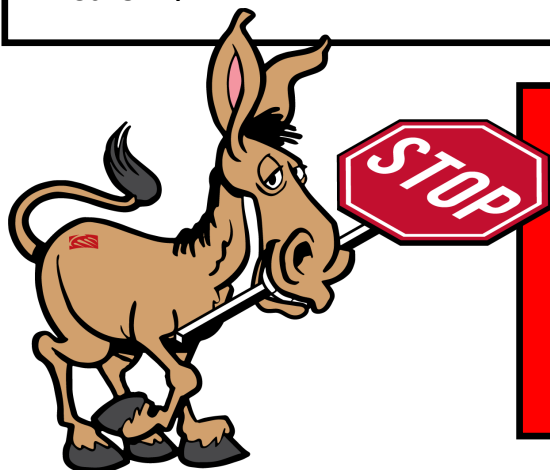




INSTALLATION MANUAL

Part Number: 6000548**Product: SS4+ 11" Dana 60****Vehicle Make: Chrysler****Model: All with Dana 60****Date: 3/05/20****Years: N/A**

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.

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

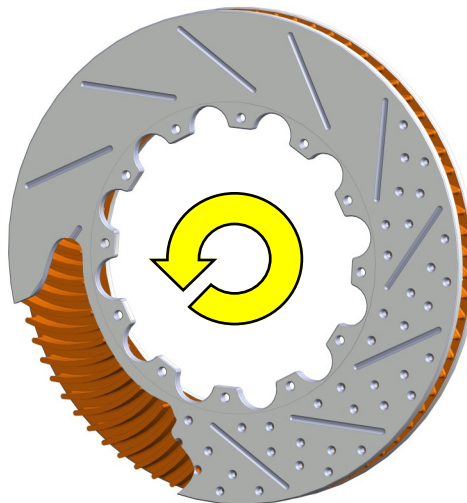
Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.

DIRECTION OF ROTATION



DIRECTION OF ROTATION

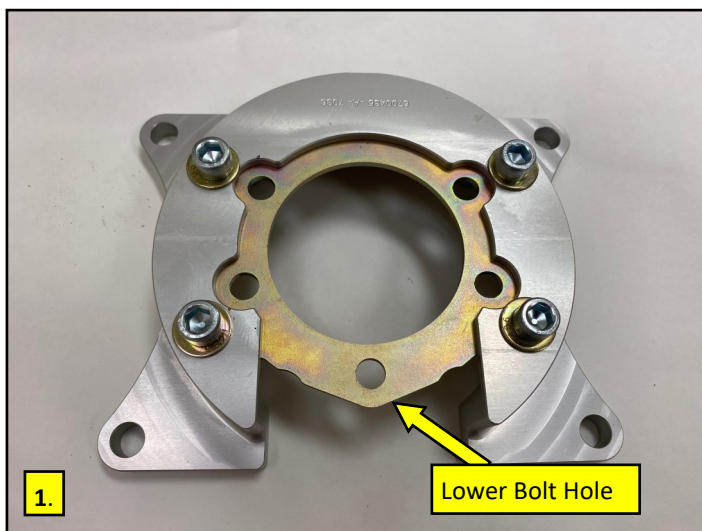
- ◆ When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor. 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 something 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.



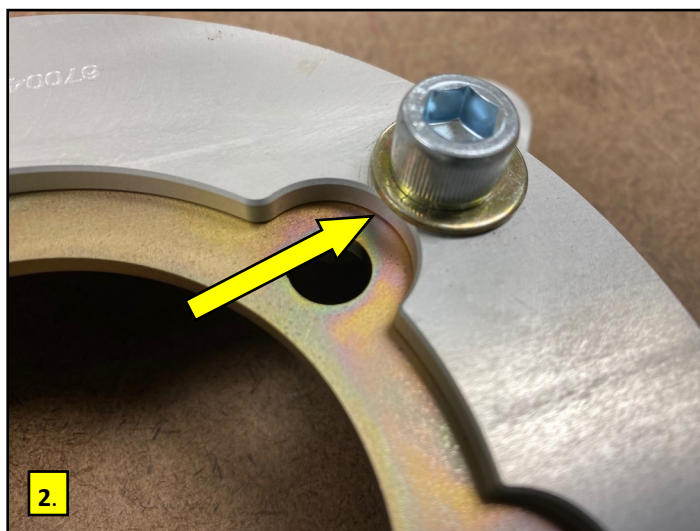
Installation

NOTE: Your axle flange diameter must be 5.75"

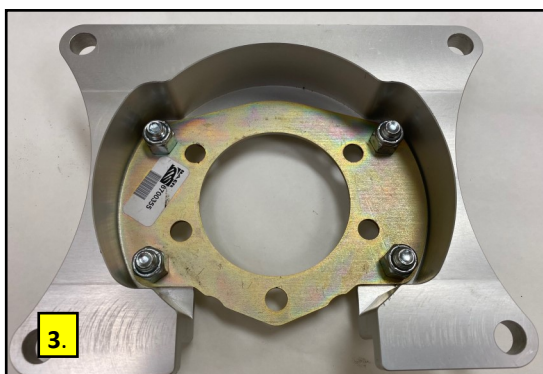
1. Using a line wrench, disconnect the hard line from the slave cylinder on the backing plate. Cap with the supplied vinyl caps to prevent constant fluid drip.
2. Remove the brake drum from the axle. If corrosion has prevented easy removal, a sharp hit with a 2-4 pound hammer will dislodge this. Remove the four bolts holding the axle into the housing, and remove the axle.
3. Remove all existing OEM brake components from the axle flange and thoroughly clean the axle flange. This will allow the new components to
4. Assemble the steel base bracket to the aluminum dual caliper bracket using the supplied 3/8-16x1.00 Socket Head bolts, Nylock Nuts, and washers. Make sure the washers are pulled away from the center section as this could interfere with the rear end flange nuts later. Torque each of the four bolts to 40 ft-lbs. Make sure that several threads engage the nylon material in the nuts. (Fig 1, 2 & 3)



1. Bolt the steel bracket to the inboard side of the aluminum bracket with the lower bolt facing down. The 3/8" socket head bolts should install from the outboard side, with the nylock nuts on the inboard side.



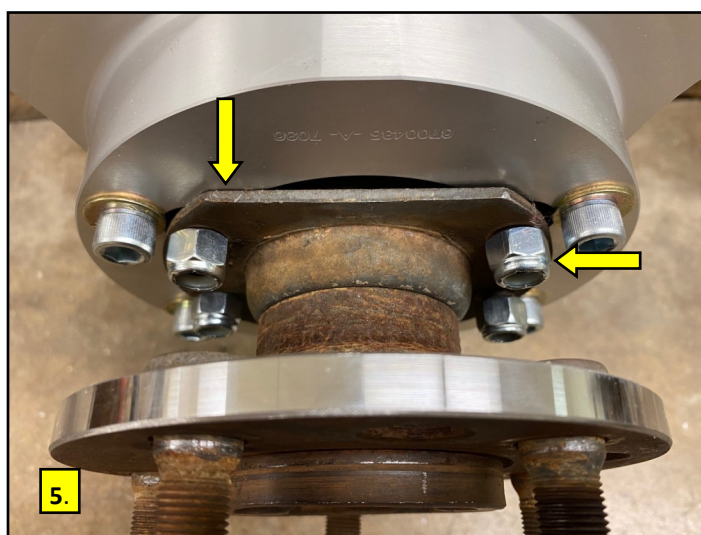
2. Make sure the washers are pulled away from the center of the aluminum bracket to allow for the rear end nut to be tightened and not interfere.



Inboard view of the steel bracket installed to the aluminum dual caliper bracket. Notice the lower bolt is facing down and the nylock nuts are protruding inboard.



4. Clean off the rear end flange surface and make sure it is free of rust and debris. Install the bracket assembly onto the axle flange as shown. (Driver side shown)



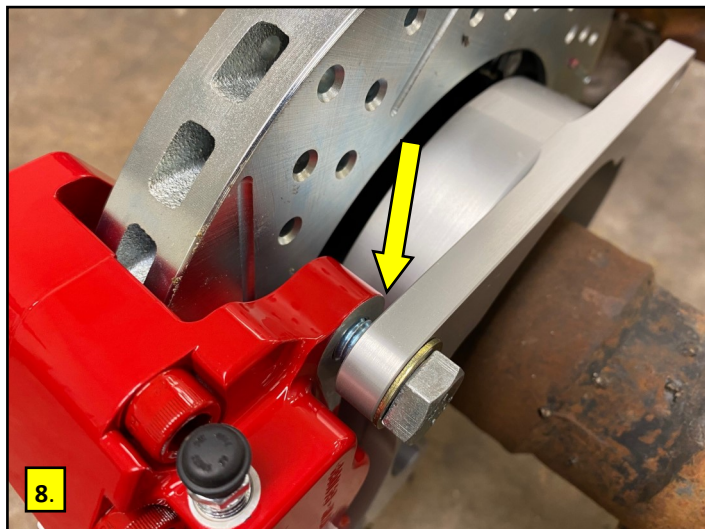
5. Slide the axle back into the housing and check for clearance on your bearing retainer. In early versions you may need to slightly trim the retainer to get it to sit flush against the steel bracket. Once verified, secure in place using the original 3/8-24 nuts. Torque the nuts to OEM specification.



6. Next install the correct side rotor. (Driver side shown). Make sure your axle flange and axle pilot are free from rust and other debris. Your rotor locates on the axle pilot and **MUST** sit flat against the axle. Use washers and lug nuts to secure the rotor to the axle. The washers will protect the hat from getting scratched or damaged.



7. Next install the correct side caliper. (Driver side shown). Use the supplied 12mm hex bolts and washers. Hand tighten these bolts snug. Check for any caliper clearance issues. The caliper should be centered over the rotor. If needed use the supplied 12mm shims between the caliper and the bracket to center. Once verified and centered torque these 12mm hex bolts to 85ft lbs.,



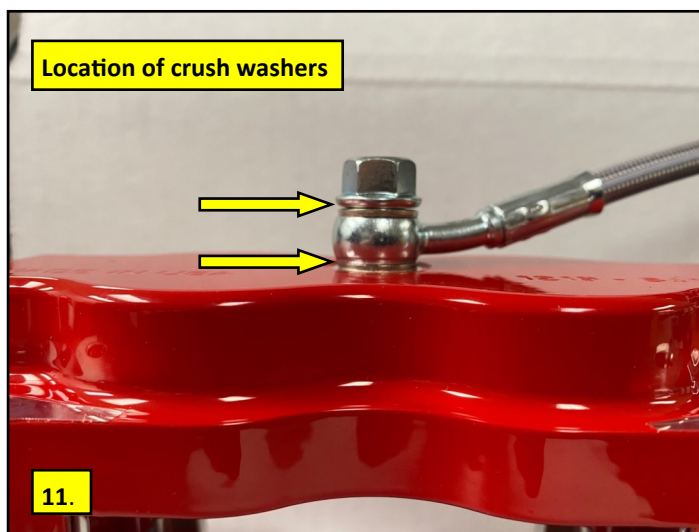
8. The arrow shows where you need to shim your caliper if needed to center it over the rotor.



9. Inboard view of the installed bracket, rotor and caliper.



10.



11.

10. Connect your hose to the caliper using the supplied crush washers and banjo bolts as shown. Install one crush washer on each side of the banjo end of the hose as shown. Make sure to orientate your hose so it will not interfere with any suspension components or your wheel. Test this by putting the car on the ground and turning your wheel to full stop in both directions. Once verified torque the banjo bolt to 15ft lbs. (Fig 10 & 11)

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet. Or on www.Baer.com



Shimming Procedure

With pads removed from the caliper, 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 .905", outside of .865" 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 the caliper centered perfectly is not necessary, but having the gaps as close as possible will give the best defense against noise.

****Note:** The purpose for shimming is due to the machining processes that were once performed in the past. Dimensioning tolerances weren't as necessary as today's standards, which caused variances in spindles.

Procedure

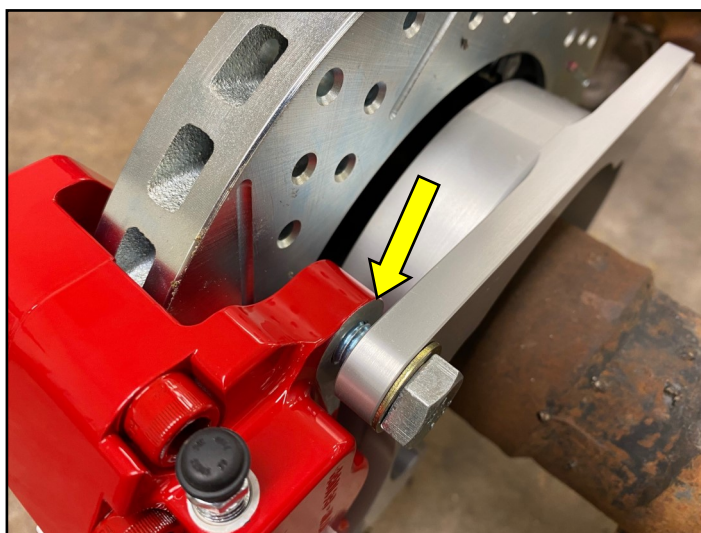
Select the required shims from the kit provided.

Remove the caliper.

Install the appropriate shims (between the S4 Caliper and caliper bracket; **top and bottom caliper mounting holes**), removing one bolt at a time, and snug the same bolts for fit check. See Figure 7 for reference.

Re-shim if necessary. When proper shimming has been determined, remove the caliper and install the brake pads. Install the caliper then torque the 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.



Location of shims

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet. Or on www.Baer.com