

**BAER**® *Your Complete Performance Brake Supplier!*



## Installation Instructions

**Product:** Rear GT disc conversion      **Instruction Part Number:** 6000269

## Vehicle

**Make:** GM Pickup  
**Model:** GMT900 C or K10  
**Year(s):** 2005>

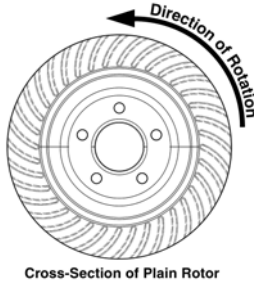
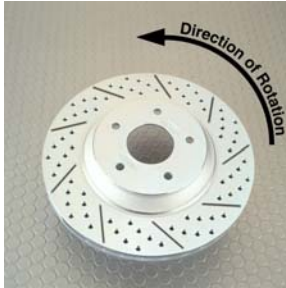
## Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.



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- When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on

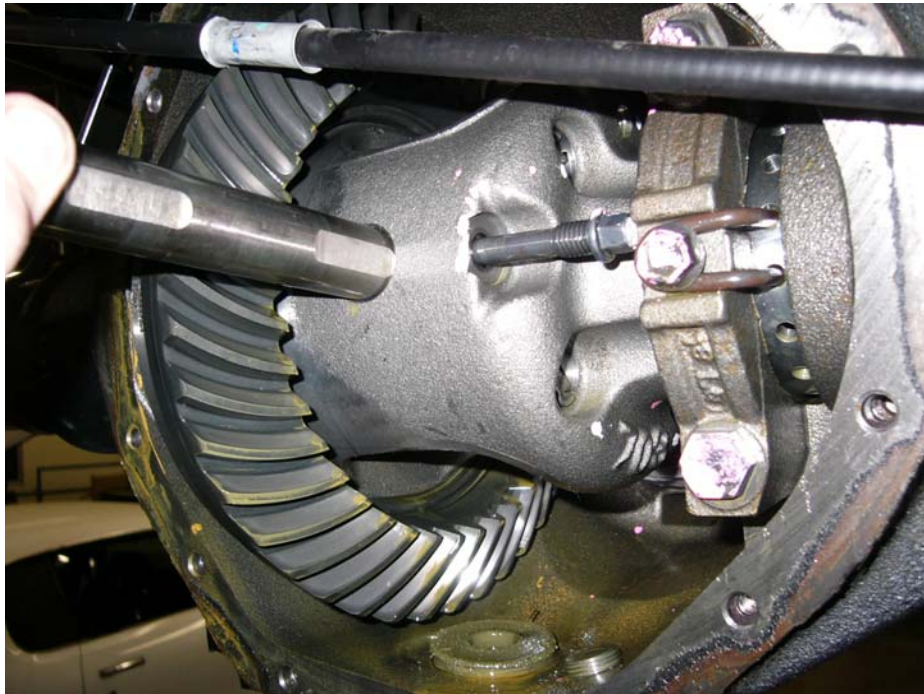


the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left, always indicates the driver's side of US spec vehicles.

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.

Raise the truck and support with appropriate jack stands. Remove the differential cover. Locate and remove the differential retaining pin. (see photo 1) Slide axles inward and remove c-clips. Slide axles completely out of the housing using care not to damage axle seals



**Photo 1**

Disconnect both park brake cables. Disconnect fluid lines from backing plates and cap with supplied vinyl caps.

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Remove the 4 bolts holding the backing plate to the housing. Retain these bolts for Banksia installation.

**Installation note:** Both Banksia assemblies are identical. The left side (drivers) caliper will be in the 10 o'clock position with the park actuator at the rear. Right side will be in the 2 o'clock position. Install these assemblies and torque bolts to 85 ft-lbs. Photo of left side below.



**Photo 2**

Carefully bend the factory hardlines forward and down as shown in photo 3. This is the right side. Install the clamp and hose bracket from the Hardline Retainer Assy. Position as shown in photo 3.



**Photo 3**

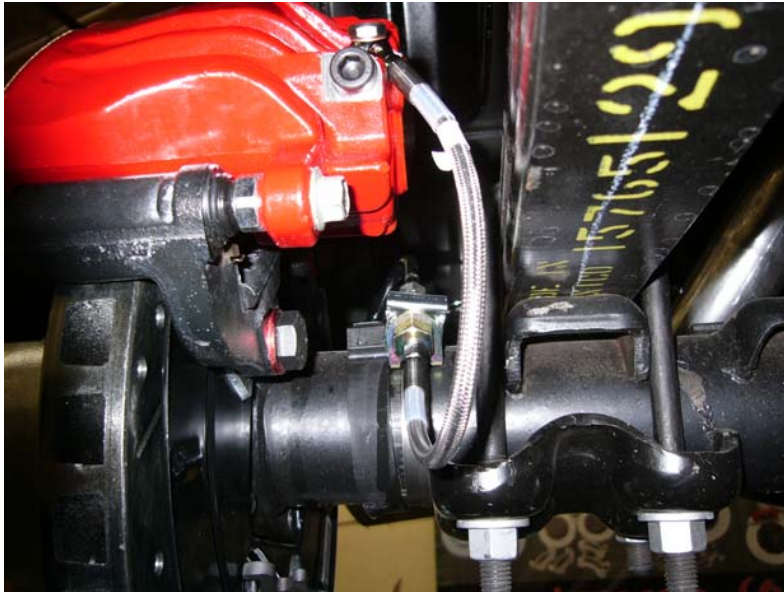
Inspect bearings and seals for wear or damage and replace as necessary

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Using care not to damage seals, reinstall axles, c-clips, differential pin and pin retainer bolt. Install differential cover and refill with lubricant.

Install correct side rotor and hold in place with one lug nut. Install caliper, with bleeder screw pointed up, using supplied 14mm x 35mm bolts. Torque these to 110 ft-lbs.

Install supplied steel braided hose as shown in photo 4, using supplied banjo bolts and copper washers. Use one new copper washer on each side of the banjo fitting. Connect to factory hardline and secure to bracket using supplied hose lock. Torque hardline and banjo to 15-18ft-lbs. Check to be sure hose does not rub on leaf springs, wheels or any other components in the area.



**Photo 4**

Connect park cables as shown in **photo 2**. If the cables on your truck have the **bead** end rather than the **loop** (the vast majority have the loop, we have seen very few bead ends) you will need to purchase the replacement cables from GM for your specific application. Cab style, bed length, 2 or 4WD will need to be specified. All cables from GM are loop only. If you have questions on this, call your Sales or Tech Representative at Baer.

Before driving, review the Rotor seasoning/Pad bedding procedures.