



**BAER® Your Complete Performance Brake Supplier!**



## Installation Instructions

Product: SS4+ 11" Front

Instruction Part Number: 6000380

Vehicle

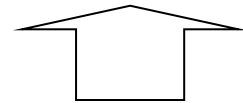
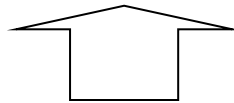
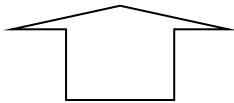
Revision Date: 30 August 2022

Make: GM

Model: A, F, X Bodies

Year(s): A: 64-72 / F: 67-69 / X: 68-74

***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

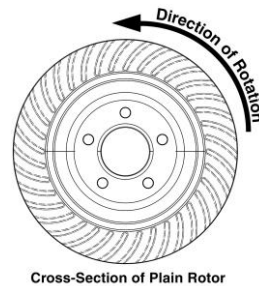
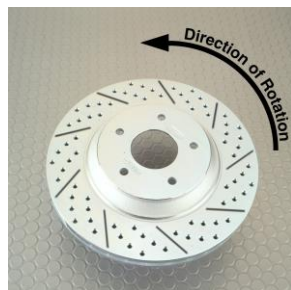
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of 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](http://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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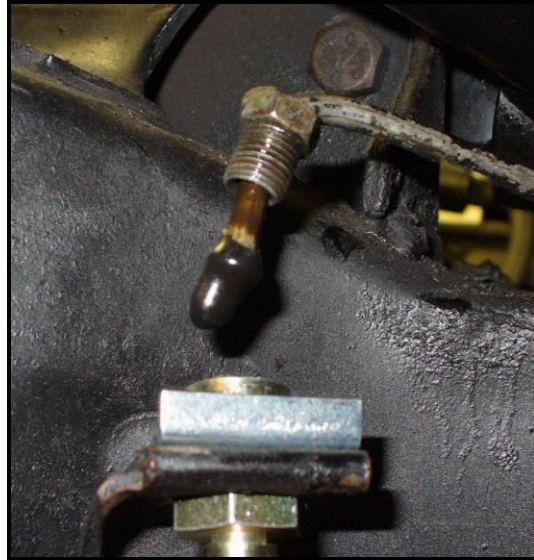
- When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left always indicates the driver's side of US spec vehicles. Images shown are "L" left rotors:



- 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.

## INSTALLATION:

1. Disconnect the brake hose from the hardline at the frame using a line wrench. Cap the hardline with the supplied vinyl cap to avoid brake fluid dripping. See Figure 1 for reference.



**Figure 1:** Hose lock location and vinyl cap installed

2. Remove the hose lock and disengage the hose from the bracket.

**Disc Brake Removal:** Remove the allen bolts retaining the caliper and remove the caliper from the rotor. Remove the dust cap, cotter pin, retainer nut and rotor. Unbolt the caliper bracket from the spindle. Do not remove the spindle. Remove the remaining bolt securing the steer arm to the spindle. This will be replaced with a new bracket retaining bolt supplied with your system.

**Drum Removal:** Remove the dust cap, cotter pin, retainer nut and drum. Unbolt the drum backing plate from the spindle leaving all components intact.

3. Thoroughly clean all attachment points and the spindle pin to ensure proper installation of the new components.
4. The caliper position will be behind the spindle pin centerline. Install the base bracket to the spindle using the supplied 1/2-20x3.0" and 1/2-20x2.75" bolts and locking nuts. The longer (3") will be inserted in the steering arm hole closest to the tie rod attaching point. Torque both bolts to 110 ft-lbs. See Figure 2 for reference.

**NOTE:** Most early model vehicles with two piece spindles use 1/2" bolts. On vehicles using 7/16" bolts, the bolt holes will have to be drilled out to 17/32" or .5312 in

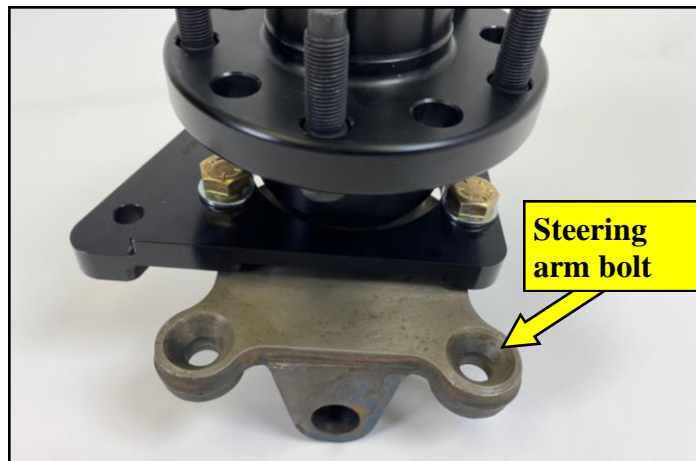
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**Figure 2:** Left bracket installed, caliper to rear of spindle pin

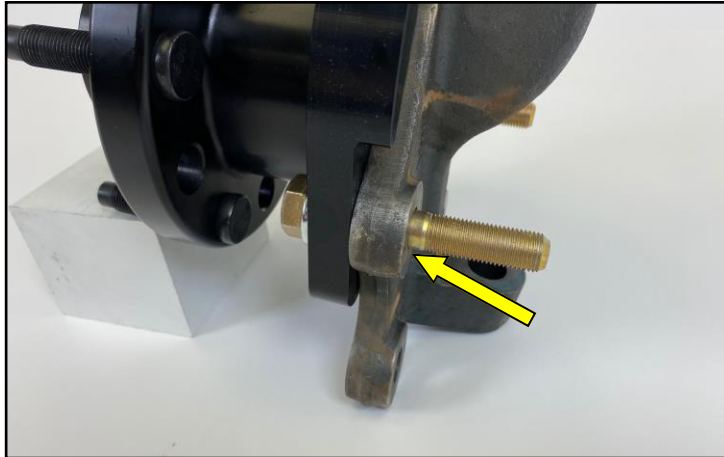
**NOTE:** For vehicles with drop spindles, refer to the information below and on the following page regarding base bracket and steering arm installation.

5. If you are using an AFX drop spindle the base bracket caliper bolts Baer provides will not work. The bolts Baer provides are long enough to go through the bracket, spindle, and steering arm. But when using a drop spindle ONLY the steering arm will be bolted to the lower holes and the bracket will be bolted to the upper holes. The hardware provided by Baer is TOO long to mount the base bracket if drop spindles are used. Refer to Figures 3 and 4 below and on the following page.



**Figure 3:** Base bracket installation for drop spindle

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**Figure 4:** You will need to source ½"-20 hardware to mount the base bracket if using drop spindles.

6. Install the new hub. The new bearings are pre-packed with synthetic grease. Do not add more grease. Apply a small amount of grease to the hub seal surface and install the hub. Tighten the nut to 5-10 ft·lbs and spin the hub to seat the bearings. Loosen and re-tighten the nut while spinning the hub several times. Loosen the nut, tighten to remove all play, tighten approximately 1/16<sup>th</sup> turn or more to align cotter pin holes, to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap.
7. Install the intermediate bracket to the base bracket using the supplied 9/16 x 1.5" bolts and washers. Tighten the bolts for now as shimming will need to occur. See Figure 5 for reference.



**Figure 5:** Intermediate bracket installed.  
Part number engraved on bracket faces outward

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



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9. With pads removed, install the correct side caliper (bleeder screw pointed up) and secure with the supplied 12mm bolts. Just snug these bolts, as shimming will be performed next.

**\*\*Note:** All SS4 Calipers are built with dual bleeders for orientation depending on the brake setup.

10. Perform the Shimming Procedure detailed on the following page. When the procedure has been completed continue with the Step 11.

11. Install the steel braided 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.

**\*\*\*IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** Tighten banjo bolt and hardline fitting to 15-20 ft·lbs.

12. Repeat these steps for the other side of the vehicle and recheck all attachment points and fittings.

Refer to Bleeding and Rotor Seasoning procedures contained on a separate sheet, or on [www.baer.com](http://www.baer.com)

For service components and replacement parts contact your Baer Brake Systems Tech Representative or visit <https://baer.com/System-Parts-Tools/>.

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### Shimming Procedure

Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside. Write down all measurements. Subtract the top inside measurement from top outside. This will require a shim at the top bracket bolt equal to half of this difference to center the caliper. For instance, inside measurement of .865", outside of .905" has a difference of .040 which would require a .020" shim installed to center. Do the same with the bottom measurements to center this also. Getting these gaps as close as possible, within .005" will keep the possibility of excessive noise to a minimum. This may require different thickness shims top and bottom.

If you do not have access to a dial caliper these measurements can be made with pads installed using a feeler gauge between the rotor and pad. Take measurements from top inside and outside, then bottom inside and outside. Minimum clearance is .010" between pad and rotor, but gaps as close to equal as possible at all four locations is best.

**\*\*Note:** The purpose of shimming is so that the caliper will sit center atop the rotor. This compensates the variances in spindles due to machining processes.

### **Procedure**

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts from the intermediate bracket that are bolted to the base bracket
4. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check
5. Reinstall the caliper and recheck gap measurements
6. Re-shim if necessary. When proper shimming has been achieved, torque the 9/16 x 1.5" bolts to 110 ft·lbs. Finally, torque the 12mm caliper bolts to 85 ft·lbs.