BAER ®*Your Complete Performance Brake Supplier!*

Installation Instructions

Product: T4, Pro+, Ext+

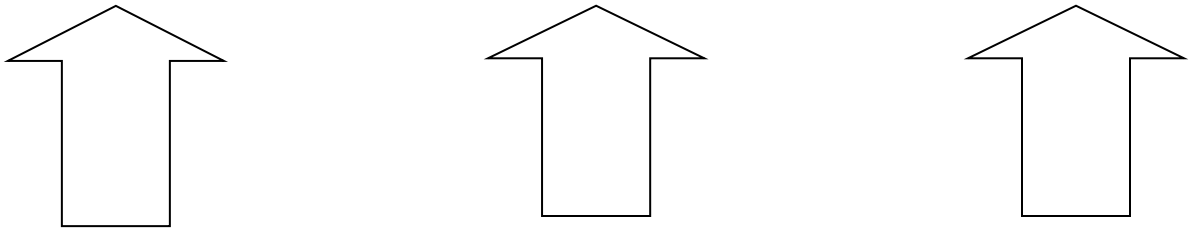
Instruction Part Number: 6000344

Vehicle

Revision Date: 07 August 2013

Make: GM
Model: C10- 1/2Ton 2WD trucks
Year(s): 60-87

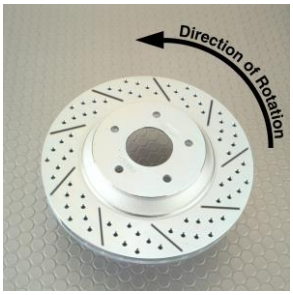
ATTENTION: Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check.

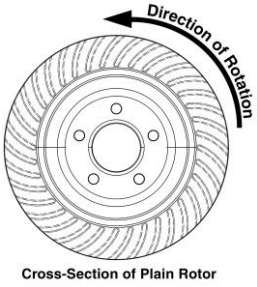


Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 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 Baer recommends jack stands rated for 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.
- ALWAYS CONFIRM WHEEL FIT PRIOR TO BEGINNING 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 reconfirm proper clearance is available 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 car when performing wheel fit check to prevent cosmetic damage.**

- When installing 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:





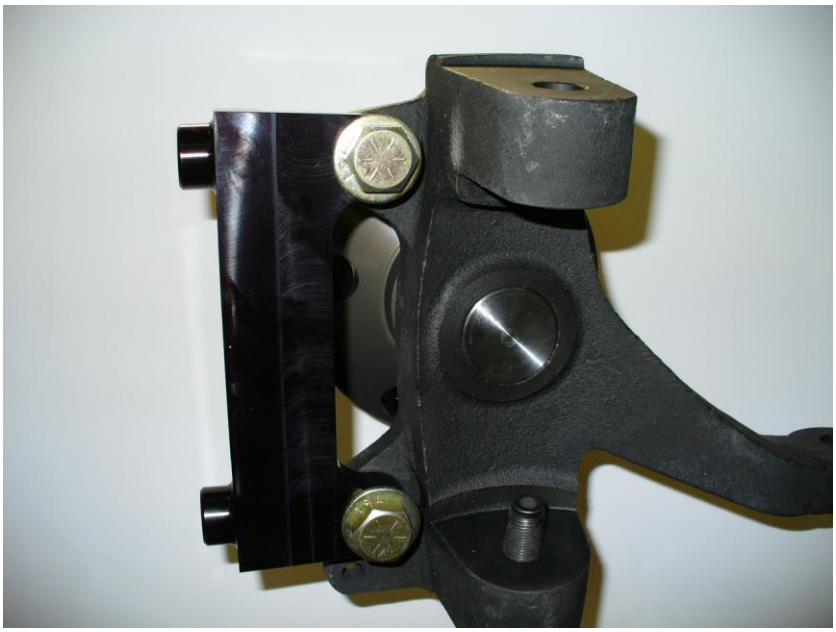
- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.

- At 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:

Important Note: This system is designed to be used on CPP drop spindles for your truck. Once the spindles are installed on the truck following the manufacturer's instructions, follow the procedures below for Baer Brake System installation on CPP Drop Spindle.

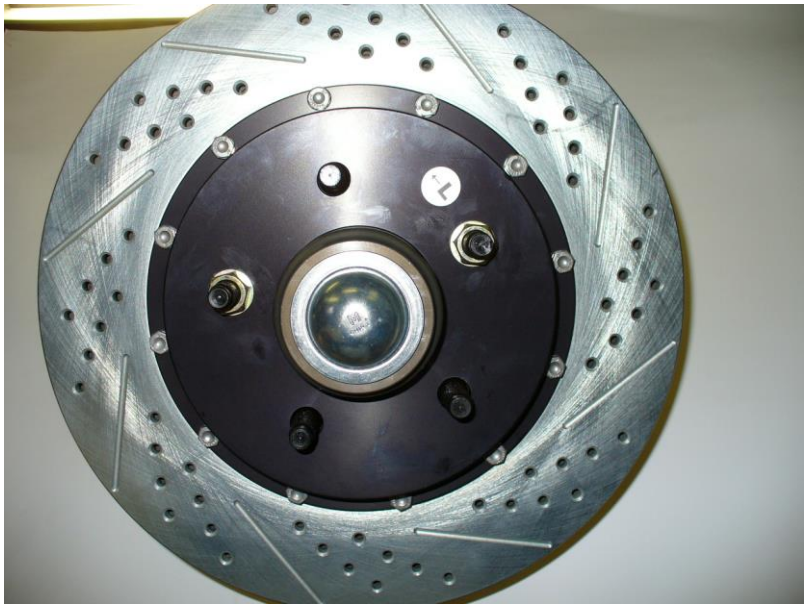
1. Install the new bracket on the inboard side of the spindle using the supplied 5/8" x 1.5" bolts, and washers. See photo below for reference. Just tighten the bolts as caliper centering (shimming) will require these to be removed later.



Radial mount bracket installed to inboard side of spindle

2. Install the new Baer billet aluminum hub. The new bearings are pre-packed with synthetic grease. Do not add more grease. Apply a small amount of grease to the hub seal surface and install the hub. Tighten the nut to 5-10 ft-lbs and spin the hub to seat the bearings. Loosen and re-tighten the nut while spinning the hub several times. Loosen the nut, tighten to remove all play, tighten approximately 1/16th turn to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap.

3. Install the correct side rotor and secure with three lug nuts, and washers to prevent scratching the rotor hat.



Rotor installed with washers and nuts to prevent marking the hat.

4. T4 & Pro+ Systems: With the pads removed, install the correct caliper (bleed screws point upward) using the supplied M12-1.75x45 SHCS bolts.

   Ext+ Systems: With the pads removed, install the correct caliper (bleed screws point upward) using the supplied 12-point ARP nuts, and washers.

   ****Note:** These bolts need to be tightened, not torqued, due to shimming which will occur in the next portion of installation.

Shimming Procedure

Shimming Procedure

Measure gap from caliper body to rotor in 4 locations

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.

Shimming Procedure cont'd:

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 (both mount holes between the bracket and spindle), 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 both bracket bolts to 110 ft-lbs.

   T4 & Pro+ Systems: Reinstall the caliper with the pads installed, and torque the allen head bolts (10mm allen socket) to 75 ft-lbs.

   Ext+ Systems: Reinstall the caliper with the pads installed, and torque the 12-point ARP nuts 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 gaps as close to equal as possible at all four locations is best.

5. 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 install the hose lock. ****IMPORTANT: Position the hose to avoid interference with the wheel and suspension.** Tighten fitting and banjo bolt to 15-20 ft-lbs.

****Note:** For early trucks with single port master cylinders, Baer recommends use of the later GM truck dual port master cylinder with 1.125" bore. This is generally original equipment on 67 and later trucks.

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

Refer to Bleeding and Rotor Seasoning procedures contained on a separate sheet.

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