®*Your Complete Performance Brake Supplier!*

Installation Instructions

Product: Pro 14" Rear

Instruction Part Number: 6000384

Revision Date: 08 August 2013

Vehicle

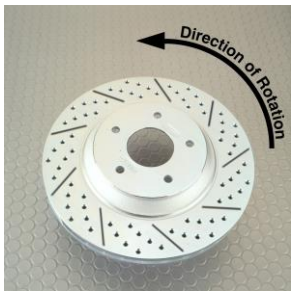
Make: GM
Model: Trailblazer SS
Year(s): 02-09

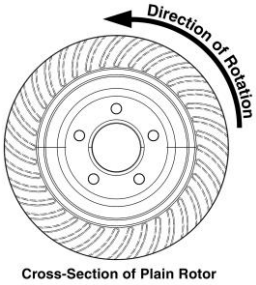
ATTENTION: Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. In the event that a product must be returned, please contact Baer Customer Service for a RMA Number.

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.

- 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:





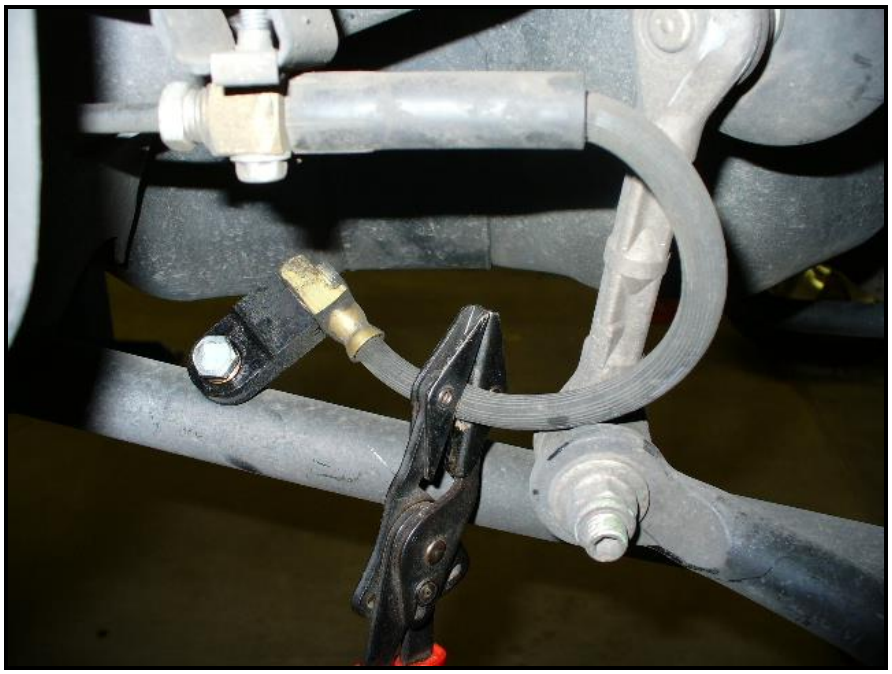
- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.

- 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. Remove the banjo bolt from the fluid hose at the caliper. Remove the copper washers from the banjo bolt and fitting as they are a one-time use item. New washers are provided with your system.

2. To prevent dripping brake fluid during installation, a hose crimper can be used to stop the flow. Do not use vise grip pliers as these may damage the hose. See photo below:



Line clamp to prevent brake fluid dripping during installation

3. Remove the bolts retaining the factory caliper. These are very tight and contain thread locker. Very long wrenches or a breaker bar will allow for easier removal. Once the bolts are removed, slide the caliper off the rotor.

4. Remove the rotor and thoroughly clean the axle and caliper mounting surfaces to ensure proper seating of the new components.

5. The base bracket will arrive already bolted to the caliper for ease of shipping. Unbolt, and remove the caliper from the base bracket (set the socket head bolts aside as they will be used again). Install the base bracket to the original caliper mount surfaces on the ***inboard*** side of the OE caliper mount flange [use the supplied bolts (M14-2.0x65 hex head) and washers that came attached to the bracket and slider pins]. The slider pin heads will mount flush against the inboard side of the OE caliper mount flange. See photos on continued page for reference:

Proper orientation of slider pins inside of bracket
(partially installed for reference)

Bracket installed
(slider heads mounted flush against flange)

¾ front view of bracket

6. Install the correct side rotor securing with three lug nuts and a washers so that it will mount flush onto the axle. This will also allow for shimming to be performed easier.

7. With the pads removed, install the correct side caliper (bleeder screw points up) and secure with the supplied socket head bolts. Simply snug the bolts with a 10mm allen socket as shimming will need to be performed next.

Shimming Procedure

Shimming Procedure

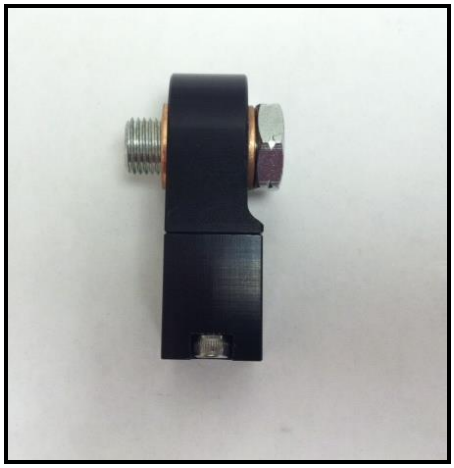
Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside. Write down all measurements. Subtract the top inside measurement from top outside. This will require a shim at the top bracket bolt equal to half of this difference to center the caliper. For instance, inside measurement of .865”, outside of .905” has a difference of .040 which would require a .020” shim installed to center. Do the same with the bottom measurements to center this also. Getting these gaps as close as possible within .005” will keep the possibility of excessive noise to a minimum. This may require different thickness shims top and bottom.

Procedure

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts connecting the base bracket to the axle flange
4. Install the appropriate shims (between the slider pin head and caliper mounting flange), 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, torque the M14-2.0x65 bolts to 110 ft·lbs. Finally, reinstall the caliper and torque the socket head bolts to 75 ft·lbs.

8. This system will reuse the original OE brake fluid hose. New copper washers are provided however, as they are a one-time use item. Also, attached to the new caliper is a CSV. This allows the caliper to adjust accordingly to the various braking conditions. The OE brake hose will attach to the underside of the CSV using the supplied banjo bolt and copper washers. Just as the banjo bolt is installed on the CSV, the brake hose will do the same (one banjo bolt with one copper washer on each side, bolted to the CSV). ****IMPORTANT: Ensure to route the brake hose away from suspension and wheels to avoid any interference through full articulation of suspension system.** Torque both banjo bolts between 15-20 ft·lbs. Photos are shown below as a reference of proper installation of the CSV:

CSV attached to rear of 6P Caliper



CSV (side view)

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.

Baer Brakes Inc. 2222 W. Peoria Ave. Phoenix, Arizona 85029
Ph. (602) 233-1411 Fax. (602) 352-8445 Email. Brakes@baer.com www.baer.com