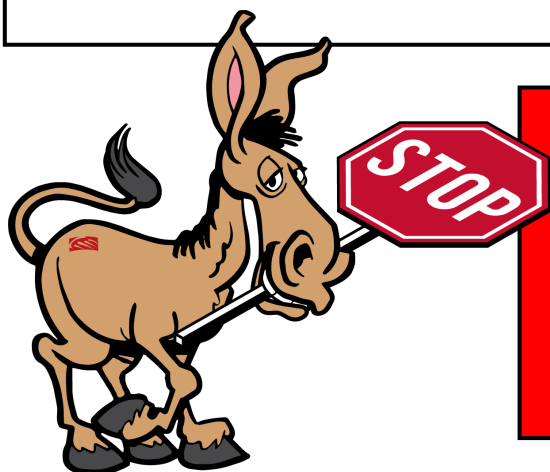


**INSTALLATION MANUAL**

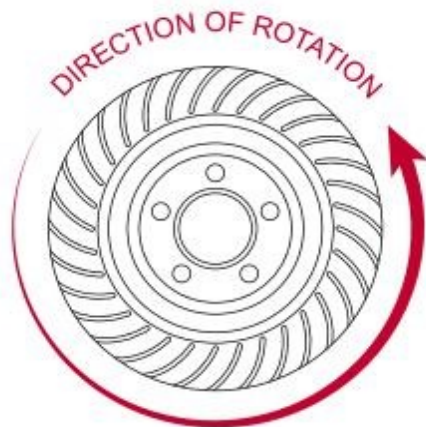
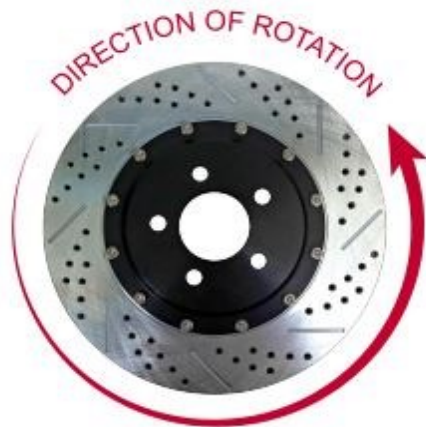
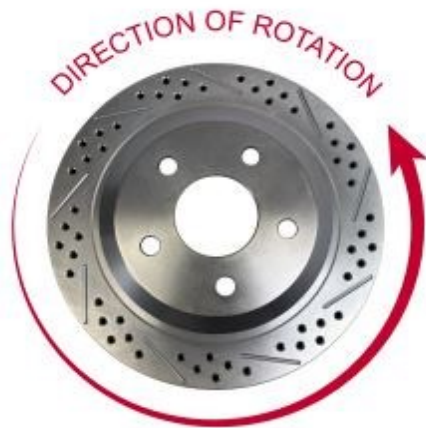
PART NUMBER: 6000709
VEHICLE MAKE: GMC
MODEL: C-10
YEARS: 60-87
PRODUCT: T4 13" 5 Lug Wilwood Spindle Front
REVISION: 001
REVISION DATE: 12/01/2021

**READ THIS BEFORE STARTING**

Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care in preventing cosmetic damage when performing wheel fit check. The recipient indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

Read and Follow BEFORE ATTEMPTING INSTALLATION

- All installations require proper safety procedures and protective eyewear.
- All installations should be performed by qualified personnel using 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 recommended ratings for jack stands should be 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.
- 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.



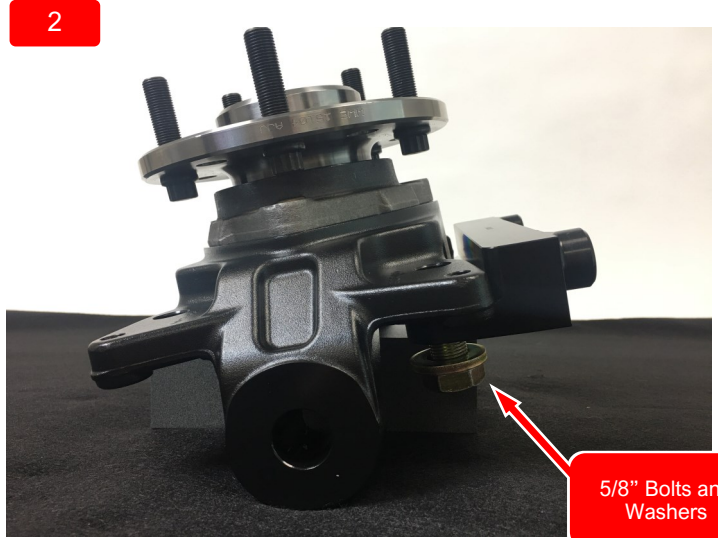
Cross-section of Plain Rotor



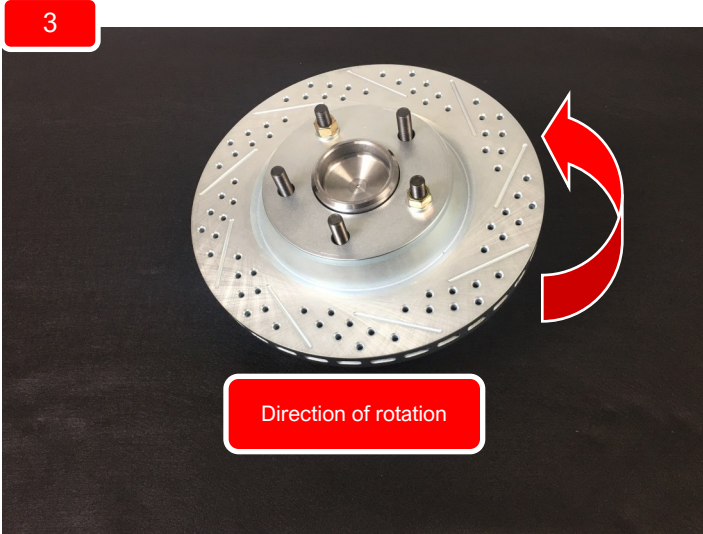
- ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM OR "UPSIZED" ROTOR UPGRADE .
- In addition to already having checked fit using the Baer Brake Fit Templates available online at www.baer.com. ALWAYS place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to confirm proper
- 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 U.S. spec vehicles. Image above is of a "L" left rotor. NOTE: Slots and drill patterns sweep forward and internal vanes sweep rearward.
- A professional wheel alignment is mandatory following the installation of any system requiring replacement of the front spindles, or tie rod ends. Return the vehicle to factory specifications unless otherwise indicated.
- Stop the installation if something seems 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.
- clearance is available between the caliper and the wheel before proceeding with the actual installation.



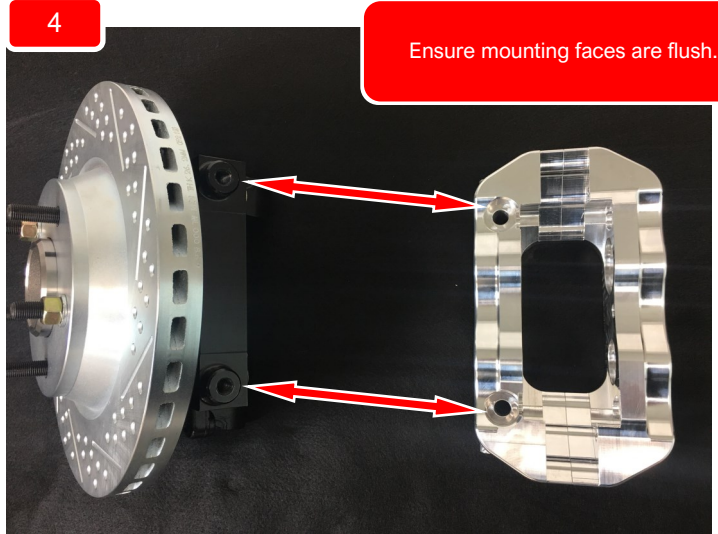
This installation begins with mounting the provided caliper bracket to the inboard side of the spindle as shown. Note: The steering arm is not attached to the spindle in this installation manual, however, installation of the brake components is not affected.



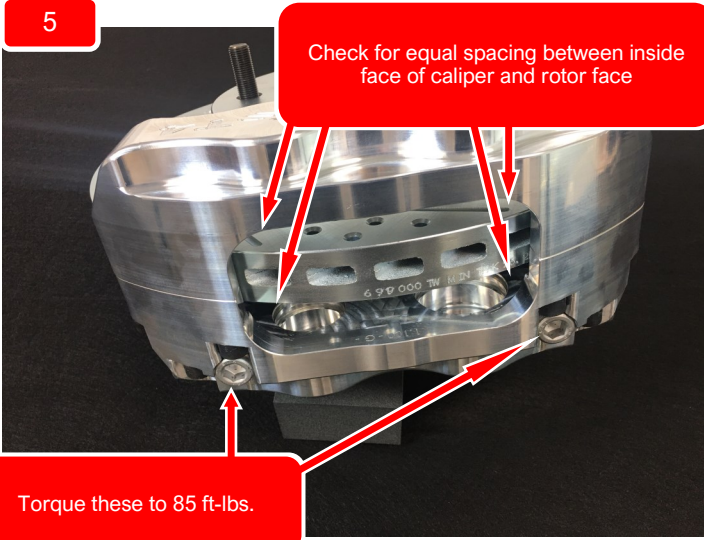
Secure the bracket to the inboard side of the spindle using the provided 5/8" bolts and washers as shown. Note: The caliper for this system is trailing. This installation manual details the installation for the left spindle. The bracket should be installed so the caliper trails the direction of rotation of the rotor.



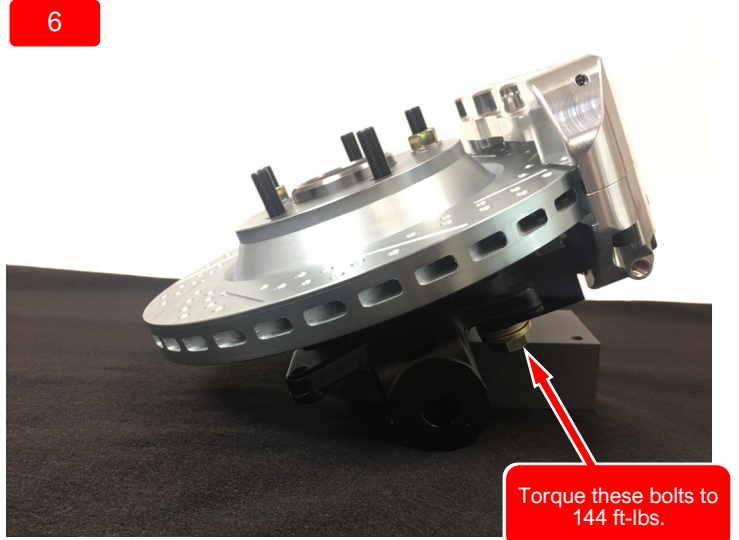
Place the rotor on the hub as shown and secure it to the hub using two lug nuts before moving forward with the installation. Note: Ensure the inboard face of the rotor sits flush against the mounting face of the hub. Rotate the rotor and make sure it does not sway during rotation.



Mount the caliper to the bracket as described above. Ensure the mounting faces of the caliper and bracket are flush and the caliper is not slanted over the rotor.



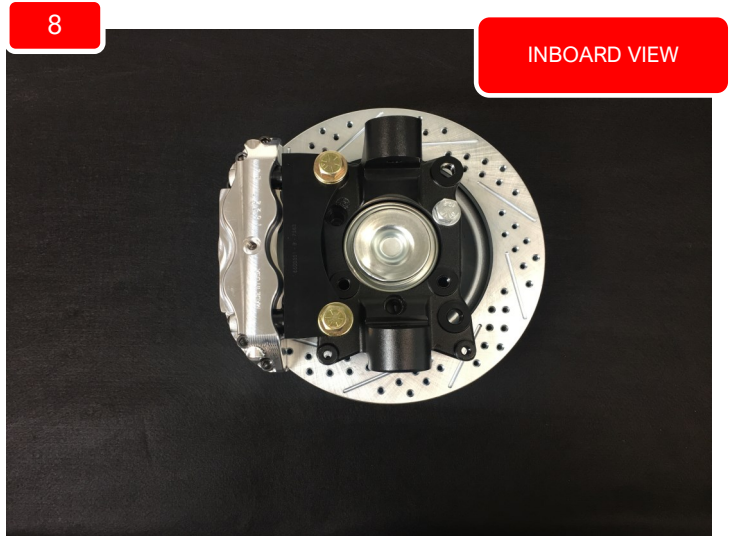
Secure the caliper to the bracket with the provided M12 socket head cap screws as shown. Snug the cap screws, but do not overtighten. Check caliper spacing over the rotor before torquing any bolts to specification.



Once the caliper is verified to be centered, torque the 5/8" bracket bolts to 144 ft-lbs. and torque the M12 cap screws to 85 ft-lbs. The above photo shows a side view of the current installation. The bracket is mounted to the inboard side of the spindle. The rotor is mounted to the outboard face of the hub. The caliper is mounted to the bracket and sits over the rotor.



The above photo shows the outboard view of the current installation. Ensure that the caliper is centered over the rotor at all four measuring points. Ensure that all hardware is tightened to specification.



The above photo shows the inboard view of the current installation. Note: The steering arm is not attached to the spindle system in this photo.

Once centered, secure the caliper to the intermediate bracket and torque the M12 bolts to 85 ft-lbs. Torque the intermediate bracket bolts to 144 ft-lbs. to secure it to the knuckle. Attach the new stainless steel braided brake hose to the caliper with the supplied banjo bolts and copper crush washers. Place one crush washer on either side of the banjo fitting of the brake hose. Hand thread the banjo bolt into the caliper inlet. Connect the other end of the hose with the hardline fitting to the vehicle hardline and hand tighten. Position the hose to avoid suspension components through their entire range of motion (wheel lock to wheel lock). Torque banjo bolts and hardline fittings to 15-20 ft-lbs. Secure the fitting to the hardline with the provided hose locks.