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Installation Instructions

Product: Pro Plus Front

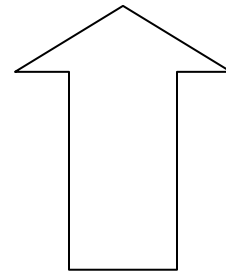
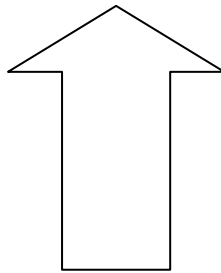
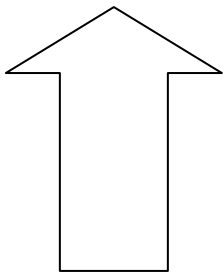
Instruction Part Number: 6000351

Vehicle

Revision Date: 03 December 2012

Make: Pontiac
Model: G8
Year(s): 09

**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.**



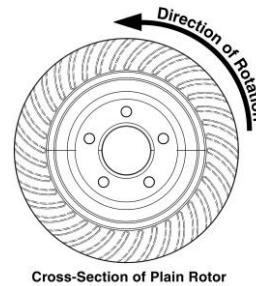
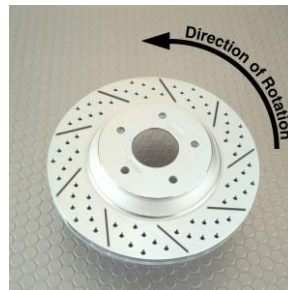
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 already having checked fit using the Baer Brake Fit Templates available online at www.baer.com, always place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to reconfirm proper clearance is available 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 performing wheel fit check to prevent cosmetic damage.**

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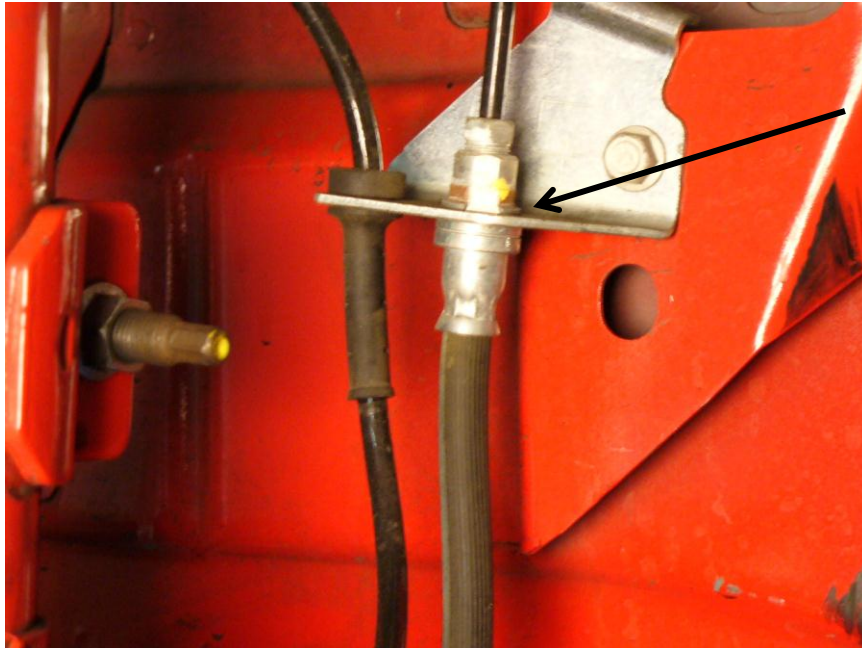
- When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left always indicates the driver's side of US spec vehicles. Images shown are "L" left rotors:



- 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. Baer's Tech Staff is available from 8:30-am to 5-pm Mountain Standard Time (Arizona does not observe Daylight Savings Time) at 602 233-1411 Monday through Friday.

INSTALLATION:

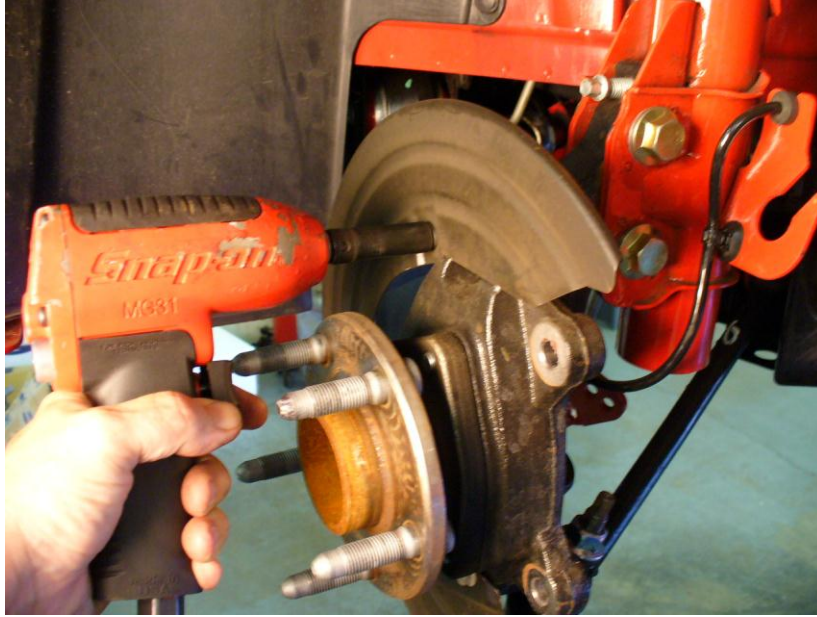
1. Disconnect the fluid hose (10 mm line wrench required) at the frame and cap the hardline with the supplied vinyl cap. Remove the ABS wire from the bracket and remove the bracket retainer bolt.
2. The plastic hose retainer can be slipped out of its bracket by twisting the hose 90 degrees either way, and raising out of the bracket.
3. Remove the hose from the caliper. The hose will have to be cut from the frame bracket and the bracket modified for use with the Baer supplied hose.
4. Using a band saw or hack saw, cut the hose end as close as possible to the bracket to disengage the hose end from the bracket. When the hose is removed, the hole diameter must be enlarged to .0625" (5/8"). The easiest method is a "UniBit" in a drill press.



Hose Bracket, cut at arrow to remove hose end from bracket.

5. Install hose bracket in original position and slide the ABS wire into the bracket.
6. Remove the two bolts (18mm socket or wrench) retaining the caliper to the spindle and remove the caliper. Save the bolts for use later.
7. Remove the rotor and clean the hub and caliper mount surface to allow the Baer components to seat properly. Remove the factory debris shield. This shield reduces air flow needed to cool the brake system.

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Remove debris shield

8. Install the intermediate bracket to the outboard side of the spindle using the original caliper bolts. Torque to 110 ft-lbs. See photo below for reference:

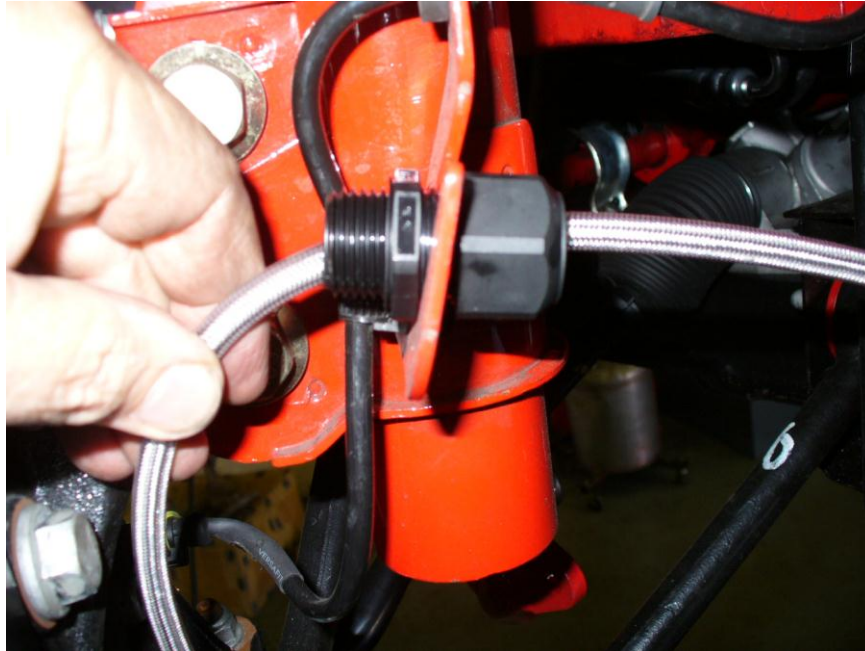


Radial mount installed

9. Install the correct side Baer rotor and secure with three lug nuts and washers to avoid scratching the hat.
10. With pads in place, install the correct side caliper (bleeder screw pointed up) on the intermediate bracket. Install the supplied allen bolts (10mm allen socket required) and torque to 85 ft-lbs.

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11. Install the steel braid hose with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. The black plastic hose retainer will install in the factory bracket by unscrewing the retaining nut, slipping the hose into the bracket and tightening the nut until the nut contacts the bracket. See photo below for reference. Connect the hose to the hardline at the frame bracket and install the supplied hose lock. Position the hose to avoid interference with the wheel and suspension components. Tighten fitting and banjo bolt to 15-20 ft-lbs.



Tighten until plastic nut is snug against the bracket

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

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

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