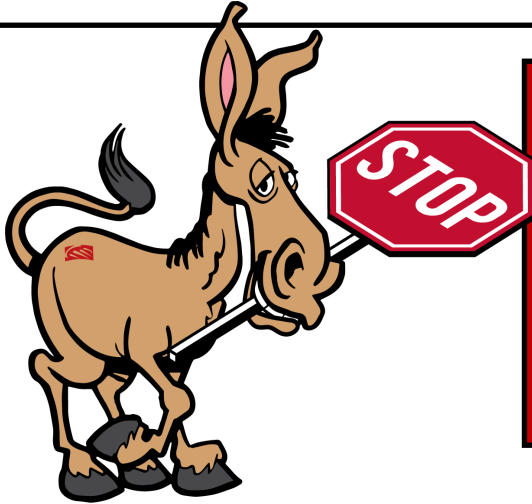




## INSTALLATION INSTRUCTIONS

PART NUMBER: 6000147  
VEHICLE MAKE: FORD AND GM  
MODEL: ALL 9" REAR END BOA APPLICATIONS  
YEARS: ALL

PRODUCT: IRON SPORT REAR  
REVISION: REVISION F  
REVISION DATE: 21 JUNE, 2023



### **READ BEFORE CONTINUING!**

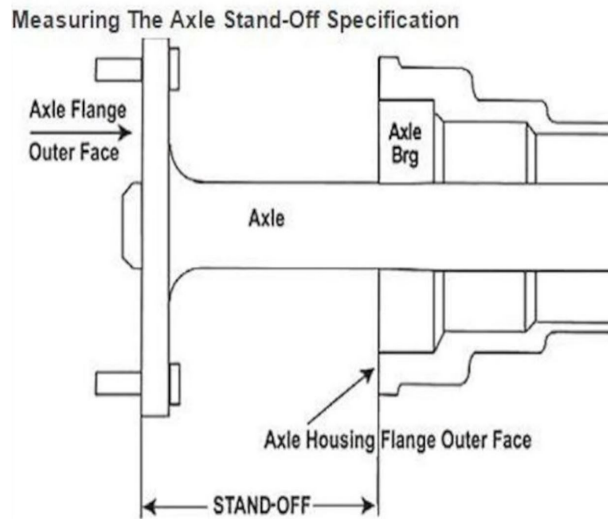
Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care in preventing cosmetic damage when performing wheel fit check. If a product must be returned, please contact Baer customer service for an RMA number.

The recipient of this product indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

### **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 BEFORE BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR "UPSIZED" ROTOR UPGRADE! In addition to checking wheel fitment of this system with the wheel fitment template (available online at [www.Baer.com](http://www.Baer.com)), always place the actual corner assembly or a combination of the caliper assembly on the rotor, and into the actual wheel with great care to prevent cosmetic damage. 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 of brake components.** Wheel fitment should be verified before installation using a wheel fitment template supplied at [www.Baer.com](http://www.Baer.com)
- When installing new Baer rotor, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, an "L" for left, or an "R" for right, or both. "L" always indicates the rotor for the driver side of US spec vehicles. Follow the rotor installation and rotation instructions included in the promo pack (P/N 6020502) included with your system when installing rotors. Failure to properly install rotors will not allow for proper function of the brake system and will cause heat related fatigue and failure.
- A professional wheel alignment is required for any system requiring the replacement of the front spindles or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.

- All rear Baer brake systems are designed for vehicles with a factory axle standoff. Axle standoff determines how the caliper lines up over the rotor once installed. Axle standoff **MUST** be measured and confirmed to match the axle standoff required for the brake system before installing any rear brake components to ensure a proper fit.



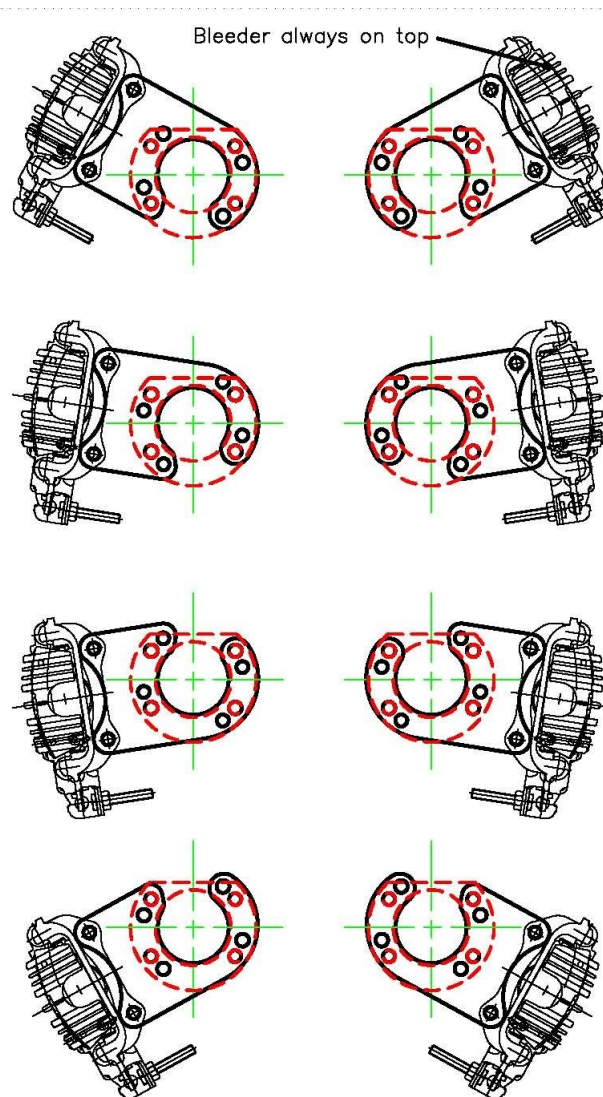
- Visit the following link on the official Baer YouTube channel for a video demonstrating how to measure axle standoff: <https://www.youtube.com/watch?v=l7Za0Ys-ZU>
- Contact Baer technical support at 602.233.1411 if you are unsure that the brake system you ordered will work for your application based on the axle standoff you measured.
- Note: Baer recommends taking photos of the brake system before disassembly and during each step of the disassembly process. Photos may allow technical support to better assist given any necessary troubleshooting.**
- If anything becomes unclear or any parts require force to install at any point during the installation, stop immediately and consult directly with Baer technical staff. Please have these instructions and the part number of the components that is/are proving difficult to install. Please provide technical staff with the make, model, and year (date of vehicle production is preferred) of your vehicle. Baer's technical staff is available by phone (602.233.1411) or email (ContactUs@Baer.com) from 8:30 AM - 5:00 PM MST (Mountain Standard Time) Monday - Friday (Arizona does not observe Daylight Savings Time).

**REMOVAL OF EXISTING BRAKE COMPONENTS**

1. Remove the brake drum from the axle. Corrosion can often occur between the brake drum and the axle, making drum removal difficult. Use a 4-pound hammer around the outer rim of the drum to dislodge any corrosion that may be present. CAREFUL not to damage the axle if using the hammer.
2. Disconnect the fluid line from the backing plate and cap with the supplied vinyl caps.
3. Remove the axle bearing retainer nuts and carefully slide the axle out. Retain the nuts, they will be re-used to secure the brackets supplied with this system. Check the axle bearing and seals, replace any damaged components as necessary.
4. **Axle flange diameter cannot exceed 6.000". Axles with an outer diameter larger than 6.000" MUST be turned down to accommodate the brake rotors supplied with this system. A local machine shop can turn these down as necessary.**

**REAR CALIPER ORIENTATION ILLUSTRATION**

There are eight possible caliper mounting positions, utilizing the brackets provided with this system. The caliper can be mounted in any of these eight positions, however, it must be oriented so that the bleeder valve is always pointing upward. Use the mounting position most suitable for your application (position that allows proper suspension clearance). The park brake cable must also have a straight shot where it attaches to the caliper.



### BASE BRACKET INSTALLATION

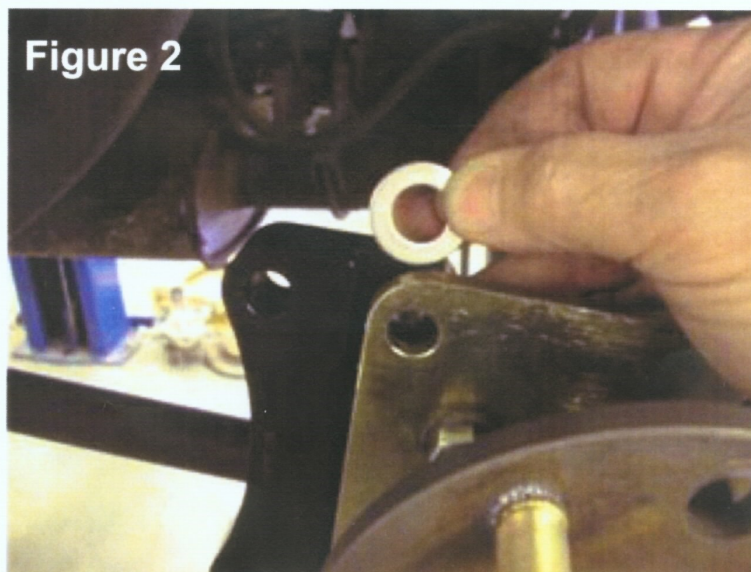
1. Thoroughly clean both the axle housing end and axle flange to ensure that the new brake components will fit and function properly.
2. The base bracket provided with this system also acts as the bearing retainer for the axle. The original can be removed by cutting it off, or if axle bearings are being replaced, leave it off before pressing the new bearings on.
3. Install the base bracket to the axle housing flange with the original brake backing plate bolts and nuts. Torque the 3/8" bolts (standard and Torino bearing) to 24 ft-lbs. with *LOCTITE 262™*, the 1/2" bolts (big bearing) to 65 ft-lbs. with *LOCTITE 262™*.
4. Mount the base bracket in the orientation most suitable for your application.

### INTERMEDIATE BRACKET INSTALLATION

1. Measure the axle standoff of your vehicle. Refer to the figure on page 2, or visit <https://www.youtube.com/watch?v=l7Za0Ys-ZU> for a video demonstrating how to measure axle standoff.
2. With the axle standoff measurement for your vehicle, use the chart below to select the correct shims required to center the caliper over the rotor.

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	

3. Install the intermediate bracket to the inboard side of the base bracket with the correct shim stack and torque the supplied M12-1.75 x 35MM bolts to 85 ft-lbs.



**Figure 2**

### SHIM PLACEMENT



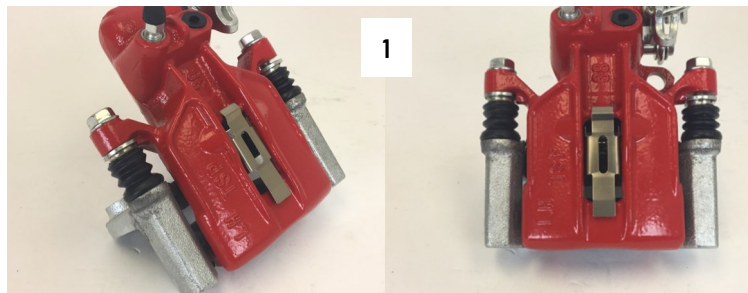
## ROTOR INSTALLATION

1. Install the correct side rotor, referring to the rotor installation and direction instructions within the promo pack (P/N 6020502) provided with this system. Ensure the rotor sits snugly around the center register of the axle, use the provided centric rings to install the rotor if necessary.
2. Temporarily secure the rotor to the axle flange with three lug nuts and washers to prevent scratching the rotor hat. **NOTE:** Lug nuts and washers must be removed prior to re-installing the wheels on the vehicle.

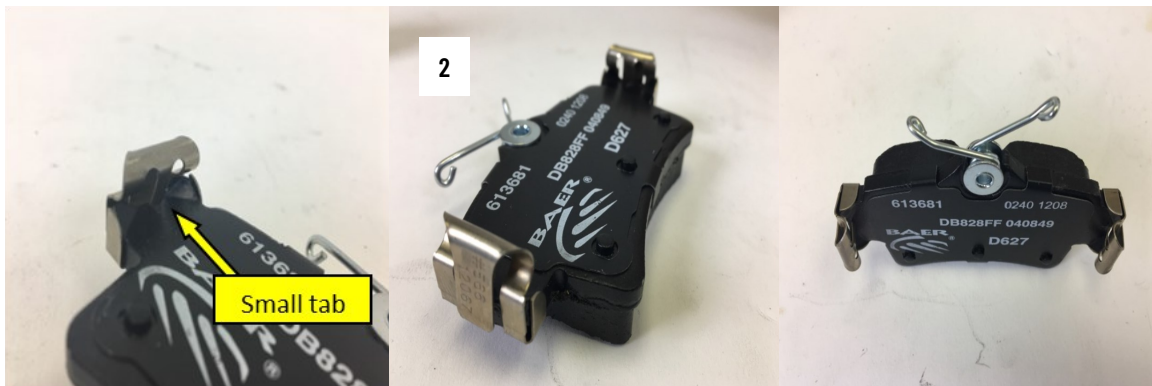
## BRAKE PAD INSTALLATION

Each caliper provided with this system takes (1) pad retention spring and (4) pad abutments. The pad retention spring will be installed directly to the caliper body and the pad abutments will be installed on the ears of the brake pads.

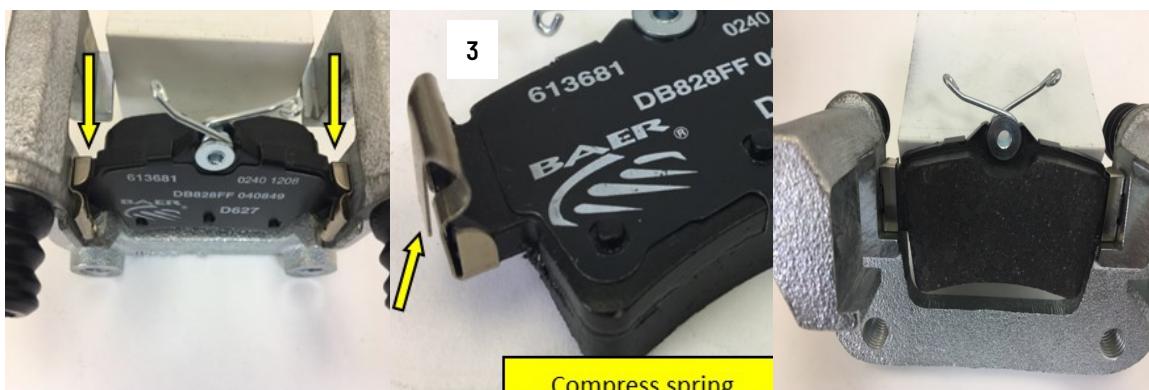
1. Install the pad retention spring into the body of the caliper. From the inside of the caliper body, insert the long tab into the opening and slide it down until the small bent tab clears the piston. Now push the bent tab into the slot and slide it back until it locks onto the ridge on the body as shown. **DO NOT REMOVE THE CALIPER FROM THE ANCHOR**



2. Install each pad abutment to the ears of the brake pad. The abutment should face away from the friction surface on the brake pad. There is a small tab that locks into place once the abutment is installed correctly.



3. Install the pads into the anchor. Place the pad in the rotor pathway of the anchor and gently slide the pad and abutments into the inboard side of the anchor. The spring should compress on the side of the abutment as the pad is slid into place. The pad should fit tight inside the anchor with both abutments installed. Once the inboard pad is in place, install the outboard pad in a similar manner.



**CALIPER INSTALLATION**

1. Install the correct side caliper (bleeder valve pointing up) to the intermediate bracket and secure with the supplied M12 bolts and washers. Torque the supplied hardware to 85 ft-lbs.
2. Ensure that the caliper has adequate spacing of at least .030" between the anchor and the rotor on both the inboard and outboard sides. Adjust shimming between the intermediate bracket and base bracket as necessary.

**BRAKE HOSE/HARDLINE INSTALLATION**

1. Connect the supplied stainless steel braided hose to the caliper inlet with the supplied banjo bolt and new copper crush washers. Place one copper crush washer on either side of the banjo fitting of the brake hose (2 per caliper) before tightening the banjo bolt into the caliper. **NOTE:** Position the hose to avoid interference with the wheel and suspension components through their entire range of motion. Tighten banjo bolts and the hardline adapter fittings to 15-20 ft-lbs. taking care not to strip the inlet threads on the caliper.
2. Install the hardline retainer kit provided with this system, referring to the instructions provided within the kit.
3. Repeat all of the previous outlined steps for the other side of the vehicle.
4. Check all attachment points and fluid connections.

**ENSURE ALL FASTENERS HAVE BEEN TORQUED TO THEIR SPECIFIED VALUES PRIOR TO OPERATING THE VEHICLE**

Park brake cables are not included in this system, they can be ordered separately by visiting the link or calling the phone number below. Once ordered, they can be installed last. Insert the cable housing into the caliper mounting hole and place the E-clip on the end to secure. Insert the housing into the original frame location and secure with the supplied E-clip. Hook the caliper end of the cable first, then the other end to the vehicle primary cable last.

Baer recommends using **"Baer Street/Race DOT4 Brake Fluid"** for all Baer brake systems. The link to order the recommended brake fluid is below.

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 at 602-233-1411, or visit: <https://baer.com/System-Parts-Tools/>.

We at Baer understand there are many options when it comes to performance brake suppliers and appreciate your business. Great pride and care were taken in designing, assembling, and packaging all components of this brake system.

Thank you for your purchase.