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## Installation Instructions

Product: SS4+ 11" Front Spindle Drag System

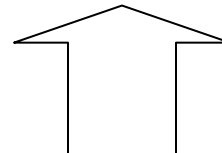
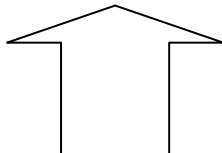
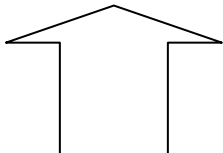
Instruction Part Number: 6000470

### Vehicle

Make: GM  
Model: Camaro  
Year(s): 2010

Revision Date: 13 January 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.



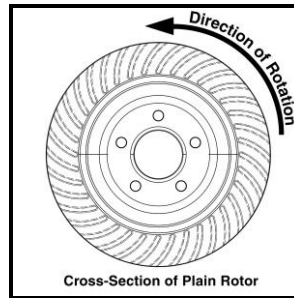
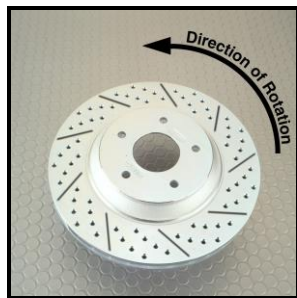
### Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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](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.

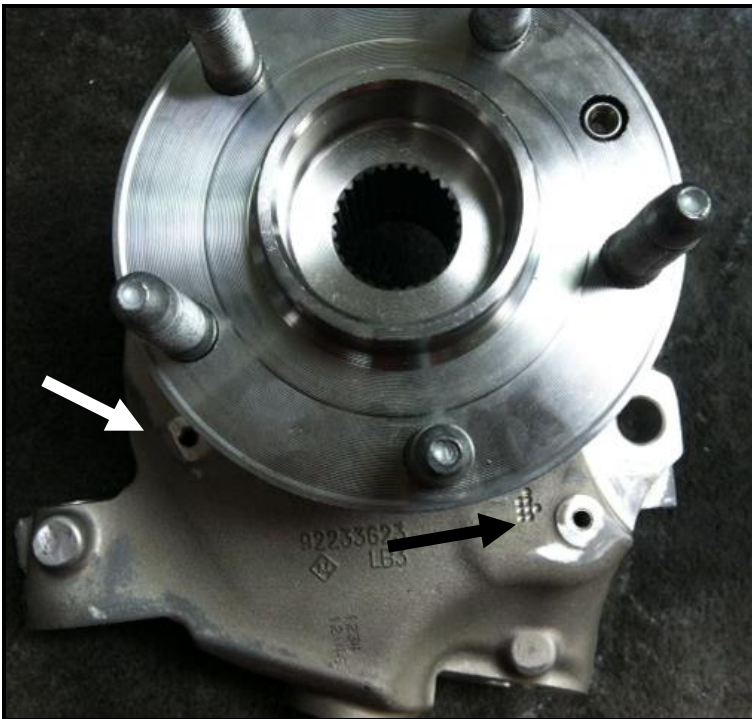
## INSTALLATION:

1. Disconnect the fluid hose at the frame and cap with the supplied vinyl caps. Using pliers or channel locks, remove the hose lock and slip the hose end out of the frame bracket.
2. Loosen the caliper bolts and slide the caliper off of the rotor. Once complete, slide the rotor off of the hub.

### **IMPORTANT: Installation Note**

Before installation continues, two areas must be considered-

1. *Carefully* mount the rotor onto the hub. Inspect the clearance between the inboard rotor face and the dust shield mount holes on the spindle face. If the mounts interfere with the rotor, remove material from each mount until there is no longer interference. This procedure will allow the rotor to be installed and seat properly.
2. The trailing side of the spindle (this is where the bracket will rest) will require material to be removed from it. Material must be removed so that the bracket has clearance to properly bolt to the spindle, and the caliper ears clear the spindle. See figures below for reference.



**Figure 1:** Dust shield mount holes



**Figure 2:** Trailing side

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3. Ensure the mounting surfaces are clean and free of any debris to allow the new components to seat properly.
4. Install the new base bracket to the inboard side of the spindle using the supplied M14-2.0x50 bolts, and washers. Recall that, if the bracket won't install properly, material will need to be removed. Torque bolts to 120 ft·lbs. See, Figures 3 and 4 below for reference:



**Figure 3:** Front view



**Figure 4:** Rear view

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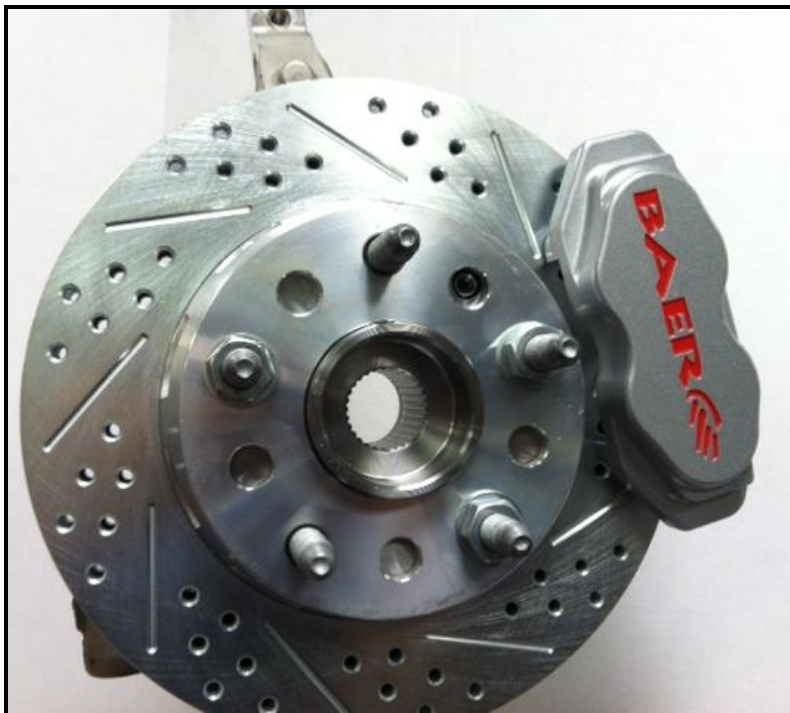
**Figure 5:** Caliper ears and bracket must clear the indicated areas

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5. Install the correct side rotor and secure with three lug nuts, and washers to prevent scratching the rotor hat.
6. Install the correct side caliper (bleeder screw points up), using the supplied M12-1.75x50 bolts, and washers. Torque bolts to 75 ft-lbs.
7. Determine the proper length hose for the setup on your vehicle. Once complete, install the brake hose to the hardline and into the new caliper, using the fittings provided with the Baer Brake System. **\*\*IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.**
8. Repeat these steps for the other side and recheck all attachment points and fittings.

Refer to Bleeding, and Pad Bedding & 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.



**Figure 6:** Completed install