



## Installation Instructions

Product: Pro+ / Ext+ Rear

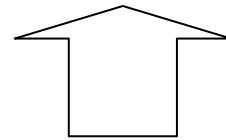
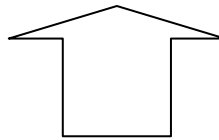
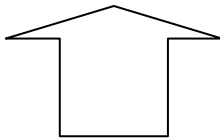
Instruction Part Number: 6000375

Vehicle

Revision Date: 17 June 2014

Make: GM  
Model: Corvette (C3)  
Year(s): 65-82

***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.***



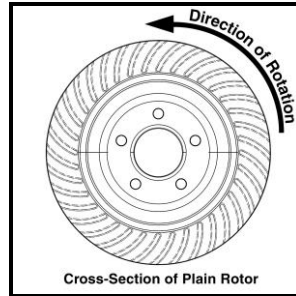
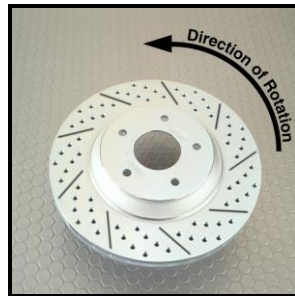
### Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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](http://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.

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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. Baer's Technical Staff is available from 8:30a.m. - 5:00p.m. Mountain Standard Time (Arizona does not observe Daylight Savings Time) by phone: (602)-233-1411 Monday through Friday.

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### **INSTALLATION:**

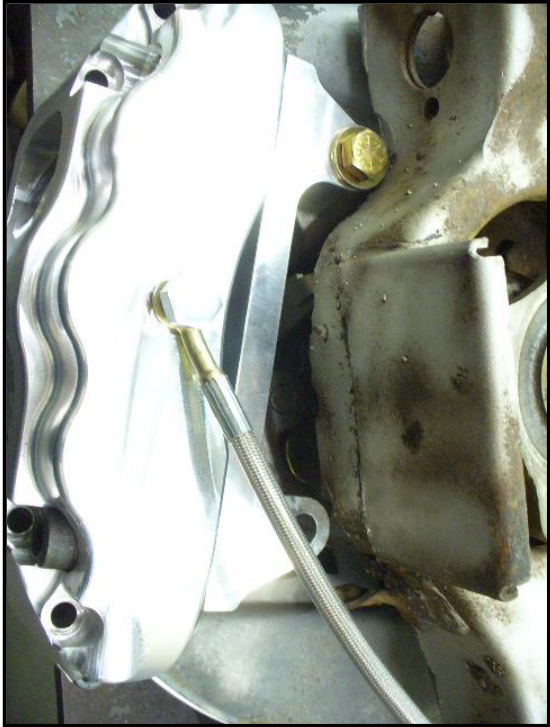
1. Disconnect the fluid hose from the hardline at the frame using a line wrench. Using a line wrench will prevent rounding off the tube nut. Next, remove the fluid hose from the bracket that is attached to the swing arm. Cap the hardline at the frame with the supplied vinyl caps to prevent brake fluid from dripping during installation.
2. Remove the two bolts retaining the caliper to the swing arm, and remove the caliper. Remove the rotor and thoroughly clean the hub and caliper mount tabs to ensure proper seating of the new components.
3. Install the supplied rubber grommet in the hose bracket located on the swing arm. This is a tight fit to hold the hose properly. The hose with the adaptor fitting removed will be inserted through the grommet leaving the banjo end closest to the caliper and the AN fitting closest to the frame bracket. The installation of both is difficult and will take some time, and effort. Firm location is necessary to maintain the integrity of the hose. A small screwdriver may help to install the grommet. The grommet can be first placed on the hose then inserted into the bracket. Either method can be used for installation. See Figure 1 for reference.



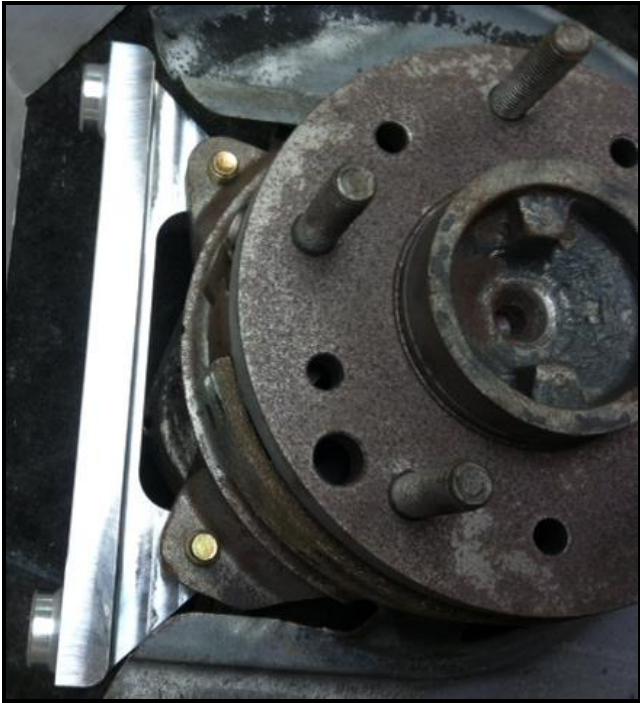
**Figure 1:** Supplied rubber grommet installed in swing arm bracket

4. Once the hose and grommet are installed, wait for caliper installation to properly position the hose in the bracket.
5. Install the caliper bracket to the original caliper mount tabs using the supplied 7/16-20 bolts and washers. Tighten the bolts for now as shimming will be required. See Figures 2 and 3 for reference.

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**Figure 2:** Pro Plus bracket and caliper installed on swing arm



**Figure 3:** Ext+ bracket installed

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6. The supplied 7/16" bolts and washers will retain the bracket to the swing arm. Tighten these bolts for now, as shimming will need to be accomplished in the latter portion of installation.
7. Install the correct side rotor and secure with three lug nuts and washers to prevent scratching the rotor hat.
8. Caliper installation:

### **PRO+ SYSTEM:**

With the pads removed, install the correct side caliper (bleed screw points upward) onto the bracket using the supplied M12x1.75-45 Socket Head bolts. Using a 10mm Allen socket, secure the caliper in place.

### **EXT+ SYSTEM:**

With the pads removed, install the correct side caliper (bleeder screws pointed upward) over the ARP studs (caliper pre-installed on the bracket for ease of shipping) and onto the bracket. Secure the caliper to the bracket using the supplied ARP washers and 12-point nuts. Tighten the nuts for now as shimming will be performed next.

## Shimming Procedure

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.

### **Procedure**

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts from the caliper bracket
4. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check. See Figure 4 for reference.
5. Reinstall the caliper and recheck gap measurements
6. Re-shim if necessary. When proper shimming has been achieved, remove the caliper and install the brake pads. Reinstall the caliper and torque the caliper bolts (for Pro+ Systems) to 75 ft·lbs. For Ext+ Systems, torque each of the 12-point nuts to 75 ft·lbs. Finally, torque each of the bracket bolts to 80 ft·lbs.



**Figure 4:** Shim location is between both brackets

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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.

9. Place one copper washer on each side of the banjo fitting on the hose, and insert the banjo bolt through the fitting and into the caliper. Slip the hose through the swing arm bracket to center it properly giving enough hose on both sides. Install the adaptor fitting into the AN fitting on the hose and tighten 15-20 ft-lbs. Attach the fitting to the hardline in the frame bracket, and insert the supplied hose lock to hold in place. **\*\*IMPORTANT: Ensure that the hose will clear all suspension components, including the bump stops, and the wheel and tire, then tighten all fittings and banjo bolt to 15-20 ft-lbs.** See Figures 5 and 6 for reference.
10. Repeat these steps for the other side of the vehicle and be sure to recheck all attachment points and fittings.



**Figure 5:** Hose and AN fitting



**Figure 6:** Install adaptor into AN fitting on hose

Refer to Bleeding and Pad Bedding & 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.