



® Your Complete Performance Brake Supplier!



Installation Instructions

Product: Pro Plus Front

Instruction Part Number: 6000326

Revised: 3 JUN 2010

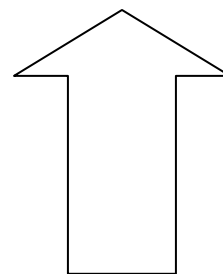
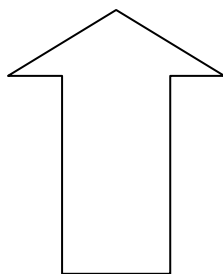
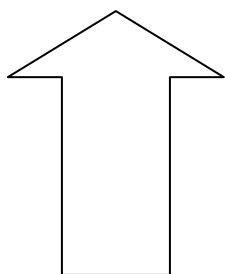
Vehicle

Make: GM

Model: Syclone / Typhoon / T10 4WD

Year(s): 91-93 / 82-97

**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.**



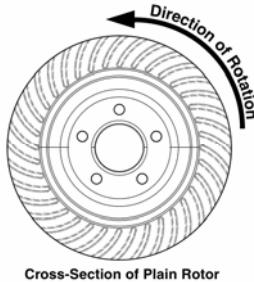
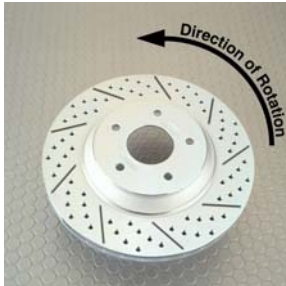
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.

Disconnect the hose from the hardline using a **9/16" line wrench**. Cap the hardline with the supplied vinyl caps. Remove the hose lock to disengage the hose from the frame bracket.

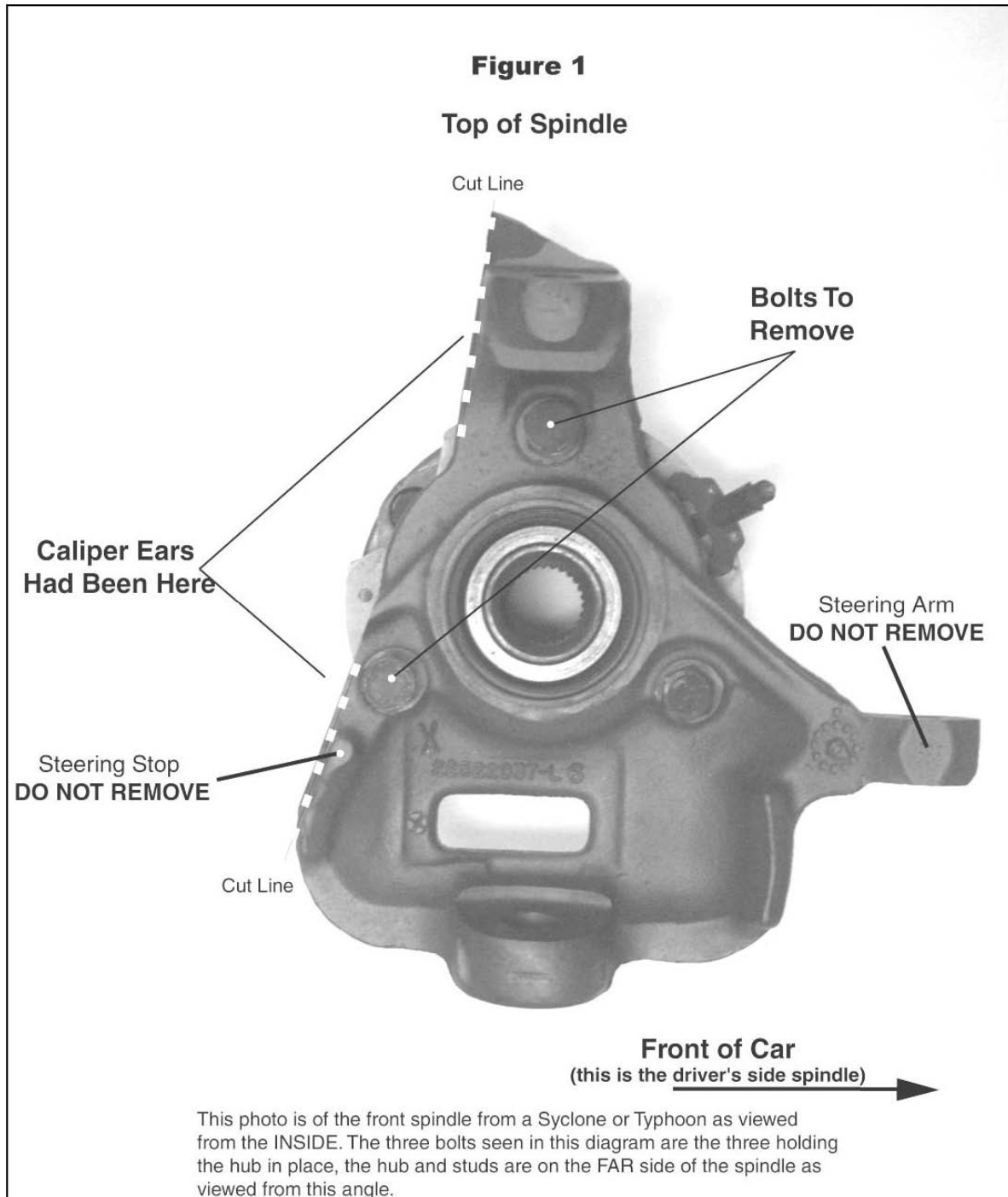
Remove the bracket that secures the hose to the upper control arm. Replace the bolt with the bracket removed.

Remove the caliper slide bolts using a **3/8" allen wrench or socket**. Remove the caliper assembly and hose from the rotor.

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Remove the rotor and thoroughly clean the hub surface to insure proper seating of the new Baer Rotor.

Drill or chisel the rivets from the factory debris shield. Drill the rivets that retain the ABS sensor wire to the debris shield. This shield blocks airflow to the inside of the rotor and will not be reused.



The casting ears that retain the OE caliper must be removed to allow installation of the new Baer bracket. The easiest method is with a reciprocating saw (Milwaukee Sawsall) with the spindle on the vehicle. If you prefer, the spindle can be removed and the ears can be cut off with a band saw. Use the photo above as a guide.

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The top ear will be removed using a line measuring 1.75" inboard from the caliper mount bolt. The bottom ear will be removed using a line measuring 2.25" inboard from the caliper mount bolt. On the bottom cut, use care not to remove the steering stop indicated in the photo.

Deburr the cuts with a file.

Remove the hub mounting bolts indicated in the photo above using an **18mm wrench or socket**. These will be the top and rear bolts. Leave the front bolt in place. Thoroughly clean this surface to allow proper seating of the new Baer Bracket.

Install the Track bracket (left or driver side is part # 6610034, right side is 6620034) using supplied 12mm x 70mm socket head bolts with VibraTite coating on the threads (red coating). Refer to **photo 1** below. Torque to 85 ft-lbs.



PHOTO 1

Install the rotor using 2 lug nuts and washers to prevent scratching the finish. Measure the clearance between the rotor and the bottom of the spindle casting (**see photo 2**). The minimum clearance required is .080". If yours is less than this, remove rotor and use a grinder to obtain the proper clearance. When clearance is correct, reinstall rotor, lug nuts and washers.

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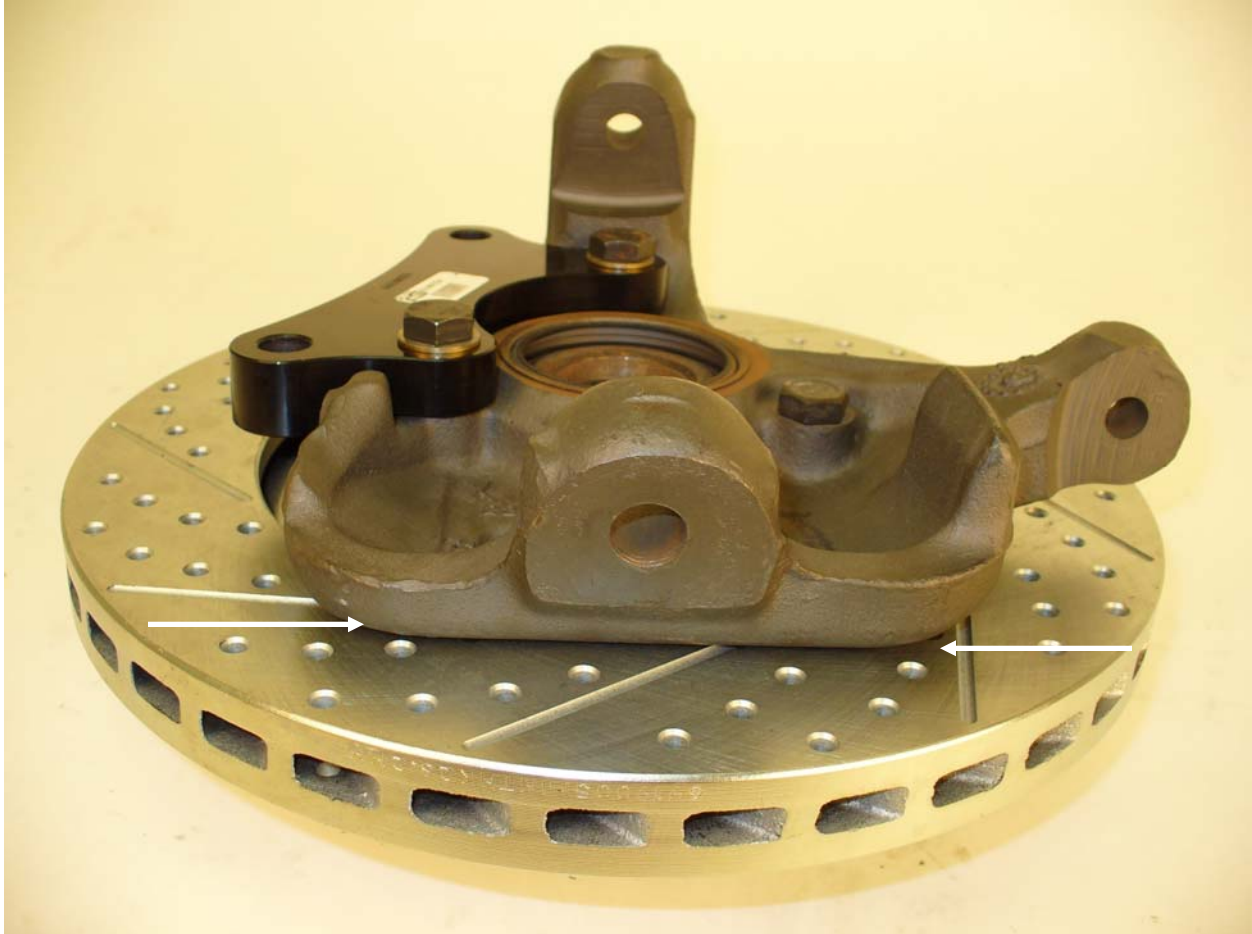


PHOTO 2

Install the radial mount bracket (bolted to the caliper for ease of shipping), using the supplied 14 mm bolts with red thread coating. These mount to the outboard side of the intermediate bracket. Torque bolts to 110 ft-lbs.

Install the correct side caliper (bleeder screw points up) with the pads installed. The allen bolts that secure it (10mm allen socket or wrench) torque to 85 ft-lbs.

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Steel braided hose installation:

Drill a 3/8" hole in the upper control arm at the center of the flat area behind the ball joint. See photo at right.

Attach the hose to the caliper with copper washers on both sides of the banjo fitting. Route the hose up and slightly forward.

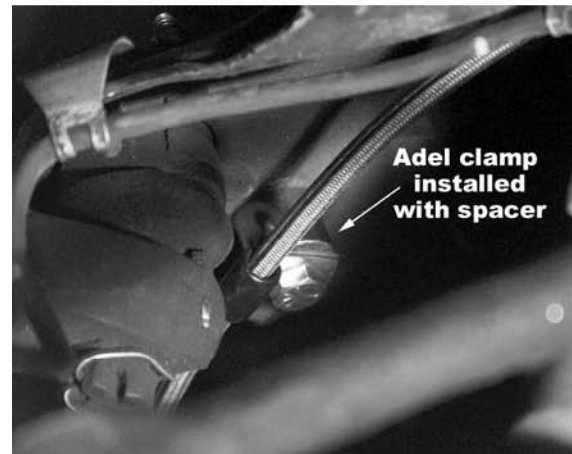
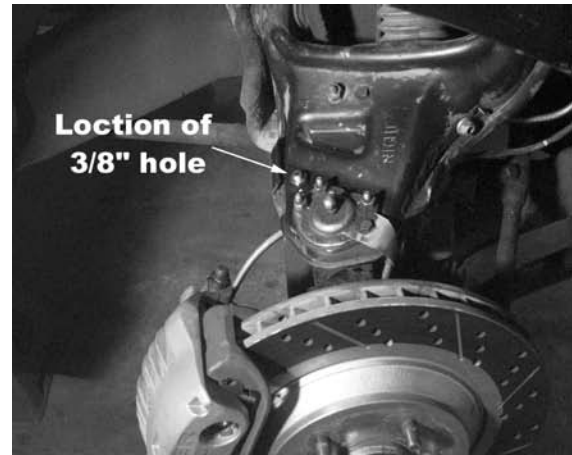
Place one Adel clamp on the hose with the coated portion close to the ball joint and pointing down. With the supplied 3/8" x 1.5" bolts and .750" spacers attach the hose to the upper control arm as in the photo to the right. Tighten the Nyloc nut to 35 ft-lbs

Place a second Adel clamp on the hose and attach to the bolt retaining the ABS cable clamp to the control arm. The hose will be routed inside the control arm.

Install the hose in the frame bracket and secure with the hose lock. Attach the hardline to the hose.

Check routing of the hose to confirm that it will not come in contact with any suspension component or the wheel and tire at all points of steering and suspension movement.

Tighten banjo bolt and hardline to 15-20 ft-lbs.



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, or on www.baer.com

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