BAER ®*Your Complete Performance Brake Supplier!*

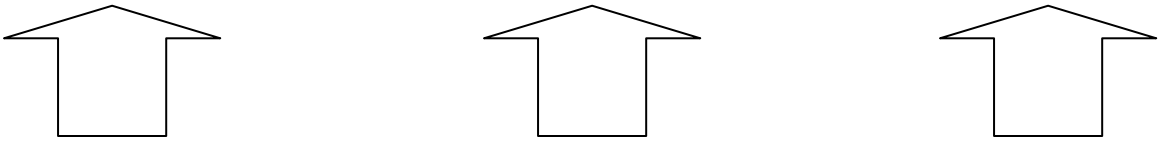
Installation Instructions

Product: Ext+ Rear **Instruction Part Number: 6000035**

Vehicle **Revision Date: 26 December 2013**

Make: Daimler / Chrysler
Model: Viper
Year(s): 92-03

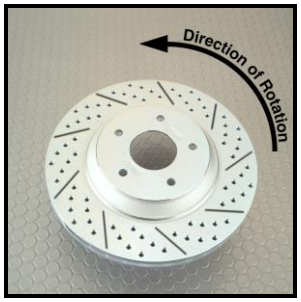
***ATTENTION:* Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. In the event that a product must be returned, please contact Baer Customer Service for a RMA Number.**

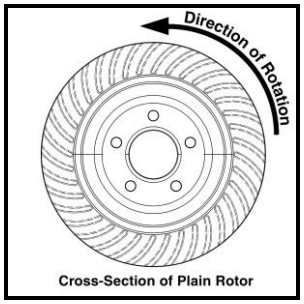


Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 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.

- At any point, 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 of the component (part numbers are machined into the brackets) 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 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.

INSTALLATION:

Note: Installation of this rear system will permanently alter the original spindles. If you later wish to return the vehicle to OE brakes, new rear spindles will be required.

1. Disconnect the fluid line and cap with supplied vinyl caps.
2. Unbolt and remove the caliper from the vehicle.
3. Remove the rotor and thoroughly clean the hub for proper seating of the Baer Rotor.
4. Using a reciprocating saw, cut the original caliper ears along a line extended by the casting as shown in the photo below.

Figure 1: Location showing where to cut ears

5. Remove the two hub retaining bolts closes to the caliper mount. Using the supplied ½" x 2.75" bolts, attach the intermediate bracket to the inboard side of the spindle and tighten snugly with a small wrench.
6. Install the rotor using three lug nuts and washers to avoid marring the hat finish. Next, place proper spacers on each radial mount stud located on the intermediate bracket. See, Table 1 to determine what spacers will be required for your system:

Rotor diameter (in.)	Spacer thickness (in.)
13.5	0.750
14	1.00

Table 1: Required spacers for various rotor diameters

7. With pads removed, install correct side caliper (bleeder screw points up), washers, and retaining nuts (12-point black 12mm-1.25). Snug these bolts for measuring caliper alignment.

Shimming Procedure

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 .865", outside of .905" 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 these gaps as close as possible within .005" will keep the possibility of excessive noise to a minimum. This may require different thickness shims top and bottom.

Procedure

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts from the bracket
4. Install the appropriate shims (between the spindle and bracket), removing one bolt at a time, and snug the same bolts for fit check
5. Reinstall the caliper and recheck gap measurements
6. Re-shim if necessary. When proper shimming has been achieved, torque the bracket bolts to 100 ft·lbs. Finally, torque the caliper bolts to 75 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 equal gaps at all four locations is best.

Figure 2: Obtaining gap measurements (6S Caliper shown)

8. Install the steel braid hose with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. Connect the hose to the hardline and bolt the bracket to the frame****IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** Tighten fitting and banjo bolt to 15-20 ft·lbs.

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

Refer to Bleeding and Pad Bedding & 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.