



## Installation Instructions

Product: SS4, T4, Pro+, Ext+ Front

Instruction Part Number: 6000063

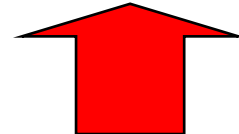
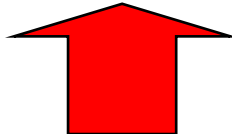
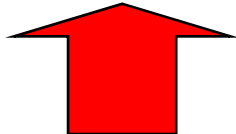
Revision Date: 30 August 2022

Vehicle Make: GM

Model: F-Body (Camaro, Firebird) / G-Body (GN, Monte Carlo, Skylark, Cutlass, etc.)

Year(s): 70-81 / 78-88

***ATTENTION: Read this before going further! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. If a product must be returned, please contact Baer Customer Service for an RMA Number. Always read and follow the notices below before attempting installation***



### Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

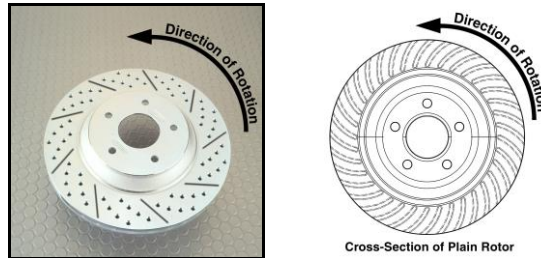
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of 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](http://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**

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**components.** Wheel fitment can also be checked before installation using a wheel fitment template supplied at [www.Baer.com](http://www.Baer.com).



- 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:



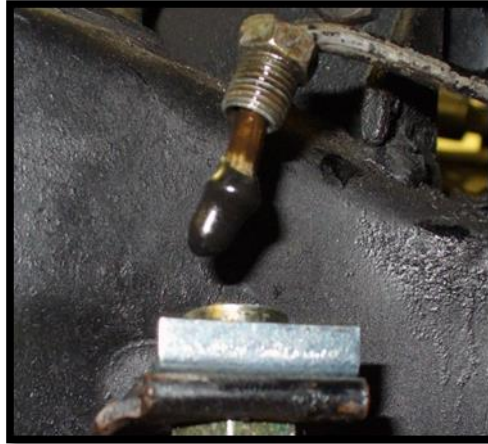
- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.

If anything is unclear or the parts require force to install at any point during the installation, stop immediately and consult directly with Baer Technical Staff. Please have these instructions, as well as the part number of the component (part numbers are machined into the brackets) that is/are 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:**

### **Removal of Factory Brake Components**

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 during installation. Next, remove the hose lock retaining the hose.



**Figure 1:** Hardline capped with vinyl cap

**94-96 Impala SS models only:** The ABS Sensor must be removed and placed out of the way before the spindle can be completely removed from the vehicle. First, remove (do not discard) the bolt holding the ABS Sensor in place, then carefully remove the sensor and place it out of the way of the spindle. When it is time to re-install the ABS Sensor into your new spindle, simply place the sensor into the large hole and secure with the original bolt. See Figure 2 below, for reference.



**Figure 2:** ABS Sensor mount

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2. Remove the cotter pins from the ball joints and tie rod end on the original spindle. 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. See Figure 3, for reference.



**Figure 3:** Strike tie rod end boss here with large hammer

4. Strike the spindle at the ball joint boss 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 from the lower arm. See Figure 4 for reference.



**Figure 4:** Strike at the indicated locations to dislodge ball joints

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5. Check the ball joints and tie rods for damage or wear and replace if necessary.

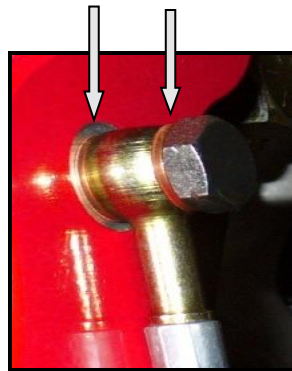
For replacement ball joints and/or tie rods, visit: <https://www.holley.com/> and input your vehicle Make, Model, and Year.

### **Spindle Assembly Installation**

6. Place the new brake system assembly first, onto the lower ball joint, then lower the upper ball joint 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.

### **Brake Hose / Hardline Installation**

7. Connect the new supplied stainless steel braided hose to the caliper with the supplied banjo bolt and new copper crush washers. Install one copper crush washer to each side of the banjo fitting on the caliper (2 per caliper), refer to Figure 5. **\*IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through their entire range of motion.** Tighten banjo bolts to **15-20 ft-lbs.** **taking care not to strip the inlet threads on the caliper.** Uncap the hardline at the frame, connect the opposite end of the hose to the hardline and reinstall the hose lock.



Install the supplied copper crush washers here. Torque the banjo bolt to 15-20 ft-lbs. careful not to strip the inlet threads of the brake caliper.

**Figure 5:** Stainless steel braided brake hose installed to the caliper

8. Repeat steps 1-7 for the other side of the vehicle. Check all attachment points and fluid connections. **ENSURE ALL FASTENERS HAVE BEEN TORQUED TO THEIR SPECIFIED VALUES PRIOR TO OPERATING THE VEHICLE.**

Baer recommends using “**Baer Street/Race DOT4 Brake Fluid**” for all Baer brake systems. The link to order the recommended brake fluid is below.

Refer to Bleeding, Pad Bedding 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 at 602-233-1411, or visit: <https://baer.com/System-Parts-Tools/>.