



## Installation Instructions

Product: AlumaSport Front & Rear

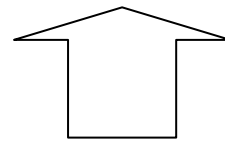
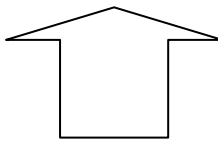
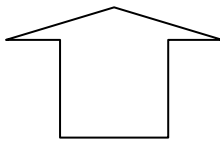
Instruction Part Number: 6000143

Vehicle

Revision Date: 23 December 2013

Make: GM  
Model: C / K10 Pick-up / SUV  
Year(s): 1999+

***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.***



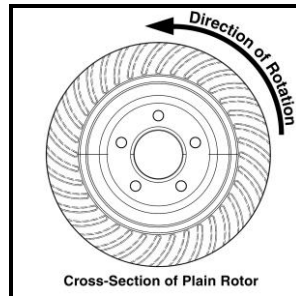
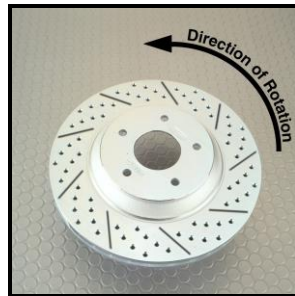
### Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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](http://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.

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- When installing new Baer rotors, 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:



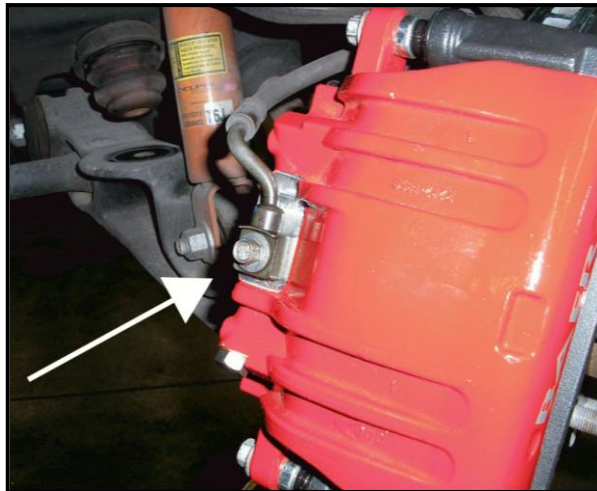
- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At any point, stop the installation if anything is unclear, or the parts require force to install. Consult directly with Baer Technical Staff in such instances to confirm details. Please have these instructions, as well as the part number of the component (part numbers are machined into the brackets) 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 Technical Staff is available from 8:30a.m. - 5:00p.m. Mountain Standard Time (Arizona does not observe Daylight Savings Time) by phone: (602)-233-1411 Monday through Friday.

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# **INSTALLATION:**

**IMPORTANT:** These systems are designed around the OE spindles with all hardware in place, including **debris shield**. If aftermarket spindles are used, it is **imperative** to keep the debris shield in place between the spindle and hub as this affects the caliper centering over the rotor. Modifications may be needed to the aftermarket spindles and/or alternate hardware for installation of Baer Brake System. Should you have any questions, contact Baer Brakes for assistance.

1. Remove the wheels, factory calipers, and rotors. Disconnect factory brake hose from caliper only and then leave factory hose in place. Be sure to save the factory caliper bolts as they will be reused for the AlumaSport anchor installation.
2. Check hub and axle faces to ensure faces are clean of debris, rust, etc. Having clean face surfaces is very important because the new rotor will seat properly and run out is avoided.
3. Install the new rotor and secure with three lug nuts and washers to avoid scratching the hat.
4. Identify the front and rear calipers by bolt spacing on anchors where they attach to the spindle or axle housing. Also, front calipers use coarse thread banjo bolts, whereas the rear uses fine thread.
5. Install correct side caliper (bleeder screw pointing upward). Torque bolts to 120 ft-lbs. See, Figure 1, shown below.
6. Hose must be positioned to travel upward away from the caliper rather than aimed at the lower control arm.



**Figure 1:** Front assembly with correct brake hose installation

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### **Front only:**

Pull brake hose through the retainer bracket on the spindle 3/8" for proper attachment to caliper.

Reconnect factory hoses using supplied copper washers. The copper washers provided in the new brake system **MUST** be used as they are a single use item and will leak if reused. Torque bolts to 15-20 ft-lbs.



**Figure 2:** Rear assembly with correct brake hose installation



**Figure 3: Incorrect installation.** Hose installed in this manner will be crushed by the bump stop!!

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet, or on [www.baer.com](http://www.baer.com)

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