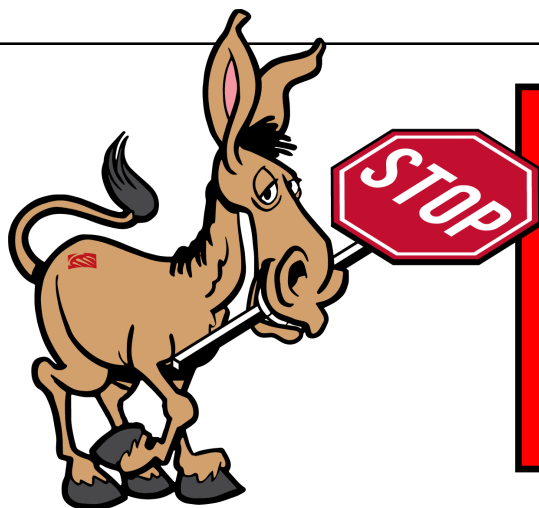




Installation Manual

Part Number: 6000694**Product: Classic Series Rear 11.65"****Vehicle Make: GM****Model: All with 10/12 bolt rear end****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.

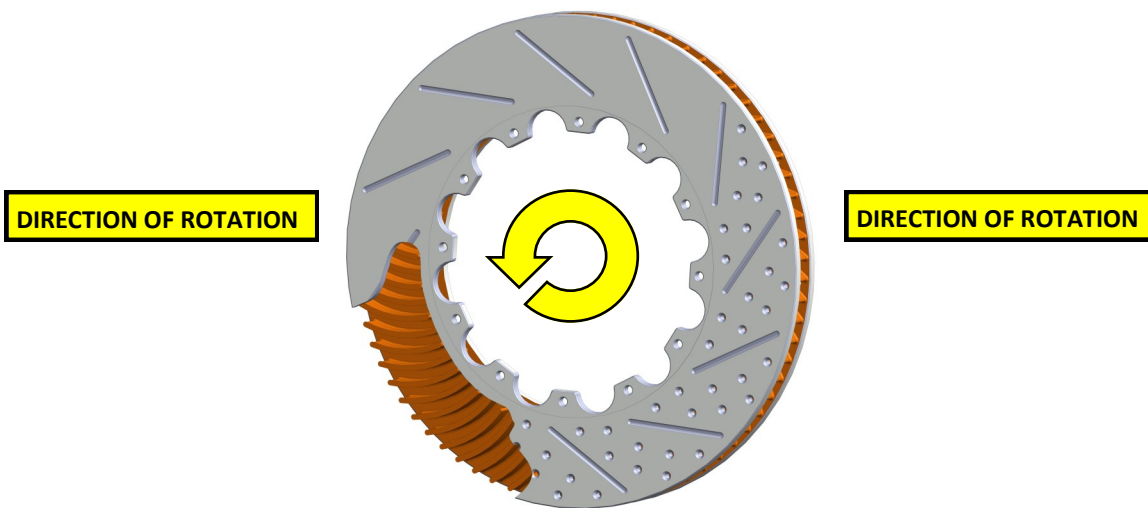
The recipient indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

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.**



- ◆ 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.



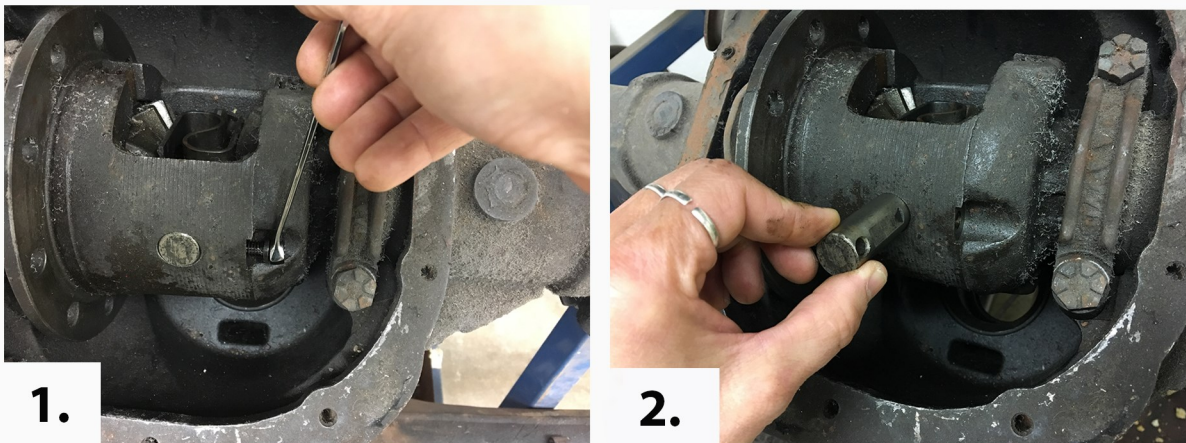
- ◆ When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor. 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:

Maximum Flange Diameter is 6.125"

- ◇ 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. Use the supplied (2) black vinyl caps on your hardlines to prevent fluid leak down.
- ◇ Remove the differential pin lock bolt from the carrier (photo 1). Most GM/Ford vehicles use 5/16" or 1/2" bolt head. It is best to use a 6 point wrench on these bolts.

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

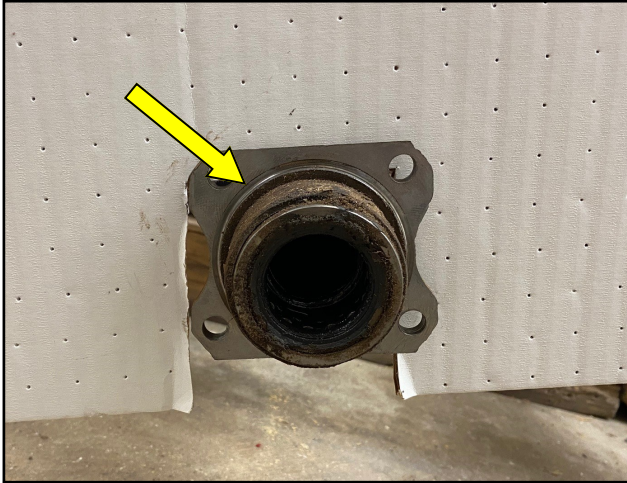


- ◇ Remove the axles, taking care not to damage the seals. This is a good time to inspect the seals, axles and bearings, replacing as necessary.

****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.

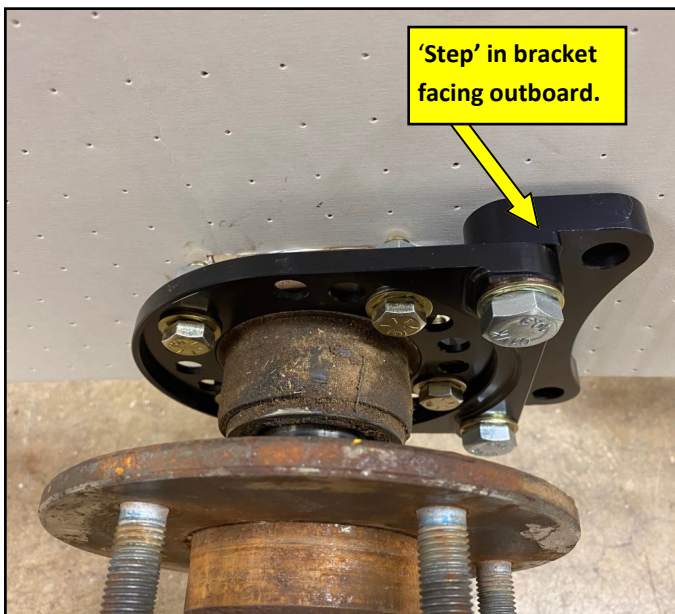
****For vehicles with staggered shocks:** Two right side calipers & brackets will be supplied. The calipers will be mounted opposite the shock mount to avoid interference.

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 with the provided vinyl caps to prevent fluid leak down.



1. First clean off the axle flange and register to make sure it is free from rust and other debris. This will ensure your bracket is sitting flat against the axle flange when mounted. (Driver side shown)

2. Install the correct side Bracket onto the outboard side of the axle using your factory hardware. There are several different clocking options for caliper location. Check your suspension components to make sure the caliper will not interfere with anything. Once verified torque these bolts to the manufacturers specs. (Driver side shown - Bracket is engraved 6710133)



3. Next install the intermediate bracket to the inboard side of the base bracket using the supplied (shorter) 12mm hex bolts and washers. Make sure the 'step' in the intermediate bracket is facing outboard.

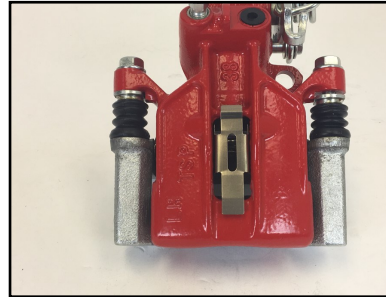
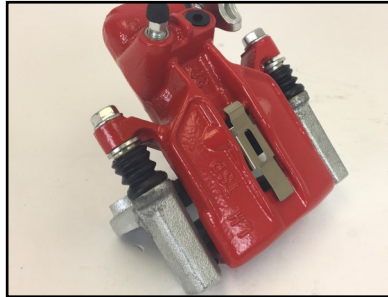


4. Re-install the axle, c-clip and axle retention pin. Baer recommends not installing the diff cover until the brakes on both sides of the vehicle have been installed and verified correct.

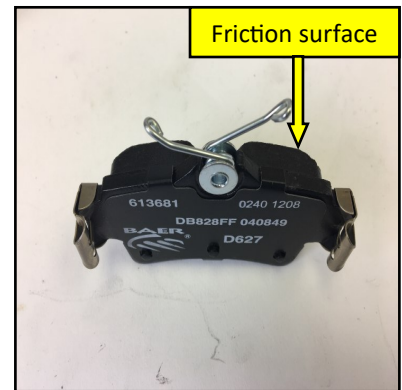
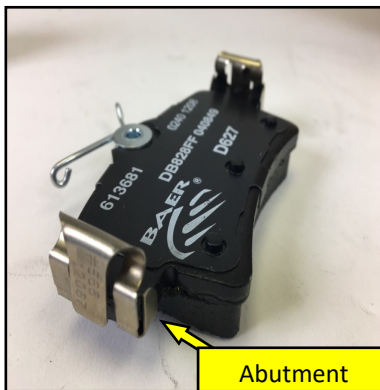
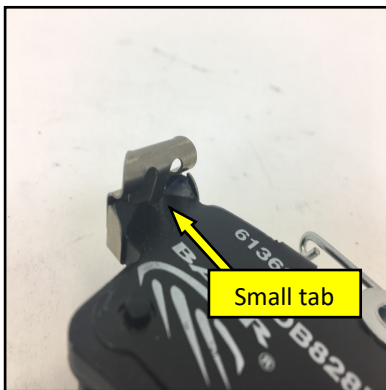
Installing Pads - Classic Rear Caliper

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.

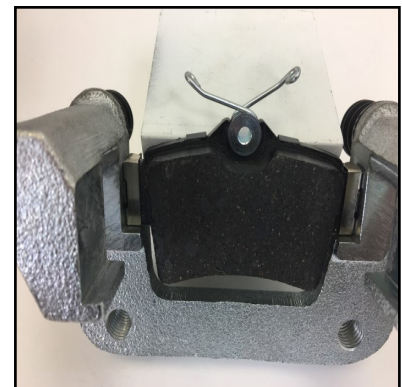
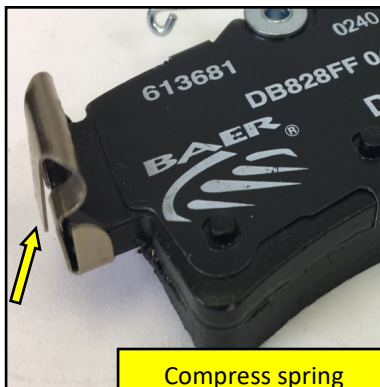
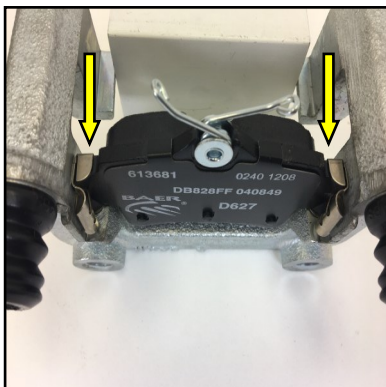
1. Install the pad retention spring into the body of the caliper. From the inside of the caliper body, insert the long tab into the opening and slide it down until the small bent tab clears the piston. Now push the bent tab into the slot and slide it back until it locks onto the ridge on the body as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

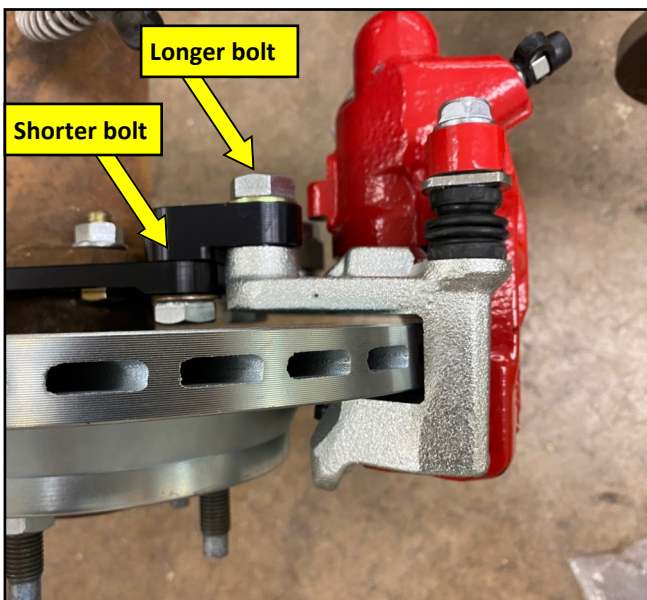




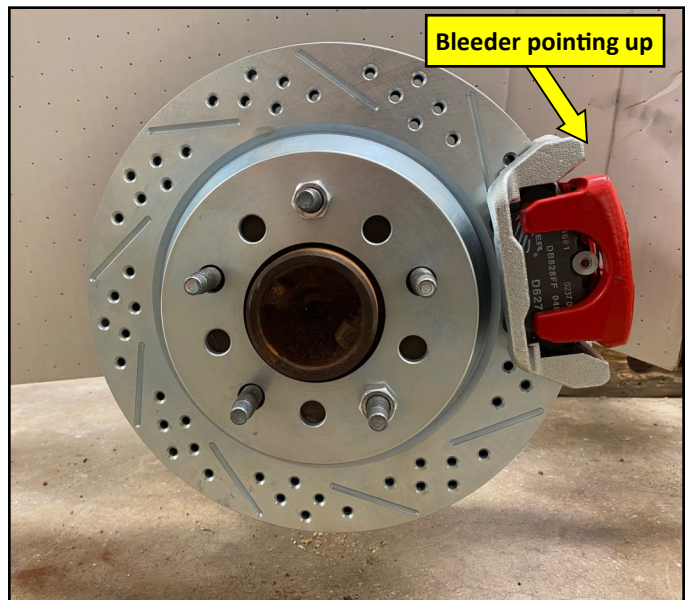
5. Clean off the axle's rotor register and make sure it is free from rust or any debris. This will ensure the rotor is sitting flat against the axle flange.



6. Next, install the correct side rotor and secure it with 2 lug nuts to make sure the rotor is sitting flat against the axle flange. (Driver side shown)



7. Now install the correct side caliper with the bleeder pointing up. Use the (longer) 12mm hex bolts and washers to secure. Check for any clearance issues between the caliper and rotor. Once verified, torque these bolts to 85ft lbs.

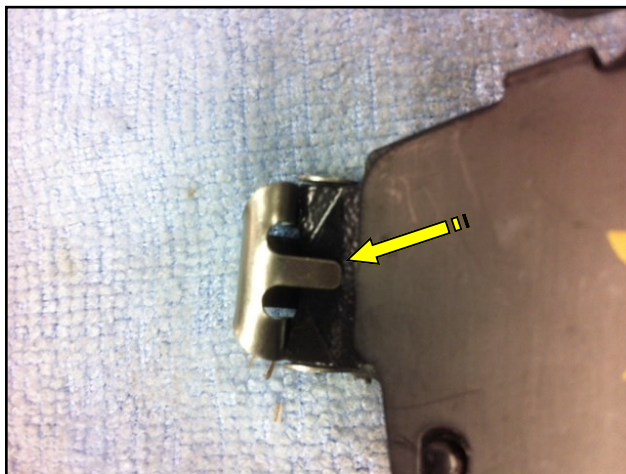


8. Finished view of the completed driver side. Repeat these steps for the other side of the vehicle. Once complete and verified you can install your diff cover and fill with gear oil.

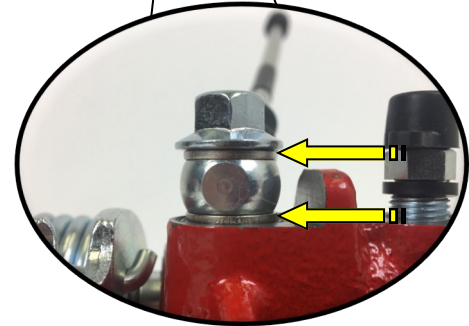
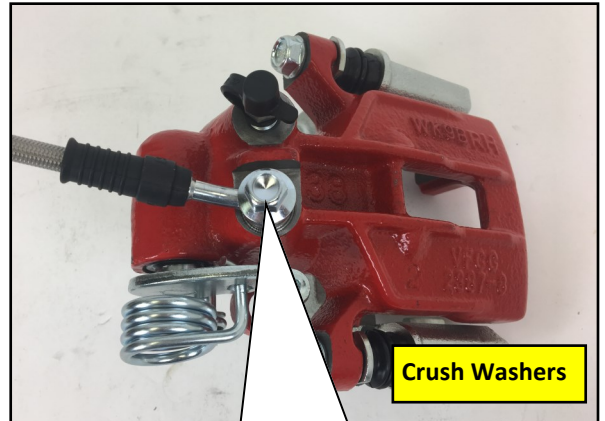
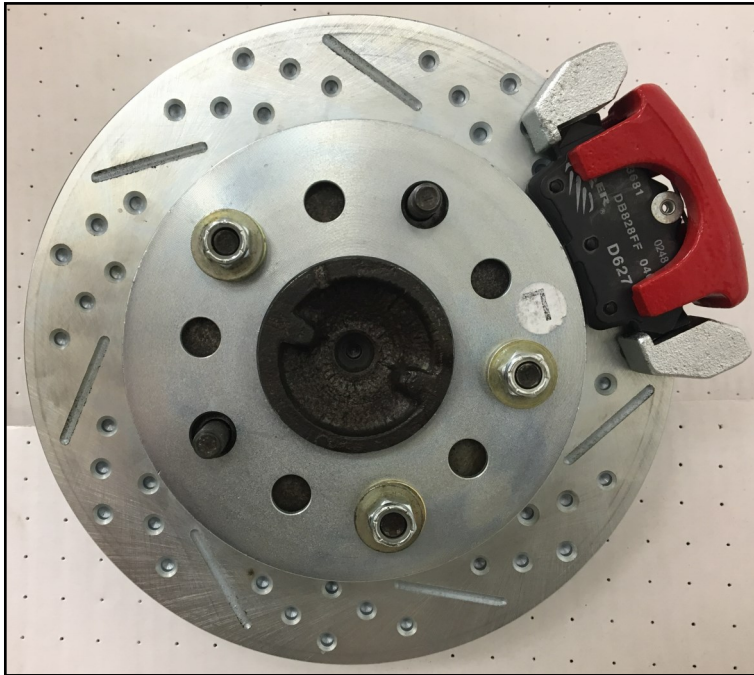
Pad abutments & retention spring



The pad retention spring gets installed into the body of the caliper as shown. Make sure the longer tab is facing the outboard/ front side of the caliper. (Arrow)



The pad abutment clips get installed on each 'ear' of the pad as shown. The abutment clips to the backside of the pad and faces away from the pad material. (Arrows)



9. View of caliper and rotor installed. Driver side shown. (Left side). Install the hose to the caliper using the supplied banjo bolt and crush washers. Use 1 crush washer on each side of the banjo bolt. Make sure the hose doesn't interfere with any suspension components or the tire/wheel. Torque the banjo bolt to 15 ft 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

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