

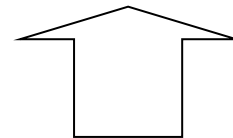
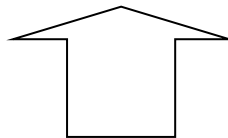
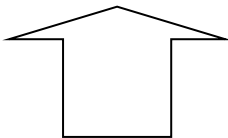


Installation Instructions
Product: SS4+ 11" Front

Instruction Part Number: 6000426
Revision Date: 30 May 2014

Vehicle: All with Wilwood Spindle # 830-9807

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.



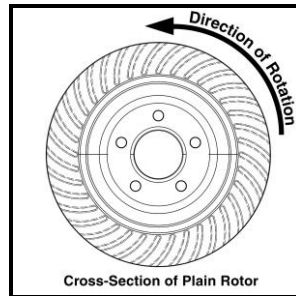
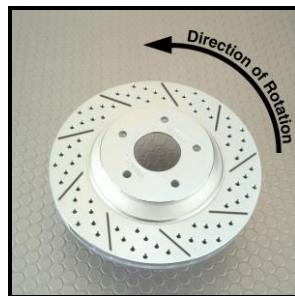
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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:

Pre-Install note:

The spindle can be mounted as front or rear steer depending on steering arm location. Whichever way is chosen, the caliper bracket will mount opposite of arm, as shown in this manual. Make sure to install the correct side rotor (L or R). See Figure 1 for reference.

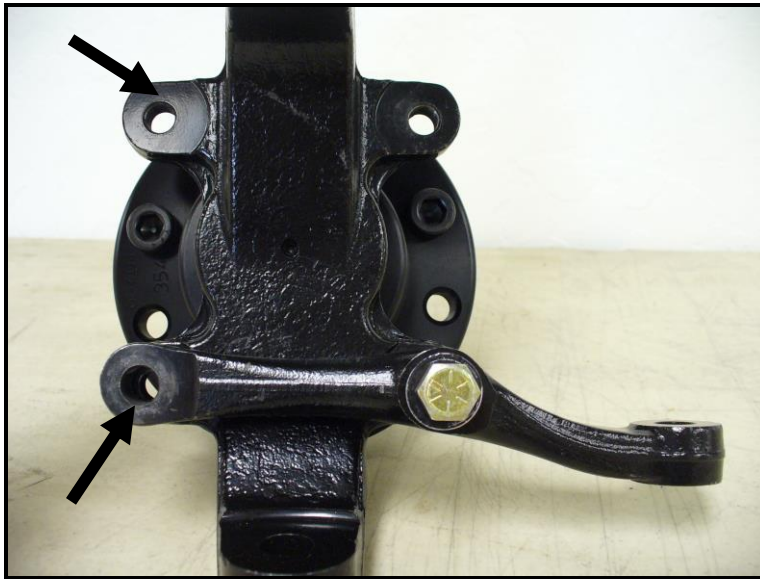


Figure 1: Location of mounting holes

1. **Disconnect hardlines:** Disconnect the hardline from the brake hose and secure the hardline with the supplied vinyl cap, provided. This will prevent any brake fluid from dripping onto other components during the installation process. See Figure 2 for reference.

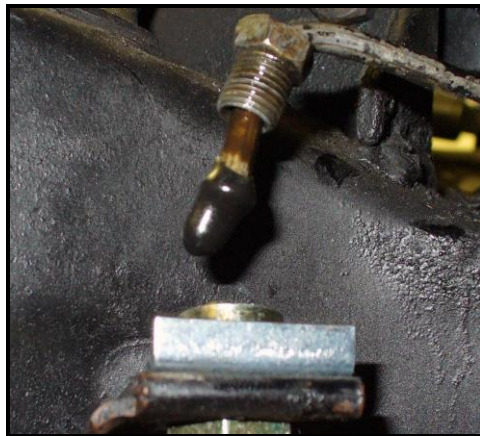


Figure 2: Hardline secured with vinyl cap

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2. **Bracket installation:** Install the base bracket between the spindle and the steering arm (engraved part number will face inboard) using the 7/16"-20x1.25" bolt with 7/16" washer. Next reuse the 7/16"-20 bolt that came with your spindle (this longer 7/16"-20 bolt holds the steering arm to the spindle). The bolt will go through the steering arm, then the Baer bracket and thread into the spindle tab. Torque the 7/16" bolts to 80 ft·lbs. See Figures 3 and 4 for reference.



Figure 3: Bracket installed onto spindle

3. **Hub installation:** 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 only, and install the hub. Tighten the nut between 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 1/16th turn to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap. Secure the billet dust cap to the hub with the supplied 6-32" Socket Head bolts. Torque each of the bolts to 1 ft·lb. See Figure 5 for reference.



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Figure 5: Installation of hub and dust cap

4. **Rotor installation:** Install the correct side rotor onto the hub and secure with three lug nuts and washers to prevent scratching the rotor hat. See Figure 6 for reference.

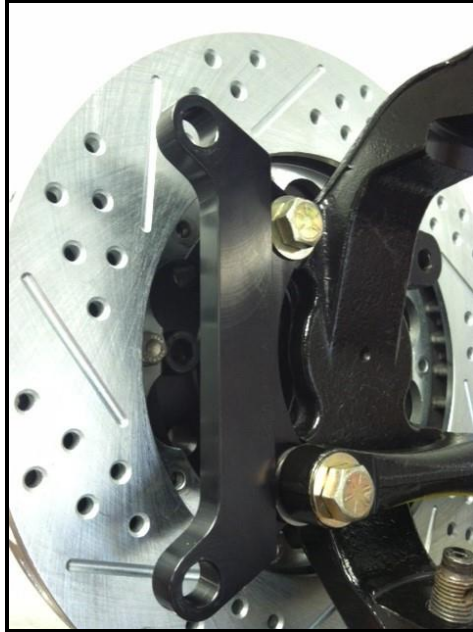


Figure 6: Rotor installation, inboard view

5. **Caliper installation:** Install the correct side caliper onto the bracket using the supplied M12-1.75x30 bolts and washers.

Note: The SS4 Caliper is designed with two bleeders so that it can be mounted as either leading (in front of the spindle pin centerline) or trailing (behind the spindle pin centerline), depending on the spindle setup.

6. **Hose installation:** Install the steel braid hose to the caliper using the supplied banjo bolts and copper washers. Place one copper crush washer on each side of the banjo fitting. Connect the brake 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.** Torque both the fitting and banjo bolt between 15-20 ft-lbs. See Figure 7, on continued page, for reference.
7. Repeat these steps for the other side of the vehicle and be sure to recheck all attachment points and fittings.

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Figure 7: Installation of hose and washers

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.