



## Installation Instructions

Product: S4 Rear

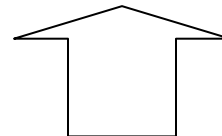
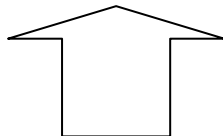
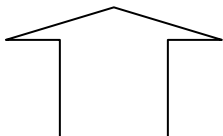
Instruction Part Number: 6000480

### Vehicle

Revision Date: 14 January 2014

Make: Jeep  
Model: Wrangler JK  
Year(s): 2007-2013

***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.***



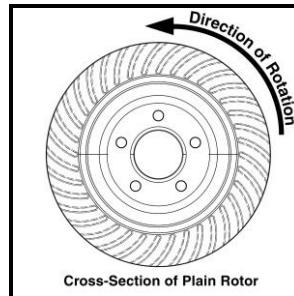
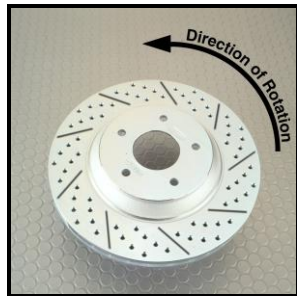
### Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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](http://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.

## ***BAER Your Complete Performance Brake Supplier!***



- 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. Carefully remove the banjo bolt and copper crush washers from the OE brake hose that is attached to the caliper. Do not reuse the copper crush washers as they are one-time use items. To prevent brake fluid dripping from the hose, a pair of hose crimpers can be applied. Do not use vise grip pliers as these may damage the brake hose. See Figure 1 below, for reference:



**Figure 1:** Vise grips applied to brake hose

2. Remove the bolts retaining the factory caliper. These are tight which may require the use of a long wrench or a breaker bar to allow for easier removal. Once the bolts are removed, slide the caliper off the rotor.
3. Remove the rotor and thoroughly clean the axle and caliper mounting surfaces to ensure proper seating of the new components.
4. Now that all major components are removed, the dust shield will need to be either trimmed or removed altogether. Trimming can be accomplished by first installing the bracket to the inboard side of the axle flange using the supplied M12-1.50x45 bolts (flat face of bracket faces inboard). Simply tighten the bolts since the bracket will need to be removed during the trimming process. Next, indicate the location of where the shield will need to be trimmed. Once it has been determined where to trim the shield, remove the bracket and trim away enough material of the shield so that the caliper does not come into contact with it. See Figures 2 and 3 on continued page, for reference:

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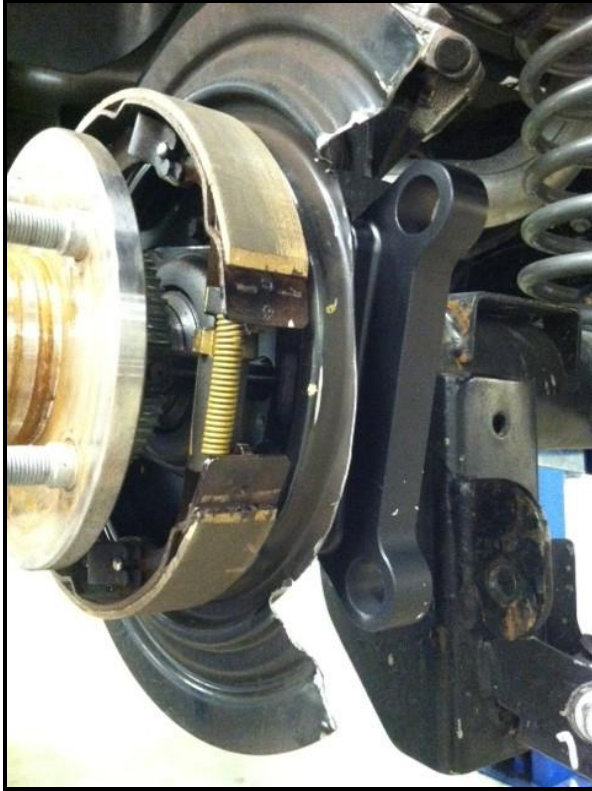
**Figure 2:** Front view of trimmed dust shield



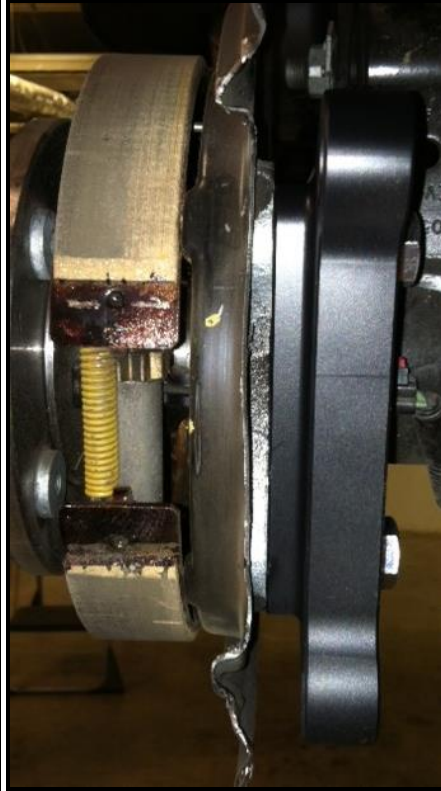
**Figure 3:** 3/4 view of the trimmed dust shield

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5. Install the new bracket onto the inboard side of the flange housing (flat face of bracket faces inboard) using the supplied M12-1.50x45 bolts and slider pins. Torque each bolt to 85 ft-lbs. See Figures 4 and 5 below, for reference:



**Figure 4:**  $\frac{3}{4}$  view



**Figure 5:** Side view

6. Install the correct side rotor and secure with three lug nuts and a washers to prevent scratching the rotor hat.
7. Install the correct side caliper using the supplied M12-1.75x50 bolts, washers, and slider pins. Torque each bolt to 75 ft-lbs. See Figure 6 on continued page, for reference of hardware installation:

**Note:** Ensure the caliper is centered over the rotor by sliding the caliper outboard or inboard, until the gap between the brake pad and rotor face (for each brake pad) is equal. If needed, install shims between the axle housing and bracket until the caliper is centered over the rotor.

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**Figure 6:** Correct installation of bolts, washers, and slider pins



**Figure 7:** Shim location (between axle housing and bracket)

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8. The system will reuse the original OE brake fluid hose. New copper crush washers are provided however, as they are one-time use items. Finger tighten the steel braid banjo hose end with one copper washer on each side of the banjo fitting into the rear of the caliper. **\*\*IMPORTANT: Ensure to route the brake hose away from suspension and wheels to avoid any interference through full articulation of suspension system.** Torque both banjo bolts between 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](http://www.baer.com)

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



**Figure 8:** Completed brake system