



Installation Instructions

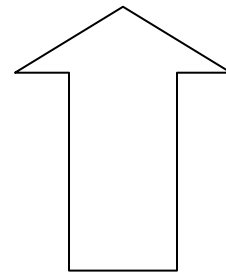
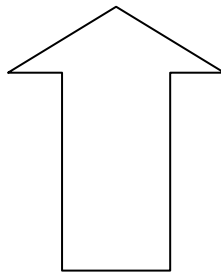
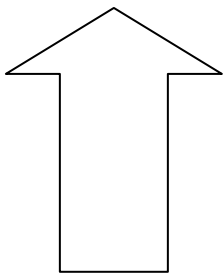
Product: Rear Iron Sport

Instruction Part Number: 6000145

Vehicle

Make: GM
Model: 10 / 12 Bolt
Year(s): All

***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.***



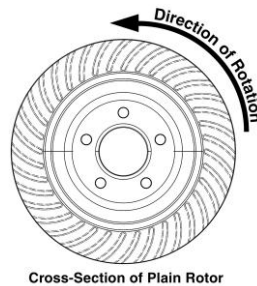
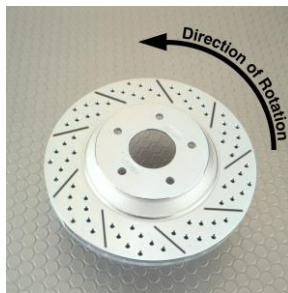
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 checking wheel fitment, always place the actual corner assembly or a combination of the caliper assembly onto the rotor, and into the actual wheel. This procedure will reconfirm proper clearance between the caliper and the wheel before proceeding with the actual installation.

BAER Your Complete Performance Brake Supplier!



- 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 US spec vehicles. Images shown are “L” left rotors:

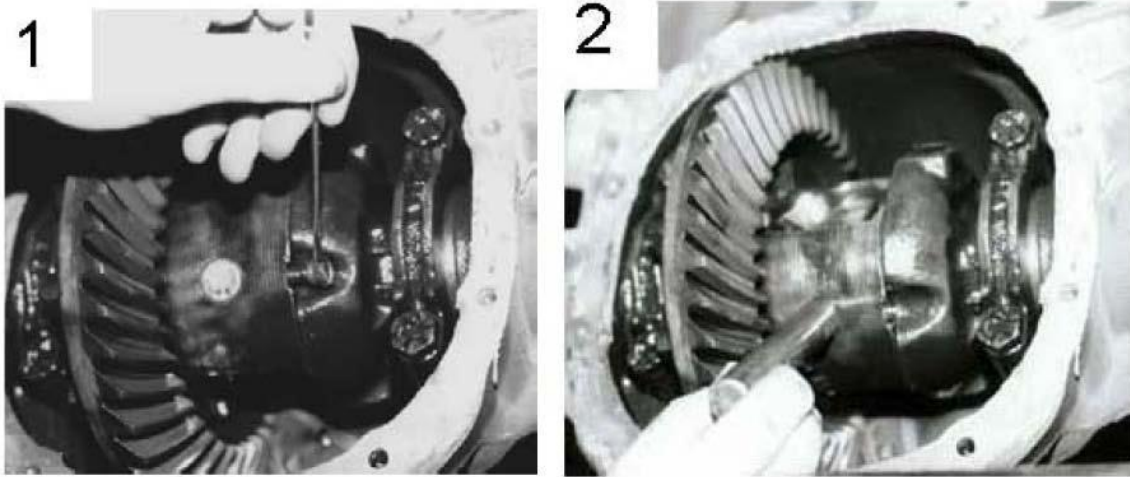


- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At all times stop the installation if anything is unclear, or the parts require force 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.

INSTALLATION

1. Support the vehicle with properly rated jack stands and remove the rear wheels. Place a drain pan under the differential and remove the cover.
2. 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.
3. Remove the differential pin lock bolt from the carrier (photo 1). Most GM vehicles use 5/16" or 1/2" bolt head. It is best to use a 6 point wrench on these bolts.

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



4. 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 will be supplied. The calipers will be mounted opposite the shock mount to avoid interference.

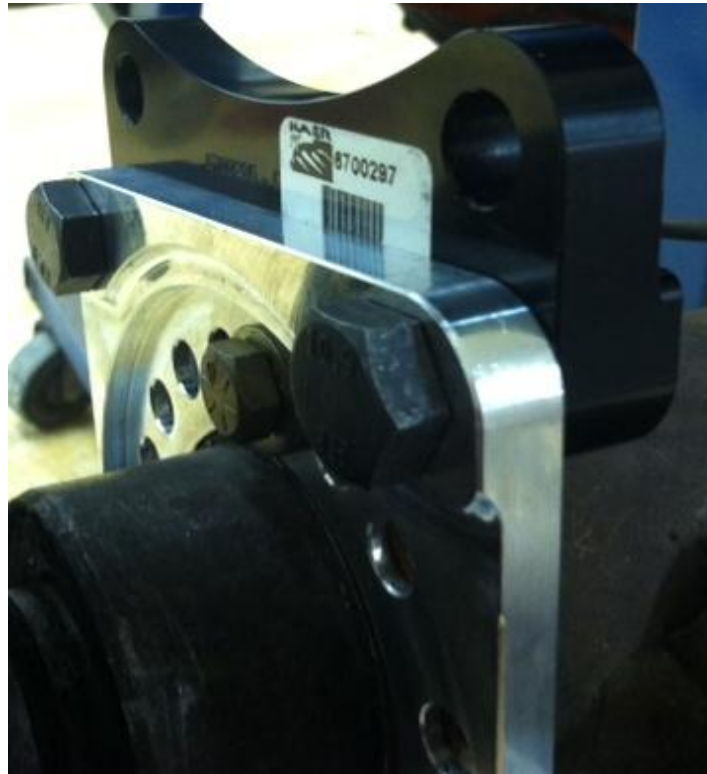
BAER Your Complete Performance Brake Supplier!

5. Install the base bracket onto the axle flange using the existing bolts. Torque bolts to 20 ft·lbs.



6. Install the intermediate bracket onto the base bracket using the supplied M12-1.75x30mm bolts. Do not torque the bolts as shimming will need to be accomplished. At this point, simply tighten the bolts so shimming measurements can be taken. See photos on continued page for reference of proper install:

BAER Your Complete Performance Brake Supplier!



¾ Front view



Rear view

BAER Your Complete Performance Brake Supplier!

7. Install axles, c-clips, differential pin and retaining bolt. Do not install cover yet as disassembly may be needed after measurements are taken.
8. Install the correct side rotor and retain with three lug nuts and washers to avoid scratching the rotor face.
9. Install the new caliper using the supplied M12-1.75x35mm bolts and washers. Snug the bolts to obtain measurements for the shimming procedure.



Rear view

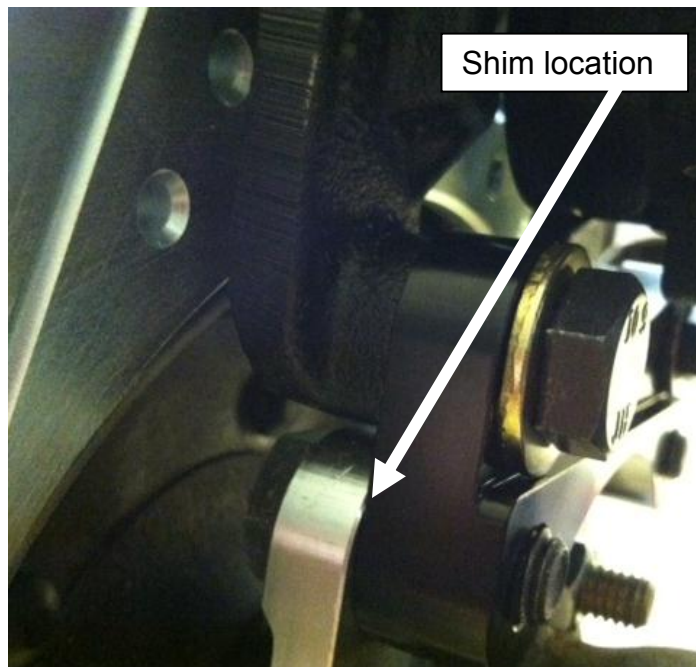
Shimming Procedure

Check for clearance between the caliper anchor and rotor in 4 spots: upper and lower edge of anchor inboard and outboard. The minimum allowed is .030". The inboard measurement must be taken while putting outward pressure on rotor, the outboard measurement while pressing axle in toward the center of the vehicle. If the axle housing is built correctly, all measurements will be within necessary dimensions. Due to production tolerances in construction of the housing (GM specified standoff at 2.375", if yours is different you may need spacers or machine work to center caliper).

Procedure

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts from the intermediate bracket
4. Install the appropriate shims, 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, remove the caliper and take the bolts from the intermediate bracket keeping the shims in place, one at a time, and replace them with the M12-1.75x30mm VT (red thread coating) bolts. Torque bolts to 75 ft-lbs. Finally, reinstall the caliper with the M12-1.75x35mm VT bolts and torque to 75 ft-lbs.

If your measurements are less than .030" and you are unsure about how to obtain correct clearance, please call the **Baer Tech** staff for assistance. If correct, torque caliper bolts to 75 ft-lbs. Install differential cover and refill.



Shim location is between both brackets

BAER Your Complete Performance Brake Supplier!

10. Install the Hardline Retaining kit following the instructions supplied with it. Attach the steel braided hoses to the calipers, using a copper washer on each side of the banjo fitting. Connect the hardline to the steel braid line and secure with the supplied hose lock. Tighten banjo bolt and hardline to 15-18 ft·lbs.
11. Install park cables, if supplied, first into the caliper, then to frame, and then connect to primary cable. ****IMPORTANT: Ensure cables are clear of any and all suspension components and their ranges of motion.**

Repeat this process for the opposite side of the vehicle.

Follow bleeding, Rotor Seasoning and Pad Bedding instructions contained on separate sheet.

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