



® Your Complete Performance Brake Supplier!



## Installation Instructions

Product: SS / Sport / Track / Extreme Plus

Instruction Part Number: 6000075

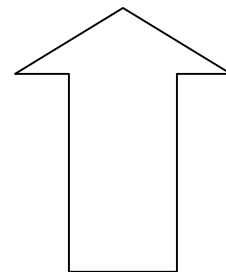
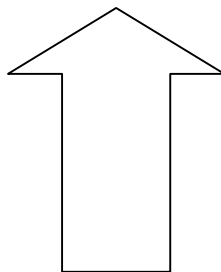
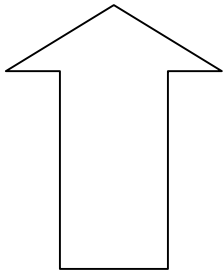
## Vehicle

Make: GM

Model: G-Body / S10

Year(s): G-Body: 78-88 / S10: 82-04

***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.***



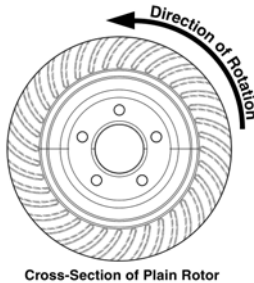
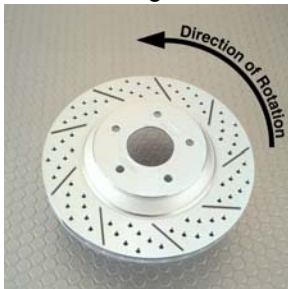
## Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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](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 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 brake hose from the hardline at the frame and cap with the supplied vinyl cap. Remove the hose lock retaining the hose and disengage the hose from the bracket.

**S10 w/ ABS:** Unplug the ABS wire connector and remove the wire from the factory retainer clips. A new sensor and wire will be supplied with your system.

Remove the cotter pins from the ball joints and tie rod end. Loosen the nuts 3 to 4 turns, do not remove. Strike the spindle at the tie rod end boss (see photo, page 3) to dislodge the tapered pin. Do not use a pickle fork as this will destroy the boots.

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Strike the spindle at the ball joint boss (see photo, page 3) to dislodge the ball joints. When the lower is loose, support the lower arm with a floor jack, strike the top and remove the nuts. Lift the upper control arm up and out of the way and lift the spindle off of the lower arm.

This is a good time to check the ball joints and tie rods for replacement if necessary.

Place the Baer Brake assembly first onto the lower ball joint then lower the upper into place and install the nuts. Torque the top to 60 ft-lbs and the lower to 80 ft-lbs. Tighten the nut as needed to install the cotter pins.

Install the tie rod end into the spindle and torque the nut to 35 ft-lbs. Tighten to install the cotter pin.

Install the steel braid hose with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. Connect the hose to the hardline and install the hose lock. **(Note:** on S10 trucks, some had 3/8" tube nuts on the hardline and some had 7/16". If the adaptor fittings on your hoses are incorrect, the correct size is provided in your component bag, and can be easily exchanged.) Position the hose to avoid interference with the wheel and suspension components. Tighten fittings and banjo bolts to 15-20 ft-lbs.

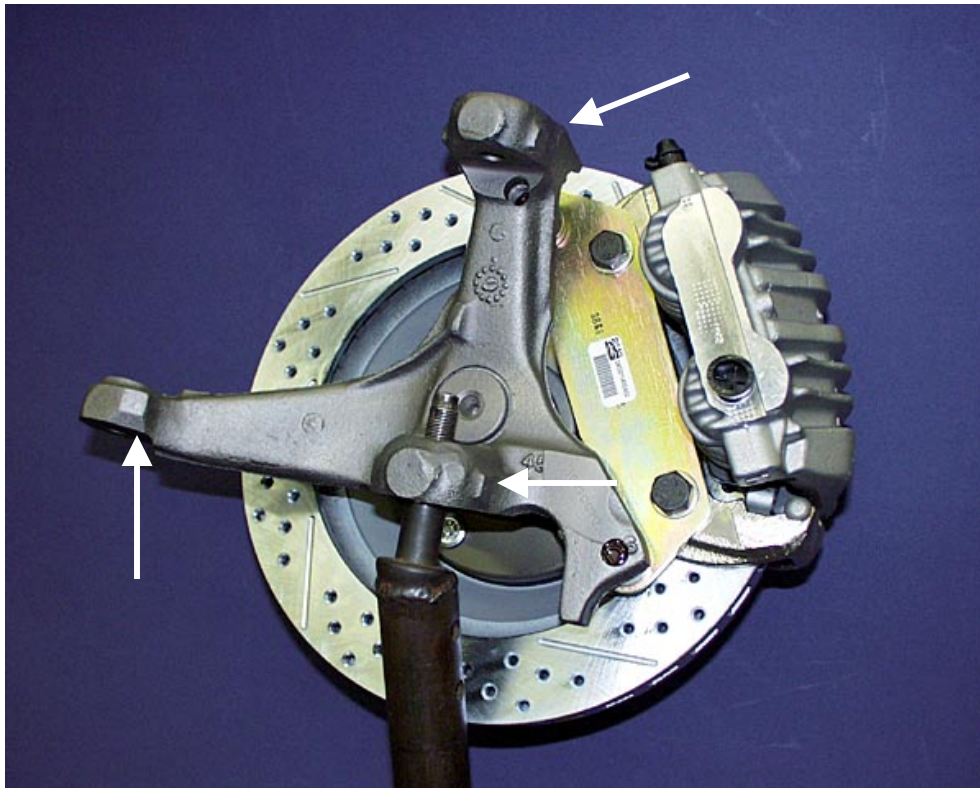
**S10 w/ ABS:** Reattach the ABS wire to the factory clips and plug the connector in.

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.

**Please note:** the vehicle will need to be aligned due to new suspension components being installed.

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



**Strike these areas to dislodge ball joints and tie rod.**