



® Your Complete Performance Brake Supplier!



Installation Instructions

Product: T4, Pro+ Front

Instruction Part Number: 6000342

Vehicle

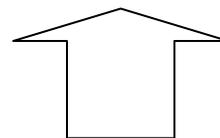
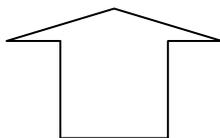
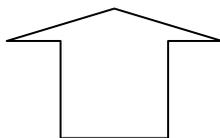
Revision Date: 14 November 2013

Make: GM

Model: F body(Camaro/Firebird) and G body (GN/Monte Carlo/Skylark/Cutlass,etc)

Year(s): F body-70-81 / 73-77 A body / G body-78-88

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.



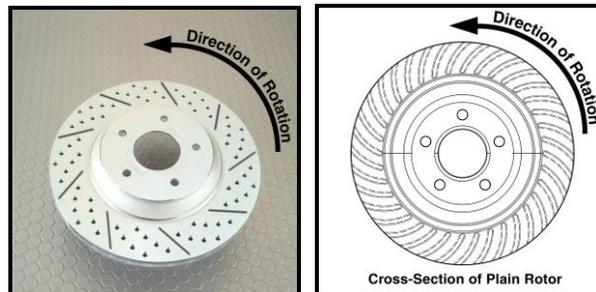
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 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.

INSTRUCTIONS

1. Disconnect the brake hose from the hardline at the frame and cap with the supplied vinyl cap. Remove the hose lock retaining the hose.
2. Remove the cotter pins from the ball joints and tie rod end. Loosen the nuts 3 to 4 turns, do not remove.
3. With a large (4 lb) hammer, strike the spindle at the tie rod end boss (see Figure 1 below for area to strike) to dislodge the tapered pin. **Do not** use a pickle fork as this will destroy the boots.



Figure 1: Strike tie rod end boss here with large hammer

4. Strike the spindle at the ball joint boss (see Figure 2 on continued page) 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 off of the lower arm.

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Figure 2: Strike here to dislodge ball joints

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

5. With the spindle removed from the vehicle, it will need to be modified before installing the new brake system. Figures 3 and 4 depict this modification:



Figure 3: Locations of holes to be tapped

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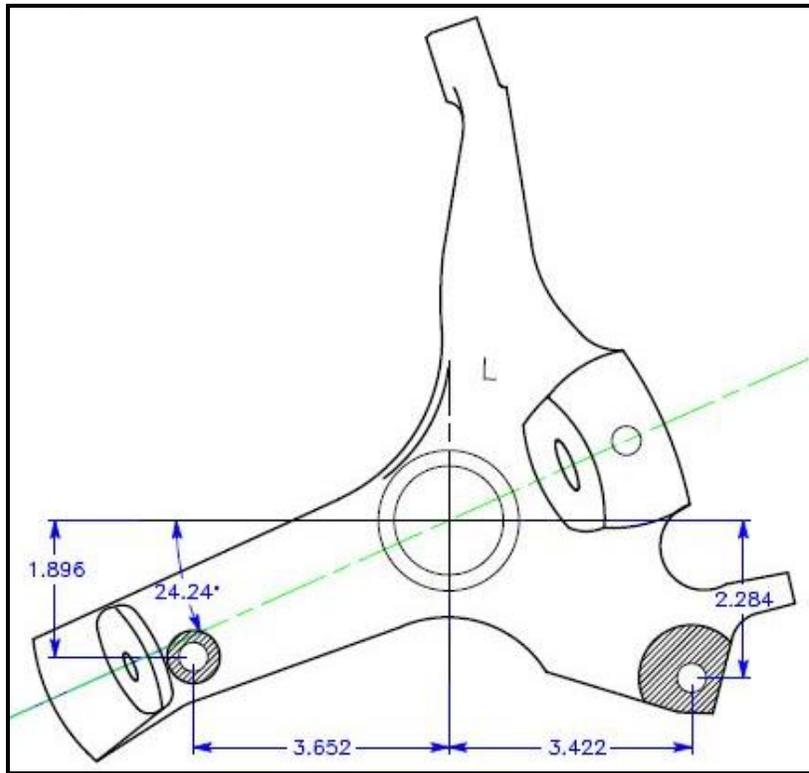


Figure 4: Dimensions and locations of holes to be tapped

6. Place the new brake assembly first onto the lower ball joint then lower the upper 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
7. Install the tie rod end into the spindle and torque the nut to 35 ft·lbs. Tighten to install the cotter pin.
8. Install the steel braid 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.** Tighten fitting and banjo bolt to 15-20 ft·lbs.
9. 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.