

BAER Your Complete Performance Brake Supplier!

Installation Instructions

Product: Ext+ Front

Instruction Part Number: 6000058

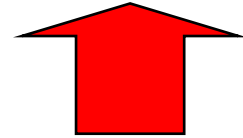
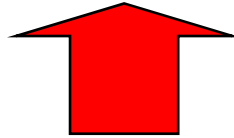
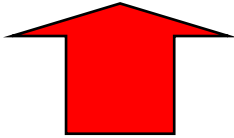
Revision Date: 30 August 2022

Vehicle Make: GM

Model: Cadillac XLR / Corvette

Year(s): 1997-2012

ATTENTION: Read this before going further! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. If a product must be returned, please contact Baer Customer Service for an RMA Number. Always read and follow the notices below before attempting installation



Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

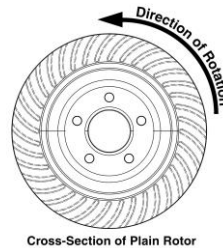
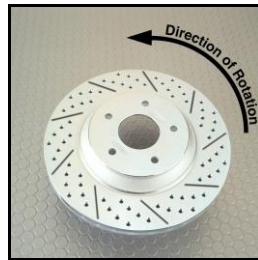
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of 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 can also be checked before installation using a wheel fitment template supplied at www.Baer.com.

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

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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.

If anything is unclear or the parts require force to install at any point during the installation, stop immediately and consult directly with Baer Technical Staff. Please have these instructions, as well as the part number of the component (part numbers are machined into the brackets) that is/are 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:

Removal of Factory Brake Components

1. Disconnect the brake hose at the frame and cap the hardline with the supplied vinyl cap to prevent brake fluid from leaking during installation. Remove the hose lock and pull the hose from the bracket on the vehicle frame.
2. Remove the two bolts securing the caliper to the spindle and remove the caliper with the brake hose attached.
3. Remove the rotor and carefully clean the hub surface to allow the new rotor to seat properly on the hub.
4. Carefully clean the caliper mounting surfaces on the spindle before moving forward to ensure the intermediate bracket seats correctly upon installation.

Intermediate Bracket Installation

5. Install the intermediate bracket to the **outboard** side of the spindle using the supplied M14-2.0 hex head cap screws. Torque each hex head to 110 ft·lbs

Brake Rotor Installation

6. Install the correct side rotor and temporarily secure with three lug nuts and washers to avoid scratching the rotor hat.

****Note:** Check for adequate clearance between the rotor and the lower control arm just outboard of the ball joint. Due to production tolerances on the A-arm, our rotor may contact the lip at the nose. This will usually only happen when the suspension is loaded (normal ride height). A small lip is forged into the control arm and will need to be removed for clearance. Remove the lip about 1" from each side of center and recheck for clearance. Remember to turn the steering wheel lock to lock to ensure adequate clearance.



Figure 6: Area which may require trimming for rotor clearance

Radial Stud Installation and Reference

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

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7. Install the correct radial spacers onto the ARP studs in the intermediate bracket. See, Table 1 below, for reference:

Table 1: Proper spacer thickness for each diameter rotor

Rotor Diameter (in.)	Spacer Thickness (in.)
14.0	N/A
15.0	0.500

Brake Caliper Installation

Note: Use these supplemental instructions to install the brake caliper provided with your system **ONLY** when you have reached the appropriate step during the system installation process.

8. Align the mounting holes of the Baer 6S / XTR brake caliper with the ARP studs that were previously installed in the intermediate bracket. Refer to Figure 7.



Figure 7: Align the mounting holes of the Baer 6S / XTR brake caliper with the ARP studs

9. Slide the 6S / XTR brake caliper over the ARP studs. **ONLY INSTALL THE BRAKE CALIPER ONCE YOU HAVE REACHED THE APPROPRIATE STEP DURING THE SYSTEM INSTALLATION PROCESS.** Refer to Figure 8. **For 15" systems, place the provided .500" radial spacers on the ARP studs before sliding the brake caliper on.**



Figure 8. Slide the Baer 6S / XTR brake caliper over the ARP studs

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10. Temporarily secure the brake caliper to the intermediate bracket with the provided ARP washers and ARP 12-point nuts. Refer to Figures 9 and 10.



Figure 9. Install the provided ARP washers



Figure 10: Temporarily secure the brake caliper to the intermediate bracket with the supplied ARP 12-point nuts

Depending on the system ordered, shimming may be required to center the brake caliper over the rotor. Refer to the system installation instructions. If shimming is required for your new Baer brake system, simply tighten the ARP 12-point nuts before moving to step 17 to allow for easy removal of the brake caliper during the shimming procedure.

11. If applicable, following the shimming procedure, tighten and torque the ARP 12-point nuts to 85 ft-lbs. **Ensure brake pads are installed in the brake caliper before tightening and torquing the hardware.** Refer to Figures 11 and 12.



Figure 11: Following the shimming procedure, tighten the provided ARP 12-point nuts

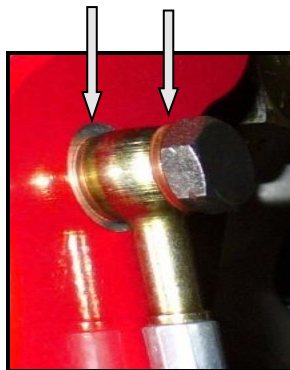
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Figure 12: Torque the ARP 12-point nuts to 85 ft-lbs.

Brake Hose / Hardline Installation

12. Connect the new supplied stainless steel braided hose to the caliper with the supplied banjo bolt and new copper crush washers. Install one copper crush washer to each side of the banjo fitting on the caliper (2 per caliper), refer to Figure 13. ***IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through their entire range of motion.** Tighten banjo bolts to **15-20 ft-lbs.** **taking care not to strip the inlet threads on the caliper.** Uncap the hardline at the frame, connect the opposite end of the hose to the hardline and reinstall the hose lock.



Install the supplied copper crush washers here. Torque the banjo bolt to 15-20 ft-lbs. careful not to strip the inlet threads of the brake caliper.

Figure 13: Stainless steel braided brake hose installed to the caliper

13. Repeat steps 1-18 for the other side of the vehicle. Check all attachment points and fluid connections. **ENSURE ALL FASTENERS HAVE BEEN TORQUED TO THEIR SPECIFIED VALUES PRIOR TO OPERATING THE VEHICLE.**

Baer recommends using “**Baer Street/Race DOT4 Brake Fluid**” for all Baer brake systems. The link to order the recommended brake fluid is below.

Refer to Bleeding, Pad Bedding 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 at 602-233-1411, or visit: <https://baer.com/System-Parts-Tools/>.