



Race Only

Installation Instructions

Product: Dual Staging Brake

Instruction Part Number: 6000399

Rev Date: 12 JAN 2011

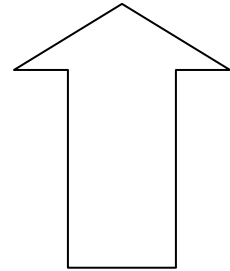
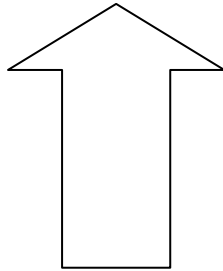
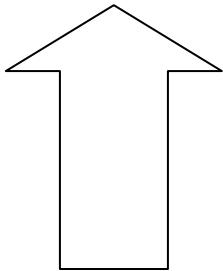
Vehicle

Make: Ford and GM-Bearing on Axle

Model: All

Year(s): All

***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

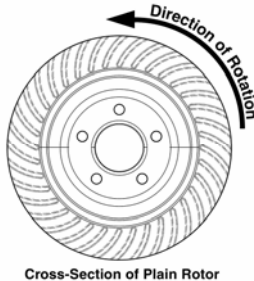
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appropriate fitting/line wrenches, as well as a safety catch can and protective eyewear. Other than these items, if unique or special tools are required they are listed in the section for that step.

- 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.

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:

This system is designed for racing only and is not intended for use on street driven vehicles.

This system is designed for axles with standoff measurements of 2.5", and axle flange diameter of 5.750" or less.

Disconnect the hardline from the drum brake slave cylinder and cap the line with the vinyl caps provided to prevent brake fluid dripping through the installation process.

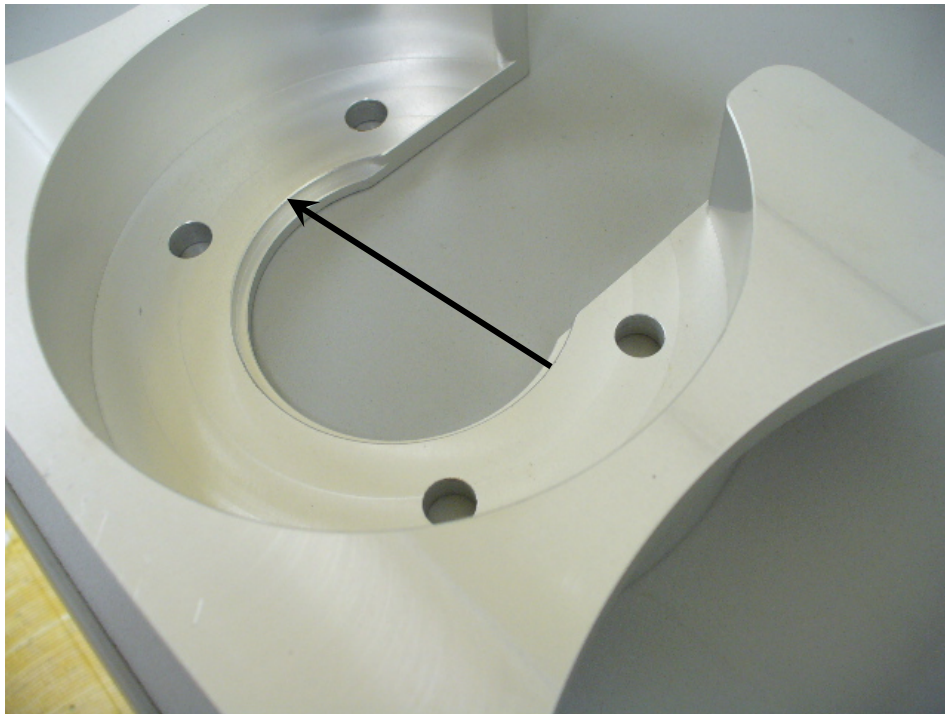
Disconnect the park cable from attachment points on the frame and primary cable. There is no need to disengage from the backing plate.

Remove the bolts securing the drum brake backing plate to the housing. Retain the "T" bolts and nuts. These will be used to secure the caliper bracket.

Remove the axle from the housing. Inspect the condition of the bearings and seals, replace if necessary.

If your axle flange diameter is larger than 5.750" it must be machined in a lathe to fit into the rotor hat.

If the bearings are being replaced, the retainer can be left off as the caliper bracket will now serve as the bearing retainer. If the bearings do not need to be replaced the old retainer can be installed over the caliper bracket.

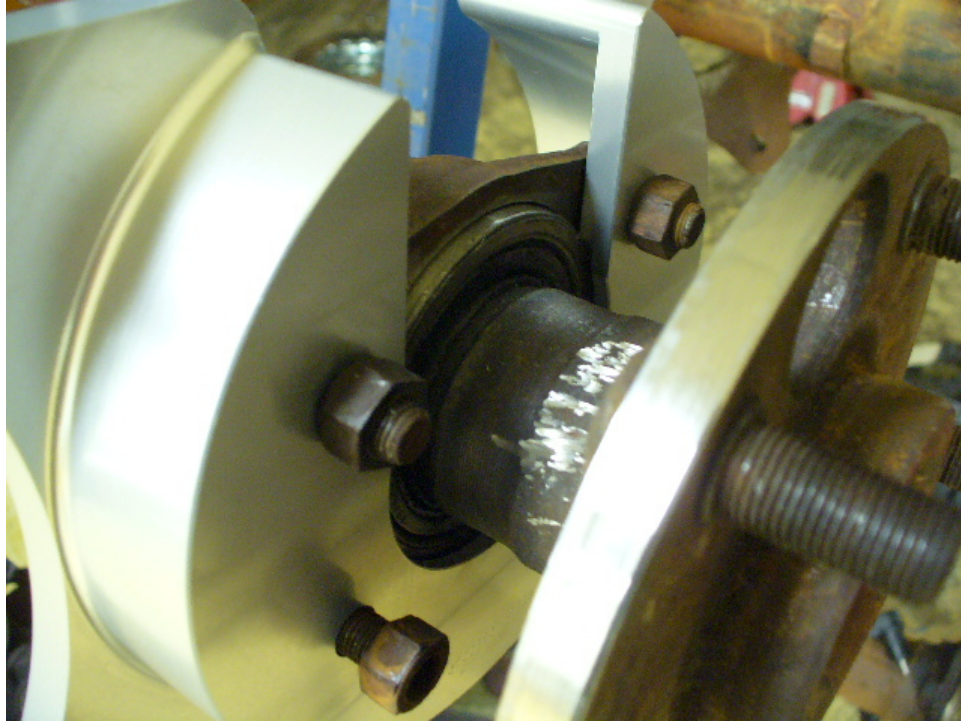


Caliper bracket will serve as bearing retainer

Clean the bearing seat and housing flange to be sure the new parts seat properly.

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With the axle in place, install the caliper bracket over the axle bearing. The bracket will bolt on with the opening above or below the axle. There is no difference either way. Secure this using the original "T" bolts, 3/8" bolts torque to 45 ft-lbs, 1/2" bolts torque to 85 ft-lbs. See photo below for reference.



**If your original retainer plate is in place, it can be bolted on top of this bracket.
These axles were machined in a lathe to proper diameter.**

On Ford vehicles with 2.5" rotor register, place the BLACK CENTERING RING over the axle. This will allow the rotor to be properly centered on the axle. See the photo below for reference.

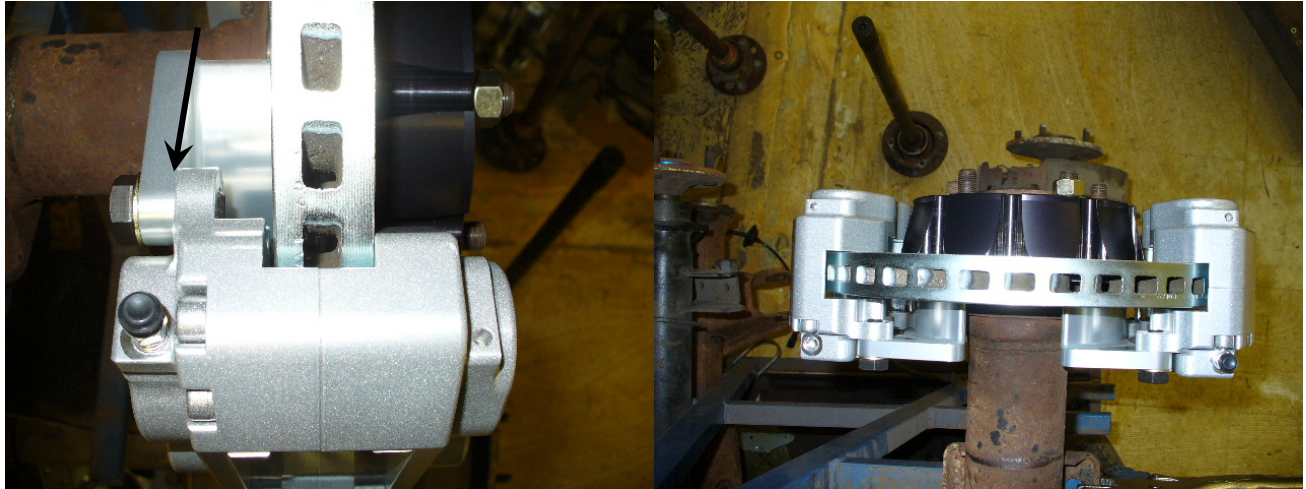


Black centering ring installed over rotor register.

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Place the correct side rotor over the axle and secure with at least 2 lug nuts using washers to prevent marking the anodized rotor hat.

With pads removed, install the calipers using the supplied 12mm x 25mm bolts. Just snug these. Measurements will be taken to center the calipers.



Arrow indicates shim placement.

Caliper Centering procedure:

The photos on the previous page show the calipers installed with no shims between the caliper and bracket. The caliper has minimal clearance between outer surface of rotor and caliper body. Using a feeler gauge, measure the gap between the caliper body and the rotor at the top, inside and outside, then the bottom inside and outside.

Subtract the outside measurement from the inside. Divide this number by 2. This will represent the amount of shim needed to center the caliper. The top shim requirement may differ from the bottom. Getting the caliper centered as closely as possible will insure the best performance.

As an example if the outer measurement is .010" with an inner measurement of .100" the difference is .090" Divide this by 2 leaves .045". Select shims from the shim kit to give .045" and insert between caliper and bracket. Do this for upper and lower of each caliper.

Install pads in calipers and re-install over rotor. Replace washer and caliper retaining nuts with shims between caliper and bracket and torque to 85 ft-lbs.

Repeat this procedure for opposite side.

The inlet port is 10mm-1.0 thread pitch. **NOT 1/8" Pipe thread.**

Follow bleeding instructions provided on separate sheet to complete installation.

For information on service and replacement parts, contact your Baer Brake Systems Representative.