

# BAER

## BRAKE SYSTEMS



### Installation Manual

**Part Number: 6000666**

**Product: Pro + 13 " Brake System**

**Vehicle Make: Chevrolet/GMC**

**Model: K-15 4X4**

**Years: Late 1971-1976**



#### **READ THIS BEFORE STARTING**

Returns will not be accepted for ANY installed PART or ASSEMBLY.  
Use great care in preventing cosmetic damage when performing  
wheel fit check.

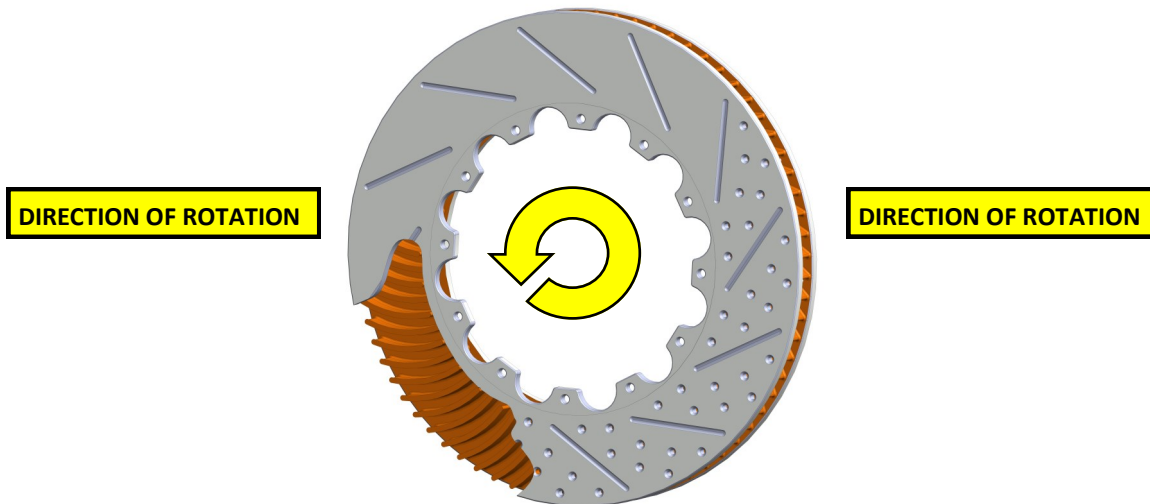


#### Read and Follow BEFORE ATTEMPTING INSTALLATION

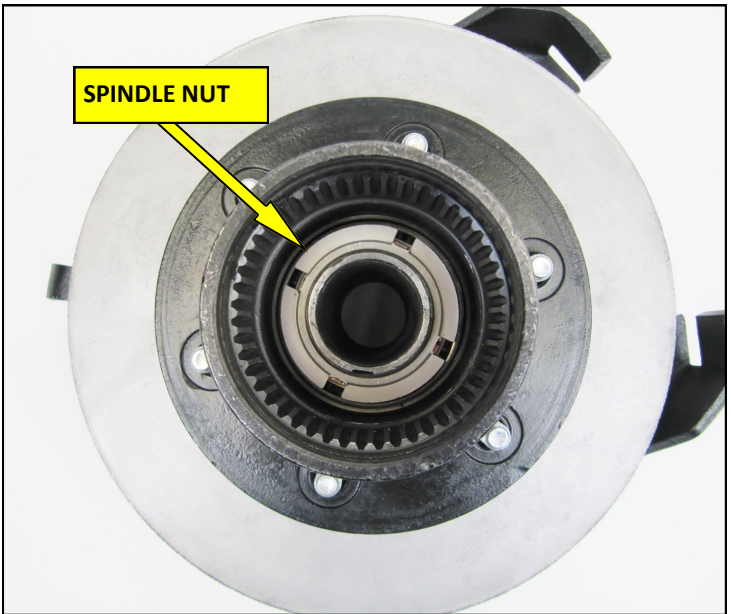
- ◆ All installations require proper safety procedures and protective eyewear.
- ◆ All installations should be performed by qualified personnel using a factory service manual for the vehicle on which the installation is to be performed.
- ◆ All references to LEFT side of vehicle always refer to the Driver's 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 recommended ratings for jack stands should be 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.
- ◆ 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.



- ◆ ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE 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](http://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 confirm proper clearance is available between the caliper and the wheel before proceeding with the actual installation.



- ◆ 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 U.S. spec vehicles. Image above is of a “L” left rotor. NOTE: Slots and drill patterns sweep forward and internal vanes sweep rearward.
- ◆ A professional wheel alignment is mandatory following the installation of any system requiring replacement of the front spindles, or tie rod ends. Return the vehicle to factory specifications unless otherwise indicated.
- ◆ Stop the installation if seems 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.



1. This installation begins at the point at which all OEM brake components have been removed and the hard lines have been capped. This installation manual contains some photographs showing Pre-Production components. Production parts may vary in appearance but the installation procedure will remain the same.

2. Using a Dana 44, 4 prong socket, Remove the spindle nut. Remove rotor/hub assembly from the Spindle and set it aside.



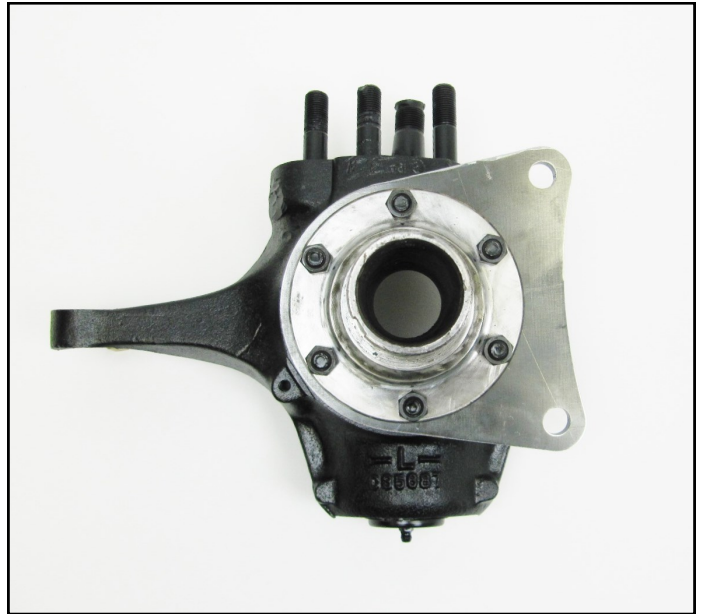
3. Remove the 6, 3/8 nuts securing the caliper bracket to the spindle. Separate the caliper bracket from the spindle and discard it. It will not be reused.



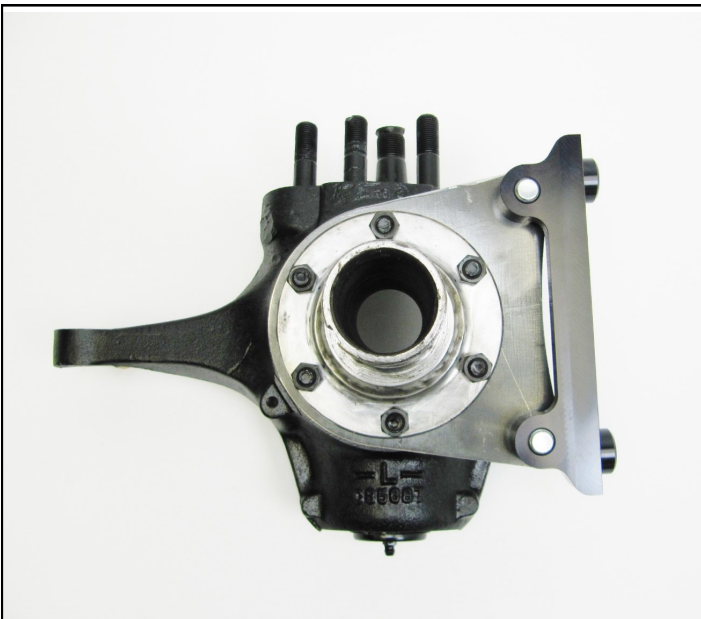
4. Remove the spindle from the knuckle and set it aside.



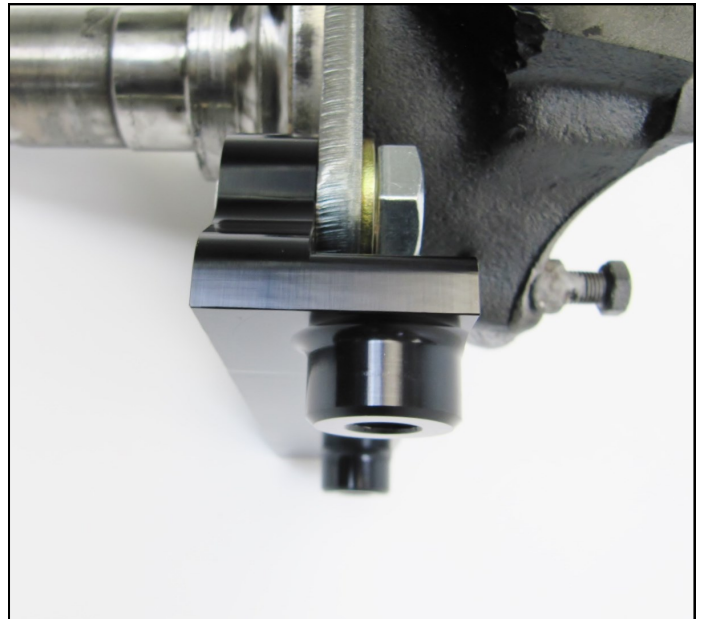
5. Slide the Base bracket over the studs and on to the knuckle.



6. Reinstall the spindle onto the knuckle using the OEM nuts.

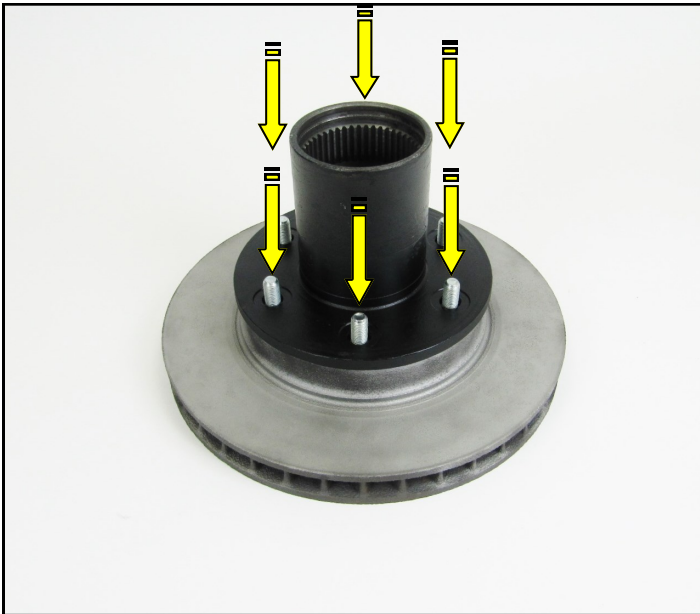


7. Install the Radial Bracket onto the Base Bracket as shown, using the Hex Head Cap Screws and Washers.

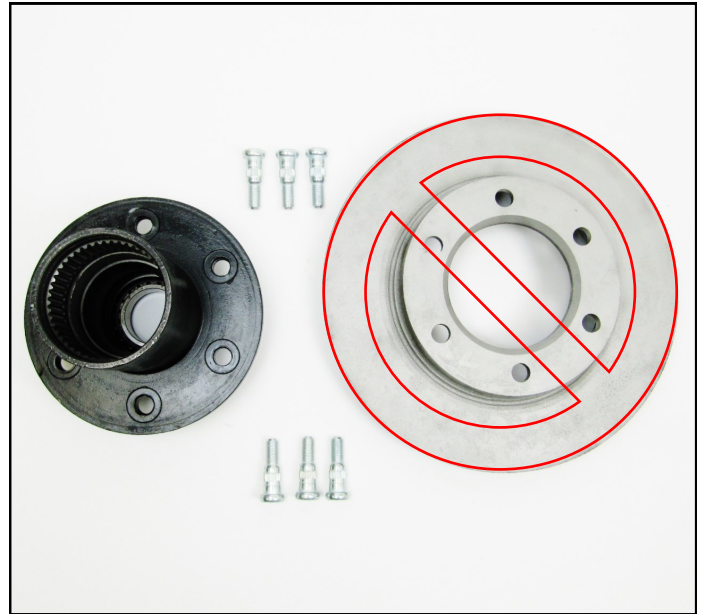


8. Alternate view of the assembly illustrating the relationship between the Base Bracket, Radial Bracket and the Cap Screws.

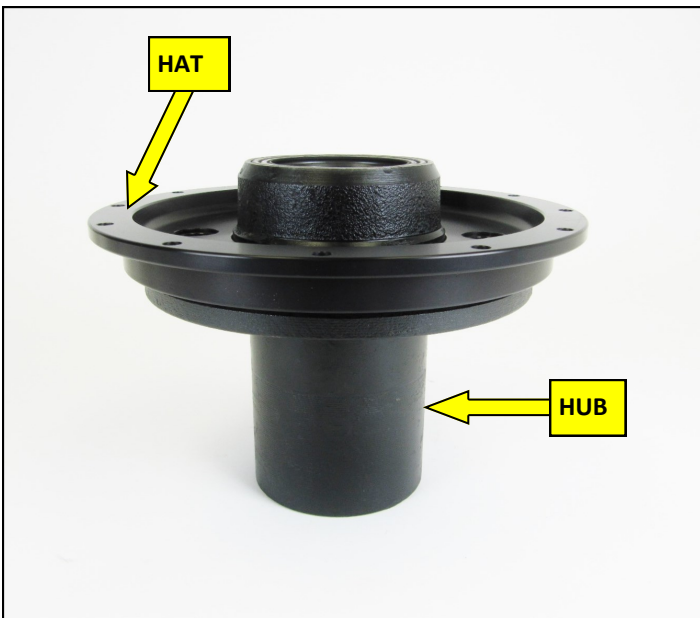




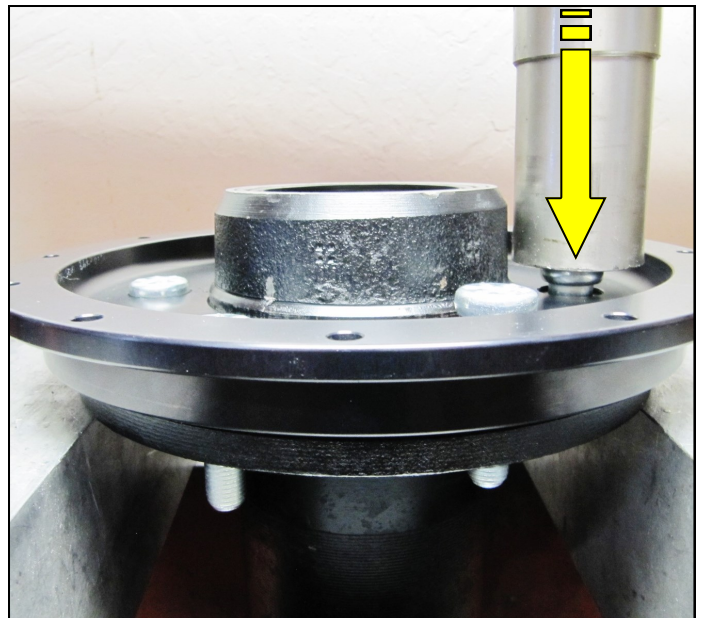
9. Press the wheel studs out of the rotor/hub assembly.



10. Discard the rotor and inspect the wheel studs to determine if they will be reused or replaced.



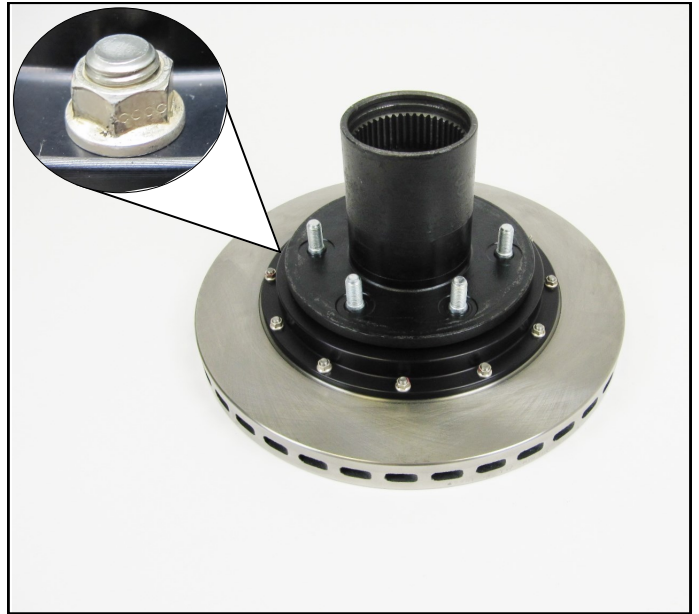
11. Set the Hat onto the hub as shown. Align the wheel stud holes.



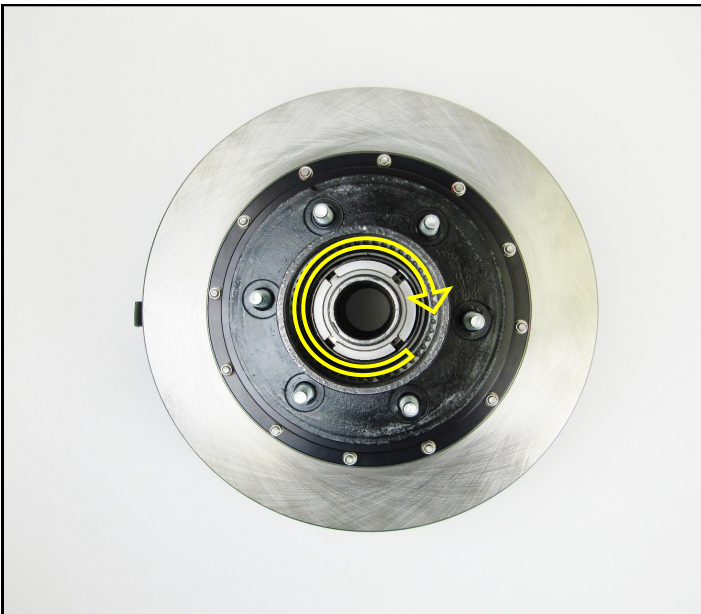
12. Press the wheel studs through the Hat and into the hub.



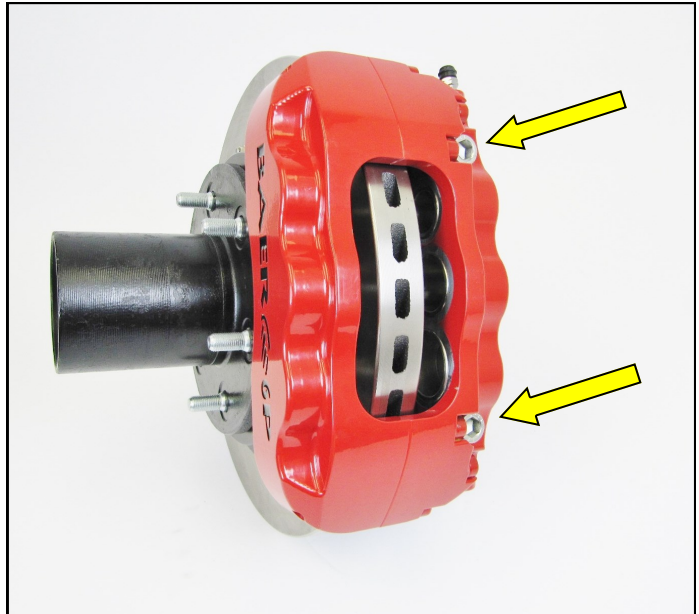
**13. Install the Rotor onto the Hat, as shown using the 1/4-28 Hex Head Cap Screws, Washers, and K Nuts. Inspect the bearing, race, and seal to determine if they will be reused or replaced.**



**14. Using an in lb. torque wrench, torque each Fastener to 180-200 in lbs. Use an alternating star pattern when torquing rather than in a continuous series around the perimeter of the Hat.**



**15. Set the Rotor assembly onto the spindle with the outer bearing installed, greased, and tighten the spindle nut.**



**16. Slide the Caliper, without Brake Pads, onto the Rotor and secure it using the Socket Head Cap screws.**



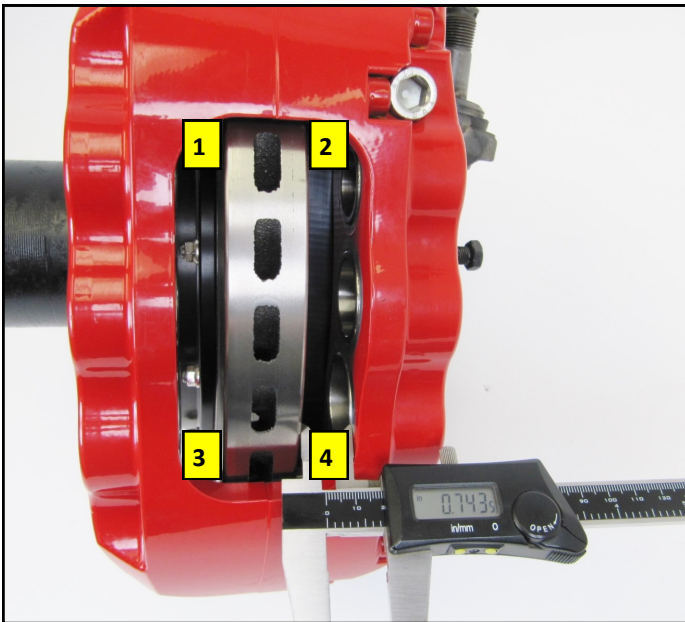
## VERY IMPORTANT: Caliper Positioning with Shims

**A.** 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 example, 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 will keep the possibility of excessive noise to a minimum. This may require different thickness shims top and bottom.

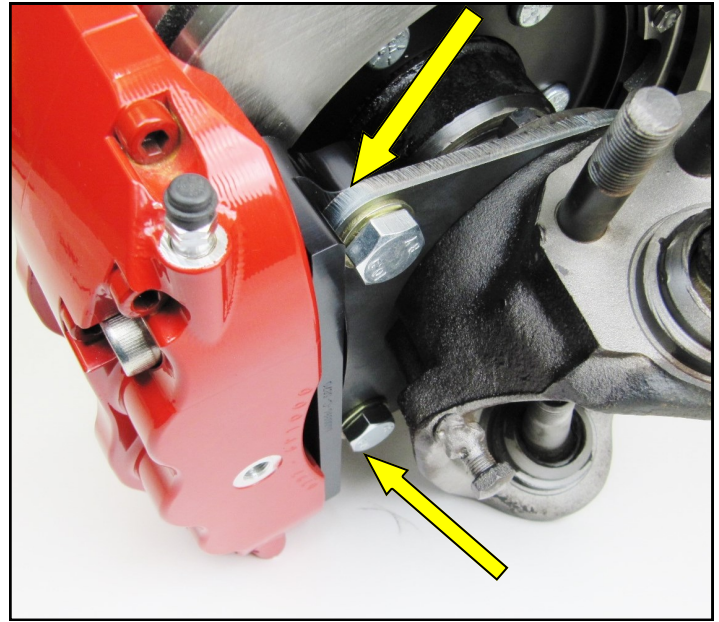
If you do not have access to a dial caliper, these measurements can be made with pads installed using feeler gauges between the rotor and pad. Take measurements from top inside and outside, then bottom inside and outside. Minimum clearance is .010" between pad and Rotor, but gaps as close to equal as possible at all four locations is best.

**B.** Select the required shims from the kit provided. Remove the Caliper, and Bracket from the Base Bracket. Install the appropriate shims onto the Bracket Bolts, snug the bolts and perform a another clearance measurement.

**C.** Reinstall the Caliper, with the pads installed and recheck the clearance. Re-shim if necessary. When proper shimming has been achieved, torque the Bracket Bolts to 85 ft-lbs. Torque the Caliper fasteners, to 75 ft-lbs.

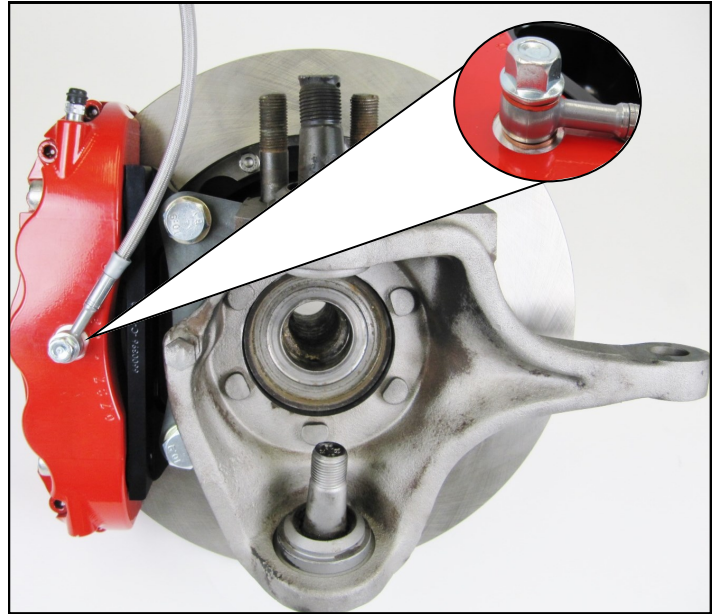
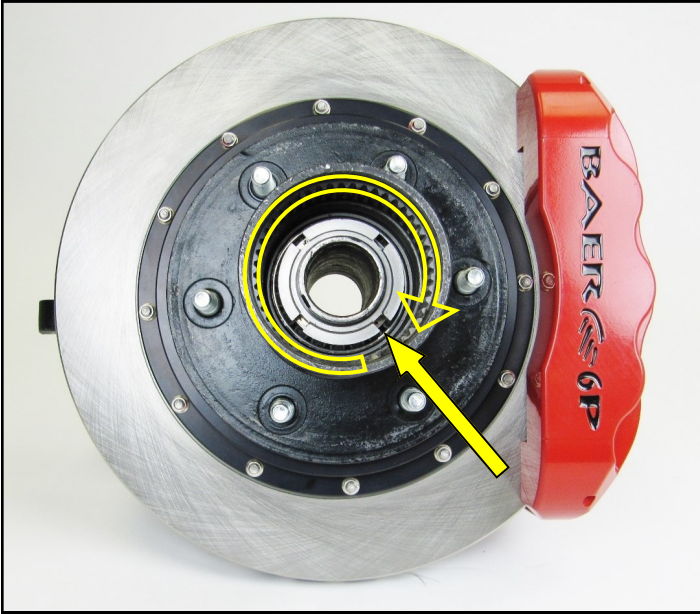


**Measuring Points**



**Shim Locations**





**17. Setting Bearing Pre-Load:** Using the hub socket and a torque wrench, set at 50 ft/lbs. Turn the rotor consistently and evenly while slowly tightening the hub nut until the required torque is reached. After torque has been achieved, back the nut OFF 1/4 turn. Refer to the hub manufacturers instructions for final assembly detail.

**18. Connect the brake hose to the Caliper** using the supplied Copper Washers, and Banjo Bolt. Connect the hose to the hardline on the vehicle frame and insert the hose lock if needed. Carefully position the hose to avoid any interference with the wheel, tire or suspension. Perform a full steering sweep from lock to lock and a compression and rebound test of the suspension. Torque the Banjo Bolt to 15-20 ft. lbs and tighten the fitting onto the hard line.

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

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