BAER Your Complete Performance Brake Supplier!

Installation Instructions

Product: Pro+ 13” Rear w/Park brake

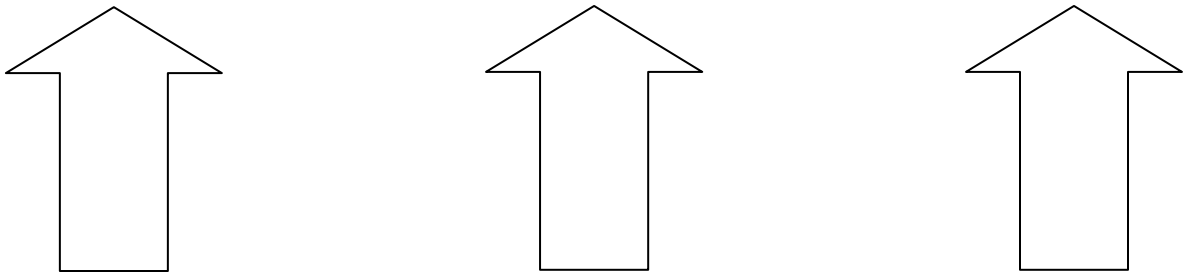
Instruction Part Number: 6000433

Vehicle

Rev Date: 01 October 2012

Make: Chevy Full Size (Bearing on Axle)
Model: All
Year(s): 58-64

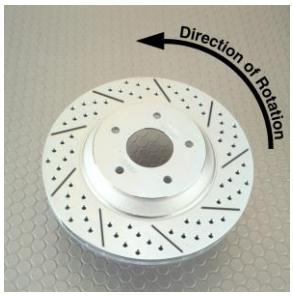
ATTENTION: Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check.

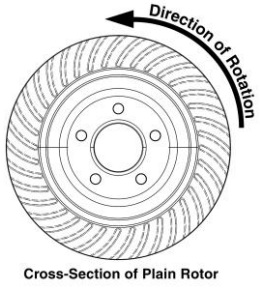


Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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. 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 axles with standoff measurements of 2.5", and axle flange diameter of 5.750" or less.

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

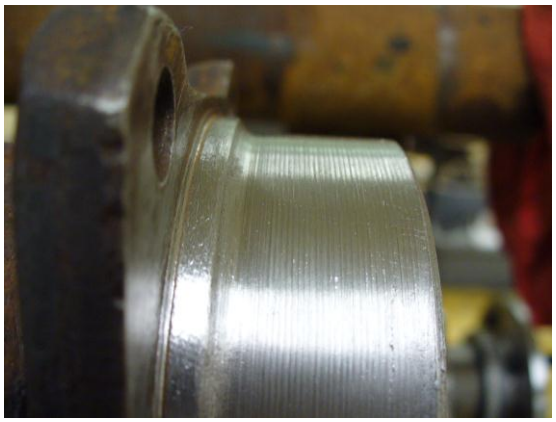
2. Disconnect the park cable from attachment points on the frame and primary cable. There is no need to disengage from the backing plate.

3. Remove the bolts securing the drum brake backing plate to the housing. Retain the bolts and nuts because these will be used to secure the Banksia Plate.

4. 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 Banksia Plate will now serve as the bearing retainer. If the bearings do not need to be replaced, the old retainer can be installed over the Banksia Plate.

5. Clean the bearing seat and housing flange to be sure the new parts seat properly. This can be accomplished with a piece of emery cloth.

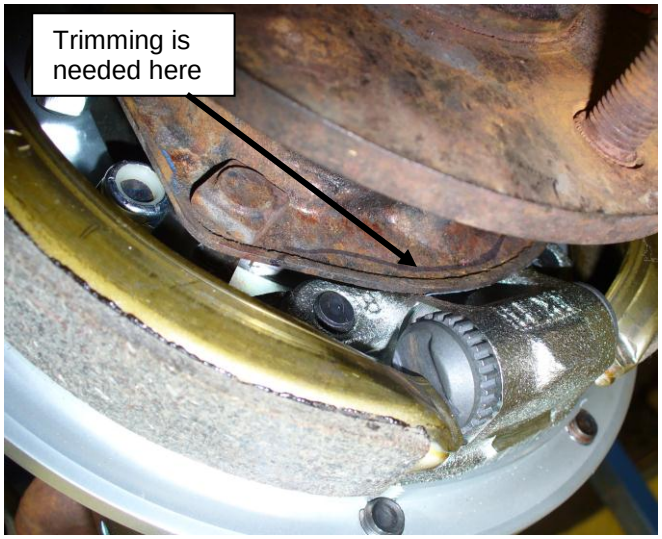
Before cleaning



After cleaning

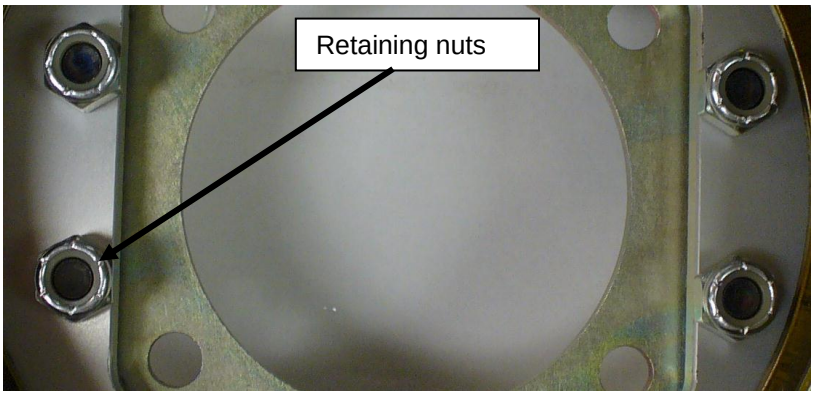
**** Important:** Before installing the Banksia Plate, the steel plate around the axle bearing will need to be trimmed. See the photos on the following page for reference:

Trim along dashed line for fit (Your system may require similar trimming)

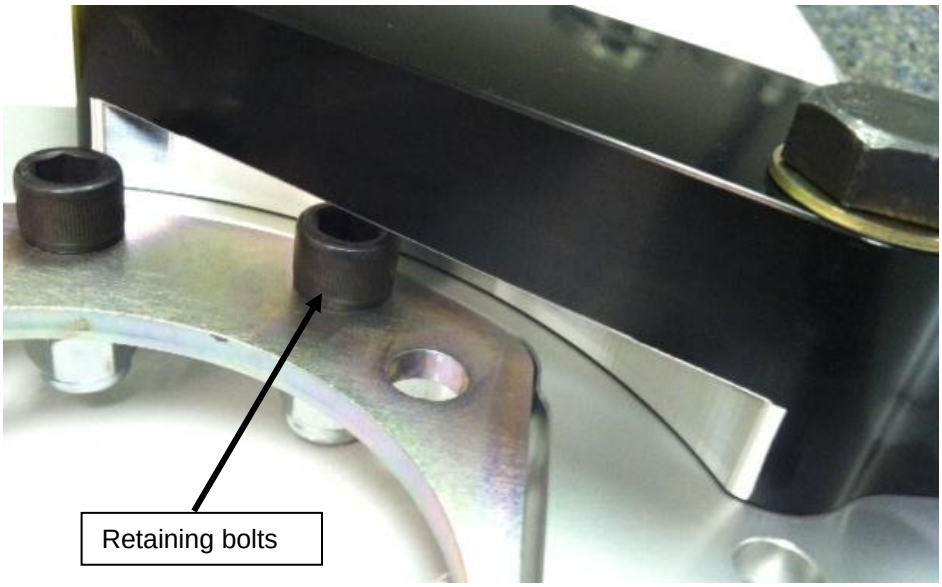


The steel plate is marked with a permanent marker for trimming

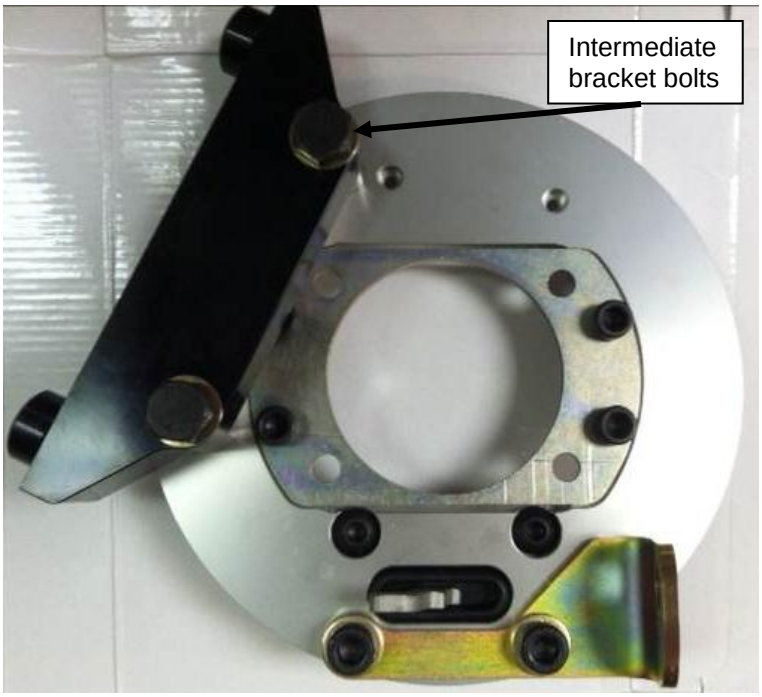
6. After trimming the steel plate, the adapter plate retaining bolts will need to be securely tightened. Ensure the flat face of each nut is parallel with the edge of the plate so that it fits without interference. Torque these bolts to 25 ft·lbs. See photo on continued page for reference:



The faces of the retaining nuts are flush with the plate



7. Once trimming is complete and the retaining bolts are secure, the intermediate bracket bolts [12mm X 50mm VT (red thread coating)] will need to be replaced with the 12mm X 50mm Non-VT bolts due to shimming. The bolts only need to be snug for now, but after shimming they will need to be torqued.



8. Install the Banksia Plate onto the housing flange using the original bolts. Torque these to: 45 ft·lbs.

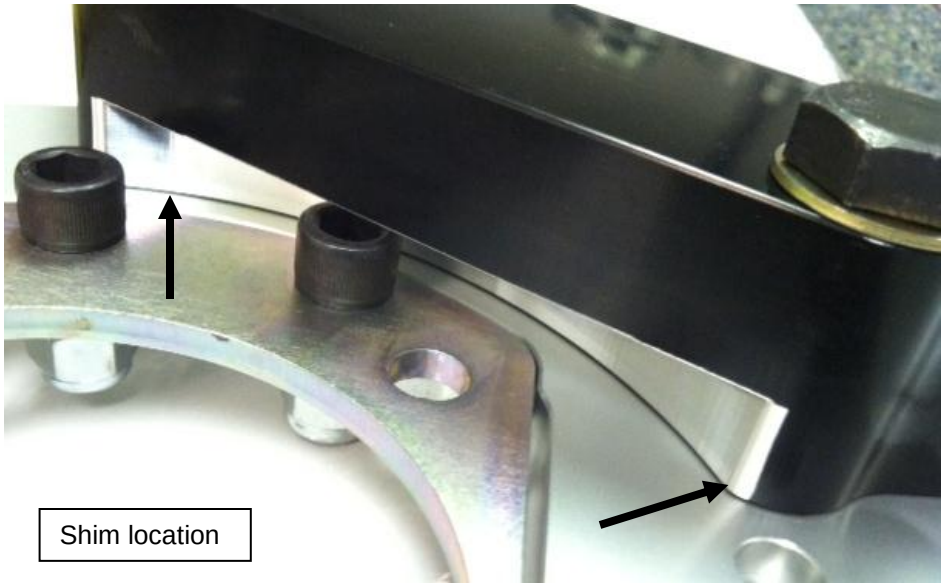
9. Install the axle and rotor. Secure the rotor with three lug nuts, and washers to provide a proper force distribution which will allow for an easier shimming procedure.

10. Install the correct side caliper onto the intermediate bracket and simply tighten this as there is no need to apply the 75 ft·lbs of required torque until shimming is complete. ******Note: It is preferred to install the caliper without pads due to making the shimming process easier.

Shimming

Measure gap from rotor to caliper body

Using a Dial or Digital Caliper, 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.



Shims will be placed between the Banksia Plate and the intermediate bracket

Procedure

1. Select the required shims from the kit provided
2. Loosen the bolts from the intermediate bracket that are connected to the Banksia Plate
3. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check
4. Reinstall the intermediate bracket and recheck gap measurements
5. Re-shim if necessary. When proper shimming has been achieved, carefully remove the Non-VT bolts from the intermediate bracket, keeping the shims in place one at a time, and replace them with the 12mm X 50mm VT bolts. Torque the bolts to 85 ft·lbs.

**If you do not have access to a Dial or Digital 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.

11. Finally, remove the caliper and install both pads. Re-install over rotor and bolt to the intermediate bracket. Torque to 75 ft·lbs.

Follow bleeding instructions provided on separate sheet to complete installation.

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