



Installation Instructions

Product: Classic Series 10.5" / 11.65" Rear System BOA

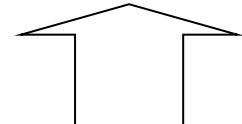
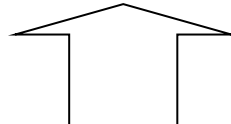
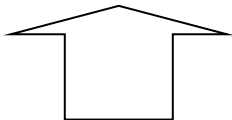
Instruction Part Number: 6000722

Vehicle:

Revision Date: 24 June 2022

Make: Chevrolet
Model: Full-Size
Year(s): 58-64 / 71-76

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. If a product must be returned, please contact Baer Customer Service for an RMA Number.



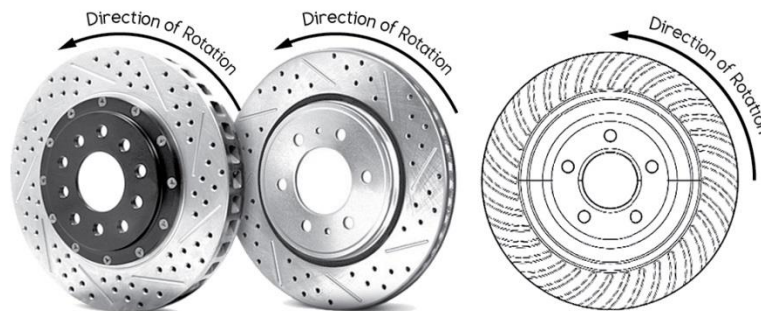
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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), 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.



- 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 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 all times 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 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:

1. Support the vehicle with properly rated jack stands and remove the rear wheels.
2. Remove the axles, taking care not to damage the seals or bearings. This is a good time to inspect the seals, axles, and bearings, replacing as necessary. Also, measure the outside diameter of the axle flange. **To properly seat in the rotor, the flange diameter cannot exceed 6.150"**. If yours is larger, a machine shop can turn these down for proper fit.
3. Disconnect the fluid lines from the backing plate and cap with supplied vinyl caps. Next, disengage the park cable from the frame and front primary cable.

Install the provided steel base plate onto the shaft flange using the existing bolts. Torque the fasteners securing the base plate to the torque specifications provided by Chevrolet for the factory t-bolts prior to proceeding with installation. Refer to the figure on the following page for reference.

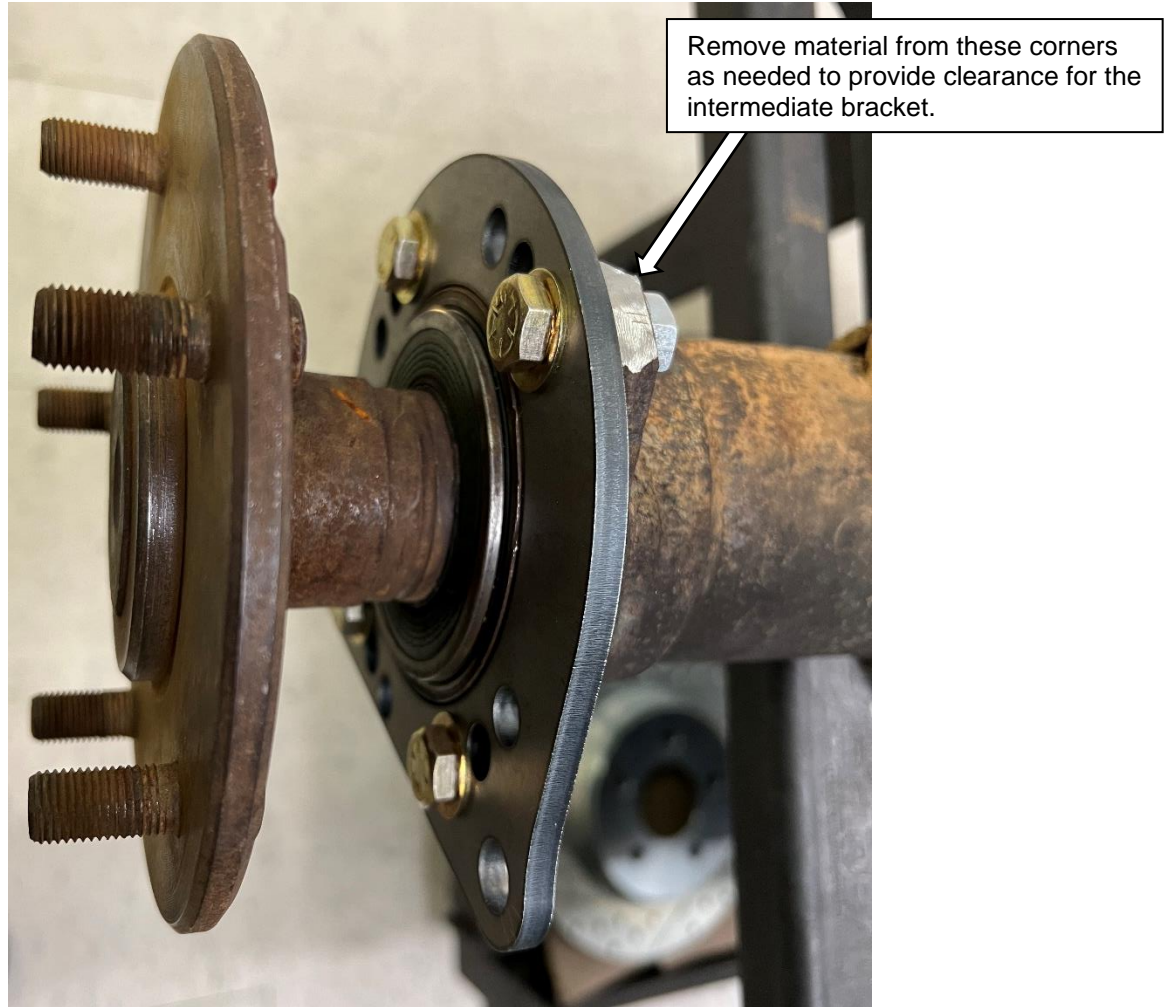


Figure 1. Base Plate Installed

The figure above shows the provided base plate installed. Disregard the axle in the above figure, it will be reinstalled in a later step.

The base plate allows for three (3) separate clocking orientations for the caliper. **Depending on the orientation chosen, the four corners of the shaft flange will have to be ground down to allow for clearance of the intermediate bracket in the next step.** This can be done using a handheld grinder, check fitment of the intermediate bracket prior to and after grinding, and remove material as needed for clearance.

4. Install the provided intermediate bracket to the base plate with the supplied M12-1.75 x 40 hex head bolts, M12 washers, and Nylock nuts. Place the provided spacers between the base bracket and the intermediate bracket when installing. As mentioned above, the four corners of the shaft flange may need to be ground down prior to installation of the intermediate bracket. Refer to the figures on the following page for reference.

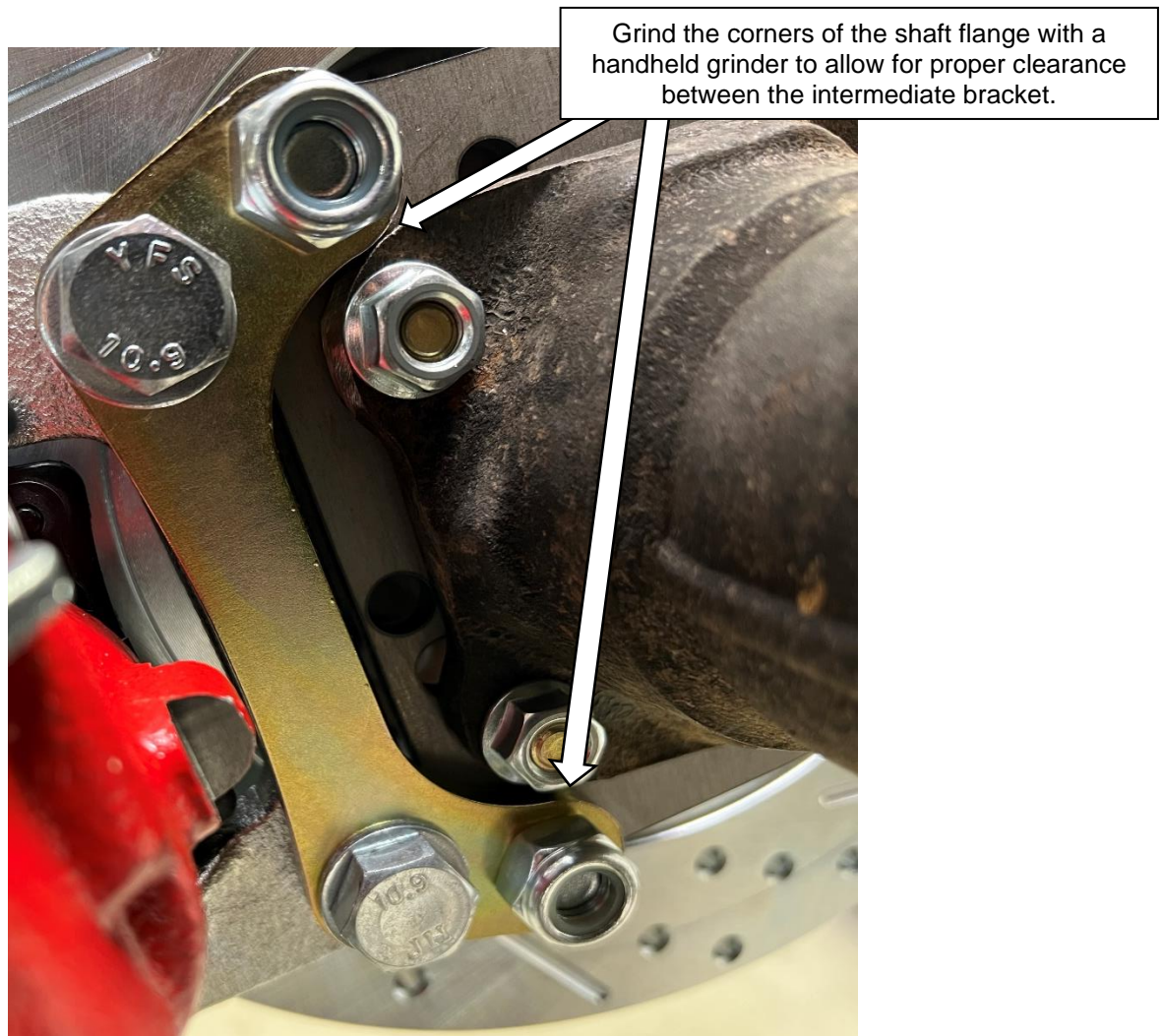


Figure 2. Clearance between intermediate bracket and shaft flange

As stated previously, the four corners of the shaft flange may need to be ground down to allow for clearance of the intermediate bracket. The figure above shows the locations where the shaft flange was ground down to allow for clearance between the intermediate bracket. Refer to the following steps once proper clearance is achieved.

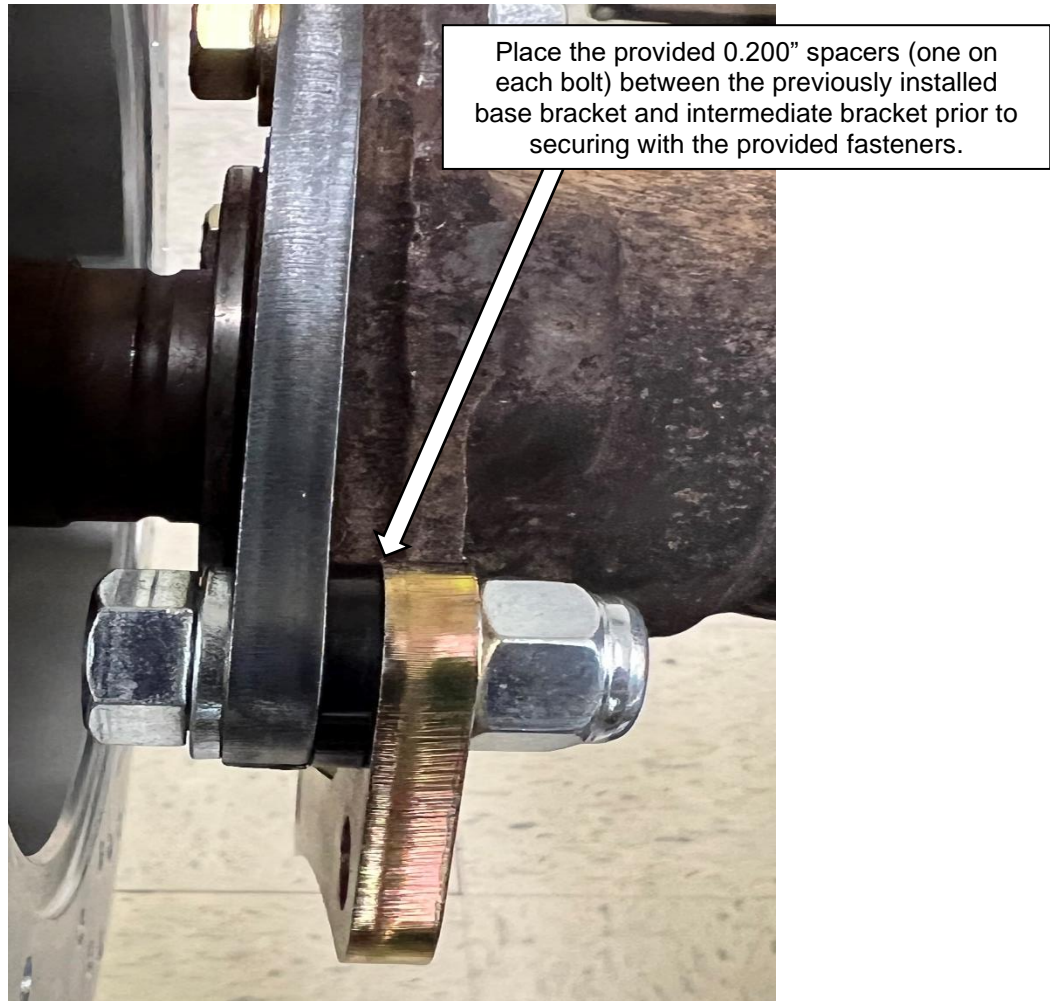


Figure 3. Intermediate bracket installed

The figure above shows the provided intermediate bracket installed. The provided 0.200" spacers are placed between the previously installed base bracket and intermediate bracket prior to securing the two.

5. Torque the fasteners securing the intermediate bracket to 85 ft-lbs.
6. Reinstall axle, c-clip, and differential pin. Again, take care to check the condition of the axle bearing and seals, and replace, if necessary, prior to reinstallation.
7. Install the correct side rotor and temporarily secure with three washers and lug nuts to prevent scratching of the rotor hat. Refer to the figure on the following page for reference.



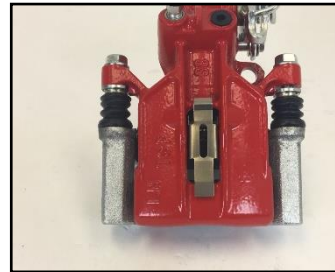
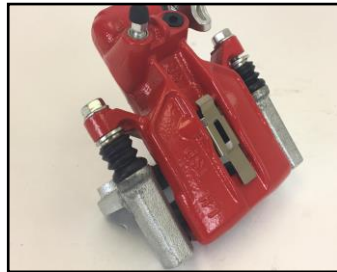
Figure 4. Rotor installed

The figure above shows the installed rotor, temporarily secured with washers and nuts to prevent scratching of the rotor hat. Ensure that the inside mounting face of the rotor hat is sitting flush against the mounting face of the axle prior to continuation.

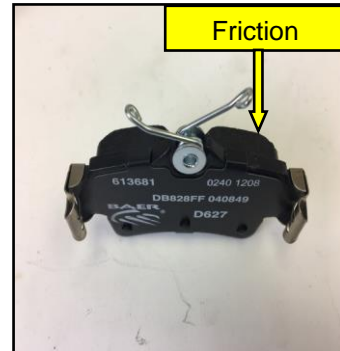
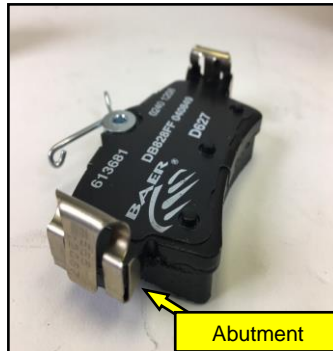
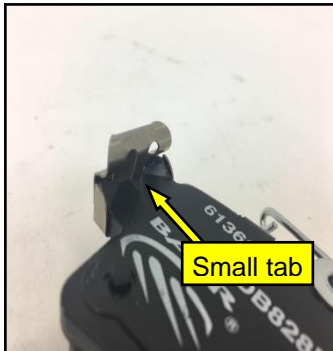
Installing Pads - Classic Rear Caliper

Each caliper takes (1) pad retention spring and (4) pad abutments. The pad retention spring gets installed onto the caliper body, while the pad abutments get installed on the 'ears' of the pads.

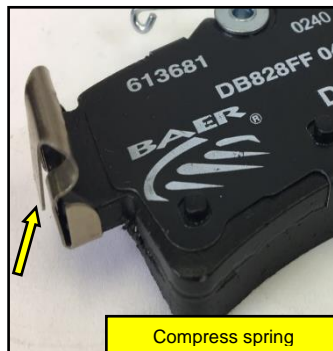
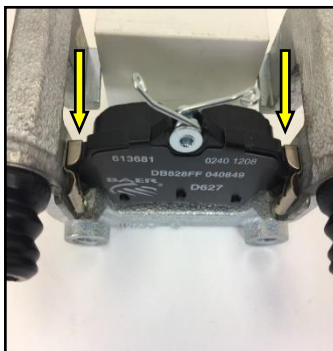
1. Install the pad retention spring into the body of the caliper. From the inside of the caliper body, insert the long tab into the opening and slide it down until the small bent tab clears the piston. Now push the bent tab into the slot and slide it back until it locks onto the ridge on the body as shown.



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



3. Install the pads into the anchor. Put the pad into rotor pathway of the anchor and gently slide the pad and abutments into the inboard side of the anchor. You will be compressing the spring on the side of the abutment as you slide the pad into place. This is a tight fit. Once complete you can do the same for the outboard pad.



8. Install the correct caliper with pads installed (**bleeder in top position**) with the provided M12-1.75 x 30 hex head bolts and M12 washers. Torque the fasteners securing the caliper to 85 ft-lbs. Refer to the figure below for reference.



Figure 5. Caliper installed (Inboard View)

The figure above shows an inboard view of the installed caliper. Torque the fasteners securing the caliper to the intermediate bracket to 85 ft-lbs.

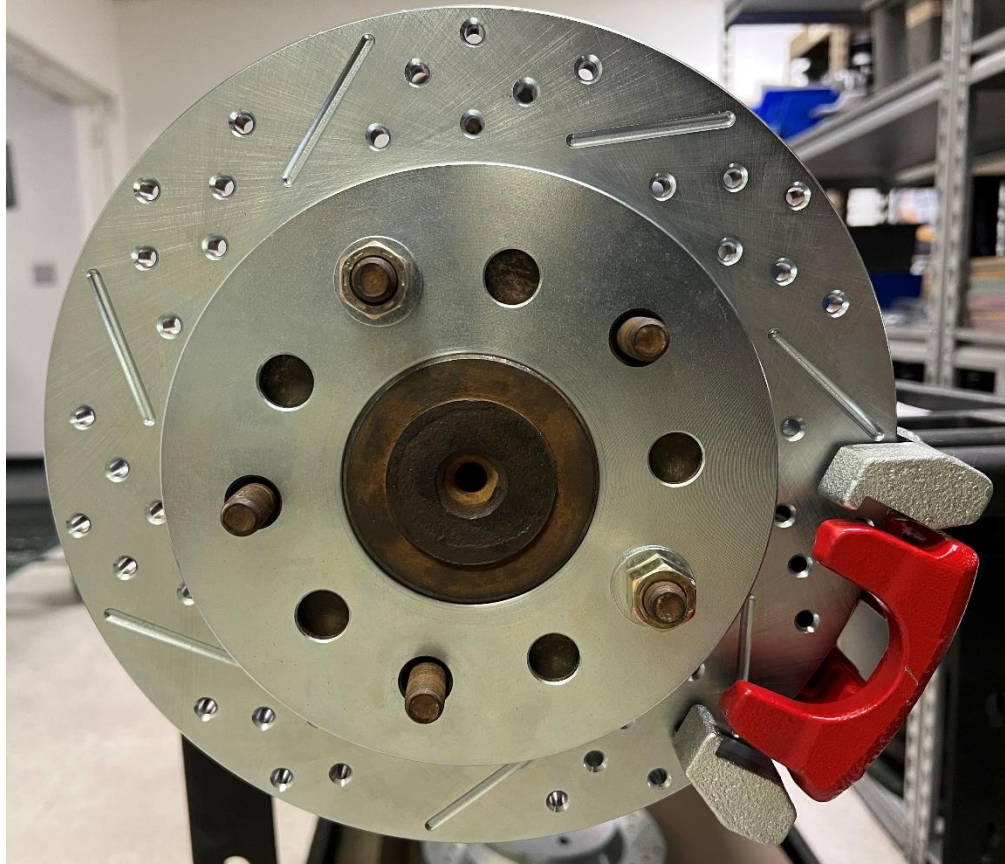


Figure 6. Caliper installed (Outboard View)

The figure above is an outboard view of the installed caliper. As it is a mockup, there is no brake pad installed in the caliper in the figure above. Refer to “Installing Pads – Classic Rear Caliper” on page 8 for instructions to install the pads inside the calipers prior to installing the caliper.

9. Install the steel braid hose with one copper washer on each side of the banjo fitting. Fingertighten the banjo bolt. Connect the hose to the hardline and install the hose lock.
***IMPORTANT NOTE*: Position the hose to avoid interference with the wheel and suspension components through the full range of motion.**
Tighten the fitting and banjo bolt to 15-20 ft-lbs. taking care not to strip the threads within the caliper.

Repeat these steps for the other side and recheck all attachment points and fittings.

Refer to Bleeding 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