

BAER

BRAKE SYSTEMS



Installation Manual

Part Number: 6000670

Product: Pro + 11.9" Brake System

Vehicle Make: Ford

Model: Bronco

Years: 1971-1975 Drum & 1976-1977 Disc



READ THIS BEFORE STARTING

Returns will not be accepted for ANY installed PART or ASSEMBLY.
Use great care in preventing cosmetic damage when performing
wheel fit check.

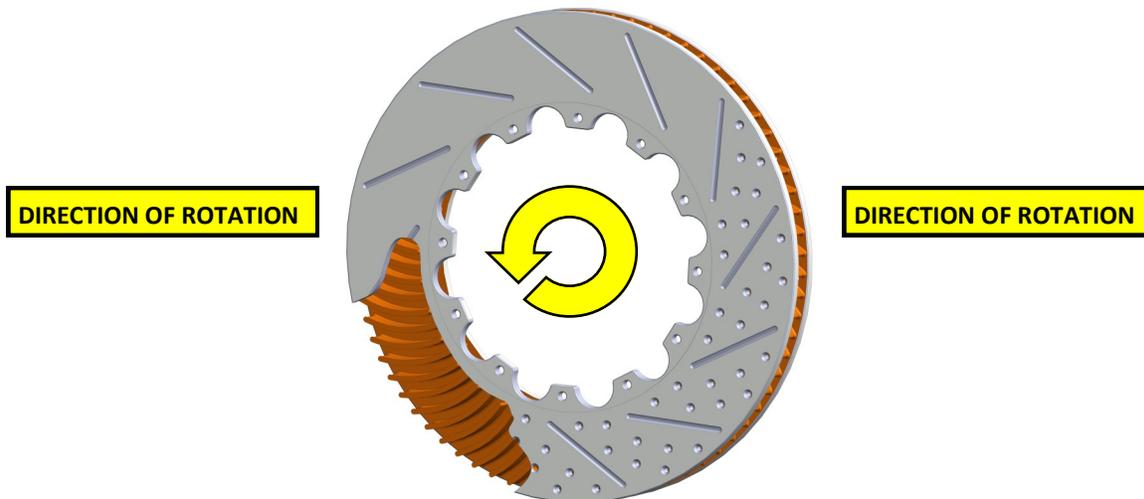


Read and Follow BEFORE ATTEMPTING INSTALLATION

- ◆ **All installations require proper safety procedures and protective eyewear.**
- ◆ **All installations should be performed by qualified personnel using 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 recommended ratings for jack stands should be 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.**
- ◆ **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.**

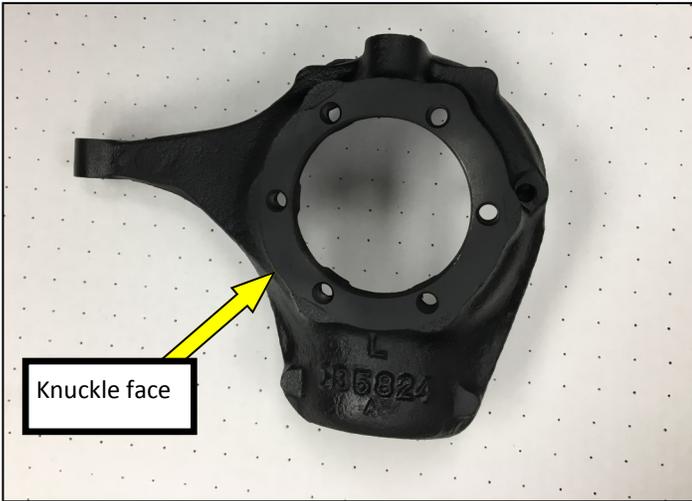


- ◆ ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE .
- ◆ In addition to already having checked fit using the Baer Brake Fit Templates available online at www.baer.com, always place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to confirm proper clearance is available between the caliper and the wheel before proceeding with the actual installation.



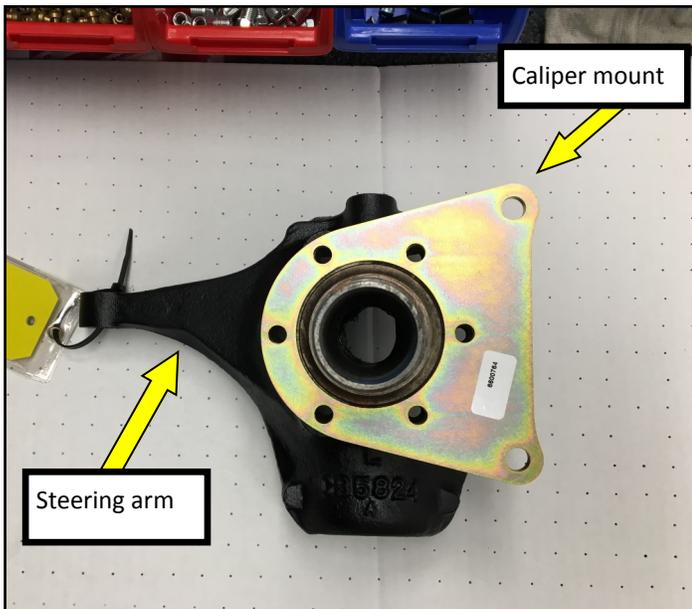
- ◆ When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor. NOTE: Slots and drill patterns sweep forward and internal vanes sweep rearward.
- ◆ A professional wheel alignment is mandatory following the installation of any system requiring replacement of the front spindles, or tie rod ends. Return the vehicle to factory specifications unless otherwise indicated.
- ◆ Stop the installation if seems 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.

These instructions cover the 71-75 Drum & the 76-77 Disc Ford Broncos. The installations are basically identical with the main difference being the disc spindle steel bracket mounts behind the spindle, the drum mounts on top of the spindle. The pics used in these instructions are of the 71-75 Drum knuckle.



1. This installation begins at the point at which the OEM brake components have been removed and the hard lines have been capped to prevent leak down. **NOTE: You do not need to remove the knuckle from the vehicle.**

2. Make sure the knuckle face is clean from debris and no rust, etc. Place the pin onto the knuckle and line up the holes. (Drum spindle shown)



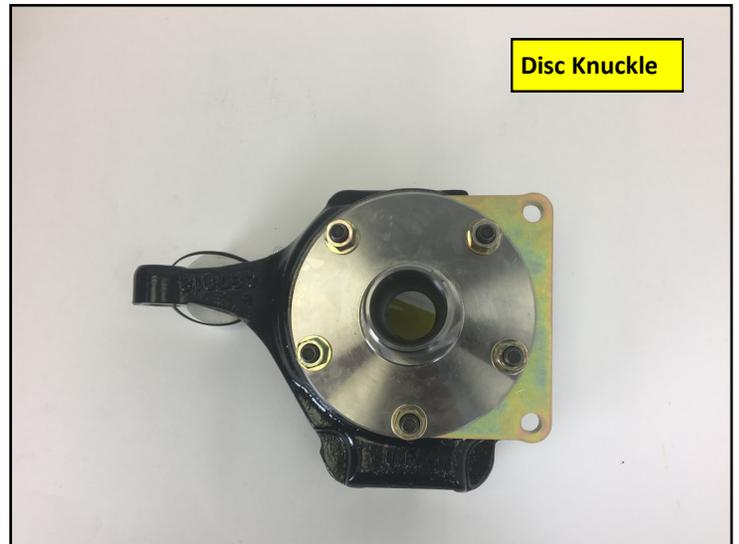
3. Place the new steel base bracket on top of the pin and line up the holes. The bracket caliper mounting holes should face away from the steering arm. Use the factory 3/8" bolts to secure the bracket/pin to the knuckle. (Drum spindle shown)

4. Use the factory 3/8" bolts to secure the base bracket and pin to the knuckle. The bolts go through the steel base bracket, through the spindle pin flange and into the threaded knuckle. Torque the bolts to 40ft lbs. (Drum spindle shown)

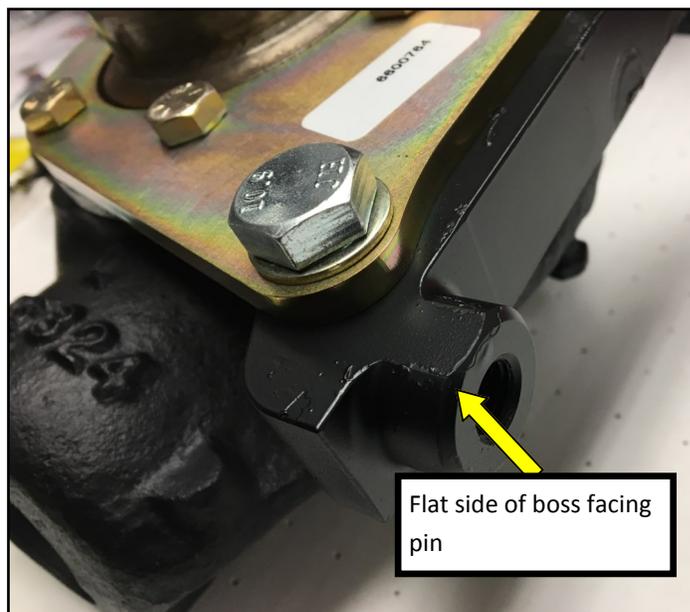
These instructions cover the 71-75 Drum & the 76-77 Disc Ford Broncos. The installations are basically identical with the main difference being the disc spindle steel bracket mounts behind the spindle, the drum mounts on top of the spindle. The pics used in these instructions are of the 71-75 Drum knuckle.



The drum spindle mounts with the steel bracket on top of the spindle.



The disc spindle mounts with the steel bracket behind the spindle.



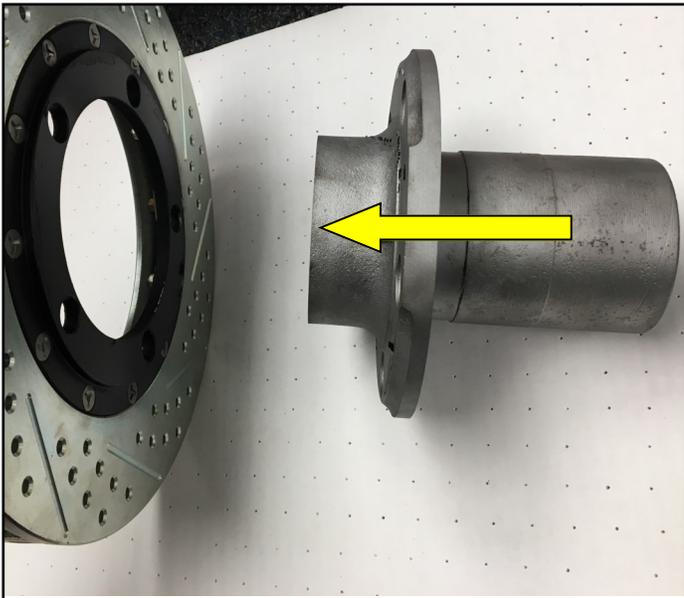
5. Next you will install the radial mount intermediate bracket onto the steel base bracket using the supplied 12mm bolts and washers. The bracket mounts to the backside of the steel base bracket with the flat side of the boss facing the pin.



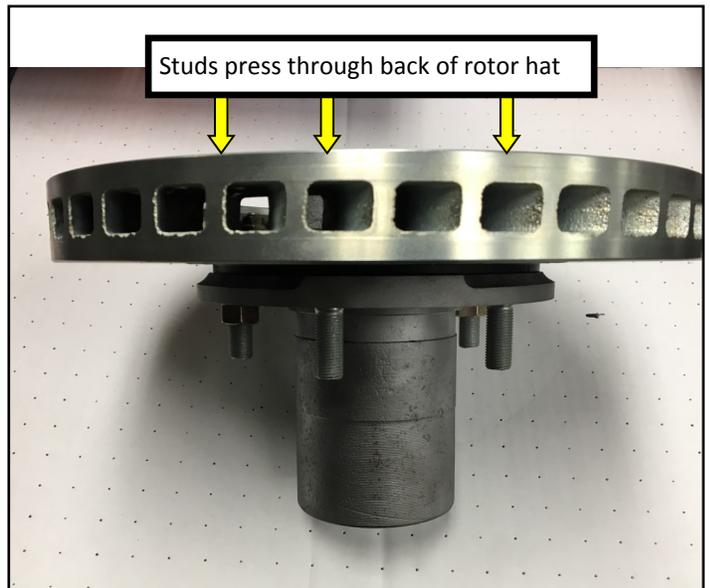
6. The area on the knuckle where the lower caliper bracket hole is will need to be slightly grinded to clear the bracket and allow the lower bolt to be threaded in. The steering arm stop bolt may need to be grinded a bit to clear this. (Disc knuckle only)



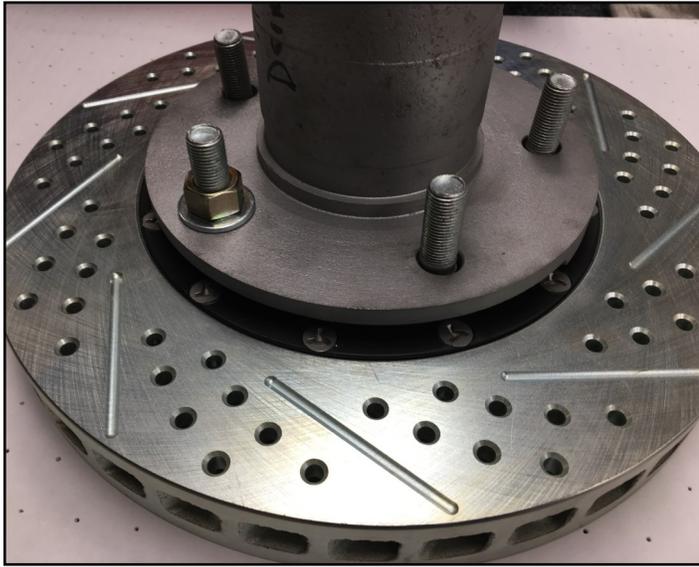
6. You will only hand tighten these bolts as you may need to remove it during the shimming process.



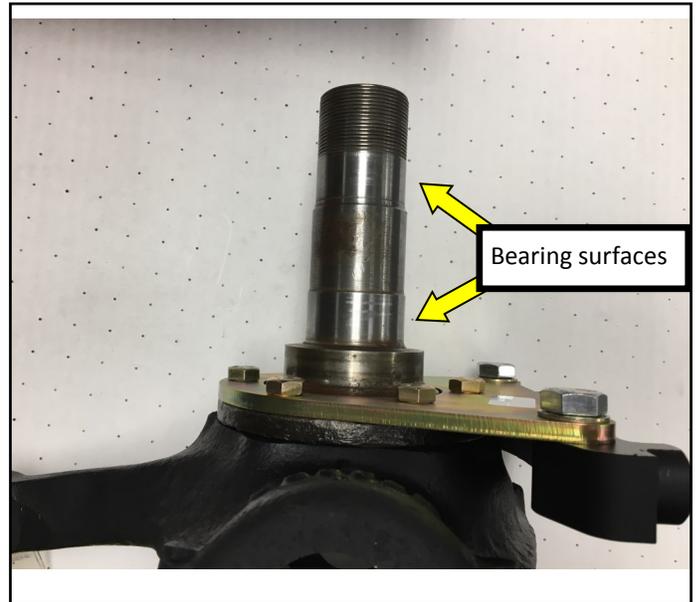
7. Install the front side of the rotor onto the back of the hub using the factory studs. You will need to press the studs through the back of the rotor hat and into the back of the hub flange. The center bore of the rotor should fit snugly around the back of the hub flange.



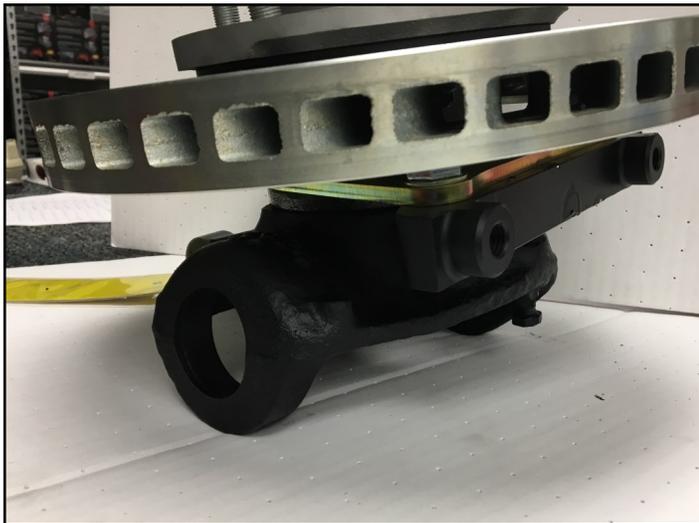
8. Once the studs are pressed into the hub flange it should sit flat against the rotor hat.



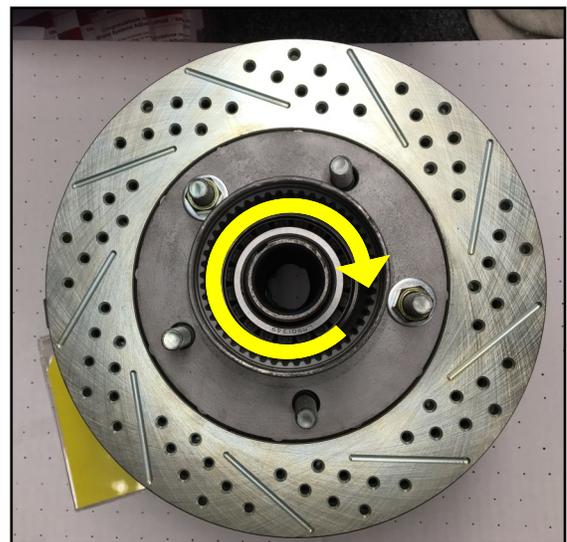
5. This is a picture of the rotor and hub assembled. The studs have been pressed through the backside of the rotor hat and into the backside of the hub flange.



6. Next you will place the hub/rotor assembly onto the pin. Make sure the pins bearing surfaces are clean from debris and rust. Also make sure your bearings are clean and greased properly.



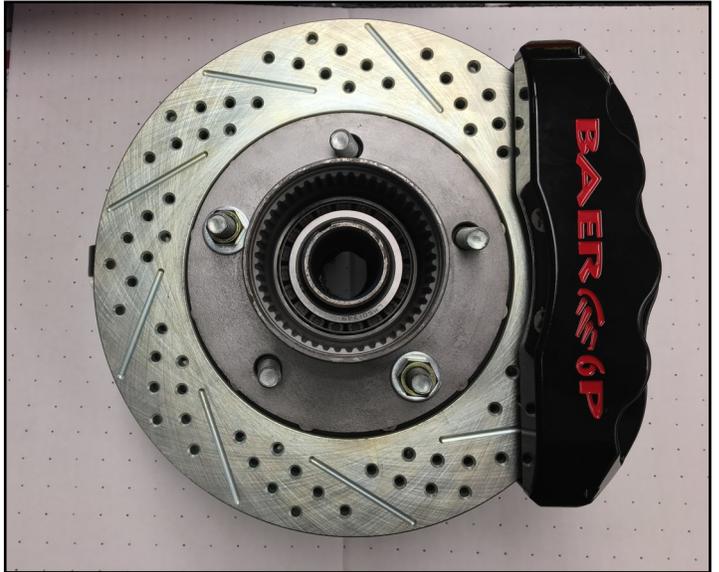
7. This is a picture of the hub/rotor assembly installed on the pin.



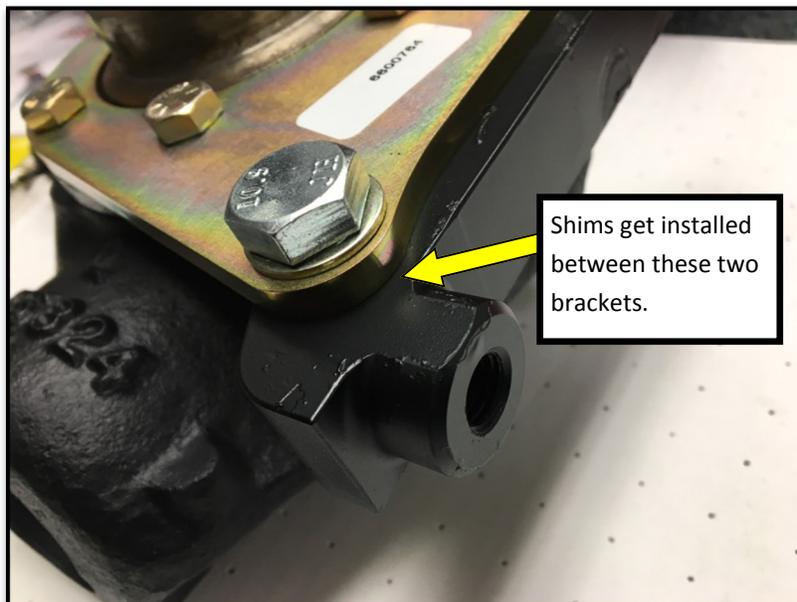
8. Secure the hub/rotor assembly to the knuckle/pin assembly with the factory spindle washer and nut. Refer to the factory specs for spindle nut torque procedure.



5. Next install the correct side caliper onto the aluminum radial mount bracket. The caliper should be on the trailing side (opposite of the steering arm) with the bleeder pointing up. Use the supplied 12mm socket head bolts and tighten but do not torque as shimming may be required.



6. This is a picture of the caliper assembled onto the knuckle assembly. You will now refer to the shimming portion of the instructions.

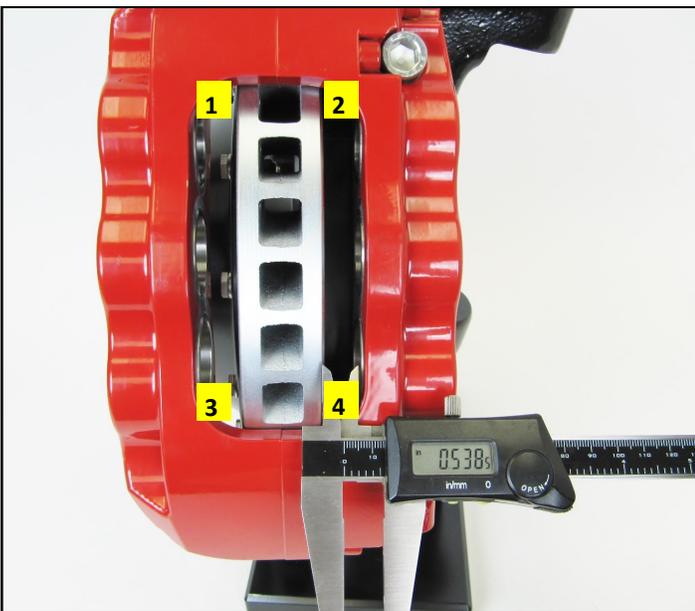


7. Shim locations shown. You will be placing the shims between the steel base bracket and the aluminum radial mount bracket. With the correct shims in place, this will put the caliper 'centered' over the rotor.

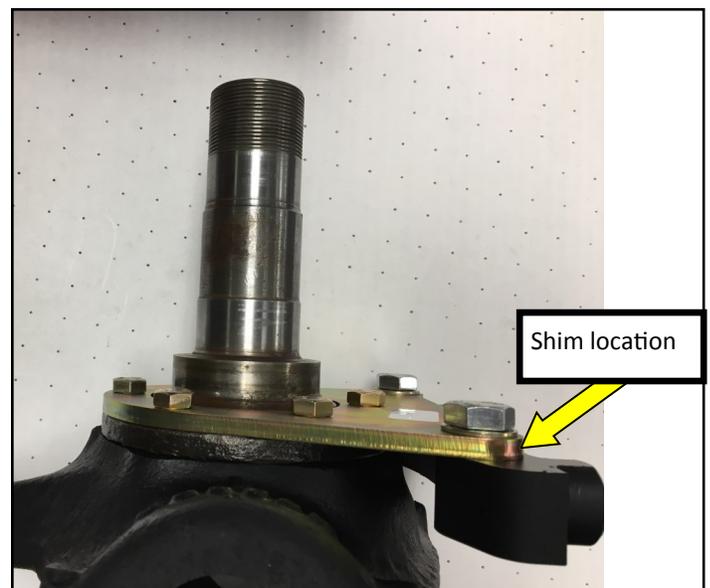
VERY IMPORTANT: Caliper Positioning with Shims

- A.** 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 example, 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.
- B.** Select the required shims from the kit provided. Remove the caliper, rotor and hub. (If equipped) Loosen the bolts from the Bracket. Install the appropriate shims, removing one bolt at a time, and snug the bolts for a fit check. Reference the photos below.
- C.** Reinstall the caliper and recheck gap measurements. Re-shim if necessary. When proper shimming has been achieved, remove caliper, hub and bearing pack (If equipped) Torque the Bracket Bolts to 85 Ft.lbs.
- D.** Reinstall the Hub, Rotor and Brake Caliper , with Pads and torque the Caliper Cap Screws to 85 Ft.lbs.

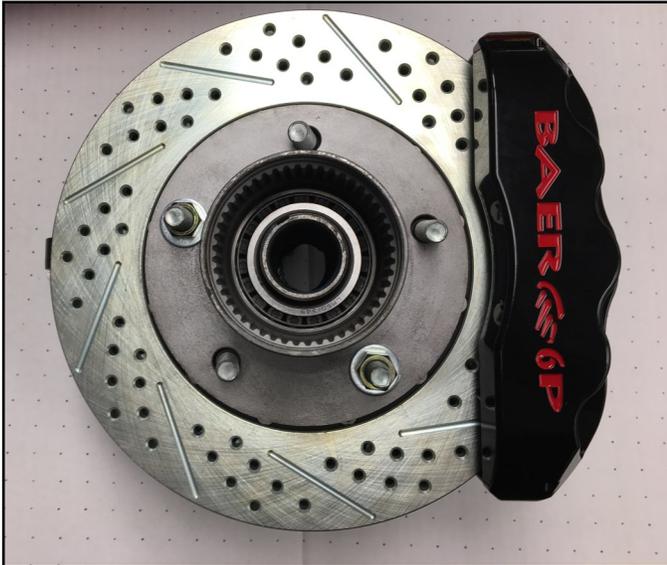
NOTE: If you do not have access to a dial caliper, these measurements can be made with pads installed using feeler gauges between the rotor and pad. Take measurements from top inside and outside, then bottom inside and outside. Minimum clearance is .010" between pad and rotor, but gaps as close to equal as possible at all four locations is best.



Measuring Points



Shim Locations



Refer to the Bleeding and Rotor Seasoning procedures outlined on a separate sheet.

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