BAER BRAKE SYSTEMS

Installation Manual

Part Number: 6000686 **Product: Classic Series 10.5” GM 10/12 bolt BIH/BOA**

Vehicle Make: GM

Model: N/A **Date: June 24 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.

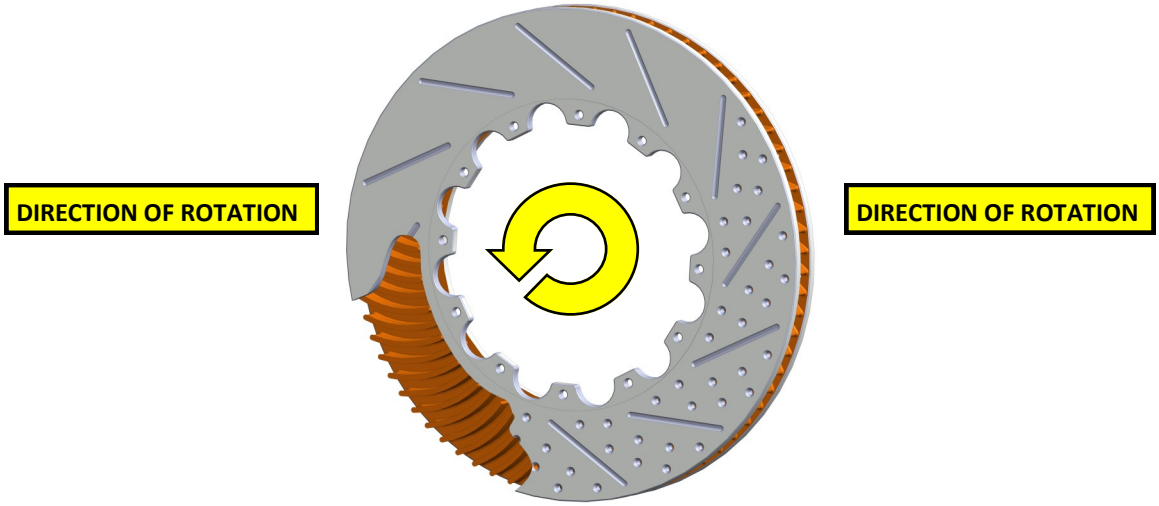
The recipient indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

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.**

BAER SPORT ERADISPEED TRACKER REMASTER

- 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, 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.

Installation Notes:

ALL BOA (Bearing on Axle) cars will skip this section

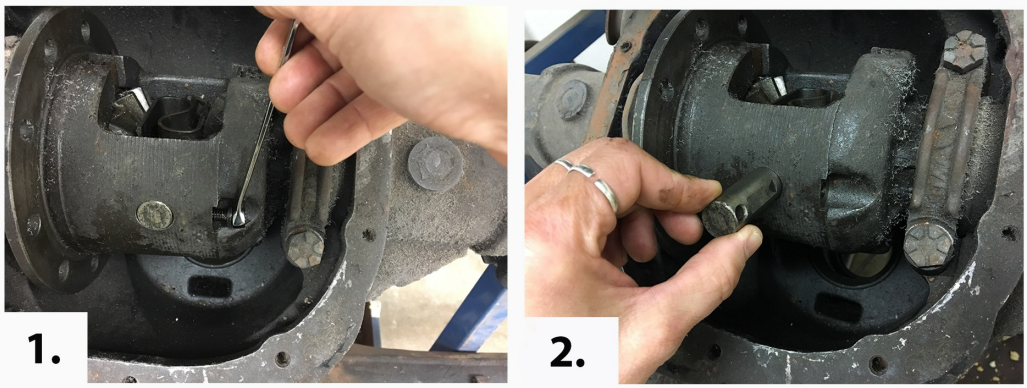
Maximum Flange Diameter is 6.125”

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.

◊ Support the vehicle with properly rated jack stands and remove the rear wheels. Place a drain pan under the differential and remove the cover.

◊ Remove the drums. Sometimes the drums will adhere to the axles from rust. If this is the case, tapping on the outer edge of the drum with a hammer will shock this loose and allow removal of the drum.

Remove the pin (Fig 2) and slide the axles inward to remove c-clips.



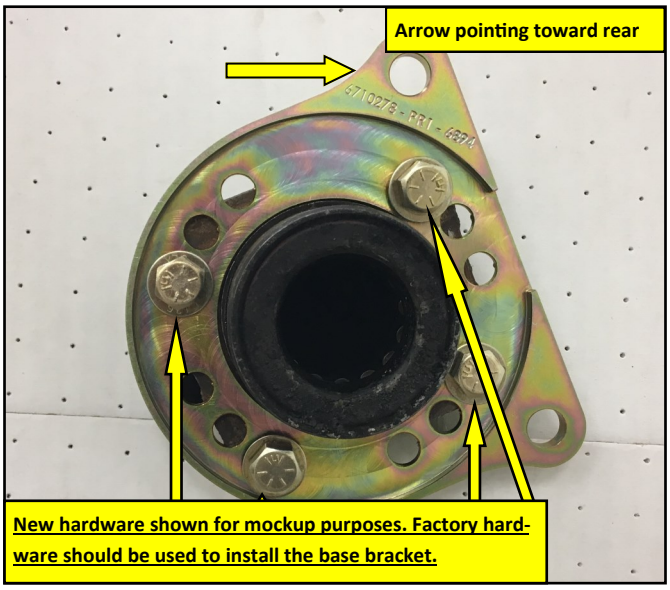
◊ Remove the differential pin lock bolt from the carrier (photo 1). Most GM vehicles use 5/16” or ½” bolt head. It is best to use a 6 point wrench on these bolts.

◊ Remove the axles, taking care not to damage the seals. This is a good time to inspect the seals, axles and bearings, replacing as 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.

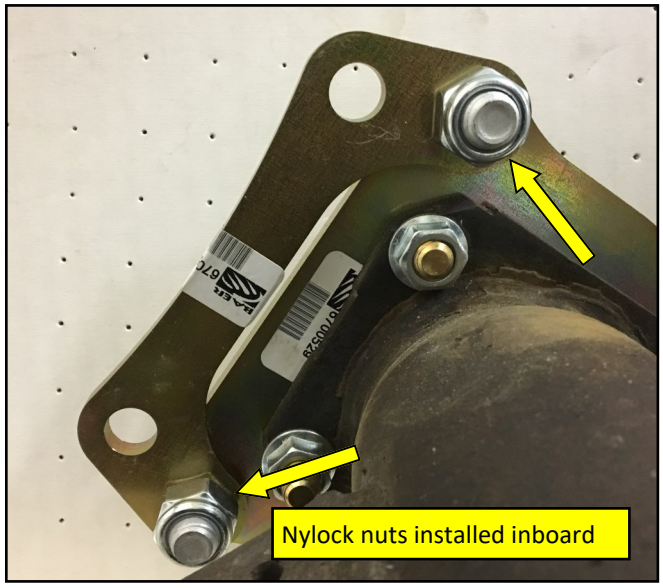
****For vehicles with staggered shocks:** Two right side calipers & brackets will be supplied. The calipers will be mounted opposite the shock mount to avoid interference.

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.

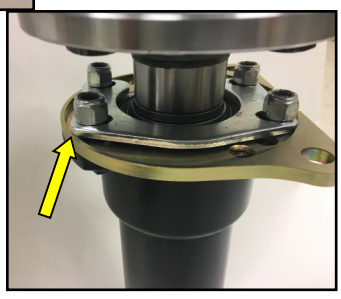


2. Install the correct side base steel bracket (Engraved 6710278) in the configuration of your choosing. **Use your factory hardware to install the base bracket**. Torque 3/8" bolts to 33ft lbs. (Left rear shown in trailing position)

3. Install the intermediate steel bracket to the inboard side of the base steel bracket as shown using the supplied 12x30 hex bolts. Make sure the 12mm nylock nuts are installed inboard. Torque the nylock nuts to 85ft lbs



*With a BOA design you will install the bearing retainer (not included) on top of the steel bracket. Slightly modifying the bearing retainer may be necessary.



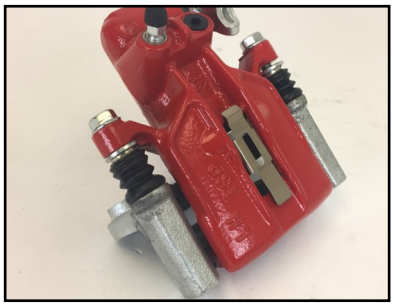
4. Inboard view of the intermediate bracket with the 12mm nylock nuts installed inboard.

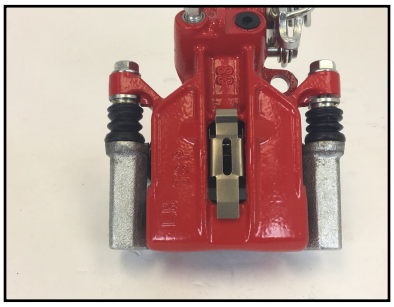
5. Next re-install the axle, c-clip, pin, retaining bolt and cover. Now is a good time to check your wheel seal for wear. Replace if necessary. If all is good, torque the differential cover to the manufacturers specs.

Installing Pads - Classic Rear Caliper

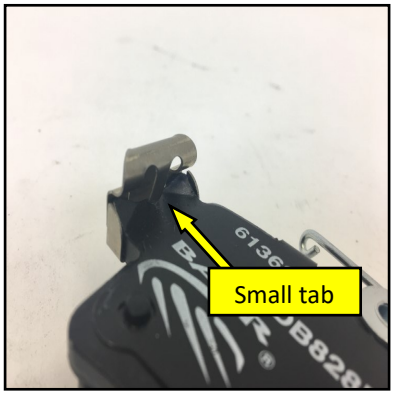
Each caliper takes (1) pad retention spring and (4) pad abutments. The pad retention spring gets installed onto the caliper body, while the pad abutments get installed on the 'ears' of the pads.

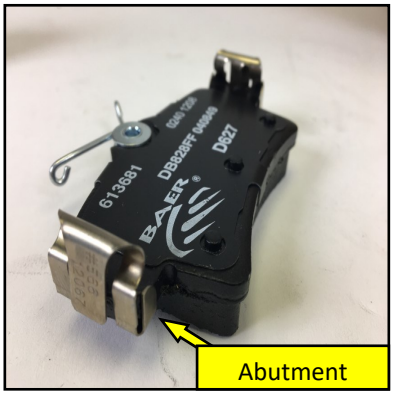
1. Install the pad retention spring into the body of the caliper. From the inside of the caliper body, insert the long tab into the opening and slide it down until the small bent tab clears the piston. Now push the bent tab into the slot and slide it back until it locks onto the ridge on the body as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

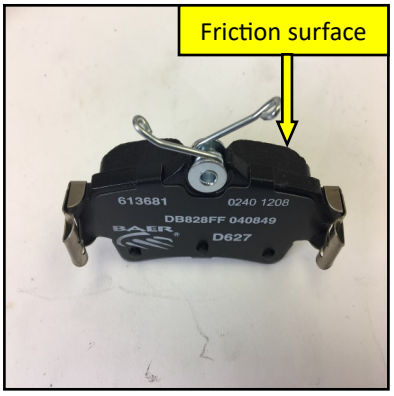




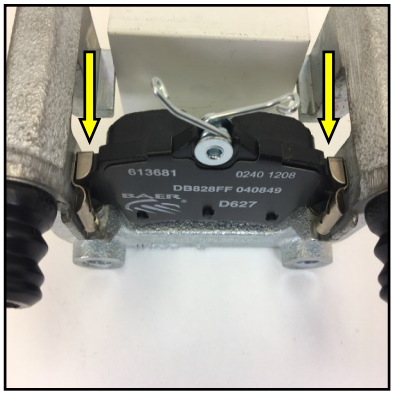
2. Install each pad abutment onto the 'ears' of the caliper. The abutment should face away from the friction surface. There is a small tab that locks into place once installed correctly.

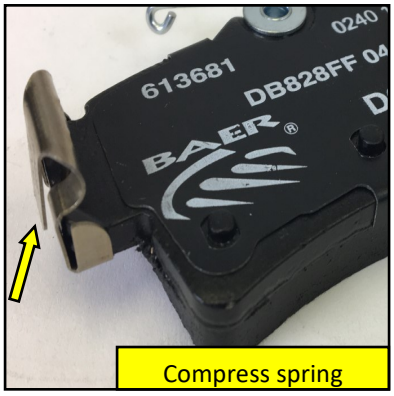


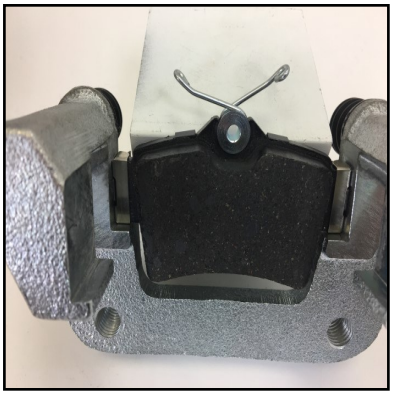


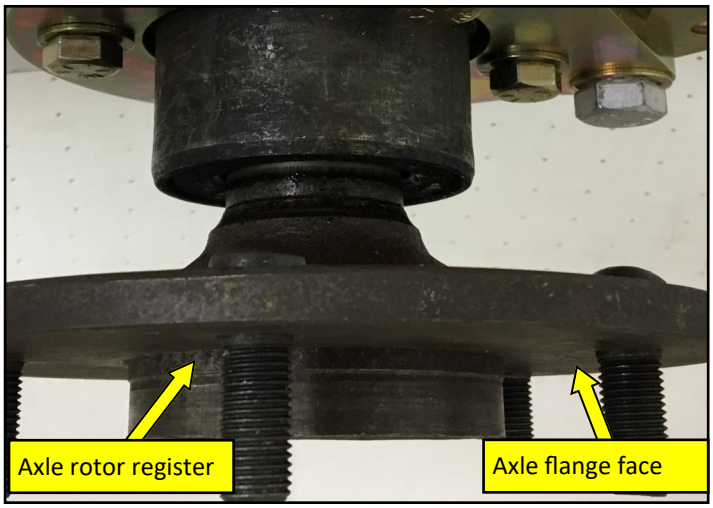


3. Install the pads into the anchor. Put the pad into rotor pathway of the anchor and gently slide the pad and abutments into the inboard side of the anchor. You will be compressing the spring on the side of the abutment as you slide the pad into place. This is a tight fit. Once complete you can do the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

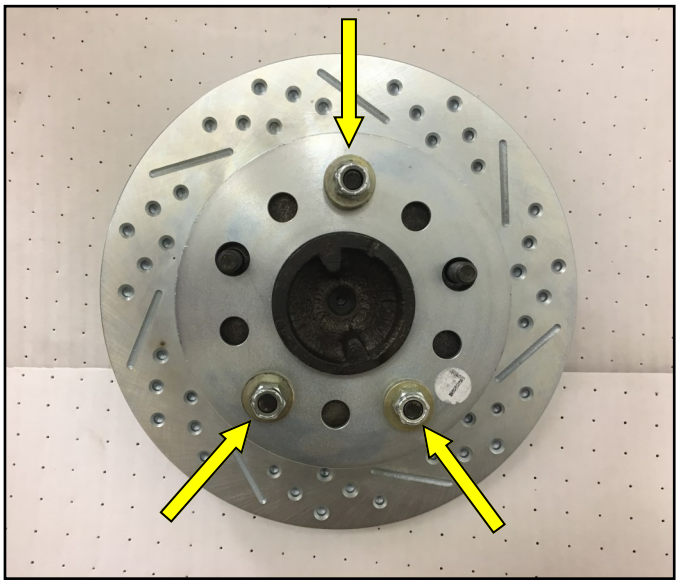




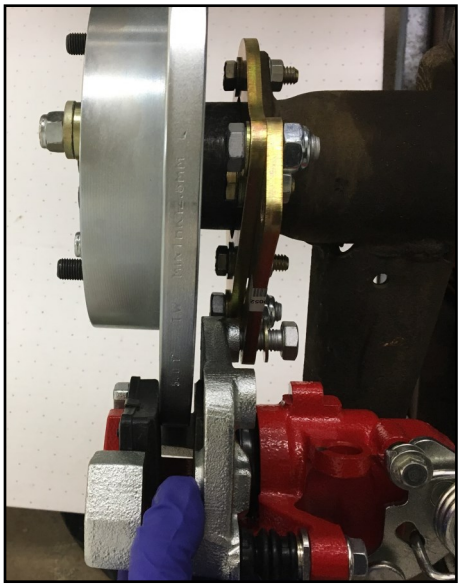




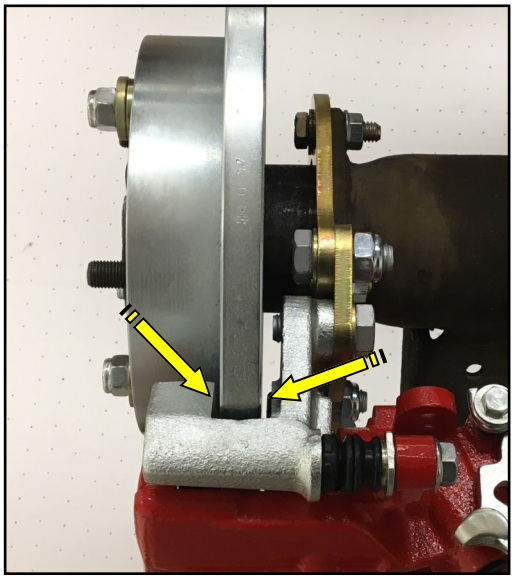
6. View of base and intermediate brackets installed along with the axle. Make sure you clean off the axle rotor register and axle flange face to ensure the rotor will sit flat against the axle.



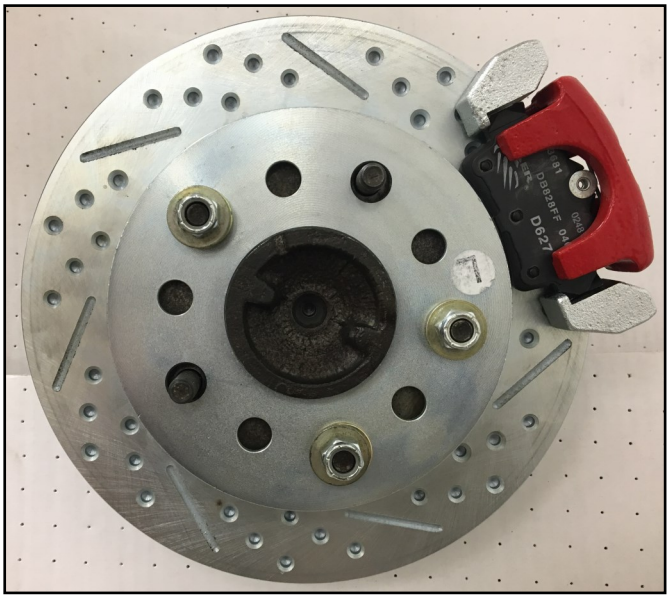
7. Now install the correct side rotor and secure with 3 lug nuts. Double check here to make sure the rotor is sitting flat against the axle. (Drivers side shown)

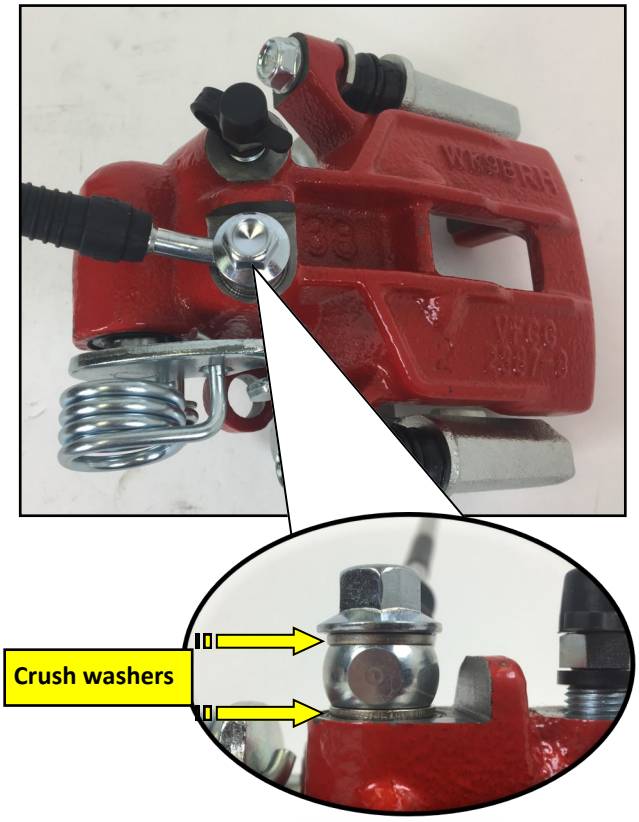


8. Next install the correct side caliper (Bleeder always points up). Use the supplied 12x30mm hex bolts and washers to secure the caliper.



9. Double Check that the caliper anchor does not come in contact with the rotor. Once verified, Torque the 12mm hex bolts to 85ft lbs.





10. View of caliper and rotor installed. Driver side shown. (Left side). Install the hose using the supplied banjo bolts and crush washers. Install 1 crush washer on each side of the banjo bolt. Make sure the hose does not interfere with any suspension components or the wheel/tire. Torque banjo to 15ft 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
- ◊ Longer braided steel 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)
- ◊ Brake fluid DOT 4 - Part # 6110027

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.

BAER BRAKE SYSTEMS 2222 W. Peoria Ave Phoenix, Arizona 85029 T: 602.233.1411 F: 602.352.8445

www.BAER.com Contactus@baer.com