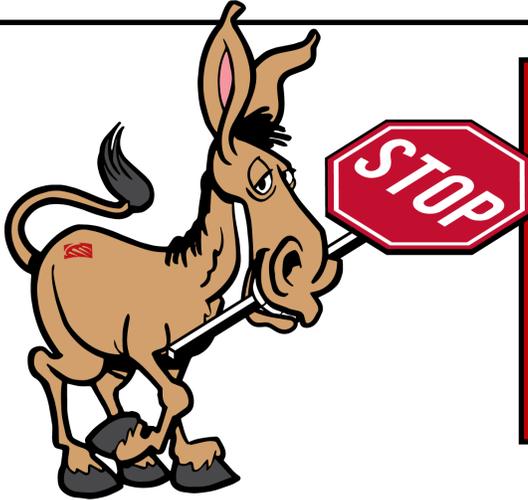




INSTALLATION INSTRUCTIONS

PART NUMBER: 6000770
VEHICLE MAKE: GM
MODEL: B/F-Body/Full Size
YEARS: 70-81/80-90/71-76

PRODUCT: CLS 13" FRONT
REVISION: REVISION B
REVISION DATE: 4 APRIL, 2024



READ BEFORE CONTINUING!

Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care in preventing cosmetic damage when performing wheel fit check. If a product must be returned, please contact Baer customer service for an RMA number.

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

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 FITMENT BEFORE BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR "UPSIZED" ROTOR UPGRADE! In addition to checking wheel fitment of this system with the wheel fitment template (available online at www.Baer.com), always place the actual corner assembly or a combination of the caliper assembly on the rotor, and into the actual wheel with great care to prevent cosmetic damage. 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 of brake components.** Wheel fitment should be verified before installation using a wheel fitment template supplied at www.Baer.com
- When installing new Baer rotors, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, an "L" for left, or an "R" for right, or both. "L" always indicates the rotor for the driver side of US spec vehicles. Follow the rotor installation and rotation instructions included in the promo pack (P/N 6020502) included with your system when installing rotors. **Failure to properly install rotors will not allow for proper function of the brake system and will cause heat related fatigue and failure.**
- *****IMPORTANT PLEASE READ: A professional wheel alignment is required for any system requiring the replacement of the front spindles or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated. This system requires the replacement of the front spindles and requires a professional wheel alignment following installation.*****

- Note: Baer recommends taking photos of the brake system before disassembly and during each step of the disassembly process. Photos may allow technical support to better assist given any necessary troubleshooting.**
- If anything becomes unclear or any parts require force to install at any point during the installation, stop immediately and consult directly with Baer technical staff. Please have these instructions and the part number of the components that is/are proving difficult to install. Please provide technical staff with the make, model, and year (date of vehicle production is preferred) of your vehicle. Baer's technical staff is available by phone (602.233.1411) or email (ContactUs@Baer.com) from 8:30 AM - 5:00 PM MST (Mountain Standard Time) Monday - Friday (Arizona does not observe Daylight Savings Time).

BRAKE DISASSEMBLY INSTRUCTIONS

1. Disconnect the brake hose from the hardline at the frame and cap with the supplied vinyl cap. Remove the hose lock retaining the hose to the vehicle frame.
2. Remove the cotter pins from the ball joints and tie rod end. Loosen the nuts 3-4 turns, **do not completely remove the nuts retaining the ball joints.**
3. Strike the spindle at the tie rod end boss (see figure 1 below) with a large (4lb.) hammer to dislodge the tapered pin. **DO NOT use a pickle fork as it can damage the boots on the ball joints.**
4. Strike the spindle at the lower ball joint boss (see figure 1 below) with the same 4lb. Hammer to dislodge the ball joints. When the lower ball joint is loose, support the lower control arm with a floor jack.
5. Strike the upper ball joint boss (see figure 1 below) and remove the nuts. Lift the upper control arm out of the way and lift the spindle off of the lower control arm.
6. Perform a check of the ball joints and tie rods, replacing any damaged or worn components as necessary.
7. It must be noted that before continuing with the installation, the purchase of either a new Baer Tracker (P/N 3301013) or a new tie rod end (P/N ES2019RL) is necessary.

- Ball Joints: https://www.holley.com/products/suspension_and_chassis/ball_joints/



- Baer Tracker: <https://baer.com/Baer-Tracker-Tie-Rods-3301013.html>



CALIPER ASSEMBLY



INSTALL THE SUPPLIED 'S' CLIPS ONTO EACH PAD.

5 5 5 5



THE CLIP SHOULD INSTALL ON THE SIDE OF THE PAD WITH THE NOTCH FOR THE PIN.



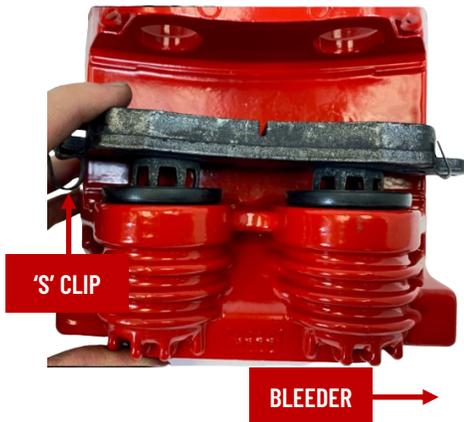
MAKE SURE THE CLIP IS FACING AWAY FROM THE PAD MATERIAL.



LAY OUT THE CALIPERS, ANCHORS, AND PADS AS SHOWN. THE RIGHT CALIPER AND ANCHOR ARE ON THE RIGHT AND THE LEFT CALIPER AND ANCHOR ARE ON THE LEFT. THE BLEEDER SCREWS SHOULD FACE EACH OTHER. THE CURVED NOTCH IN THE ANCHORS SHOULD FACE EACH OTHER. THE PADS SHOULD BE LAID OUT WITH ONE OF EACH SIDE.



CALIPER ASSEMBLY CONTINUED



INSERT THE PAD INTO THE PISTONS AS SHOWN. THE 'S' CLIP INSTALLED PREVIOUSLY, SHOULD BE OPPOSITE THE BLEEDER. INSTALL THE OUTSIDE PAD WITH THE 'S' CLIP OPPOSITE THE BLEEDER.



LAY THE CALIPER WITH THE CORRESPONDING ANCHOR AS SHOWN. (PADS MAY OR MAY NOT HAVE WEAR INDICATORS ON BOTH INSIDE AND OUTSIDE PAD)

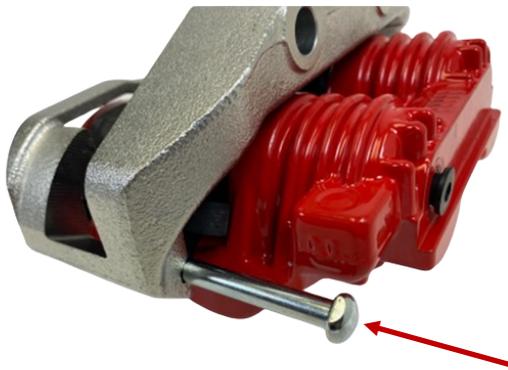


HOOK THE CURVED INSIDE NOTCH ON THE ANCHOR AROUND THE PADS AS SHOWN. (PADS MAY OR MAY NOT HAVE WEAR INDICATORS ON BOTH INSIDE AND OUTSIDE PAD)

CALIPER ASSEMBLY CONTINUED



PRESS THE ANCHOR DOWN INTO THE 'S' CLIPS INSTALLED IN THE CALIPER. YOU MAY HAVE TO COMPRESS THE 'S' CLIPS TO PRESS THE ANCHOR DOWN.



INSTALL THE PIN FROM THE BACKSIDE OF THE CALIPER INTO THE GROOVE BETWEEN THE ANCHOR AND PADS, WHERE THE 'S' CLIPS ARE.



PUSH THE PIN THROUGH THE OUTSIDE GROOVE BETWEEN THE ANCHOR AND PAD.



CALIPER ASSEMBLY CONTINUED



INSTALL THE E-CLIP INTO THE GROOVE ON THE END OF THE PIN STICKING THROUGH THE FRONT OF THE CALIPER AS SHOWN TO SECURE THE ANCHOR TO THE PADS. REPEAT THIS PROCESS FOR THE OTHER CALIPER.

SPINDLE INSTALLATION INSTRUCTIONS

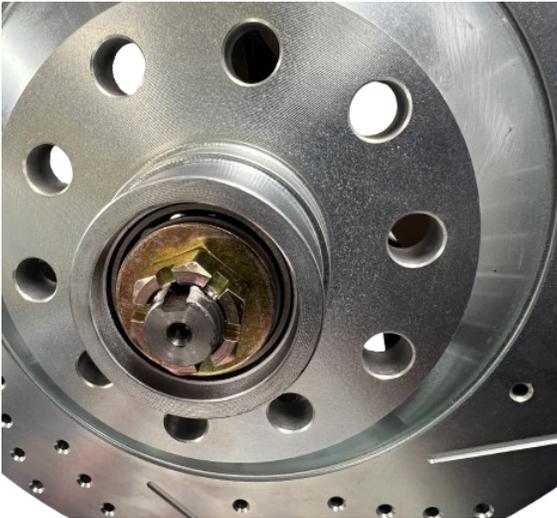
1. Place the new supplied/modified spindle first onto the lower ball joint then lower the upper into place and install the nuts. Torque the top nut to 60 ft-lbs. and the lower nut to 80 ft-lbs. Tighten the nut additionally as needed to install the cotter pins. **Make sure to install the correct side spindle on the correct side of the vehicle.**
2. Install the tie rod end into the spindle and torque the nut to 35 ft-lbs. Tighten the nut additionally as needed to install the cotter pin.

BRAKE SYSTEM INSTALLATION INSTRUCTIONS



3. With the spindles installed on the vehicle, install the steel base brackets as shown with the supplied M12-1.75 bolts and washers. Place one (1) of the .060" shims and one (1) of the .015" supplied with this system between the base bracket and the spindle on each mounting hole of the base bracket. This will space the base bracket outboard and away from the spindle. Thread locker is not necessary. The longer of the two M12-1.75 bolts goes in the top hole of the base bracket. **Snug the hardware for now, as additional shimming may be required later.**

4. Install the correct side rotor as shown (left side shown) taking care not to damage the wheel seal on the inside of the rotor. Rotors for this system come with bearings installed. The bearings have been packed with Red Line CV-2 Synthetic High-Performance Grease. **DO NOT add any additional grease to the wheel bearings.**

BRAKE SYSTEM INSTALLATION INSTRUCTIONS CONTINUED

5. Install the provided castle nut as shown. Rotate the rotor while tightening the castle nut to seat the bearings. Loosen and retighten the nut while spinning the rotor several times. Tighten the nuts again to remove any end play, approximately 1/16th of a turn to give a small amount of pre-load.

6. It is recommended to verify fitment of the caliper at this point by installing it to the previously installed steel base bracket with the supplied M12-1.75 x 35MM bolts and washers. **Ensure there is adequate clearance between the rotor and the cast iron caliper anchor bracket (at least .030" on either side of the rotor). Adjust shimming as necessary to achieve adequate clearance between the caliper anchor and both sides of the rotor.**

7. Once adequate clearance has been achieved, remove the brake rotor and torque the hardware securing the steel base bracket to the spindle to 85 ft-lbs.

8. Reinstall the rotor, repeating steps 4 and 5.

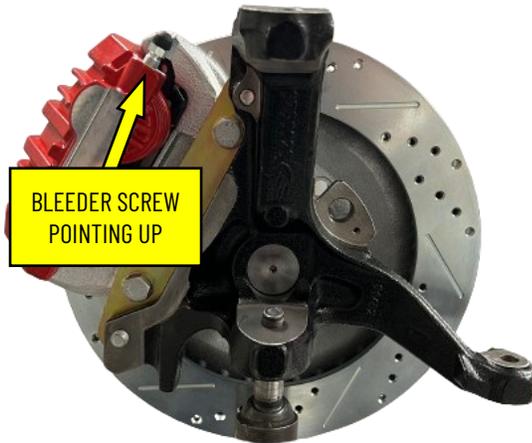


9. Install the provided cotter pin as shown to secure the castle nut.

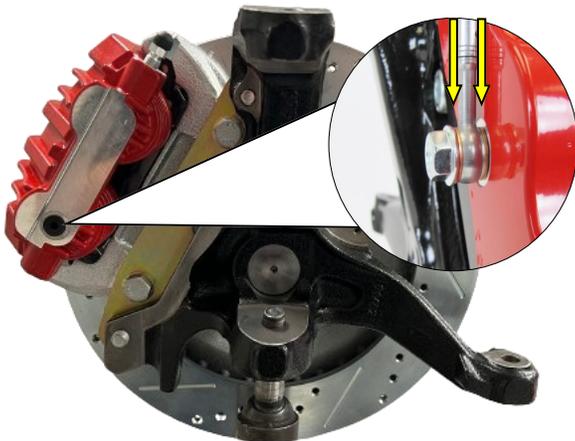


10. Install the provided dust cap, taking care not to dent the domed portion as it may interfere with the cotter pin securing the castle nut.

BRAKE SYSTEM INSTALLATION INSTRUCTIONS CONTINUED



11. Install the correct side caliper to the previously installed base bracket with the bleeder screw pointing up. Secure the caliper to the base bracket with the supplied M12-1.75 x 30mm bolts and washers. Thread locker is not necessary. Torque the supplied hardware to 85 ft-lbs. to secure the caliper to the base bracket.



12. Install the supplied stainless-steel braided brake hose with one copper crush washer on each side of the banjo fitting. Finger tighten the banjo bolt. **Position the hose to avoid interference with the wheel and suspension components through their entire range of motion.** Tighten the banjo bolt to 15-20 ft-lbs.

**BRAKE SYSTEM INSTALLATION INSTRUCTIONS CONTINUED**

13. Install the provided hose adapter onto the brake hose. Connect the hose to the hardline and secure it to the vehicle frame with the supplied hose lock.

Additional Parts Baer Offers

The following parts are available through Baer for your Classic Series Brake System:

- ◇ Replacement pads - Part # D0412R
- ◇ Replacement rotors - Part # 6919493 (Left) & 6929493 (Right)
- ◇ Brake fluid DOT 4 - Part # 6110027