



Installation Instructions

Product: Iron Sport Rear

Instruction Part Number: 6000144

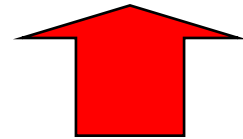
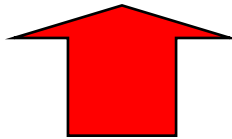
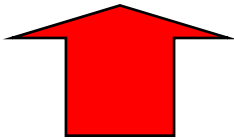
Revision Date: 6 September 2022

Vehicle Make: Dodge / Chrysler

Model: Dana 60 & 8.75"

Year(s): N/A

ATTENTION: *Read this before going further! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. If a product must be returned, please contact Baer Customer Service for an RMA Number. Always read and follow the notices below before attempting 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), 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.

Baer Brakes, Inc.

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Fax. (602) 352-8445

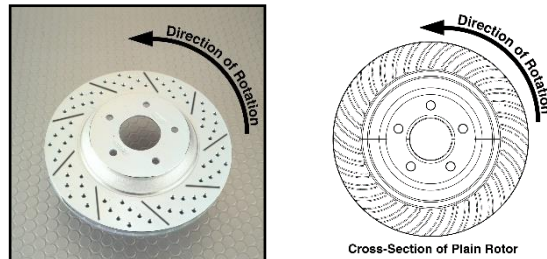
Email. Brakes@baer.com

www.baer.com

- 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 can also be checked before installation using a wheel fitment template supplied at www.Baer.com.



- 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.
- If anything is unclear or the parts require force to install at any point during the installation, stop immediately and consult directly with Baer Technical Staff. Please have these instructions, as well as the part number of the component (part numbers are machined into the brackets) that is/are 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.

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INSTALLATION:

Removal of Factory Brake Components

1. Using a 3/8" line wrench, remove the fluid inlet hose from the rear wheel cylinder and cap the hardline with the supplied vinyl cap.
2. Remove the brake drum from the axle. If the drum is tight on the axle pilot, a firm blow with a large rubber mallet (inboard to outboard) will dislodge any minor corrosion present between the drum and the axle.
3. Unbolt and remove the axle retaining bolts and remove the axle from the rear end. This is a good time to inspect the condition of the bearing and seals. Replace any damaged components as necessary.
4. Disconnect the park brake cables from the vehicle body, leaving them attached to the drum backing plates. Remove each of the backing plates and shoe assemblies with the hose attached. No disassembly of the backing plates is required.
5. Thoroughly clean and inspect all mounting surfaces to ensure proper installation of all Baer components.

Base Bracket Installation

6. Install the steel base bracket to the axle housing flange. The base bracket can be clocked in three different orientations. Choose the best mounting orientation for your application, checking for clearance with any non-factory suspension components. The scalloped side of the base bracket should face outboard when installed. Refer Figure 1.



Figure 1: Base bracket installation

7. Install the axle and axle bearing retainer on top of the previously installed base bracket. Secure all three with the factory T-bolts and nuts. Torque the nuts to 35 ft-lbs.

Intermediate Bracket Installation

8. Measure the axle standoff for your vehicle, by taking the distance from the inboard face of the base bracket to the mounting face of the axle flange. Refer Figure 2.

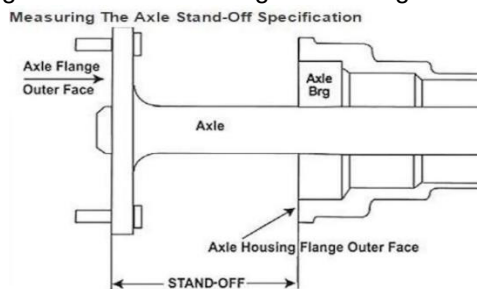


Figure 2: Axle standoff measurement

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For a video demonstrating how to measure axle standoff, visit the following link:
<https://www.youtube.com/watch?v=l7Za0Ys-ZU>

9. Refer to the table below to determine the total shim requirement based on the axle standoff for your application.

Table 1: Axle standoff shim requirements

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	

10. Determine the amount of shimming required for your application and select the corresponding value of shims from the kit provided with this system.
11. Install the intermediate bracket to the inboard side of the base bracket, placing the appropriate shims between the two. Ensure the intermediate bracket is mounted with the step facing outboard. Secure the intermediate bracket to the base bracket with the supplied M12 bolts and washers. Torque the fasteners to 85 ft-lbs. Refer to Figures 3 & 4.



Figure 3: Intermediate bracket installation

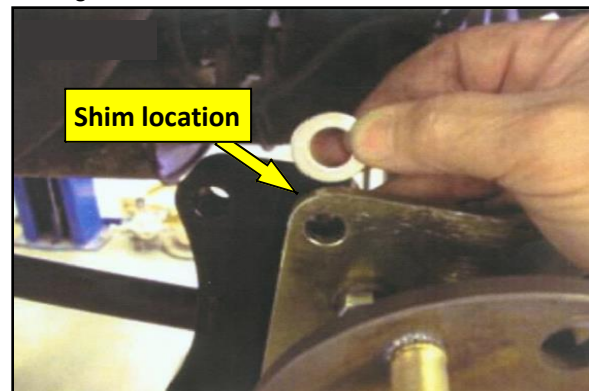


Figure 4: Place shims between intermediate and base brackets

Brake Rotor Installation

12. Install the correct brake rotor to the axle and temporarily secure with three lug nuts and washers to prevent scratching the rotor face.

Installing Pads

Each caliper requires one (1) pad retention spring and four (4) pad abutments. The pad retention spring is installed to the caliper body, while the pad abutments are installed on the ears of the pads.

13. 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 of the caliper body as shown.

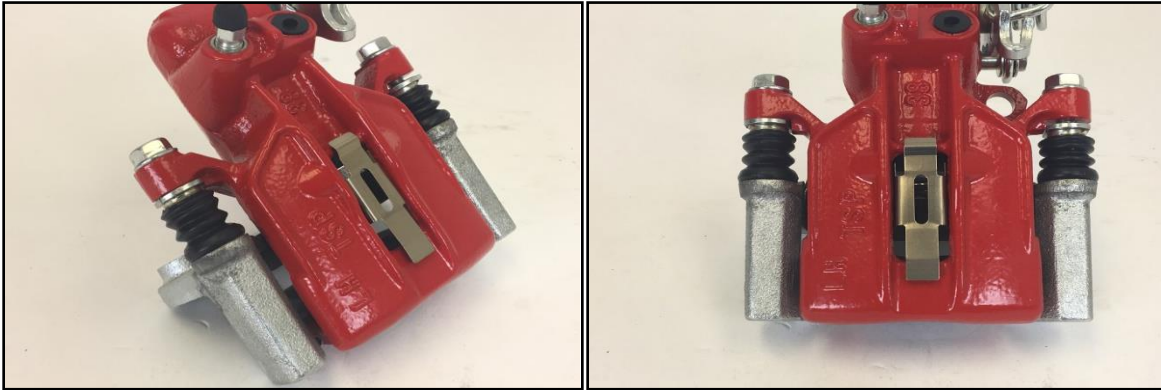


Figure 5: Pad retention spring installation

14. Install each pad abutment onto the ears of the pad. The abutment should face away from the friction surface of the pad. There is a small tab the locks into place once installed correctly.



Figure 6: Pad abutment installation

15. Install the pads into the anchor. Place the pad into the rotor pathway of the anchor and gently slide the pad and abutments into the inboard side of the anchor. Compress the spring on the side of the abutment while sliding the pad into place. This will provide a tight fit. Once complete, do the same for the outboard pad.

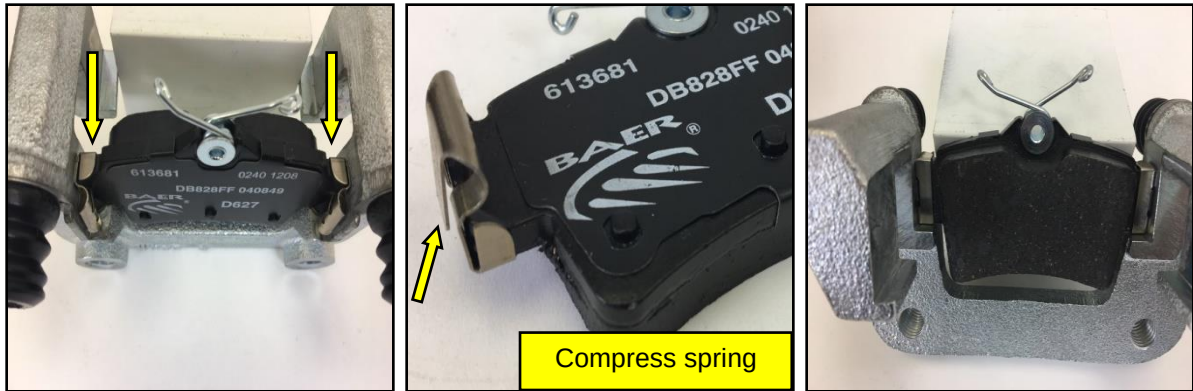


Figure 7: Pad installation

Brake Caliper Installation

16. Install the correct side caliper (bleeder screw pointing up) to the intermediate bracket. The caliper should install easily with the appropriately shimmed intermediate bracket. If there is interference between the caliper and rotor face, shimming may require adjustment.
17. Secure the caliper to the intermediate bracket with the supplied M12 bolts and washers. Torque the caliper mounting hardware to 85 ft-lbs.

Brake Hose / Hardline Installation

18. Install the hardline retainer kit provided with this system, following the supplemental instructions included with the kit. Install the new stainless-steel braided hose and banjo bolts, making sure there is no interference between the hose and any suspension components. Torque fittings and banjo bolts to 15-20 ft-lbs.

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. 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/>.

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