



INSTALLATION INSTRUCTIONS

PART NUMBER: 6000731

VEHICLE MAKE: GM

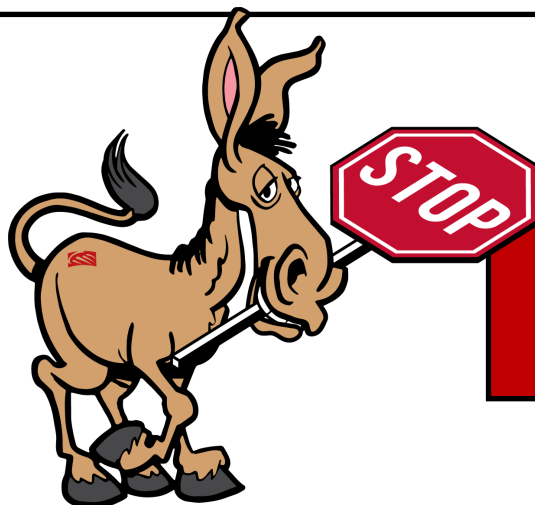
MODEL: 1500 PLATFORM

YEARS: 2005-18

PRODUCT: BIG CLAW FRONT

REVISION: REVISION C

REVISION DATE: 17 FEBRUARY, 2025

**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.

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 6020512) 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.**



- 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).

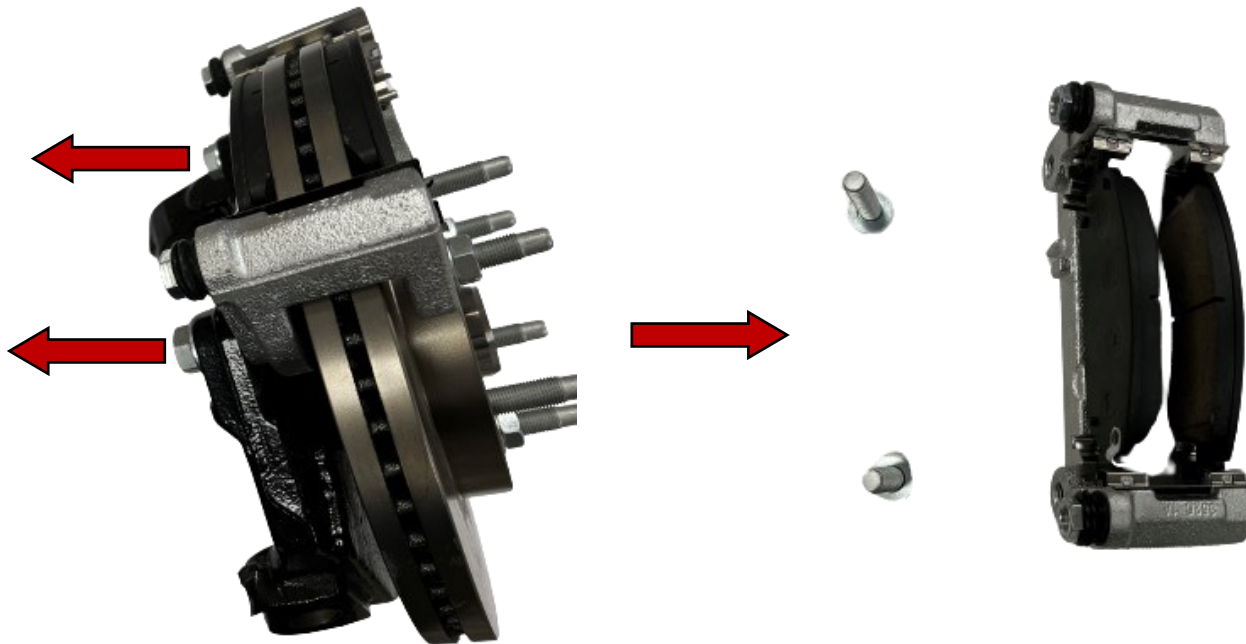
**REMOVAL OF FACTORY BRAKE COMPONENTS**

1. Carefully lift and support the front end of the vehicle. It is recommended to engage the parking brake before lifting the front end of the vehicle.
2. Remove the front wheels from the vehicle.
3. Unbolt the brake caliper body from the caliper bracket. This will require you to remove the sliding pin bolts from the caliper assembly. **DO NOT** unbolt the brake hose from the caliper body, doing so will open the brake system and require you to bleed the brakes following installation. Set the caliper pin bolts to the side as they will be used to re-secure the caliper body to the new Big Claw anchor brackets.

STORE THESE CALIPER PIN BOLTS OFF TO THE SIDE, THEY WILL BE USED AT A LATER STEP

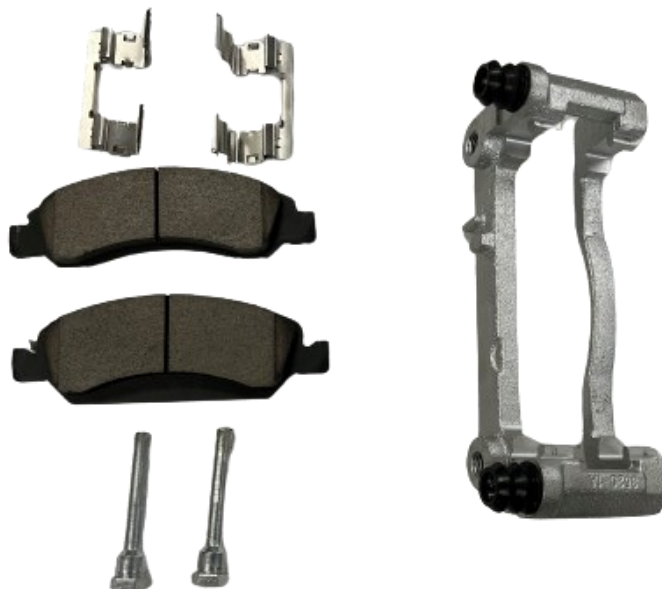
DO NOT DISCONNECT THE BRAKE HOSE, NOT SHOWN IN PHOTO. DOING SO WILL OPEN THE BRAKE SYSTEM AND REQUIRE YOU TO PROPERLY BLEED THE BRAKES.

4. Once removed, carefully support the caliper body tucked inside the wheel well. **DO NOT** allow the caliper body to hang, suspended by the brake hose as it may damage the brake hose.
5. Unbolt and remove the caliper anchor bracket assembly from the vehicle and place on an adequate work platform to perform the next step. The factory caliper anchor brackets will not be used with any of the new brake components in this system, however it is recommended that they are stored for future safekeeping. New M14-2.0 hex bolts and washers are provided with this system to mount the Big Claw anchor brackets to the knuckle. It is recommended to store the factory anchor bracket bolts with the factory anchor brackets for safekeeping.



**REMOVAL OF FACTORY BRAKE COMPONENTS CONTINUED**

6. Carefully remove the brake pads, brake pad abutment hardware, and caliper sliding pins from the caliper bracket. Store the abutment hardware and caliper sliding pins off to the side in a safe location as they will be utilized with the new Big Claw anchor brackets in this system.



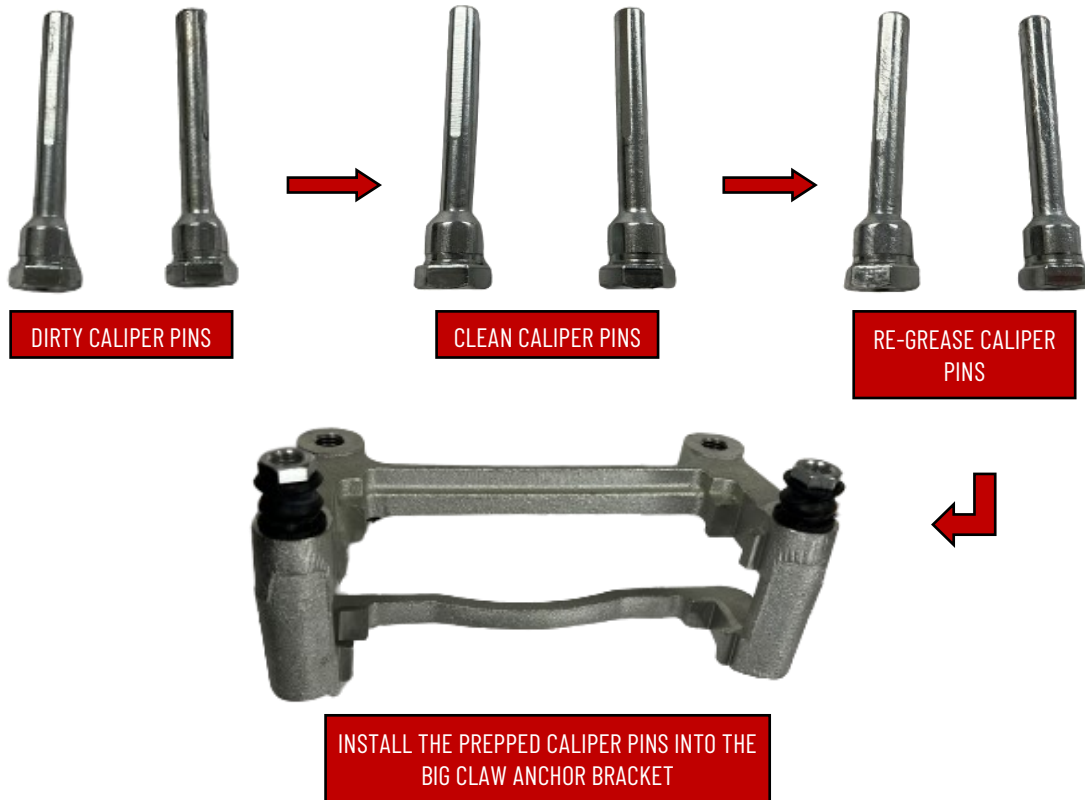
7. Remove the factory brake rotor from the wheel hub and carefully inspect the rotor mounting face of the wheel hub for debris/damage. Clean any debris present on the rotor mounting face of the wheel hub and replace any damaged wheel hub components as necessary. It is necessary to keep the factory dust shield installed between the wheel hub and knuckle (not shown in photo above).



8. You may now begin installation/preparation of the new Big Claw brake components.

**BIG CLAW ANCHOR BRACKET PREPARATION**

1. It is recommended to install all of the necessary components into the new Big Claw anchor brackets before mounting them on the vehicle as it can be done easily on an adequate work platform/bench.
2. Carefully clean the factory caliper sliding pins with warm water and dish soap to prevent damaging any rubber components on the pins. Apply a thin, even coating of the supplied silicone grease to the clean pins and re-install them into the Big Claw anchor brackets, ensuring that the rubber boots are fully seated within the grooves on the pins. **Clean your hands, or replace gloves if any lubricant residue is present to prevent contact with the friction surface of new brake pads during installation.**



3. Install the factory abutment (brake pad) hardware to the Big Claw anchor brackets. The Big Claw anchor brackets were designed to use the factory abutment hardware, aftermarket brake pads typically come with new replacement abutment hardware. If you are using aftermarket replacement abutment hardware, it may require slight modification which can typically be performed with a pair of aviation snips and pliers. Modify the aftermarket abutment hardware as necessary to fit into the Big Claw anchor brackets.

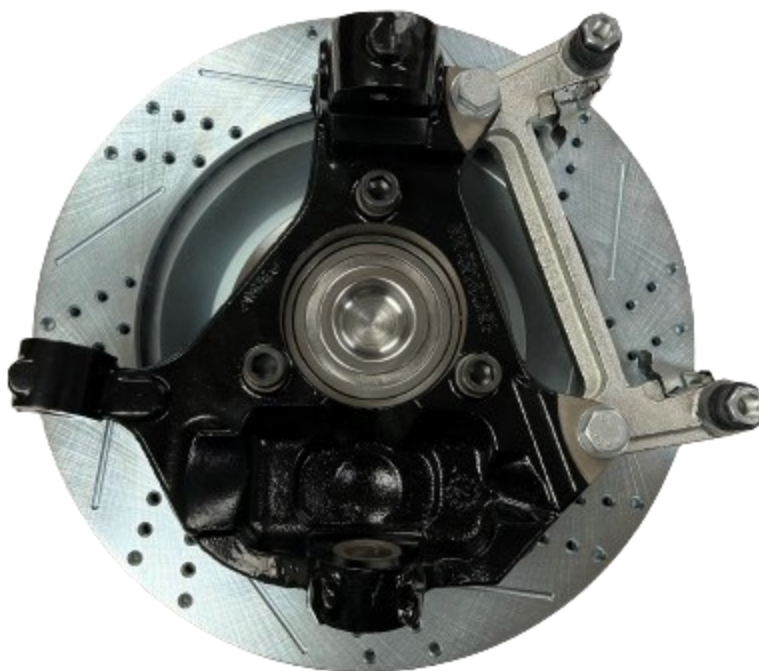


**BIG CLAW ROTOR INSTALLATION**

1. Install the correct side rotor to the wheel hub and temporarily secure with three lug nuts and washers to prevent scratching or marring the rotor hat face. Refer to the *"ROTOR DIRECTION AND INSTALLATION"* instructions contained within the promo packet provided with this system to ensure you install the correct side rotor.

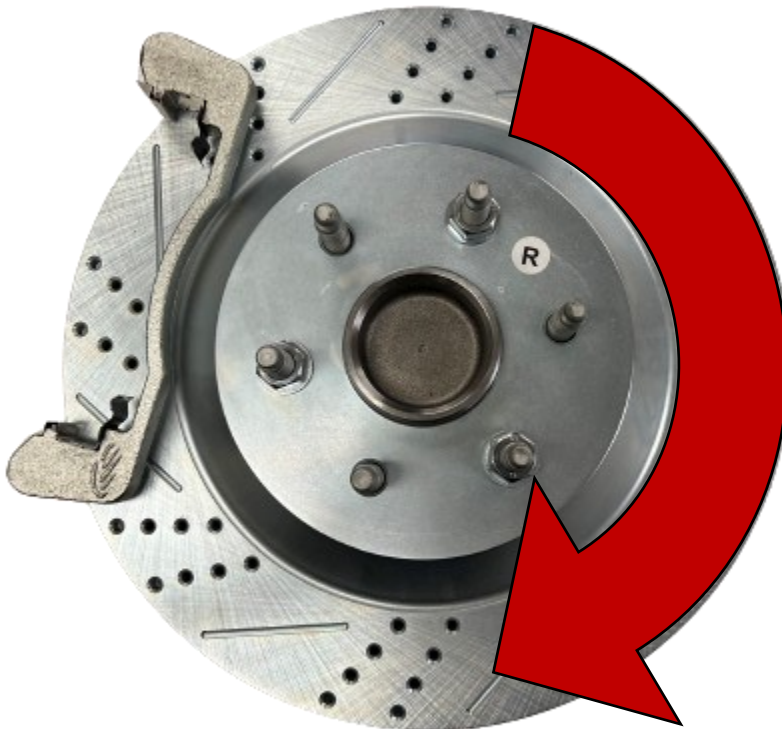
**BIG CLAW ANCHOR BRACKET INSTALLATION**

1. Install the prepared Big Claw anchor bracket to the knuckle and secure with the supplied M14-2.0 hex bolts and washers. The Big Claw anchor bracket mounts to the knuckle in the same location as the factory anchor bracket.



**BIG CLAW ANCHOR BRACKET INSTALLATION CONTINUED**

2. Torque the mounting hardware (M14x2.0 bolts) to 129 ft-lbs. to secure the prepared Big Claw anchor bracket to the knuckle.
3. Rotate the rotor multiple times to ensure there is no contact between the Big Claw anchor bracket and the rotor. The abutment hardware may contact the rotor as you rotate it. If this occurs, most often the hardware can be bent away from the rotor with a set of pliers.

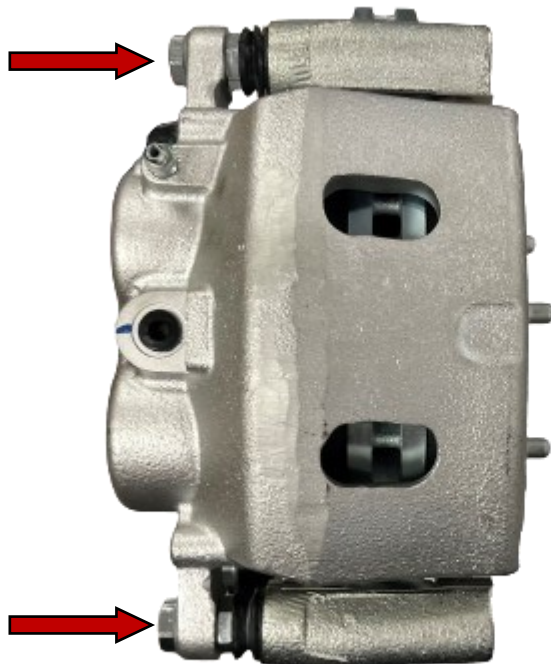


4. Install the brake pads into the new Big Claw anchor brackets. It is **highly** recommended to install fresh brake pads anytime new rotors are being installed on the vehicle. **Make sure no lubricant residue is present on the friction surface of the brake pads or rotors, this will significantly decrease performance of the brakes and potentially lead to harm or injury. If there is any lubricant residue present on the friction surface of the brake pads and/or rotor, properly clean said surface(s) with an appropriate brake clean product before installing on and operating the vehicle.**

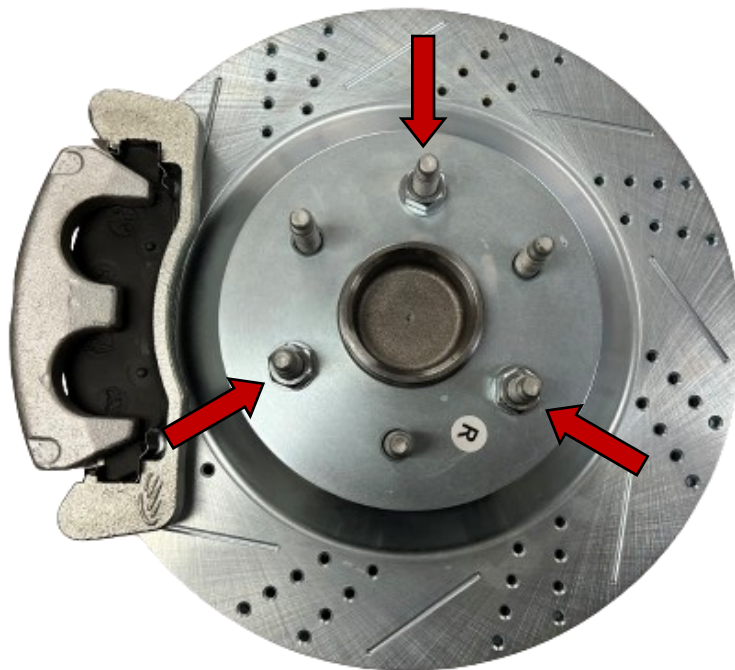


**CALIPER BODY INSTALLATION**

1. Press the brake pads on the prepared Big Claw anchor bracket firmly against the rotor and reinstall the caliper body to the prepared Big Claw anchor bracket. Secure with the factory hardware. It should be noted that the pistons will have to be retracted in order for the caliper body to be installed.
2. Torque the mounting hardware to 55 ft-lbs. to secure the caliper body to the prepared Big Claw anchor bracket.



3. Remove the three lug nuts and washers that were previously used to temporarily secure the rotor to the wheel hub.



4. Reinstall the front wheels and torque the lug nuts to the factory torque spec to properly secure the wheels.
5. Refer to the "ROTOR SEASONING AND PAD BEDDING INSTRUCTIONS" contained within the promo packet provided with this system to ensure the rotors are properly seasoned and the brake pads are properly bedded for optimal braking performance.

NOTE: It is important to verify wheel fitment for spare wheels. This system is larger than the stock brake system and wheel fitment must be verified for spare wheels.