

## Installation Instructions

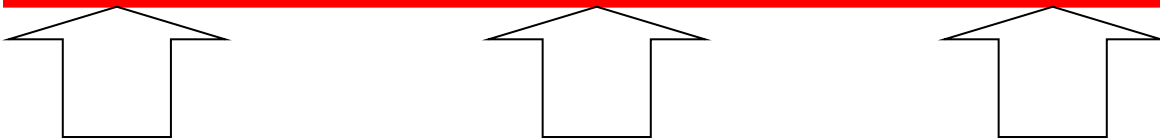
Product: Pro+ Front

Instruction Part Number: 6000537

Vehicle      Make:      Ford  
                  Model:     Straight Axle  
                  Year(s):    1937-1948

Revision Date: 14 June 2016

***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.***



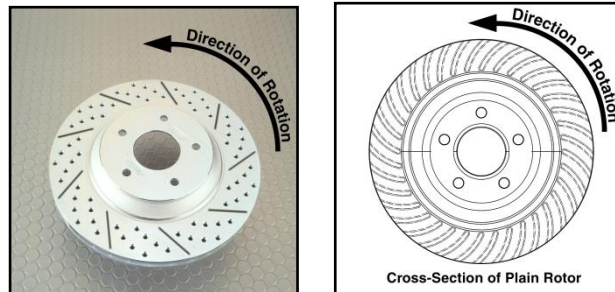
### Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.

## ***BAER Your Complete Performance Brake Supplier!***



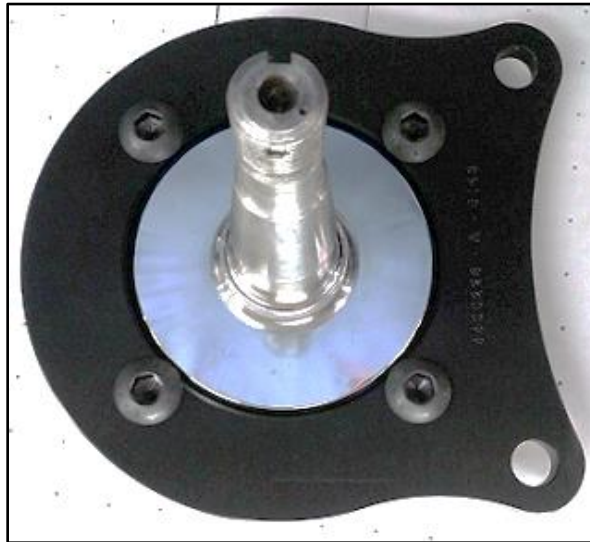
- When installing new Baer rotors, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left always indicates the driver's side of US spec vehicles. Images shown are "L" left rotors:



- 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.

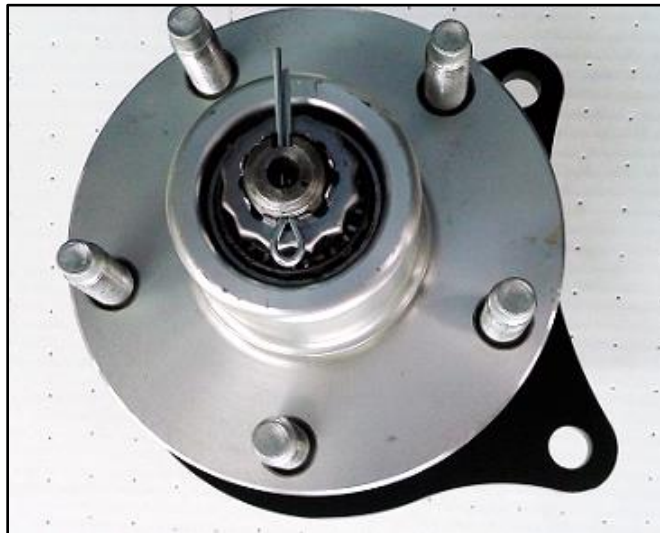
## INSTALLATION:

1. Remove the brake hose using a line wrench and cap with the supplied vinyl cap. Remove the front brake components all the way down to the spindle. Thoroughly clean the spindle pin and bracket mounting holes where the bracket is to be bolted on the spindle.
2. Install the Baer base bracket to the spindle using suitable bolts/nuts depending on front axle configuration . See Figure 1 for reference.



**Figure 1:** Base bracket installed (drivers side)

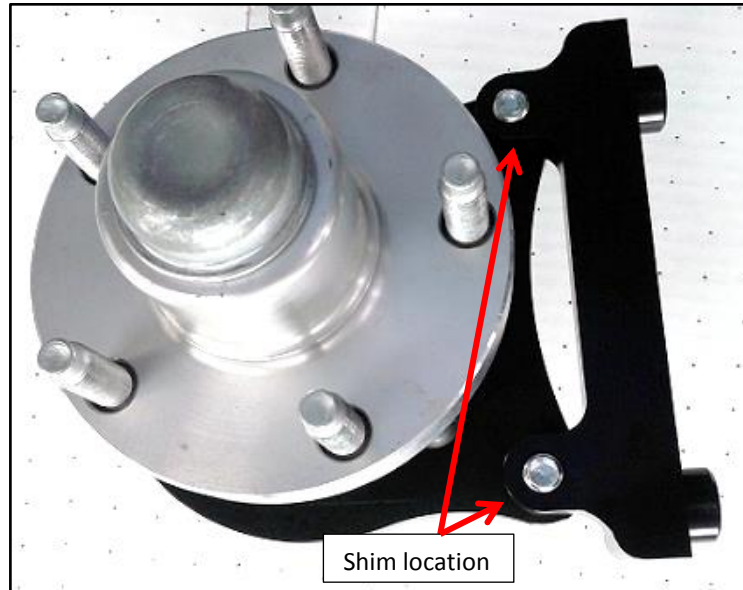
3. Install the billet aluminum hub. The new bearings are pre-packed with synthetic grease. Do not add more grease. Apply a small amount of grease to the hub seal surface and install the hub. Tighten the nut to 5-10 ft-lbs and spin the hub to seat the bearings. Loosen and re-tighten the nut while spinning the hub several times. Loosen the nut, tighten to remove all play, tighten approximately 1/16th turn to give a small amount of pre-load. Install spindle nut retainer and cotter pin. See Figure 2 for reference.



**Figure 2:** Hub installed on spindle .

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4. Install the dust cap supplied with your system.
5. Bolt the Baer intermediate bracket to the base bracket as shown in Figure 3 using the supplied M14-2.00 x 30mm hex bolts and washers. Snug the bolts for now as they will be removed during the shimming procedure. The bracket is installed on the outboard side of the base bracket. The bracket is oriented with the flat side (with ears) facing the outboard side.



**Figure 3:** Intermediate bracket installed (drivers side)

6. Install the correct side rotor and secure with three lug nuts and washers to prevent scratching the rotor hat. See Figure 4 for reference.



**Figure 4:** Rotor installed on hub (drivers side)

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7. With the pads removed, install the correct side caliper (bleed screws point upward) and tighten with the supplied M12-1.75 x 45mm socket head bolts and washers. Do not torque the bolts at this point, as shimming will need to be completed. See Figure 5 for reference.



**Figure 5:** Caliper installed

8. Perform the Shimming Procedure which is located on the last page. When the procedure has been completed continue with the Step 9.
9. General fit systems are supplied without hoses due to many different configurations on which this axle may be installed. When selecting hose length, make sure that the wheel can go through complete articulation without binding or chafing the hose on the wheel, suspension or frame..Install the brake hose to the caliper with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. **\*\*IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** Tighten banjo bolt to 15-20 ft-lbs.
10. Repeat these steps for the other side and recheck all attachment points and fittings.

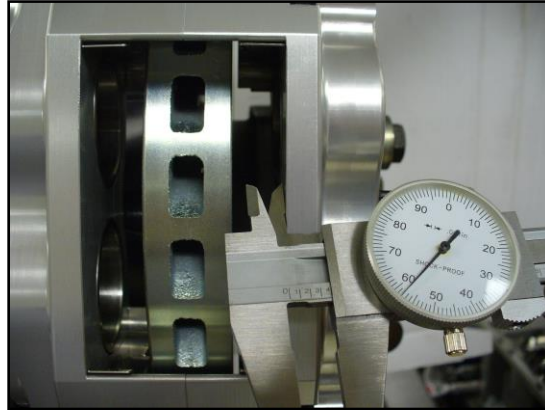
Refer to Bleeding, Pad Bedding and Rotor Seasoning Procedures contained on a separate sheet, or on [www.baer.com](http://www.baer.com).

For service components and replacement parts contact your Baer Brake Systems Tech Representative.

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### **Shimming Procedure**

**Measure gap from rotor to caliper body**



**Measuring caliper clearance for centering**

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 intermediate bracket that are bolted to the spindle.
4. Install the appropriate shims between the base/intermediate bracket, removing one bolt at a time, and snug the same bolts for fit check. See Figure 3 for reference.
5. Reinstall the caliper and recheck gap measurements.
6. Re-shim if necessary. When proper shimming has been achieved, torque the intermediate bracket M14-2.00 x 30mm hex bolts to 110 ft·lbs. Finally, with pads installed torque the M12-1.75 x 45mm socket head caliper bolts 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.