

# BAER

## BRAKE SYSTEMS



### Installation Manual

**Part Number: 6000155**

**Product: Classic Series 10.5" Dana 60 & 7.5"**

**Vehicle Make: Mopar**

**Model: All with Dana 60 & 7.5" Rear Ends**

**Date: August 26 2022**

**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 alter-  
ing Baer Inc. product during installation.

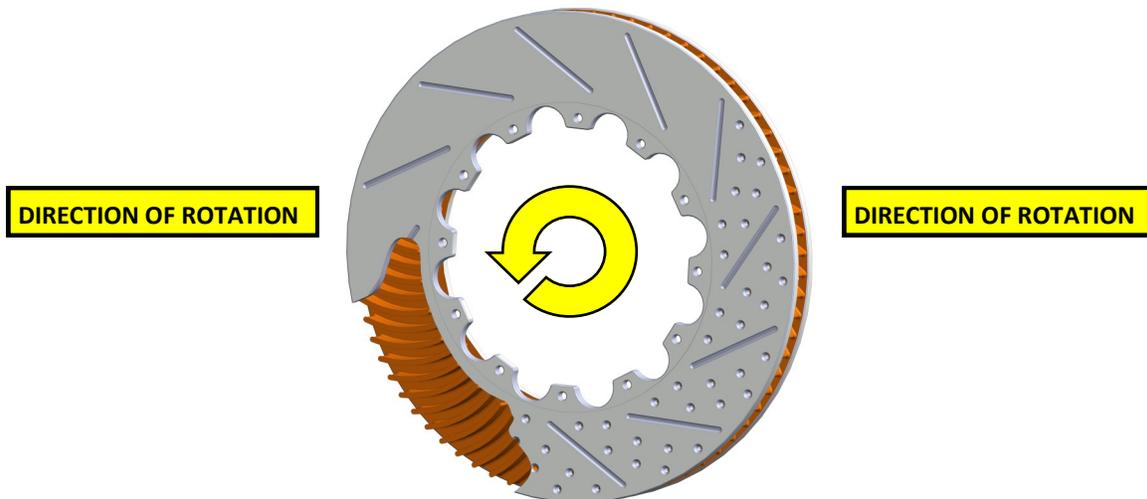


#### **Read and Follow BEFORE ATTEMPTING INSTALLATION**

- ◆ **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](http://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 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.



**\*IMPORTANT: This system is designed for vehicles with a 15/16" master cylinder and proper pedal ratio. For manual brake setups, a 7/8" master cylinder can be used so less effort is required to apply the brakes. Any master larger than 15/16" will require too much pedal input to generate proper line pressure for your brake system.**

This installation manual covers the Dana 60 and Dana 7.5" rear ends. These systems are designed for a 2.5" axle stand off. Visit <https://baer.com/Tech-Info.html> for instructions on how to measure axle stand off for your vehicle. If you have a stand off that differs, Baer offers machined shims, (or you can use any hardened washers from the auto parts store) to achieve the proper shimming of your caliper. These systems both use the same parts and install in the same manner.

## **Installation Notes:**

### **Maximum Axle Flange Diameter is 6.125"**

- ◇ Support the vehicle with properly rated jack stands and remove the rear wheels.
- ◇ Disconnect the hardline from the drum brake slave cylinder and cap the line with the vinyl caps provided to prevent brake fluid from dripping through the installation process.
- ◇ Disconnect the park cable from attachment points on the frame and primary cable. There is no need to disengage from the backing plate.
- ◇ Remove the bolts securing the drum brake backing plate to the housing. Retain the "T" bolts and nuts to use on the new Baer Classic Series bracket.
- ◇ Remove the axle from the housing. Inspect the condition of the bearings and seals, replace if necessary.

**\*\*Note:** The brackets are designed to position the caliper in several different positions to allow clearance for other suspension components. Do a trial fit with the bracket and caliper prior to installing axles to confirm which will be best for your application. If the calipers must be mounted in front of the axle housing, the left caliper will be used on the right (passenger) side and the right will be used on the left side.

**\*\*For vehicles with staggered shocks:** Two right side calipers & brackets will be supplied. The calipers will be mounted opposite the shock mount to avoid interference.

1. This installation begins at the point at which the OE brake components and axles have been removed from the vehicle and the hard lines have been capped to prevent fluid leak down.



2. Install the base steel bracket onto the 5 studs and set in your desired position as shown. The machined side faces outboard. You can clock the bracket for several positions. (Left rear shown) Do not tighten yet.

3. Install the axle.



4. Next, line up the bearing retainer on top of the Baer bracket and secure with your factory nuts. (**Axle flange diameter not to exceed 6.125"**)

5. Secure the 5 studs with your factory nuts. Torque these to the manufacturers spec.

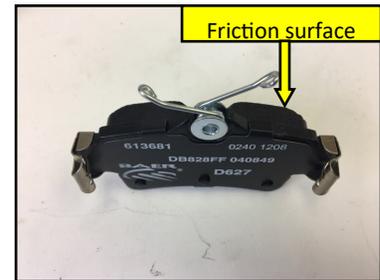
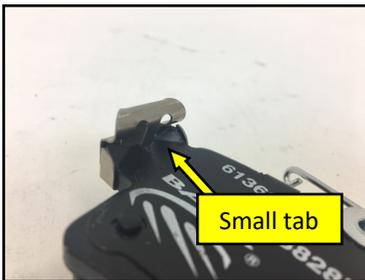
## Installing Pads - Classic Rear Caliper

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.

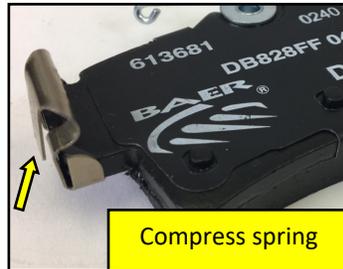
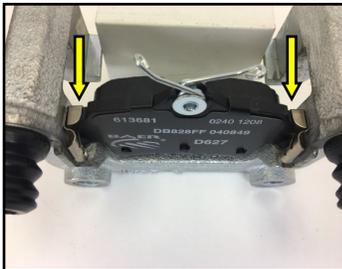
1. Install the pad retention spring into the body of the caliper. From the inside of the caliper body, insert the long tab into the opening and slide it down until the small bent tab clears the piston. Now push the bent tab into the slot and slide it back until it locks onto the ridge on the body as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

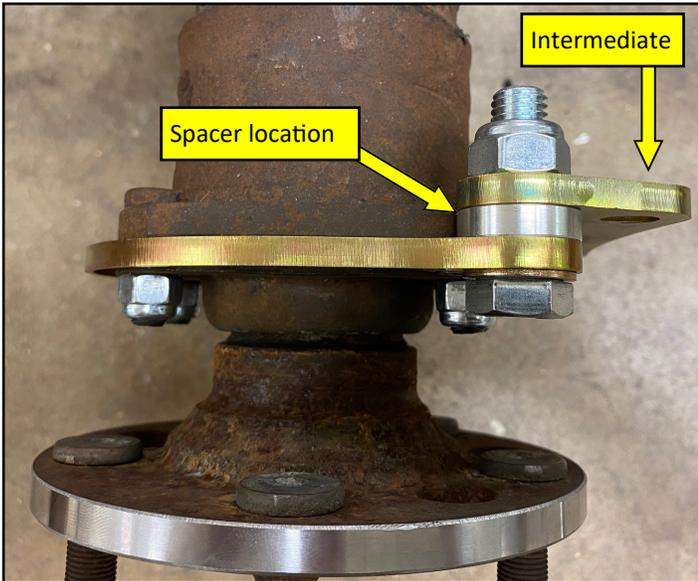


2. Install each pad abutment onto the 'ears' of the caliper. The abutment should face away from the friction surface. There is a small tab that locks into place once installed correctly.

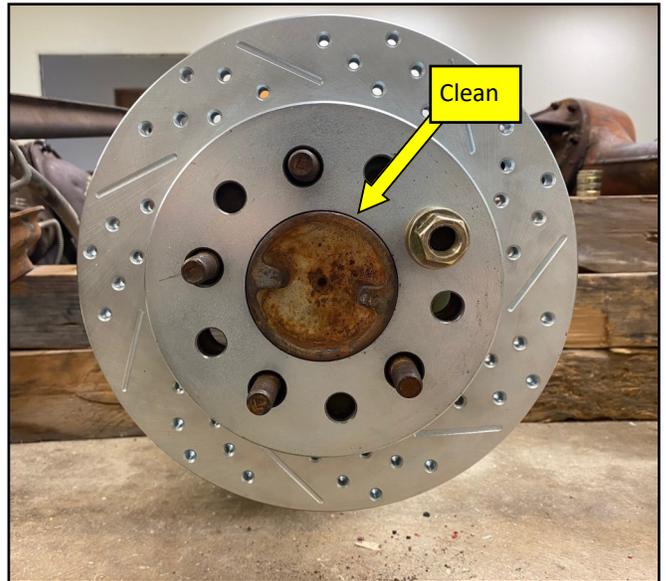


3. Install the pads into the anchor. Put the pad into rotor pathway of the anchor and gently slide the pad and abutments into the inboard side of the anchor. You will be compressing the spring on the side of the abutment as you slide the pad into place. This is a tight fit. Once complete you can do the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

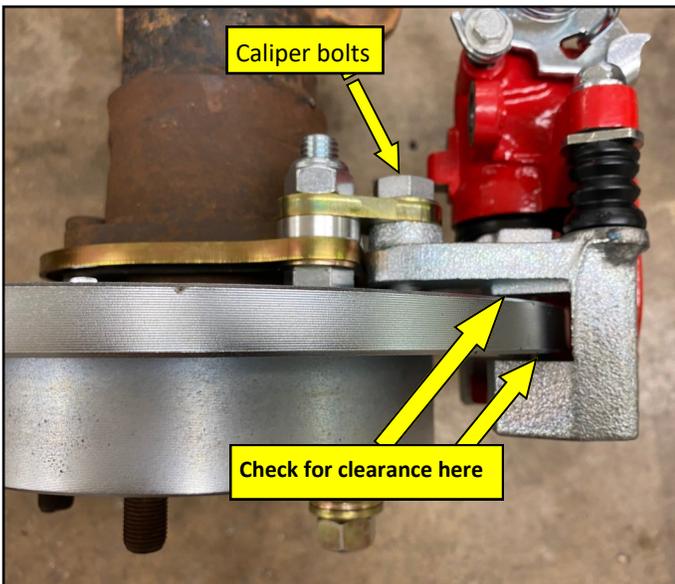




6. Install the intermediate bracket to the base bracket using the supplied 12mm bolts, spacers and nylock nuts. The spacers go in between the base and the intermediate brackets. Torque the nylock nuts to 85ft lbs.



7. Install the correct side rotor. Before installing the rotor make sure the axle flange face and axle rotor register are free from debris and rust to make sure the rotor is sitting flat against the axle flange. Secure the rotor with lug nuts and washers. (So you don't scratch the rotor hat) (Left rear shown).



8. Now install the correct side caliper with no pads and with the bleeder pointing up. Use the supplied 12x30 hex bolts and washers to secure the caliper by hand snug. Check for clearance issues between the caliper and the rotor. If good, refer to the pad install instructions.

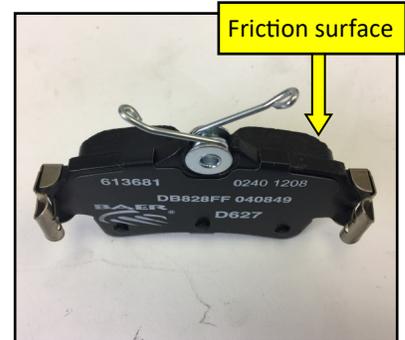
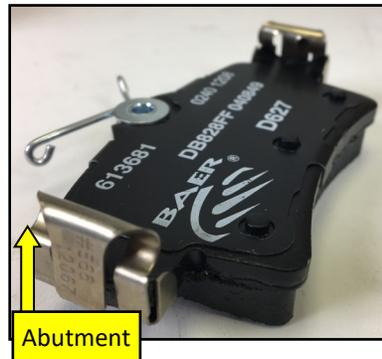
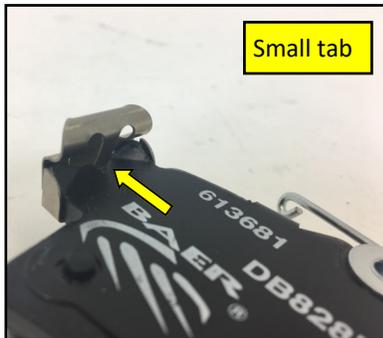


9. Inboard view of the caliper installed. Now that everything is verified, remove the caliper and refer to the next page for pad install instructions.

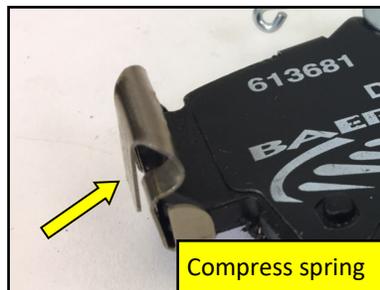
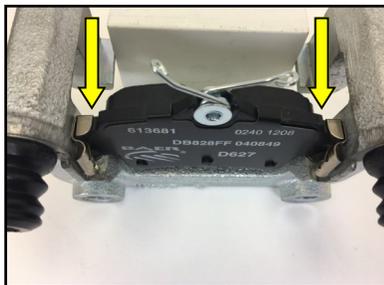
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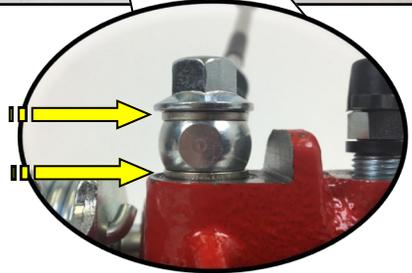
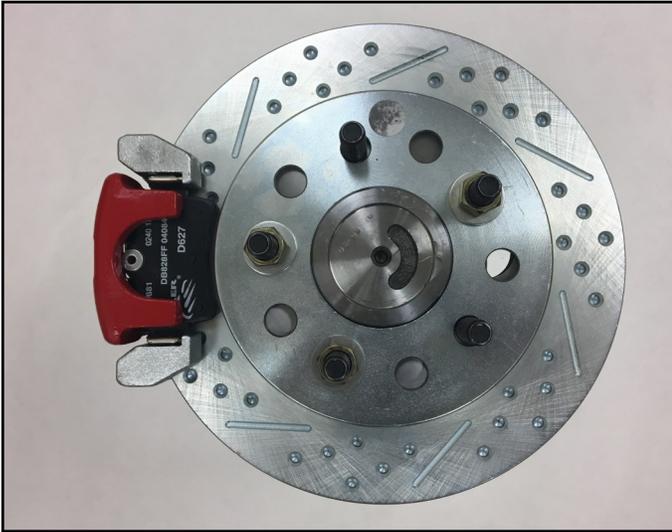


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**Crush washers**

**10.** View of caliper and rotor installed. Passenger side shown. (Right side). Install the hose to the caliper using the supplied banjo bolt and crush washers. Use 1 crush washer on each side of the banjo bolt. Make sure the hose doesn't interfere with any suspension components or the tire/wheel. Torque the banjo bolt to 15 ft. lbs.

## Additional Parts Baer offers

The following parts are available through Baer for your Classic Series brake system:

- ◇ Hardline retainer kit (For drum to disc conversions) - Part # **6801070**
- ◇ Proportioning valve - Part # **2000035**
- ◇ Steel braided hoses (For cars with disc brake hardlines) - Call Baer **602-233-1411**
- ◇ Park brake cables - Call Baer **602-233-1411**
- ◇ Replacement brake pads - Part # **D0627R**
- ◇ Replacement rotors - Part # **6911140 (left) & 6921140 (right)**
- ◇ Baer Performance Brake fluid DOT 4 - Part # **6110027**
- ◇ Shim pack - (For vehicles with different stand offs) - Part # **6800101**

**Contact Baer Brakes @ 602-233-1411**

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

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