



® Your Complete Performance Brake Supplier!



## Installation Instructions

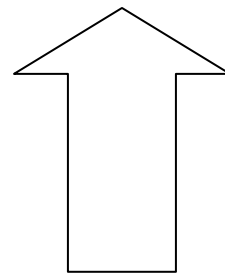
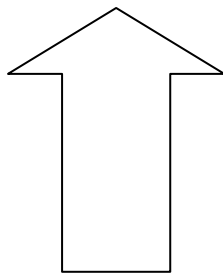
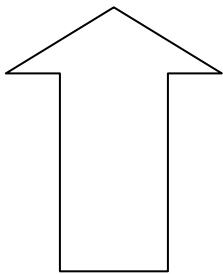
Product: Front Pro Plus

Instruction Part Number: 6000383

## Vehicle

Make: GM  
Model: Trailblazer / SSR  
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.***



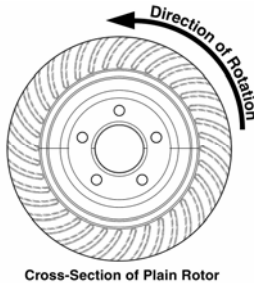
## Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.
- 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.

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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.

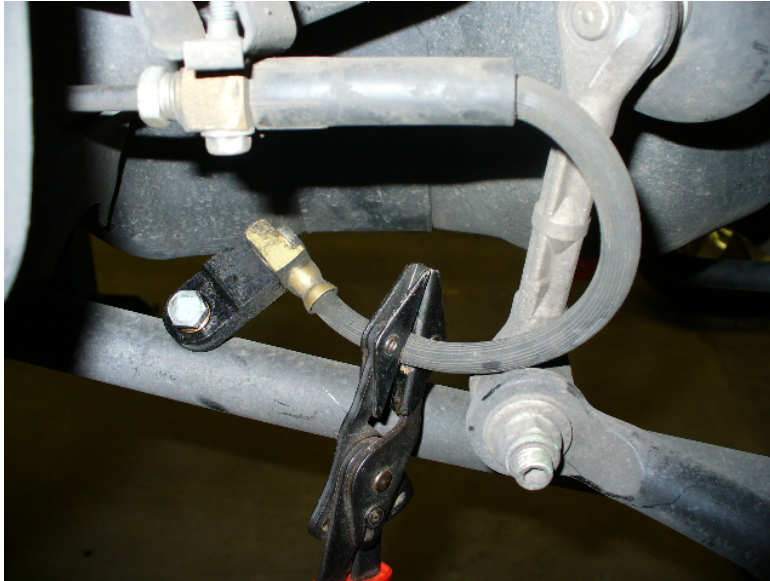
### **IMPORTANT INSTALLATION NOTE:**

These systems are designed around the Original Equipment spindles with all hardware in place, including **debris shield**. If aftermarket spindles are used it is **imperative** to keep the debris shield in place between the spindle and hub as this affects the caliper centering over the rotor. Modifications may be needed to aftermarket spindles and or alternate hardware for installation of a Baer Brake System. Call Baer for assistance.

Disconnect the fluid hose from the caliper and remove the copper washers from the banjo bolt. These are a one-time use item, new copper washers are provided. To prevent fluid drippage during installation, a

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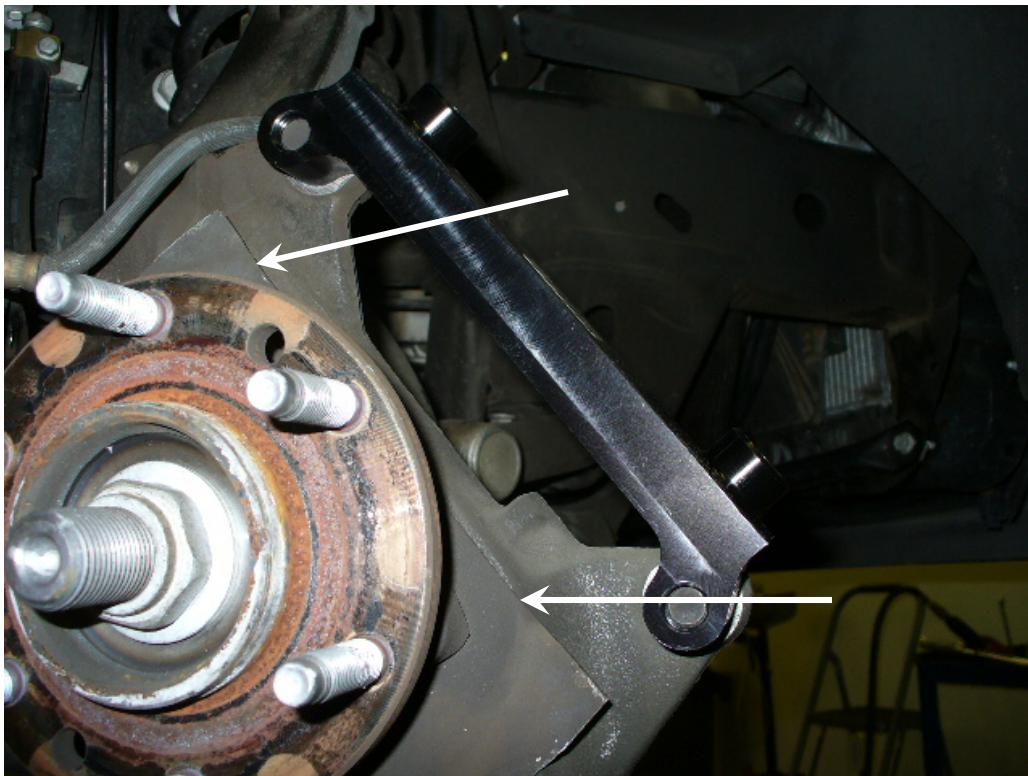
hose crimper can be used to stop fluid flow. See photo below. Do not use vise grip pliers as these may damage the hose.



**Smooth jawed hose crimper used to stop brake fluid flow.**

Remove the bolts securing the caliper to the spindle (18mm socket or wrench) and slide the caliper off of the rotor. Save the bolts as these will be reused.

Remove the rotor from the hub and clean hub and caliper mounting surfaces to insure the new Baer components will seat properly.



**Arrows indicate trimmed debris shield. Radial mount bracket installed on spindle.**

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**The factory debris shield must be trimmed to avoid contact with the caliper and rotor.** The photo on the previous page shows the shield trimmed to fit. The modified shield must remain in place to allow proper rotor centering in the caliper. Arrows indicate area that was trimmed.

Remove the intermediate bracket from the new Baer caliper (installed for ease of shipping). Using the original caliper bolts, install the bracket to the outboard side of the spindle as shown in the photo. The engraved part number will face outwards. Torque the bolts to 110 ft-lbs.

Install the correct side rotor and secure with one lug nut and washer to prevent scarring the hat.

With the pads in place, install the correct side caliper (bleeder screw points up) and secure with the allen head 12mm bolts. Using a 10mm allen socket, torque to 85 ft-lbs.

Do not attempt to reuse the copper washers on the banjo bolt of your original fluid hose. These are a one time use only and will not reseal.

Using new banjo bolt and copper washers provided, attach the original hose to the Baer caliper. Position the hose to prevent interference with wheel, tire and all suspension components. Torque to 15-20 ft-lbs.

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

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

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



**Right Front Complete!**

Check out the collection of performance brakes, pads, rotors we offer.