



Installation Instructions

Product: Ext+ Front

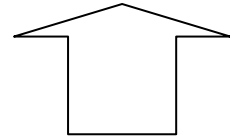
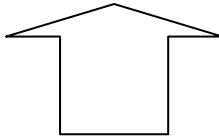
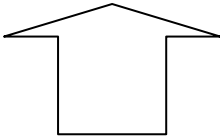
Instruction Part Number: 6000058

Vehicle

Revision Date: 07 November 2013

Make: GM
Model: Cadillac XLR / Corvette
Year(s): 1997-2012

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. In the event that a product must be returned, please contact Baer Customer Service for a RMA Number.



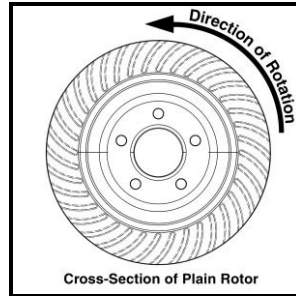
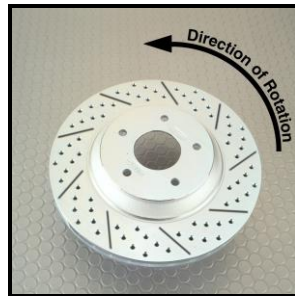
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 FIT PRIOR TO BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE! In addition to checking wheel fitment (available online at www.baer.com), 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 new Baer 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 any point, 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 of the component (part numbers are machined into the brackets) 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 Technical Staff is available from 8:30a.m. - 5:00p.m. Mountain Standard Time (Arizona does not observe Daylight Savings Time) by phone: (602)-233-1411 Monday through Friday.

INSTALLATION:

1. Disconnect the fluid hose at the frame and cap the hardline with the supplied vinyl cap. Remove the hose lock and pull the hose from the bracket.
2. Remove the two bolts retaining the caliper to the spindle and remove the caliper.
3. Remove the rotor and clean the hub surface to allow the new rotor to seat properly on the hub.
4. Install the intermediate bracket to the **outboard** side of the spindle using the supplied M14-2.0x45mm bolts. Torque each bolt to 120 ft·lbs
5. Install the correct side rotor and secure with three lug nuts and washers to avoid scratching the hat.

****Note:** Check for adequate clearance between the rotor and the lower control arm just outboard of the ball joint. Due to production tolerances on the A-arm, our rotor may contact the lip at the nose. This will usually only happen when the suspension is loaded (normal ride height). A small lip is forged into the control arm and will need to be removed for clearance. Remove the lip about 1" from each side of center and recheck for clearance. Remember to turn the steering wheel lock to lock to insure adequate clearance.



Figure 1: Area which may need trimming for rotor clearance

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6. Install the correct spacers onto the intermediate bracket. See, Table 1 below, for reference:

Rotor Diameter (in.)	Spacer Thickness (in.)
13.50	N/A
14.0	0.250
15.0	0.500

Table 1: Proper spacer thickness for each diameter rotor

7. With pads in place, install the correct side caliper (bleeder screws pointed up) onto the intermediate bracket. Install the supplied ARP washers and 12 point nuts and torque to 75 ft-lbs.
8. Finger tighten the steel braid banjo hose end with one copper washer on each side of the banjo fitting into the rear of the caliper. Connect the hose to the hardline at the frame and install the hose lock. ****IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** Tighten fitting and banjo bolt to 15-20 ft-lbs. See Figure 2 for reference, below.

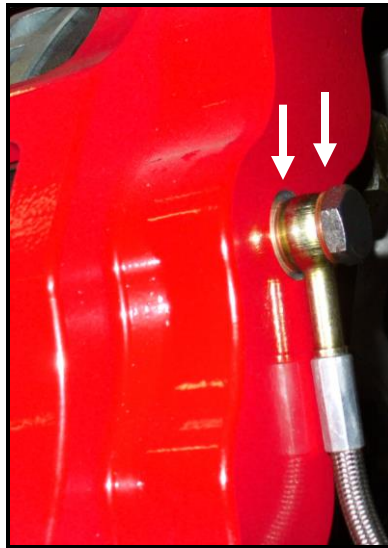


Figure 2: Installation of hose and washers

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

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet, or on www.baer.com

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