



BAER® Your Complete Performance Brake Supplier!



Installation Instructions

Product: Front Extreme Plus

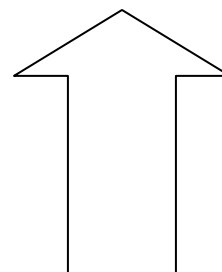
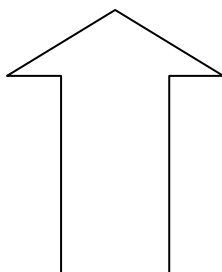
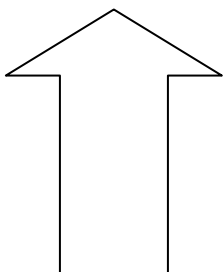
Instruction Part Number: 6000318

Revised: 7 JUN 2010

Vehicle

Make: Dodge
Model: Ram 1500 2WD and 4WD
Year(s): 02>

**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.**



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 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 Baer recommends jack stands rated for 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.
- ALWAYS CONFIRM WHEEL FIT PRIOR TO BEGINNING 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 reconfirm proper clearance is available 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 performing wheel fit check to prevent cosmetic damage.**

Baer, Incorporated
Ph. (602) 233-1411

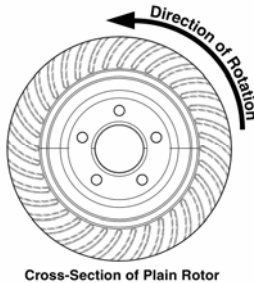
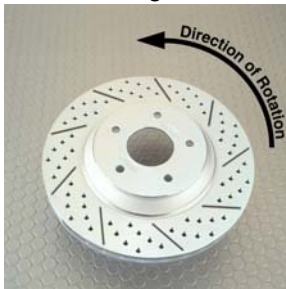
3108 W. Thomas Road, Suite 1201
Fax. (602) 352-8445

Phoenix, Arizona 85017
Email. Brakes@baer.com www.baer.com

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- 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.

IMPORTANT INSTALLATION NOTE:

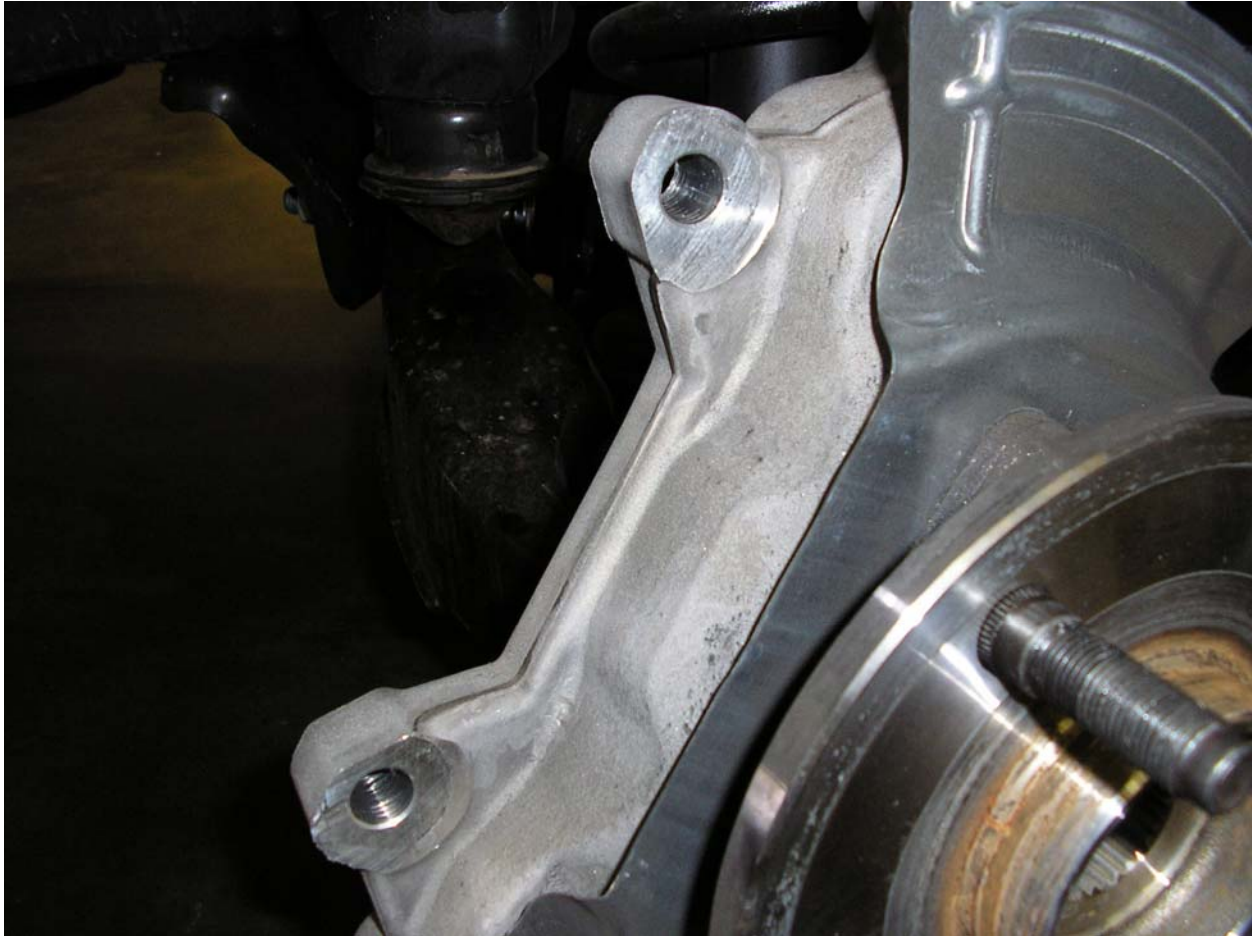
These systems are designed around the Original Equipment spindles with all hardware in place, including **debris shield**. If aftermarket spindles are used it is **imperative** to keep the debris shield in place between the spindle and hub as this affects the caliper centering over the rotor. Modifications may be needed to aftermarket spindles and or alternate hardware for installation of a Baer Brake System. Call Baer for assistance.

Disconnect the fluid hose from the caliper and remove the copper washers from the banjo bolt. These are a one-time use item, new copper washers are provided.

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Remove the bolts securing the caliper to the spindle and slide the caliper off of the rotor. Save the bolts as these will be reused.

Remove the rotor from the hub and clean hub and caliper mounting surfaces to insure the new Baer components will seat properly.



Clean caliper mount and hub prior to installing Baer components. If aftermarket drop or lift spindles are used, the debris shield MUST be installed for proper caliper centering.

Remove the intermediate bracket from the new Baer caliper (installed for ease of shipping). Test fit this to the spindle to check for any interference with the spindle casting.

Install the Baer intermediate bracket to the spindle using the original caliper bolts. The flat side of the bracket will face outwards and mount to the outboard side of the spindle as in the photo on the next page. The relief cut into the bracket will face the spindle. The part number engraved on the bracket will face outboard. Check for necessary clearance. Torque to 110 ft-lbs.

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Caliper bracket will be installed in this position. Bracket mounts to the outboard side of the spindle mount with the part number facing out. Torque original caliper bolts to 110 ft-lbs.

Install the correct side rotor and secure with one lug nut and washer to prevent scarring the hat.

No spacers are required on the ARP caliper studs.

With the pads in place, install the correct side caliper (bleeder screws point up) and secure with the 12 point ARP nuts and washers. Torque to 75 ft-lbs.

An adaptor block will be provided with your Baer calipers. Using the copper washers (one on each side of the block) and banjo bolt supplied, install this block on your caliper as shown in the photo on the next page. Torque to 20 ft-lbs.

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Adaptor block and hose placement

Do not attempt to reuse the copper washers on the banjo bolt of your original fluid hose. These are a one time use only and will not reseal.

Using new copper washers provided, attach the original hose to the adaptor block on Baer caliper as seen in the above photo. On 2009 and later trucks, the banjo bolt has different threads than the adaptor block. We have provided the correct banjo bolts for these applications. **Always check the thread pitch before installing the hose to the caliper block.** Position the hose to prevent interference with wheel, tire and all suspension components. Torque to 15-20 ft-lbs.

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

Refer to Bleeding and Rotor Seasoning/ Pad Bedding procedures contained on a separate sheet, or on www.baer.com

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