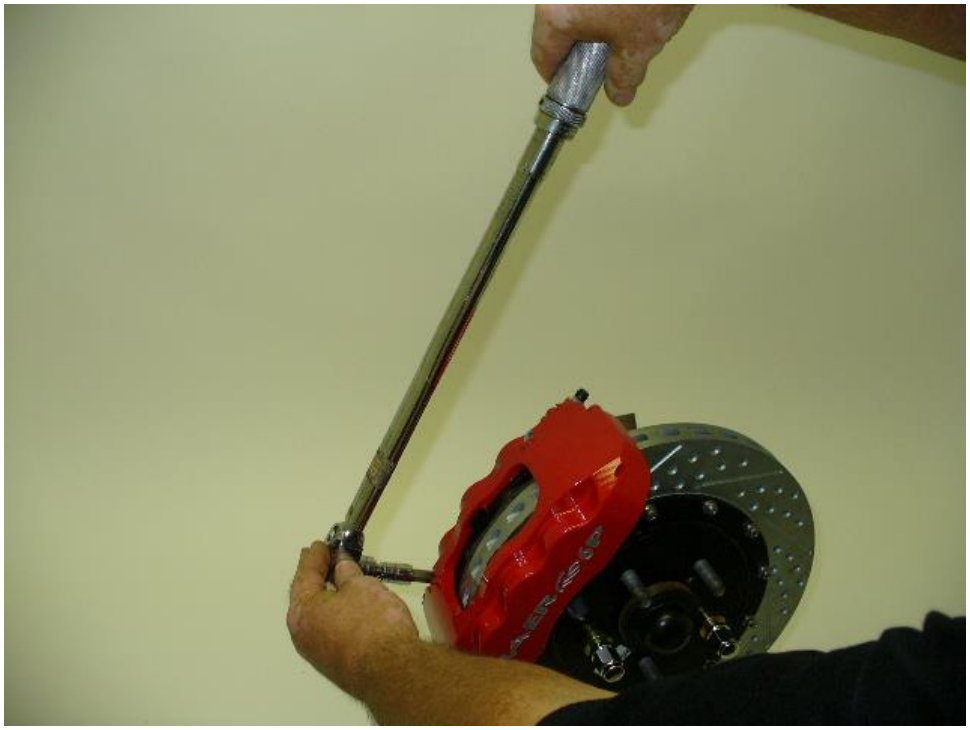
Select the desired shims from the set provided. Remove the caliper. Loosen the bolts from the intermediate bracket to radial mount bracket. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check. See photo next page for reference.

Shim set.



Installing shims.

Reinstall the caliper and recheck gap measurements. Re-shim if necessary. When proper shimming has been achieved, remove caliper. Torque the bracket bolts to 110 ft-lbs. Install the pads in the caliper and place the calipers over the rotors. Torque the 12 mm allen bolts to 75 ft-lbs.



Torque caliper bolts to 85 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 equal gaps at all four locations is best.

Install the steel braid hose banjo end with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. Connect the hose to the hardline at the frame and install the hose lock. 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.

Repeat these steps for the other side and recheck all attachment points and fittings.

Baer recommends using a Master Cylinder bore diameter of 1.125". There are many options for this including original equipment applications and aftermarket master cylinders. Call your Baer Brake Systems Tech Representative if you need advice on this.

Refer to Bleeding and Rotor Seasoning procedures contained on a separate sheet, or on www.baer.com

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