

BAER® *Your Complete Performance Brake Supplier!*



Installation Instructions

Product: SS4, T4, Pro+, Ext+ Front (on spindle)

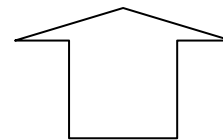
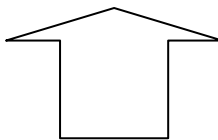
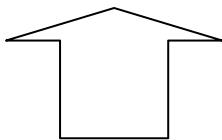
Instruction Part Number: 6000328

Vehicle

Make: GM
Model: F-body (Camaro/Firebird)
Year(s): 82-92

Revision Date: 22 May 2014

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.



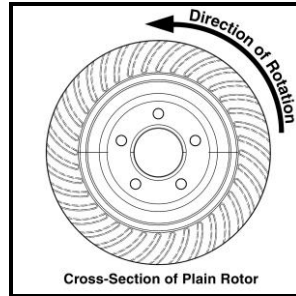
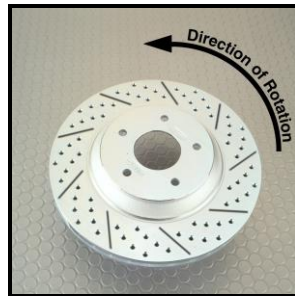
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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), 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.

INSTALLATION:

1. Disconnect the brake hose from the hardline at the frame and cap with the supplied vinyl cap. The vinyl cap will prevent brake fluid from dripping out of the hose. Next, remove the hose lock retaining the hose.



Figure 1: Hardline capped with vinyl cap

2. Remove the cotter pins from the ball joint and tie rod end. Loosen the nuts 3 to 4 turns, but **do not** remove.
3. With a large (4 lb) hammer, strike the spindle at the tie rod end boss to dislodge the tapered pin. **Do not** use a pickle fork as this will destroy the boots. Remove the nut and swing the tie rod out of the way. See Figure 2 for reference.

Note: The spindle in Figures 2 and 3 is shown without any brake components for clarity of instructions. Do not disassemble the components as the corner can be mounted complete.

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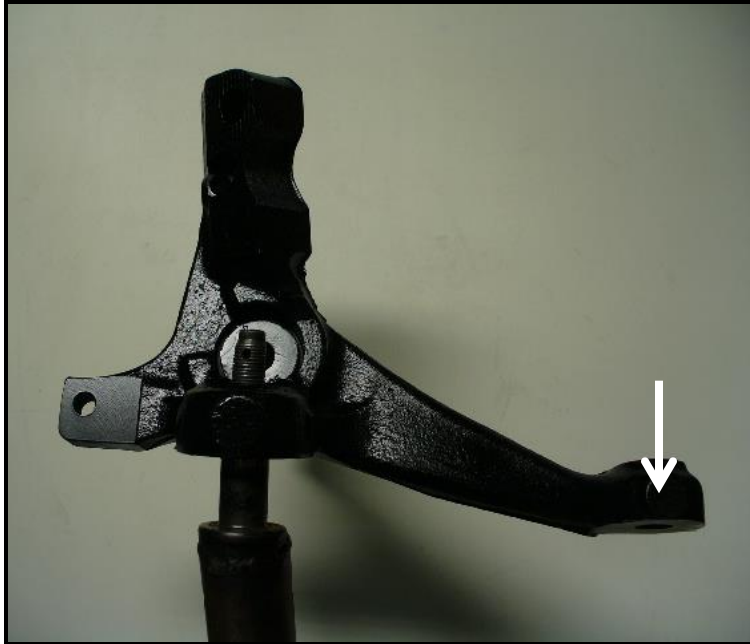


Figure 2: Strike tie rod end boss with large hammer (indicated by arrow)

4. Strike the spindle at the ball joint boss to dislodge the ball joint. When the lower is loose, support the lower arm with a floor jack and remove the bolts retaining the strut to the spindle. Lift the spindle off of the lower ball joint and set aside. See Figure 3 for reference.

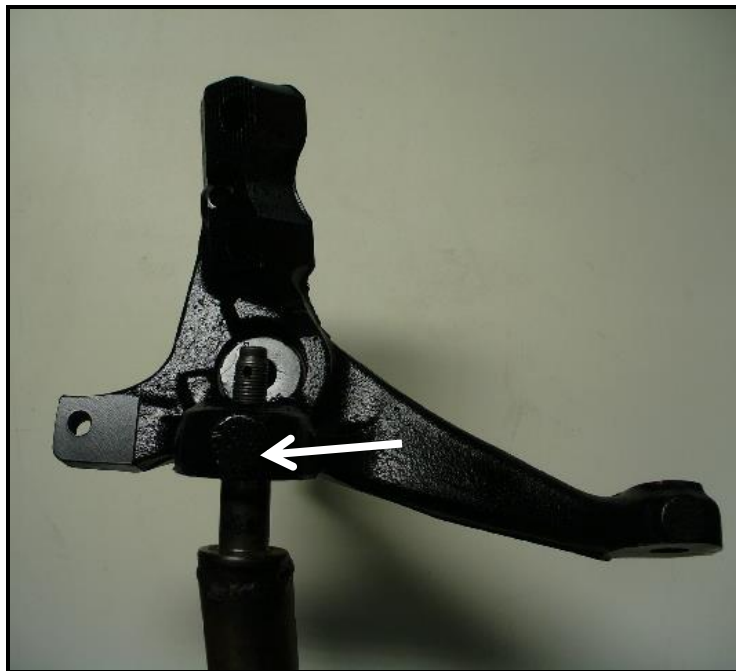


Figure 3: Strike at indicated location to dislodge ball joint

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

5. Place the brake system assembly first, onto the lower ball joint, then attach the strut to the spindle using the original bolts. Torque the strut bolts between 150-160 ft-lbs. Install the castle nut for the ball joint and torque 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.
6. Finger tighten the steel braid banjo hose end with one copper washer on each side of the banjo fitting into the rear of the caliper. Connect the hose to the hardline at the frame and install the hose lock. ****IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** Tighten fitting and banjo bolt to 15-20 ft-lbs.
7. Repeat these steps for the other side and recheck all attachment points and fittings.

For systems with master cylinder included, follow instructions included with this and install now.

Refer to Bleeding and Pad Bedding & 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.