BAER ®*Your Complete Performance Brake Supplier!*

Installation Instructions

Product: Pro Plus Front

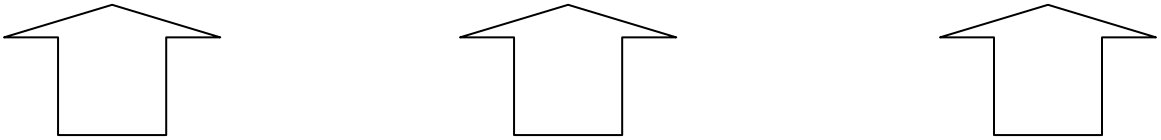
Instruction Part Number: 6000357

Revision Date: 08 October 2013

Vehicle

Make: Chrysler
Model: Barracuda / Challenger
Year(s): 70-74

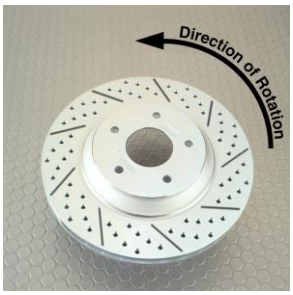
***ATTENTION:* Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. In the event that a product must be returned, please contact Baer Customer Service for a RMA Number.**

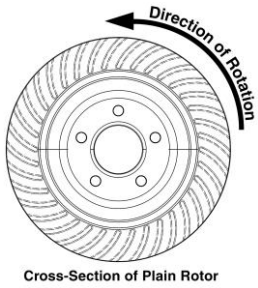


Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 (available online at www.baer.com), 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.

- 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:





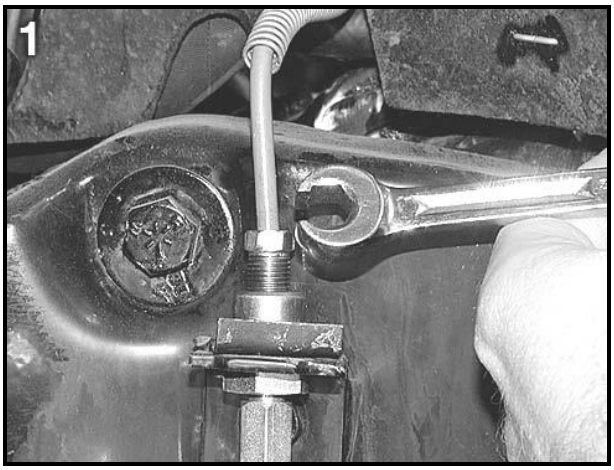
- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.

- 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. 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:

1. Using a 3/8” line wrench, loosen the brake lines at the frame rails. Be cautious not to round the corners of the flair nut, as shown in Photo 1. ******Note: Use Liquid Wrench or penetrating oil if necessary. Cap hard line with the supplied vinyl cap.

2. Remove the clip holding the brake hose to the bracket with a pair of pliers.



3. Remove the caliper bolts and slide the caliper with the hose attached, off the rotor.

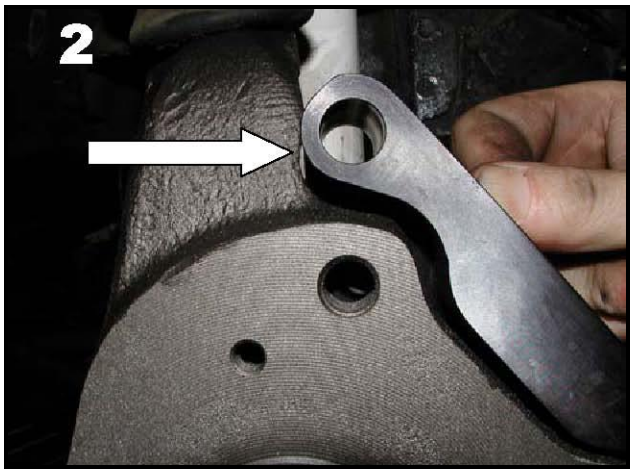
4. Remove the rotor, clean and inspect the spindle pin for wear and damage. Thoroughly clean the pin to prepare for installation of the new hub. Also, thoroughly clean the caliper mount tabs.

5. Remove the dust shield as this impedes air flow for rotor cooling.

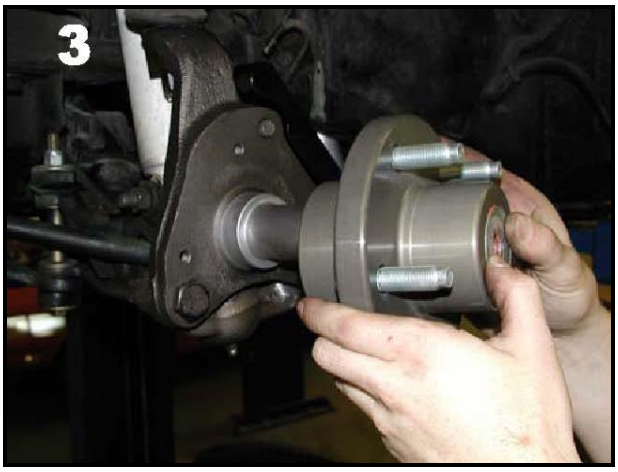
6. E-bodies come with calipers mounted as “leading,” (in front of spindle, closest to the front of the vehicle). If your vehicle is like this, remove the spindles and swap side to side (put left side on the right and right side on the left). This places the caliper behind the spindle, but will not alter the geometry of the suspension. Refer to Photo 2 for reference (this is now the left or “driver’s side” spindle).

7. Reattach the steering arm to the spindle with original bolts and nuts. Torque to 110 ft·lbs and use the supplied cotter pins.

8. Install the base bracket as shown in Photo 2, using the original caliper bolts. ******Note: Check clearance of the area indicated by arrow. If interference occurs, grind away material on the spindle until bracket clears. The small amount removed does not affect the strength of the spindle. Torque the bolts to 95 ft·lb.



9. Install the new aluminum hub, shown in Photo 3. The new 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. 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 nut retainer, cotter pin and dust cap.



10. Install the intermediate bracket (pre-installed in caliper for shipping) to the outboard side of the base bracket with the supplied M14x60mm bolts and washers. Simply tighten the bolts for now as shimming will need to be performed.

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

12. With pads removed, install the new caliper using the supplied M12-1.75x45 Socket Head bolts. Tighten the bolts with a wrench so that the caliper can be removed easily for shimming.

Shimming Procedure

Measure gap from rotor to caliper body:
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.

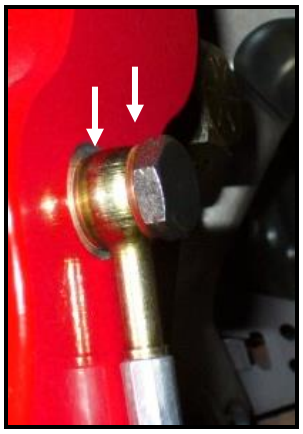
**Note: The purpose for shimming is to allow the caliper to be properly centered above the rotor.

Procedure

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts connecting the base bracket to the intermediate bracket
4. Install the appropriate shims (between both brackets), 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, torque the M14x60mm bolts to 120 ft·lbs. Finally, reinstall the caliper and torque the last two bolts 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.

13. Finger tighten the steel braid hose with one copper washer on each side of the banjo fitting into the rear of the caliper. Connect the hose to the hardline 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 fitting and banjo bolt to 15-20 ft·lbs. See photo below for reference:



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

Refer to Bleeding, and Pad Bedding & 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.