



## Installation Instructions

Product: Iron Sport Rear General Fit

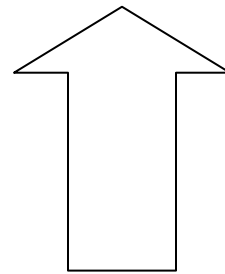
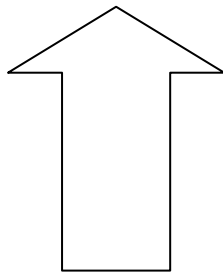
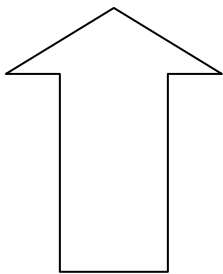
Instruction Part Number: 6000147

Vehicle

Revision Date: 10 December 2012

Make: All Makes with Ford 9" 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.***



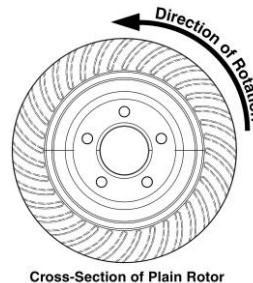
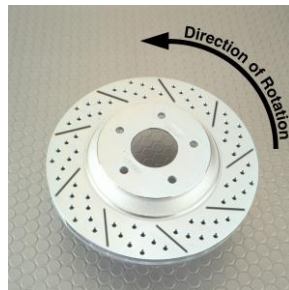
### Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 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](http://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.**

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- 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.

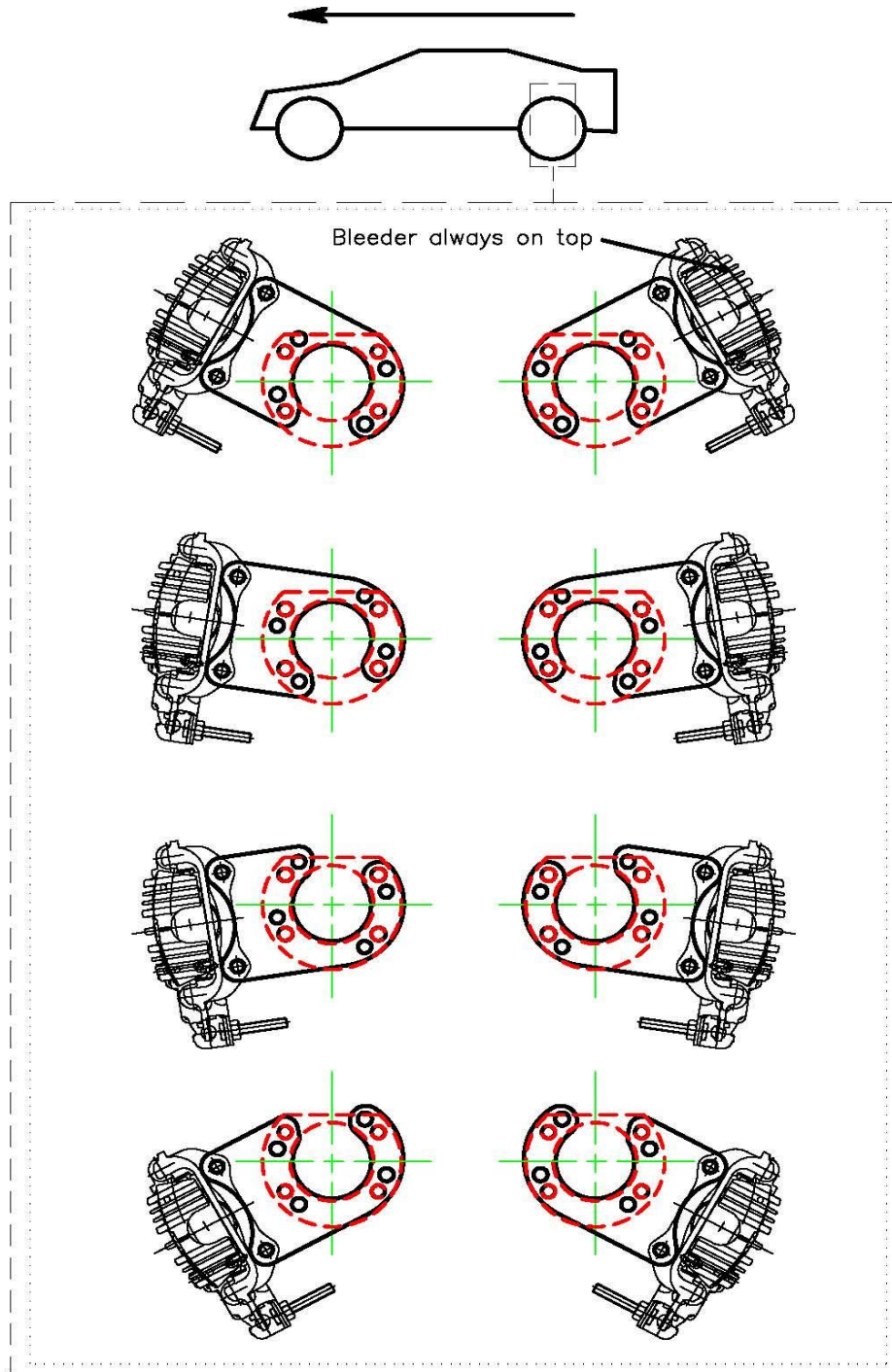
# INSTALLATION

1. Remove the brake drum from the axle. Sometimes corrosion occurs between drum and axle making the drum removal difficult. Use a 4 pound hammer on the outer rim of the drum to dislodge this.
2. Disconnect the fluid line from the backing plate and cap with the supplied vinyl caps.
3. Remove the axle retainer nuts and carefully slide the axle out. Retain the nuts as they will be reused for your new brake system. Check bearing and seal, replace if necessary.

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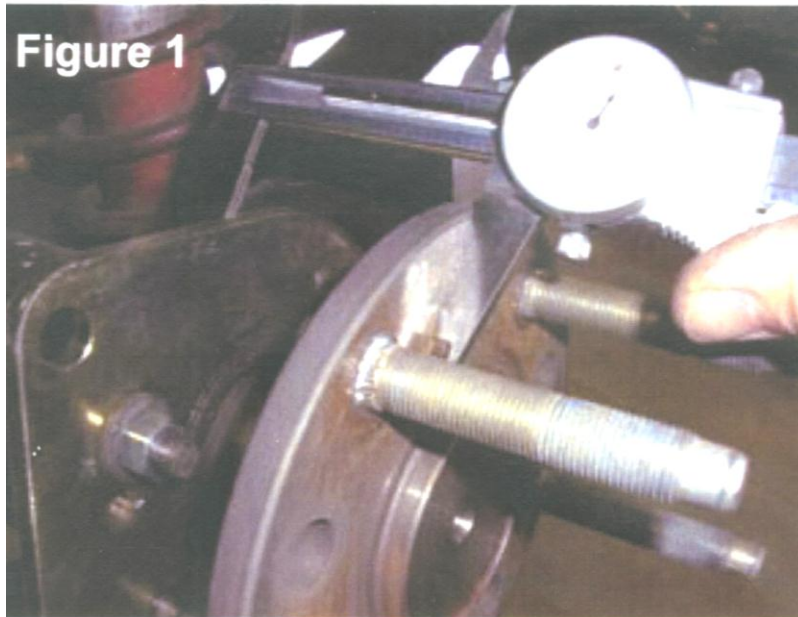
### Rear caliper orientation illustration

There are eight possible caliper mounting positions using this type of bracket. The brackets and calipers have to be swapped from side to side to achieve all eight positions. The caliper can be mounted in any of these positions, however, it must always be oriented so the bleeder valve is on the top. Use the mounting position that will clear suspension arms, leaf springs, shock mounts, frame rails etc. The park brake cable must also have a straight shot where it attaches to the caliper.



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4. Once you have determined the location best suited to your application, thoroughly clean the housing end and axle flange to insure that the new Baer components will seat properly.
5. Your new caliper bracket is also the bearing retainer. The original can be removed (cutting off or if bearings are replaced, leave it off before pressing bearings on) or bolted on top of the Baer Caliper bracket.
6. Install the bearing retainer/caliper bracket using the original brake backing plate bolts and nuts. Torque the 3/8" bolts (standard and Torino bearing) to 40 ft-lbs, the 1/2" bolts (big bearing) to 90 ft-lbs.
7. Measure the standoff using the photo below as a guide.



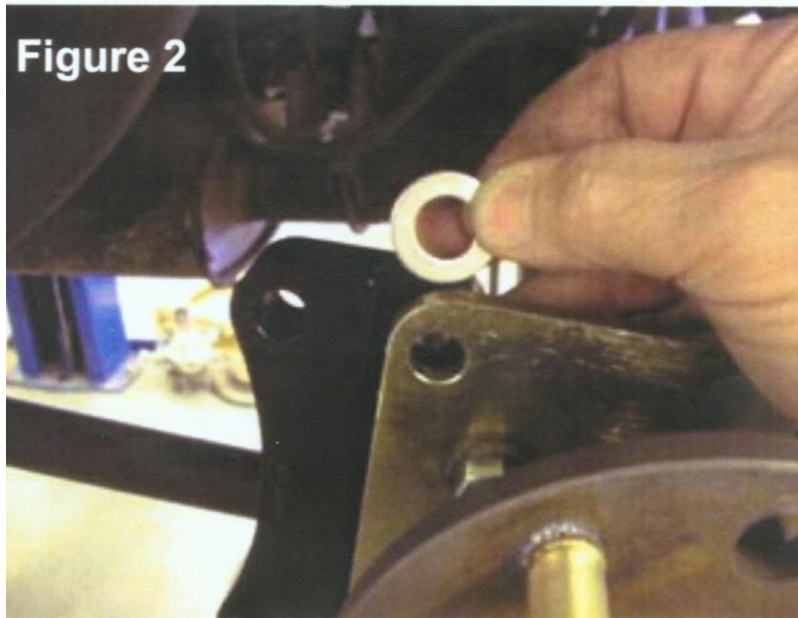
**Standoff measurement**

8. With this measurement, use the chart below to select the correct shims for caliper centering.

Standoff Range	Total Shim Requirement	Shim 1	Shim 2	Shim 3	Shim 4
2.600-2.585	0	---	---	---	---
2.585-2.555	0.030	+0.030	---	---	---
2.555-2.525	0.060	+0.060	---	---	---
2.525-2.485	0.100	+0.100	---	---	---
2.485-2.455	0.130	+0.100	+0.030	---	---
2.455-2.420	0.160	+0.100	+0.060	---	---
2.420-2.385	0.200	+0.100	+0.100	---	---
2.385-2.355	0.230	+0.100	+0.100	+0.030	---
2.355-2.325	0.260	+0.100	+0.100	+0.060	---
2.325-2.295	0.290	+0.100	+0.100	+0.060	+0.030
2.295-2.265	0.320	+0.100	+0.100	+0.060	+0.060
2.265-2.235	0.350	Use	All	Shims	

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9. Install the intermediate bracket to the inboard side of the bearing retainer bracket with the correct shim stack and torque the supplied 12mm x 30mm bolts to 85 ft-lbs. See the photo below:



**Shim placement**

10. Install the correct side rotor using the black centering rings if necessary and secure with one lug nut and a washer to avoid scratching the hat.
11. Install the correct side caliper (bleeder screw at the high point) and secure with the supplied 12mm x 35mm bolts. Torque these to 85 ft-lbs.
12. Repeat these steps for the other side and recheck all attachment points and fittings.
13. If park cables are included in the system, these can be installed now. Insert the cable housing into the caliper bracket and place the E-clip on the end to secure. Insert the housing into the original frame location and secure with the E-clip supplied. Hook the caliper end of the cable first, then the other end to the vehicle primary cable last.

Refer to Bleeding and 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.