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Installation Instructions

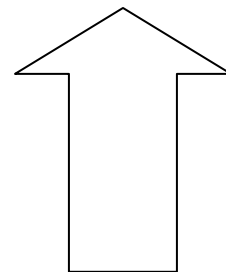
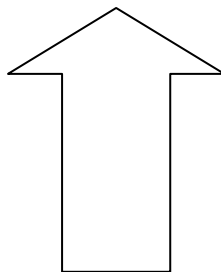
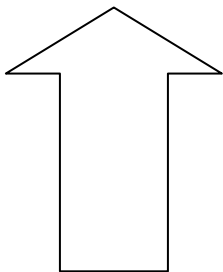
Product: Track / Sport Front

Instruction Part Number: 600359

Vehicle

Make: Chrysler
Model: Barracuda / Challenger
Year(s): 70-74

**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.**



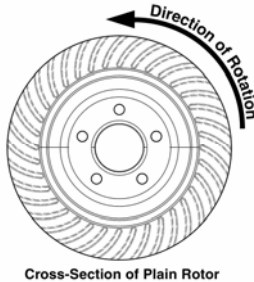
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.**

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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.

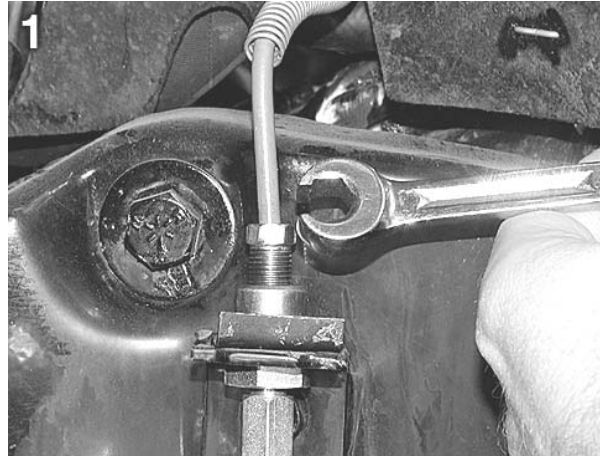
- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At all times stop the installation if anything is unclear, or the parts require force 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:

Using a 3/8" line wrench, loosen the brake lines at the frame rails; be careful not to round the corners of the flair nut as shown in **Photo 1**. **Installation Tip:** Use Liquid Wrench or penetrating oil if necessary. Cap hard line with supplied vinyl cap.

Remove the clip holding the brake hose to the bracket with a pair of pliers.

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Remove the caliper bolts and slide caliper with the hose attached off the rotor.

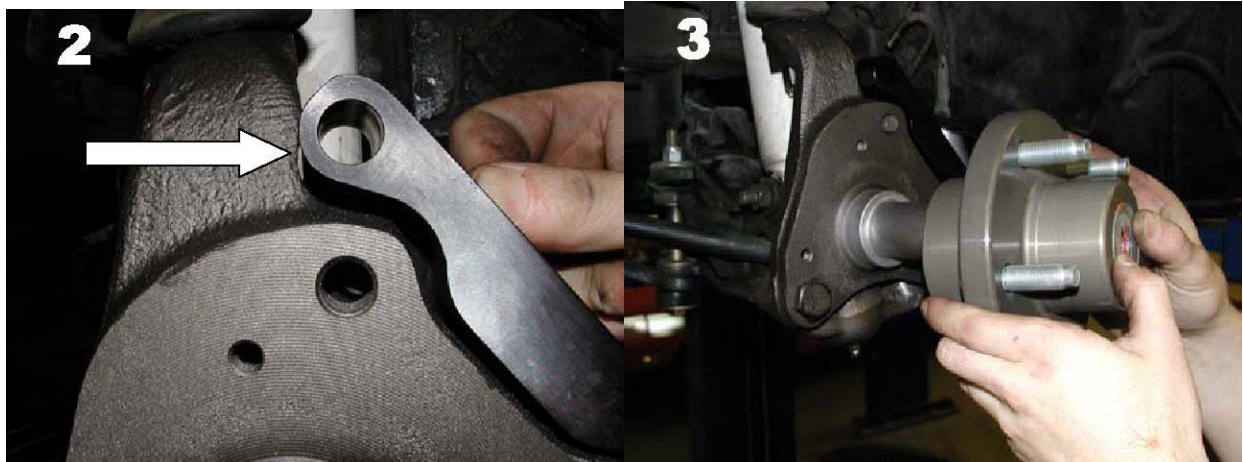
Remove the rotor, clean and inspect the spindle pin for wear and damage. Clean the pin to prepare for installation of the new Baer hub. Clean the caliper mount tabs also.

Remove the debris shield. This impedes air flow for rotor cooling.

E-bodies come with calipers mounted as "leading" (in front of the spindle). If your car is like this, remove the spindles and swap side to side (put left side on the right and right side on the left). This places the caliper behind the spindle, but will not alter the geometry of the suspension. Refer to **Photo 2 for spindle orientation after the swap** (this is now the left or "driver's side" spindle).

Reattach steering arm to spindle with original bolts and nuts. Torque to 110 ft/lbs and use the supplied cotter pins.

Install the supplied intermediate bracket as shown in **Photo 2** using the original caliper bolts. **Installation Note:** Check clearance at area indicated by arrow. If interference occurs, grind away material on spindle until bracket clears. The small amount removed does not affect the strength of the spindle. Torque the bolts to 95 ft. lb.



Install the new Baer billet aluminum hub as in photo 3. The new Timken bearings are pre-packed with Red Line synthetic grease. Do not add more grease. Apply a small amount of grease to the hub seal surface and install the hub. Tighten the nut to 5-10 ft-lbs and spin the hub to seat the bearings. Loosen and re-tighten the nut while spinning the hub several times. Loosen the nut, tighten to remove all play,

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tighten approximately 1/16th turn to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap.

Install the new Baer radial mount bracket (installed on the caliper for shipping) using the supplied 14mm x 60mm bolts. Just snug these bolts for later removal during caliper centering procedure.

Install the correct side rotor and secure with two lug nuts and washers to prevent scratching the rotor hat.

Install the new Baer 6P caliper with the pads removed for measurements to center the caliper. Tighten the bolts slightly with a wrench to allow for later removal.



Caliper installed without pads.

The caliper will need to be shimmed to center it over the rotor when installed. These shims will go between the intermediate bracket and the radial mount bracket.

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. Refer to photo on the next page for measuring points.

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Measure top and bottom, inboard and outboard.

Select the required shims from the set provided. Remove the caliper. Loosen the bolts from the intermediate bracket. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check.



Shim set

Reinstall the caliper and recheck gap measurements. Re-shim if necessary. When proper shimming has been achieved, remove caliper. Take the bolts from the intermediate bracket one at a time keeping the shims in place and torque to proper value. **For 14mm bolts torque is 110 ft-lbs**, The radial mount caliper bolts torque to 85 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. **Finish by tightening bolts as specified above.**

Install the steel braid hose banjo end with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. Connect the hose to the hardline at the frame and install the hose lock. 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.

Repeat these steps for the other side and recheck all attachment points and fittings.

Refer to Bleeding and 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.