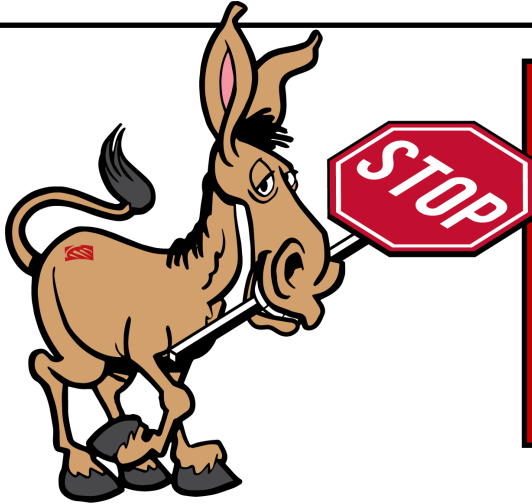




INSTALLATION INSTRUCTIONS

PART NUMBER: 6000832
VEHICLE MAKE: CHEVROLET / GM
MODEL: 1500 SERIES TRUCKS
YEARS: 2019-2025

PRODUCT: REAR OE CALIPER COVER ASSEMBLY
REVISION: REVISION A
REVISION DATE: 18 JULY, 2025



READ BEFORE CONTINUING!

Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care in preventing cosmetic damage when performing wheel fit check. If a product must be returned, please contact Baer customer service for an RMA number.

The recipient of this product indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

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 BEFORE BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR "UPSIZED" ROTOR UPGRADE! In addition to checking wheel fitment of this system with the wheel fitment template (available online at www.Baer.com), always place the actual corner assembly or a combination of the caliper assembly on the rotor, and into the actual wheel with great care to prevent cosmetic damage. 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 of brake components.** Wheel fitment should be verified before installation using a wheel fitment template supplied at www.Baer.com
- When installing new Baer rotor, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, an "L" for left, or an "R" for right, or both. "L" always indicates the rotor for the driver side of US spec vehicles. Follow the rotor installation and rotation instructions included in the promo pack (P/N 6020502) included with your system when installing rotors. Failure to properly install rotors will not allow for proper function of the brake system and will cause heat related fatigue and failure.
- A professional wheel alignment is required for any system requiring the replacement of the front spindles or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.



- Contact Baer technical support at 602.233.1411 if you are unsure that the brake system you ordered will work for your application based on the axle standoff you measured.
- Note: Baer recommends taking photos of the brake system before disassembly and during each step of the disassembly process. Photos may allow technical support to better assist given any necessary troubleshooting.**
- If anything becomes unclear or any parts require force to install at any point during the installation, stop immediately and consult directly with Baer technical staff. Please have these instructions and the part number of the components that is/are proving difficult to install. Please provide technical staff with the make, model, and year (date of vehicle production is preferred) of your vehicle. Baer's technical staff is available by phone (602.233.1411) or email (ContactUs@Baer.com) from 8:30 AM - 5:00 PM MST (Mountain Standard Time) Monday - Friday (Arizona does not observe Daylight Savings Time).

**IMPORTANT**

THE VEHICLE MUST BE PLACED INTO BRAKE MAINTENANCE MODE BEFORE SERVICING THE REAR BRAKES. BRAKE MAINTENANCE MODE DISENGAGES THE PARKING BRAKE ASSEMBLY. FAILURE TO SET BRAKE MAINTENANCE MODE BEFORE SERVICING THE REAR BRAKES MAY RESULT IN HARM OR INJURY OF THE INDIVIDUAL PERFORMING THE BRAKE SERVICE. FOLLOW THE STEPS DETAILED BELOW BEFORE BEGINNING INSTALLATION OF THE REAR OE CALIPER COVER ASSEMBLY FOR YOUR VEHICLE.

THE FOLLOWING INSTRUCTIONS ARE QUOTED DIRECTLY FROM THE FORD SERVICE MANUAL FOR MODEL YEAR 2019+ CHEVROLET / GM 1500 MODELS:

Activation

WARNING: Service actions on vehicles equipped with electronic parking brakes may cause unexpected parking brake application, which could result in injury to hands or fingers. Put the electronic parking brake system into service mode prior to servicing or removing rear brake components. Failure to follow this instruction may result in serious personal injury.

WARNING: Service actions on vehicles equipped with electronic brake booster without activating the brake system service mode may result in unexpected hydraulic brake application or a false leak detection DTC. This will significantly reduce the performance of the brake system. Failure to follow this instruction may result in serious personal injury.

NOTE: Brake service mode is also known as brake maintenance mode.

NOTE: Prior to carrying out the brake service mode activation steps below, clear all EPB and EBB related DTC's.

NOTE: Carry out the following service mode activation procedure to deactivate the EPB and EBB systems. The EPB and EBB system can also be deactivated using the diagnostic scan tool and following the on-screen instructions.

NOTE: This mode is required to deactivate the brake boost and to allow the entire brake system to be bleed manually.

NOTE: This mode will cause all the associated brake warning indicators and text messages to appear.

1. Turn the ignition to the "On" position, without starting the engine
2. Firmly press and hold down the brake pedal for 10 seconds
3. After 10 seconds, briefly tap the brake pedal once
4. Then press and hold again for 5 more seconds

After following that sequence, you'll hear the brake calipers activate to retract the pistons and pads back. The truck will also display "Service Brake System" on the dash.

NOTE: The brake system will be deactivated, preventing brake application until service has been completed and service mode has been deactivated.

- The ABS motor will run briefly to cycle the caliper pistons back in their bores. This pushes back the brake pads from the rotors.
- The dash will display "Service Brake System" to confirm the activation.
- The electronic parking brake will be disabled for the duration of service mode.

PLEASE SEE THE FOLLOWING PAGE FOR INSTRUCTIONS TO DEACTIVATE BRAKE MAINTENANCE MODE FOLLOWING COMPLETION OF THE CALIPER COVER ASSEMBLIES (DO NOT DEACTIVATE BRAKE MAINTENANCE MODE UNTIL THE INSTALLATION IS COMPLETE AND YOU ARE READY TO OPERATE THE VEHICLE).

**Deactivation**

NOTICE: The brake system performance will be significantly reduced when the brake system is put in service mode.

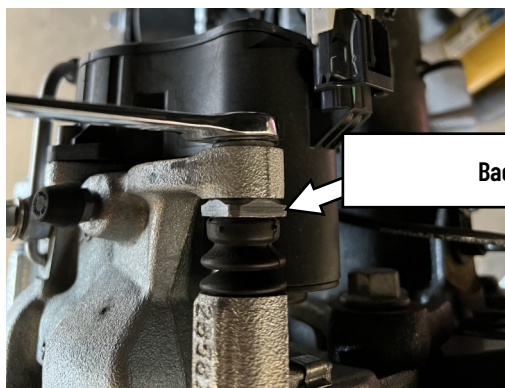
1. Ensure pads and rotors are installed correctly, and all caliper bolts torqued to spec
2. Pump the brake pedal manually until firm pressure is felt – usually after 10-15 presses
3. Carefully test brakes at low speeds before driving

Alternatively, pulling the battery cable for 30 seconds then reconnecting will also deactivate it.

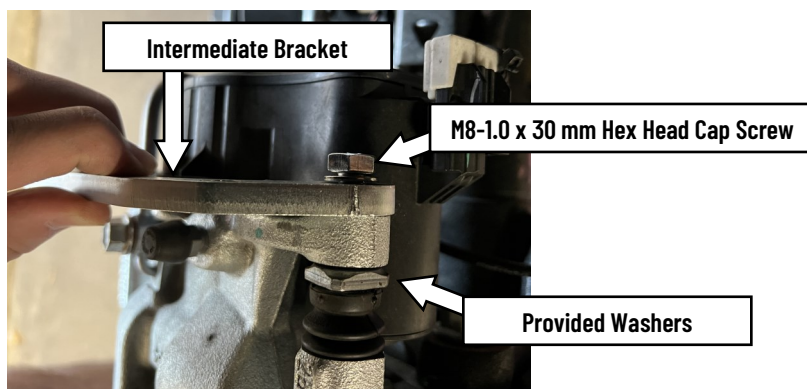
If for some reason the service message persists long after a repair, a trip to the dealership can reset things via the Tech 2 scan tool. But typically pumping the brakes is enough to restore normal operation.

**INSTALLATION STEPS**

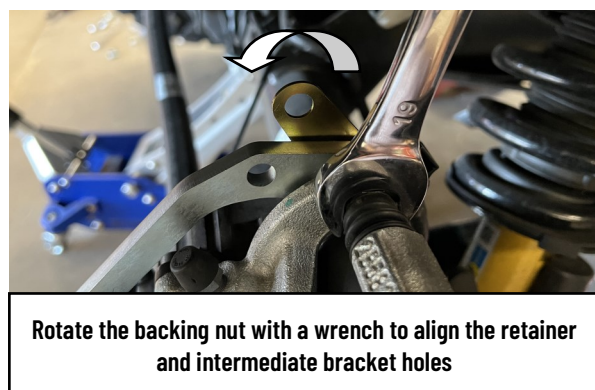
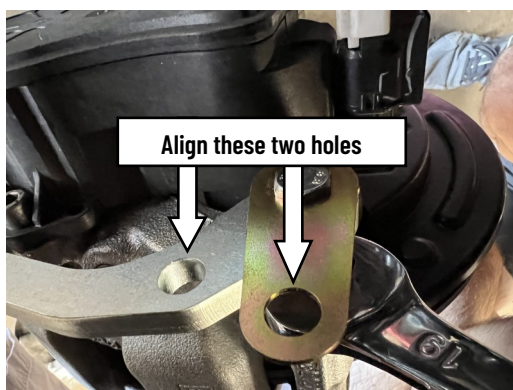
1. Place the vehicle into Brake Maintenance Mode by following the instructions on page 3.
2. Carefully lift and support the rear end of the vehicle. It is recommended to place wheel chocks behind the front wheels to prevent the vehicle from rolling during installation.
3. Remove the rear wheels from the vehicle.
4. Remove the pin slider bolts securing the caliper body to the anchor bracket. To initially loosen the pin slider bolts, place the wrench over the bolt head and place a second wrench on the backing nut located between the caliper body and anchor bracket.



5. Install the intermediate mounting bracket to the factory caliper anchor bracket with the supplied M8-1.0 x 30 mm hex head cap screws and washers. Torque both M8-1.0 x 30 mm hex head cap screws to 30 ft-lbs.

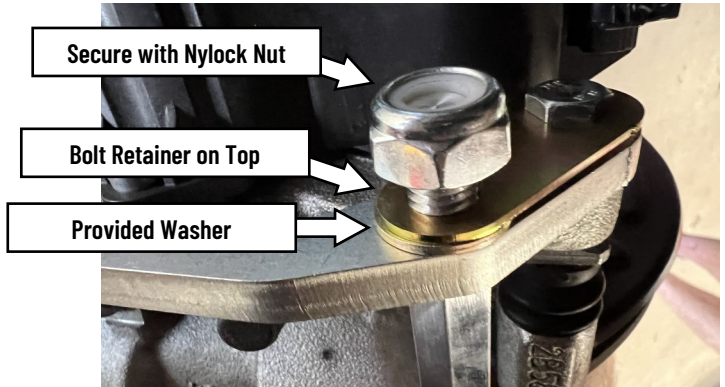
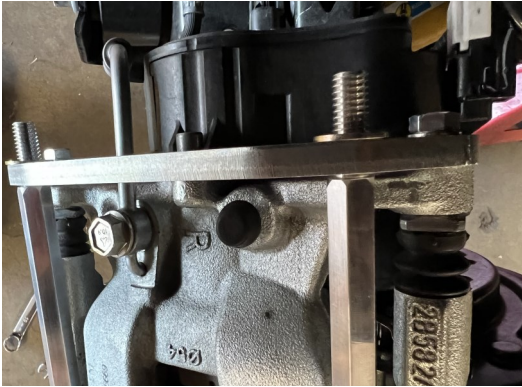


6. Align the intermediate bolt retainer with the intermediate bracket. Place the retainer over the head of the bolt securing the intermediate bracket to the anchor bracket. Align the top hole of the retainer with the top hole of the intermediate bracket by rotating the backing nut between the caliper and anchor bracket.



**INSTALLATION STEPS CONTINUED**

7. Install the caliper cover assembly to the intermediate bracket with the supplied M10-1.5 Nylock nuts and washers. You will first have to lift the retainer you installed in the previous step and slide the provided washers against the intermediate bracket then place the retainer back over the bolt head and newly installed washer. The top washer acts as a spacer between the intermediate bracket and the bolt retainer. Install the supplied Nylock nuts and torque to 30 ft-lbs.



8. Reinstall the rear wheels and torque the lug nuts to the factory torque spec to properly secure them.
9. Follow the instructions on page 4 to deactivate Brake Maintenance Mode before operating the vehicle.