Installation Instructions

Product: Pro+ Front

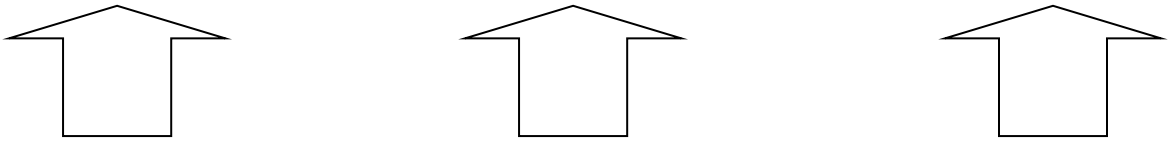
Instruction Part Number: 6000333

Revision Date: 05 November 2013

Vehicle

Make: GM
Model: Corvette
Year(s): 88-96

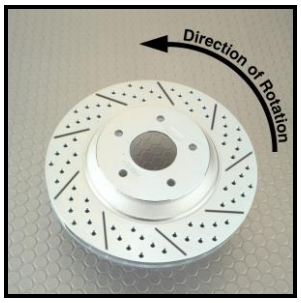
ATTENTION: ***Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. In the event that a product must be returned, please contact Baer Customer Service for a RMA Number.***

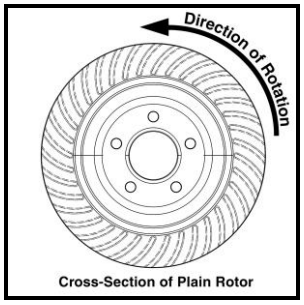


Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 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.

INSTALLATION:

1. After you have confirmed that the new caliper will fit your wheels, disconnect and cap your brake hose. This may be best done by disconnecting the flex hose from the hard line and capping with the supplied vinyl caps to avoid dripping brake fluid while the work is performed.

2. Place one or two lug nuts with washers on the rotor to hold it in place while calipers are exchanged.

3. Remove the two bolts retaining your caliper anchor to the spindle.

4. Slide the caliper, anchor, and pads as an assembly, away from the rotor.

5. Remove the rotor and thoroughly clean the hub and caliper mounting points to allow the new components to seat properly.

6. Install the new base bracket (installed on the new 6P caliper for shipping purposes) using the supplied M14-2.0x45mm bolts, and washers. The bracket will mount to the outboard side of the spindle with the top of the bracket overhanging the spindle mount tabs. Tighten the bolts slightly with a wrench to allow for later removal. See, Figure 1, below for reference:

Figure 1: Base bracket installed onto spindle

7. Install the correct side rotor over the cleaned hub and secure with three lug nuts, and washers to prevent scratching the rotor hat. Figure 2 displays the rotor installed onto the hub:

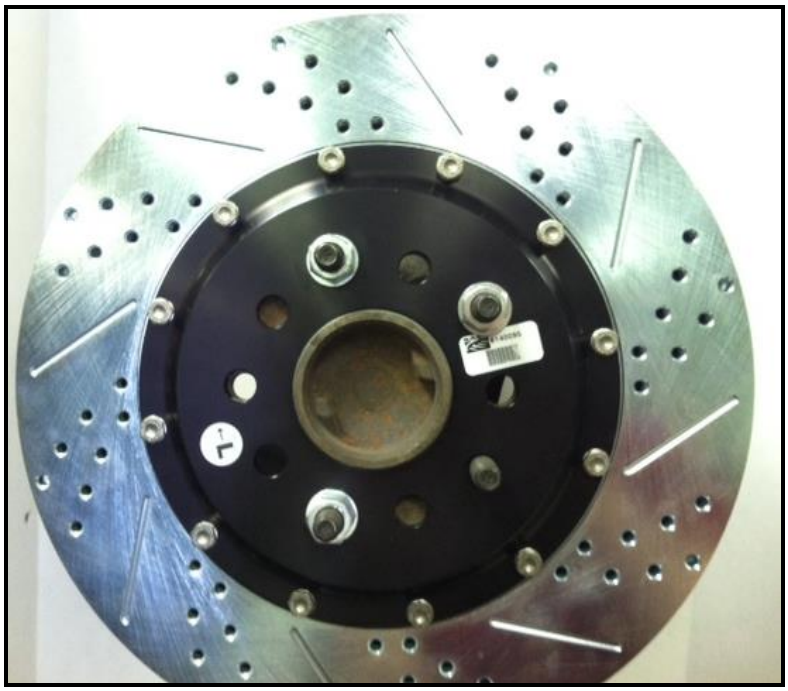


Figure 2: New rotor installed onto hub

8. With pads removed, install the correct side caliper onto the base bracket using the supplied M12-1.75x45 Socket Head bolts. Only tighten the bolts for now (do not torque) as shimming will need to be performed next.

Shimming Process

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. The purpose for shimming is due to early machining processes which led to variances in dimensions. Shimming allows for the caliper to be mounted center onto the rotor even with these variances.

Procedure

1. Select the required shims from the kit provided.
2. Remove the caliper and the rotor
3. Loosen the bolts from the base bracket
4. Install the appropriate shims (between spindle and bracket), 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 torque the M14-2.0x45mm bolts to 148 ft·lbs. Reinstall the caliper using the supplied M12-1.75x45 socket head bolts. Torque the caliper 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.

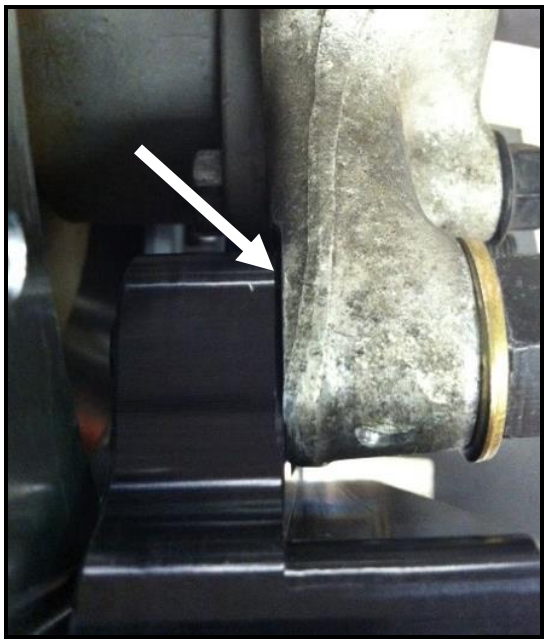


Figure 4: Top view of shim location

9. Finger tighten the steel braid banjo hose end with one copper washer on each side of the banjo fitting into the rear of the caliper. Connect the hose to the hardline at the frame 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 Figure 5 on continued page for reference.

10. Repeat these steps for the other side of the vehicle and be sure to recheck all attachment points and fittings. See Figure 6 for reference of completed install.

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.

Figure 5: Installation of hose and washers

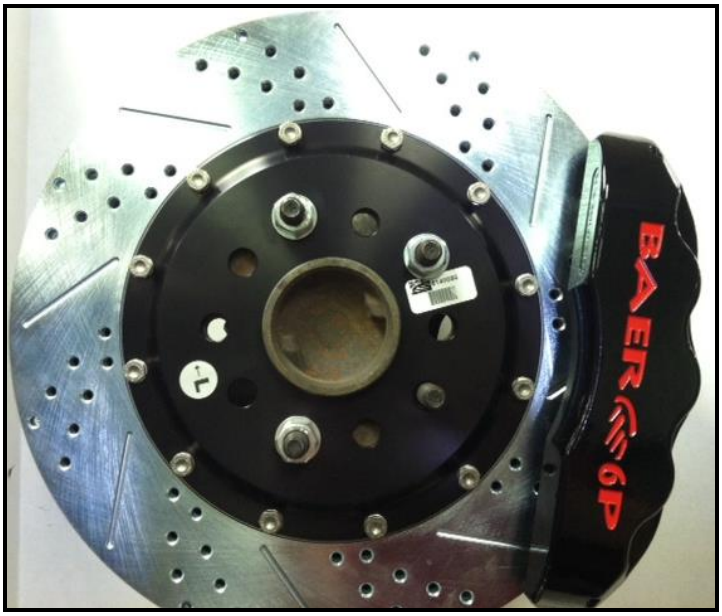


Figure 6: Complete install