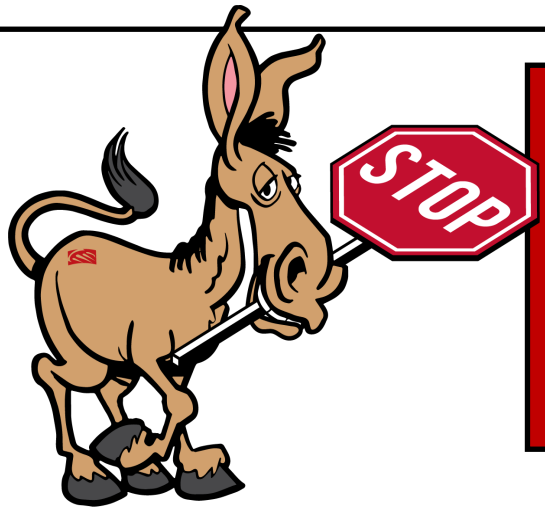
INSTALLATION INSTRUCTIONS

PART NUMBER: 6000808
VEHICLE MAKE: GM
MODEL: C10/OBS TRUCKS
YEARS: 1963-1987 C10 & 1988-1998 OBS

PRODUCT: CLS 11.625" REAR
REVISION: REVISION A
REVISION DATE: 3 MARCH, 2025

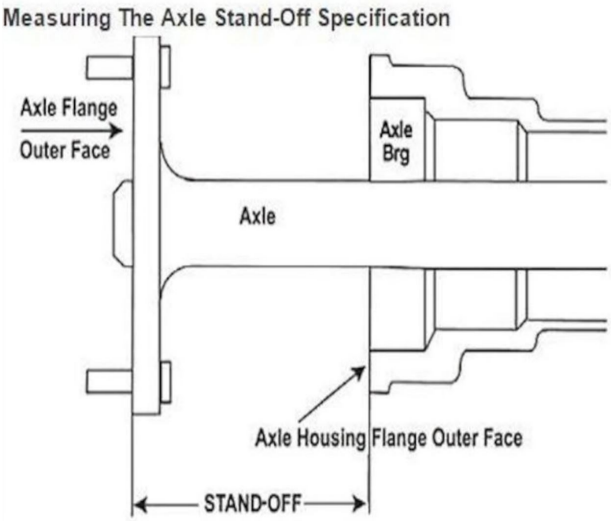


READ BEFORE CONTINUING!
Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care in preventing cosmetic damage when performing wheel fit check. If a product must be returned, please contact Baer customer service for an RMA number.
The recipient of this product indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during 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 should be verified before installation using a wheel fitment template specific to your system supplied at www.Baer.com
- When installing new Baer rotor, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, an "L" for left, or an "R" for right, or both. "L" always indicates the rotor for the driver side of US spec vehicles. Follow the rotor installation and rotation instructions included in the promo pack (P/N 6020502) included with your system when installing rotors. Failure to properly install rotors will not allow for proper function of the brake system and will cause heat related fatigue and failure.
- A professional wheel alignment is required for any system requiring the replacement of the front spindles or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.

- **Note: Baer recommends taking photos of the brake system before disassembly and during each step of the disassembly process. Photos may allow technical support to better assist given any necessary troubleshooting.**
- If anything becomes unclear or any parts require force to install at any point during the installation, stop immediately and consult directly with Baer technical staff. Please have these instructions and the part number of the components that is/are proving difficult to install. Please provide technical staff with the make, model, and year (date of vehicle production is preferred) of your vehicle. Baer's technical staff is available by phone (602.233.1411) or email (ContactUs@Baer.com) from 8:30 AM - 5:00 PM MST (Mountain Standard Time) Monday - Friday (Arizona does not observe Daylight Savings Time).
- **All rear Baer brake systems are designed for vehicles with a factory axle standoff.** Axle standoff determines how the caliper lines up over the rotor once installed. **Axle standoff MUST be measured and confirmed to match the axle standoff required for the brake system before installing any rear brake components to ensure a proper fit.**



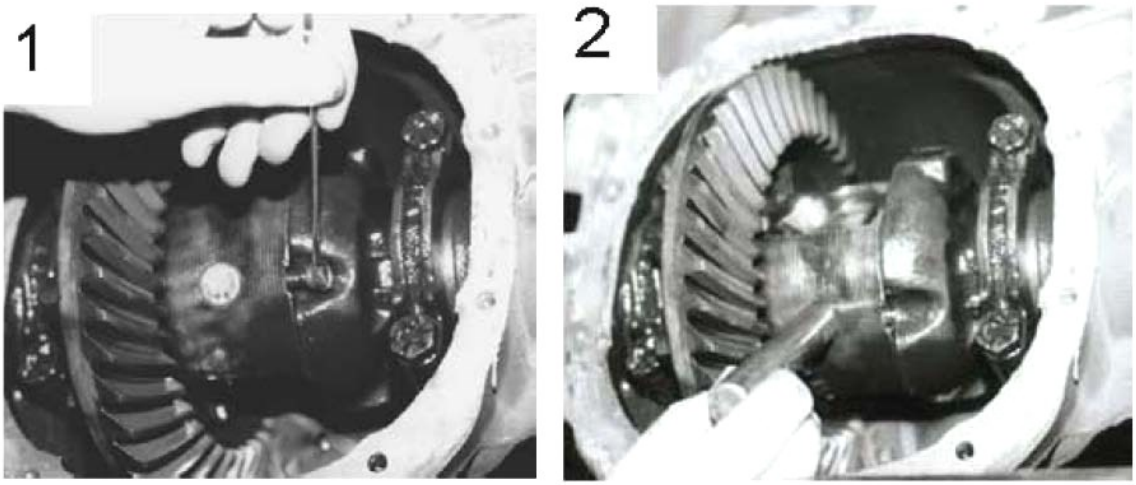
- **Typical OBS (88-98 GM1500) axle standoff: 3.225 inches**
- **Typical C10 (63-87 GM C10) axle standoff: 2.750 inches**

INSTALLATION:

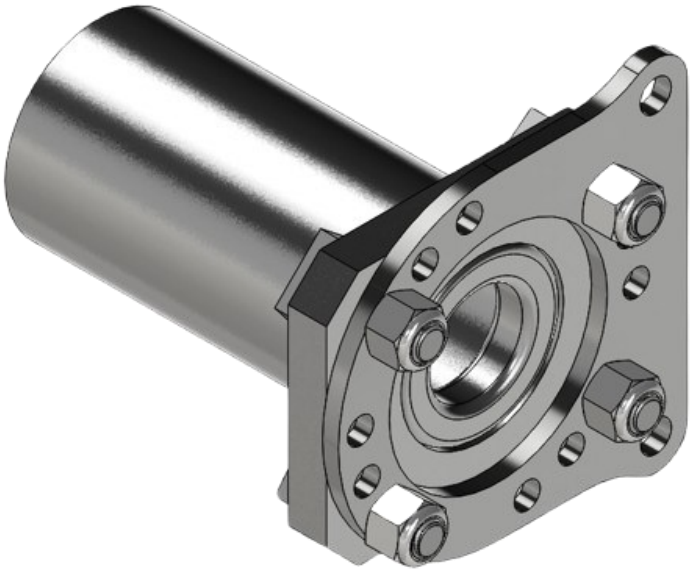
BRAKE DISASSEMBLY INSTRUCTIONS

1. Place wheel chocks behind the front wheels to prevent the vehicle from rolling during installation. This step is only necessary if the front of the vehicle is not being lifted at the same time as the rear during the installation.
2. Support the vehicle with properly rated jack stands and remove the rear wheels.
3. Place a drain pan under the differential and remove the cover.
4. Remove the rear wheel to gain access to the drum brake assembly.
5. Remove the brake drums. Sometimes the drums will adhere to the axles from rust. If this happens, tap on the outer edge of the drum with a mallet to shock the drum loose.
6. Remove the differential pin lock bolt from the carrier. Ford uses a 5/16" bolt, **most** GM vehicles use a 5/16" or 1/2" bolt head. Baer recommends using a 6-point wrench on this pin lock bolt as it may be very tight.
7. Remove the pin and slide the axles inward to remove the c-clips.

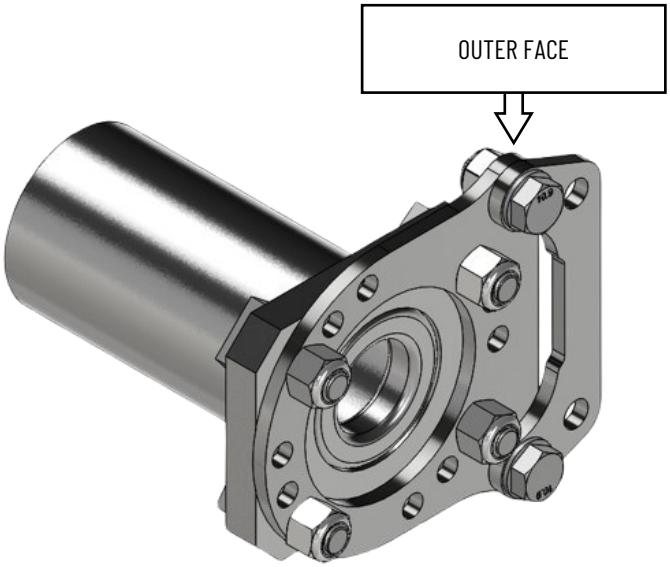
Remove the pin (photo 2) and slide axles inward to remove c-clips.



8. Remove the rear axles from the housing, taking care not to damage any seals.
9. Inspect the seals, axles, and bearings, replacing any damaged components as necessary.
10. Measure the outside diameter of the axle flange, this must not exceed 6.375" to allow the new brake rotor to fit properly. If yours is larger, a machine shop can turn them down for you.
11. Disconnect the hardline from the drum brake slave cylinder and cap the end of the hardline with the vinyl caps provided with the system.
12. Disconnect the park brake cable from the attachment points on the frame and primary cable. It is not necessary to disengage the park brake cable from the factory backing plate.
13. Remove the brake drum backing plate from the vehicle with all drum brake components attached, retain the backing plate fasteners to secure the new park brake assembly to the axle housing flange.
14. Carefully remove any nicks or burrs present on the axle housing flange and axle flange to allow for proper installation of the new brake components.
15. Clean any debris present on the axle and axle housing flange.

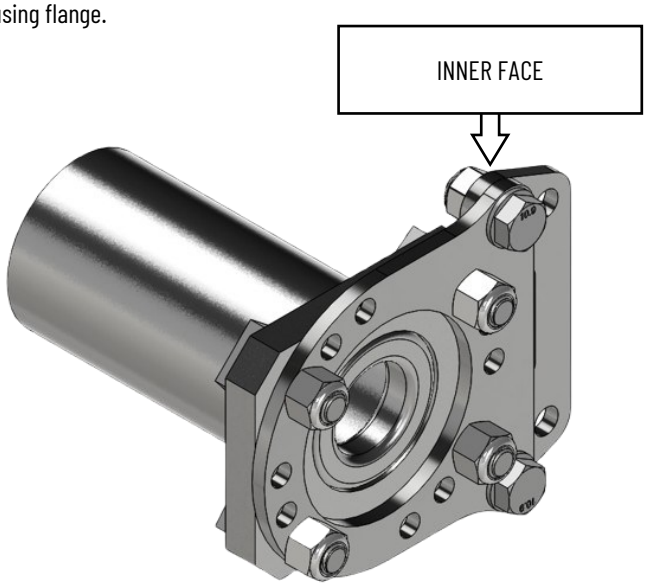


1. Install the zinc plated steel base bracket to the axle housing flange as shown. The bracket can be clocked in three different orientations which will affect the clocking of the caliper. Secure the base bracket to the axle housing flange with the factory drum brake backing plate retaining hardware. **NOTE THE CURRENT CONDITION OF THE FACTORY HARDWARE AND REPLACE AS NECESSARY.**
2. Torque the hardware to OEM specifications to secure the base bracket to the axle housing flange.



OBS TRUCKS

3. Install the zinc plated steel intermediate bracket to the base bracket and secure with the supplied M12-1.75 bolts, Nylock nuts, and washers. The intermediate bracket should mount on the outer face of the base bracket, furthest away from the center of the vehicle as shown. Torque the M12-1.75 hardware to 85 ft-lbs. to secure the intermediate bracket.

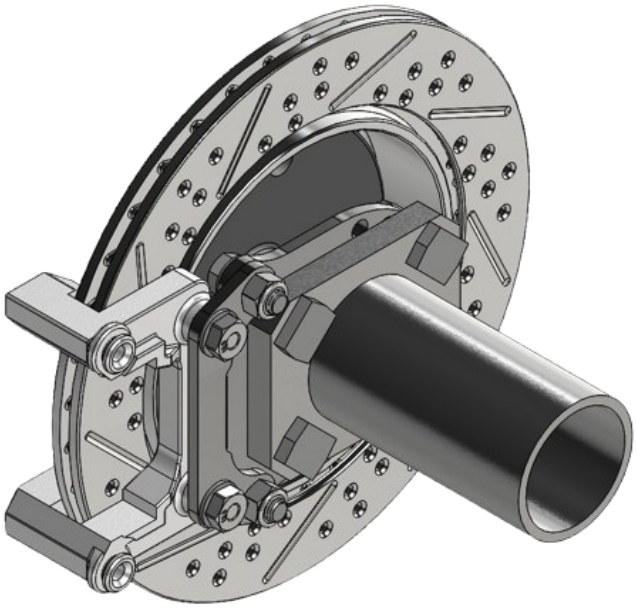


C10 TRUCKS

3. Install the zinc plated steel intermediate bracket to the base bracket and secure with the supplied M12-1.75 bolts, Nylock nuts, and washers. The intermediate bracket should mount on the inner face of the base bracket, closest to the center of the vehicle as shown. Torque the M12-1.75 hardware to 85 ft-lbs. to secure the intermediate bracket.

4. Repeat the first three steps for the other side of the vehicle.
5. Re-install the axles, c-clips, differential pin, and retaining bolts.
6. Re-install the differential cover and refill with proper gear lubricant per manufacturer specifications.

7. Install the correct side rotor, referring to the *"Rotor Installation and Rotation"* instruction included in the promotional packet provided with this system. Ensure the inside of the rotor hat sits flush against the mounting face of the axle flange to prevent excessive rotor runout.
8. Temporarily secure the rotor to the axle flange with three lug nuts and washers (not shown in image above) to aid while installing the anchor bracket for fitment check.



C10 and OBS Trucks

9. Install the provided caliper anchor bracket to the outer face of the previously installed intermediate bracket with the provided M12-1.75 bolts and washers. Place the provided spacers between the anchor bracket and the intermediate bracket. Simply tighten the hardware for now and verify clearance between the rotor and anchor bracket at all points while rotating the rotor.

C10 Applications: Install four of the provided .015" spacers between the anchor bracket and intermediate bracket at each bolt hole. Verify clearance between anchor bracket and rotor.

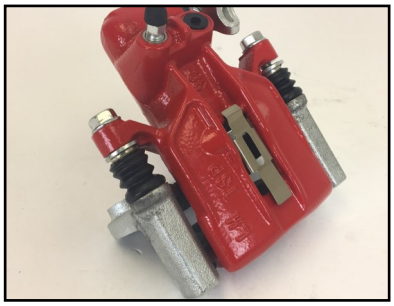
OBS Applications: Install three of the provided .015" spacers between the anchor bracket and intermediate bracket at each bolt hole. Verify clearance between anchor bracket and rotor.

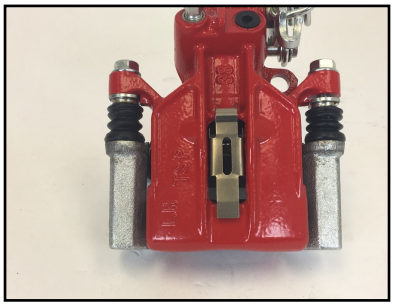
10. Remove the anchor bracket from the intermediate bracket after verifying clearance with the proper spacers installed between the two. Begin assembling the rear Classic caliper by following the instructions on the following page(s).

Installing Pads - Classic Rear Caliper

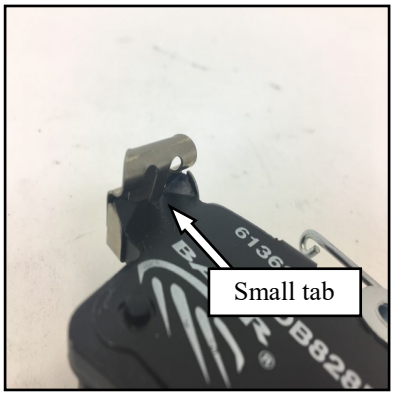
Each caliper takes (1) pad retention spring and (4) pad abutments. The pad retention spring gets installed onto the caliper body, while the pad abutments get installed on the 'ears' of the pads.

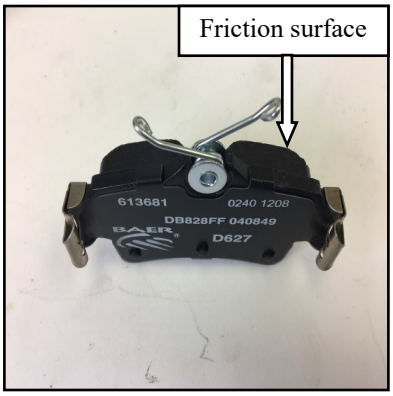
1. Install the pad retention spring into the body of the caliper. From the inside of the caliper body, insert the long tab into the opening and slide it down until the small bent tab clears the piston. Now push the bent tab into the slot and slide it back until it locks onto the ridge on the body as shown.



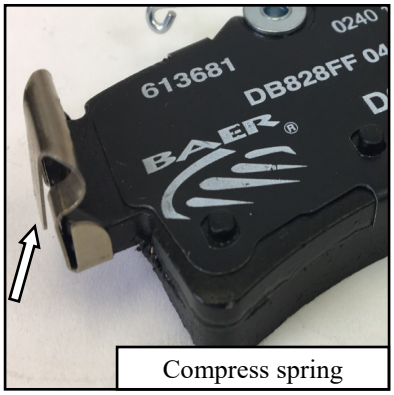


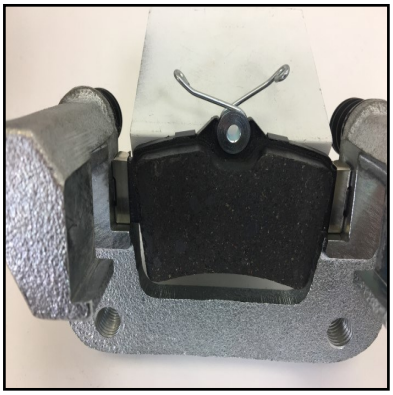
2. Install each pad abutment onto the 'ears' of the caliper. The abutment should face away from the friction surface. There is a small tab that locks into place once installed correctly.

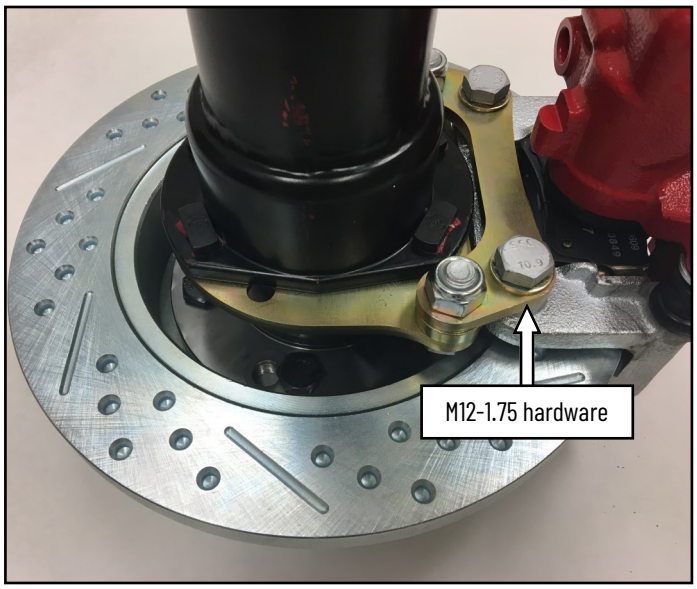




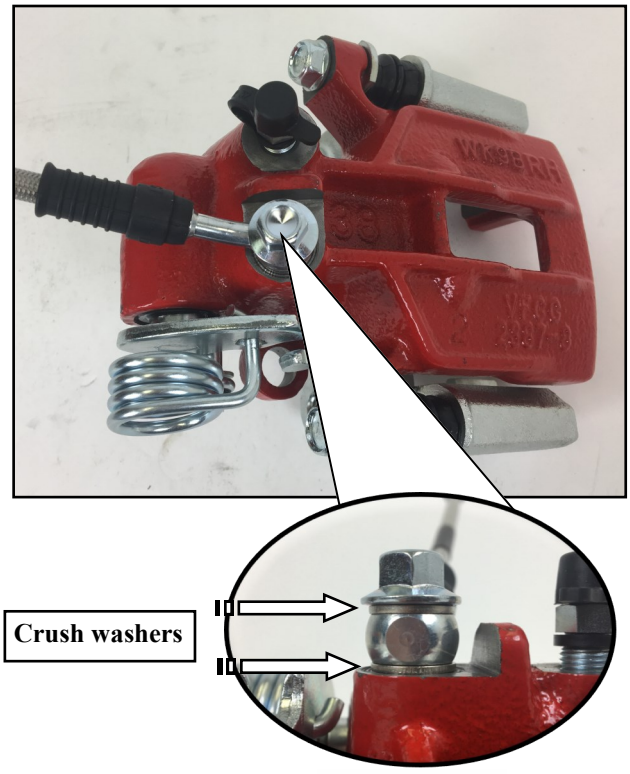
3. Install the pads into the anchor. Put the pad into rotor pathway of the anchor and gently slide the pad and abutments into the inboard side of the anchor. You will be compressing the spring on the side of the abutment as you slide the pad into place. This is a tight fit. Once complete you can do the same for the outboard pad.







11. Re-install the completely assembled caliper to the outer face of the intermediate bracket with the provided M12-1.75 bolts and washers, placing the appropriate amount of spacers between the two. Torque the hardware to 85 ft-lbs. to secure the caliper assembly to the intermediate bracket.



12. Install the provided stainless steel braided brake hose to the caliper using the supplied banjo bolts and crush washers. Place one crush washer on each side of the banjo fitting as shown above. Position the hose to avoid interference with any suspension components through their entire range of motion. Torque the banjo bolt to 10-15 ft-lbs.
13. Perform these steps for the other side of the vehicle and re-check all attachment points and fittings.

We at Baer understand there are many options when it comes to performance brake suppliers and appreciate your business. Great pride and care were taken in designing, assembling, and packaging all components of this brake system.
Thank you for your purchase.