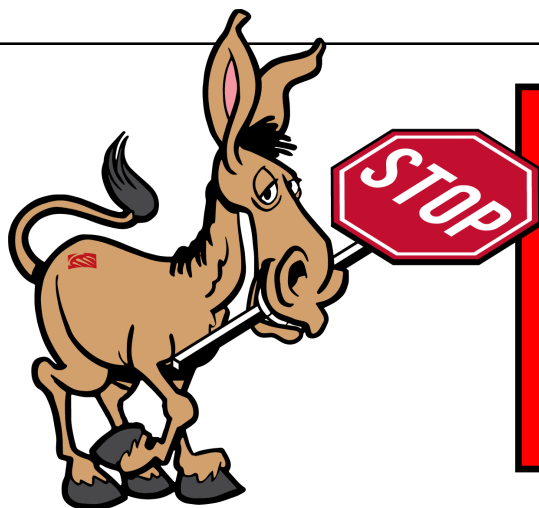




Installation Manual

Part Number: 6000154**Vehicle Make: GM****Model: G-Body****Years: 78-88****Product: Classic Series 11" G-Body****Date: 8 September 2022**

READ THIS BEFORE STARTING

Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care in preventing cosmetic damage when performing wheel fit check.

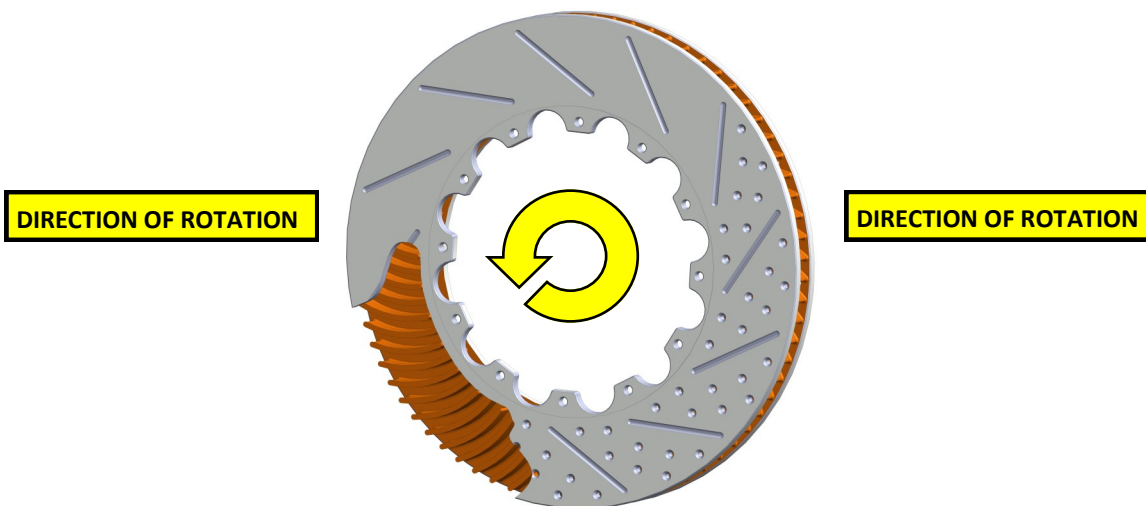
The recipient indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

Read and Follow BEFORE ATTEMPTING INSTALLATION

- ◆ **All installations require proper safety procedures and protective eyewear.**
- ◆ **All installations should be performed by qualified personnel using a factory service manual for the vehicle on which the installation is to be performed.**
- ◆ **All references to LEFT side of vehicle always refer 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 recommended ratings for jack stands should be at least 2-tons.**
- ◆ **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, as well as a safety catch can and protective eyewear. Other than these items, if unique or special tools are required they are listed in the section for that step.**
- ◆ **Returns will not be accepted for systems that have been partially or completely installed. Use extreme care when performing wheel fit check to prevent cosmetic damage.**



- ◆ ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE .
- ◆ In addition to already having checked fit using the Baer Brake Fit Templates available online at www.baer.com, always place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to confirm proper clearance is available between the caliper and the wheel before proceeding with the actual installation.



- ◆ 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 U.S. spec vehicles. Image above is of a “L” left rotor. NOTE: Slots and drill patterns sweep forward and internal vanes sweep rearward.
- ◆ A professional wheel alignment is mandatory following the installation of any system requiring replacement of the front spindles, or tie rod ends. Return the vehicle to factory specifications unless otherwise indicated.
- ◆ Stop the installation if something seems 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

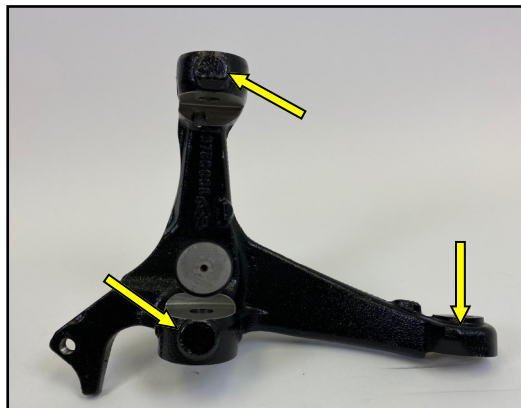
***IMPORTANT: This system is designed for vehicles with a 15/16" master cylinder and proper pedal ratio. For manual brake setups, a 7/8" master cylinder can be used so less effort is required to apply the brakes. Any master larger than 15/16" will require too much pedal input / effort to generate proper line pressure for your brake system.**

You will be removing your factory spindle and using the Baer supplied spindle in its place.

1. Disconnect the brake hose from the hardline at the frame and cap with the supplied vinyl cap to prevent brake fluid from leaking during the installation. Next, remove the hose lock securing the hose to the vehicle frame and pull the hose from the mounting tab on the frame. Discard old hose locks, new ones are included with the system.

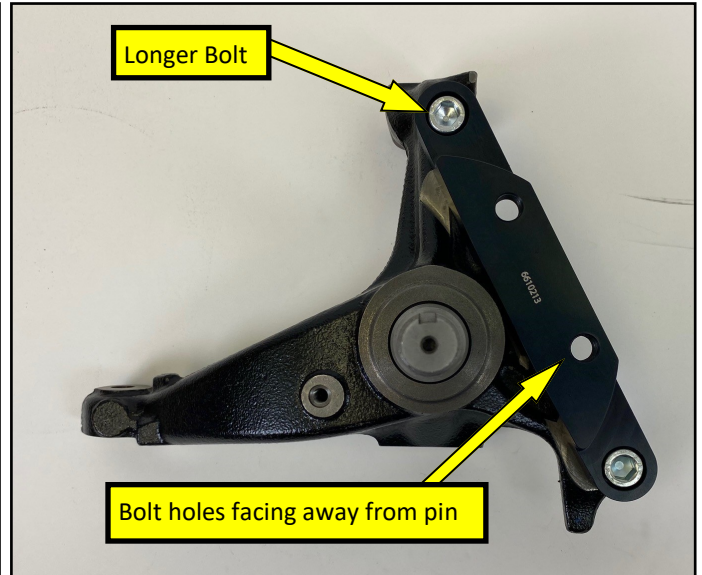


2. Remove the cotter pins from the upper and lower ball joints and tie rod end. Loosen the nuts 3 to 4 turns, but **do not** completely remove them.
3. With a large (4 lb.) hammer, strike the spindle at the tie rod end boss & ball joint boss to dislodge the tapered pin. **DO NOT** use a pickle fork as this will destroy the boots. When the lower ball joint 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 with all brake components attached off of the lower arm. This is a good time to check the ball joints and tie rods for replacement if necessary. **See the figure below for reference.** Visit https://www.holley.com/products/suspension_and_chassis/ball_joints/ for replacement ball joints or nuts.



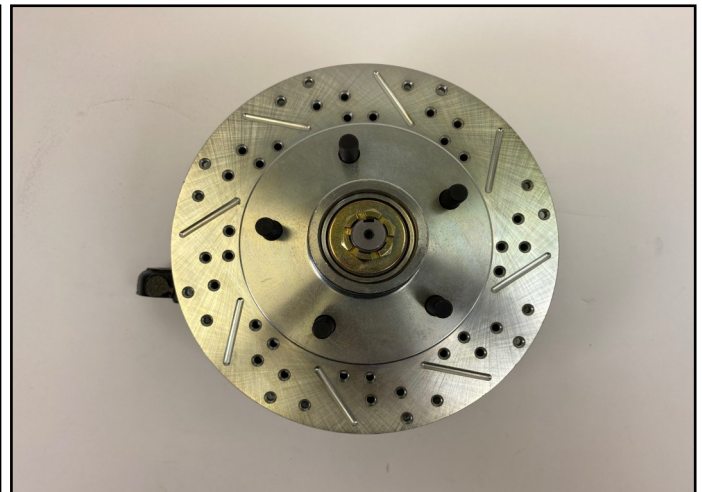
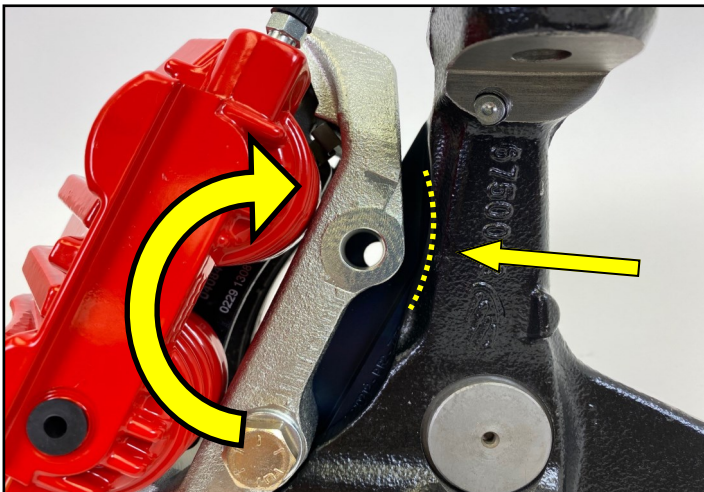
NOTICE:

This brake system may require you to slightly clearance/grind the new spindle body to allow the upper anchor bolt to be installed. This can be accomplished with an angle grinder or hand grinder. You only need to remove a minimal amount of material to get the upper anchor bolt installed. **DO NOT GRIND ON THE ANCHOR.**



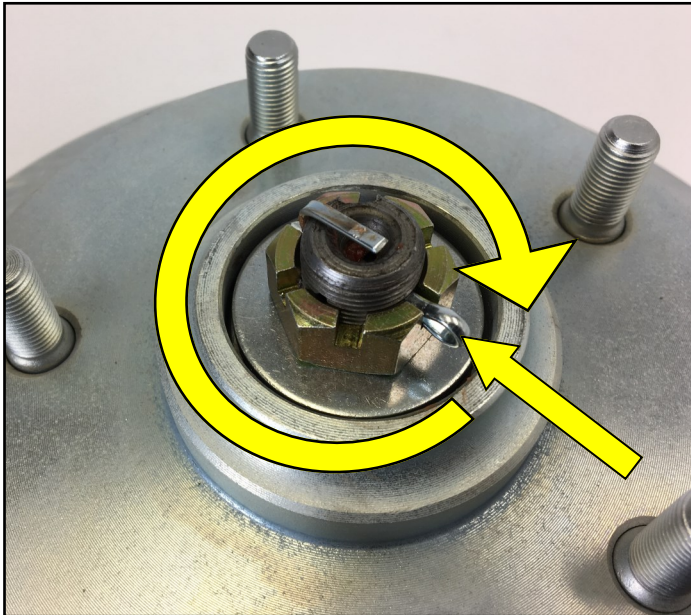
1. Make sure caliper mounting surfaces are free from debris, burrs, etc. This ensures the bracket will sit flat against the spindle. (Left/Driver side shown)

2. Bolt the correct side bracket onto the spindle using the supplied M12 socket head bolts. The left bracket is marked 6610213 & the right is marked 6620213. The longer socket head goes in the top holes. Make sure the caliper mounting holes are facing away from the pin. Hand tighten these bolts as you may have to remove them to modify the spindle.



3. Temporarily install the correct side caliper (bleeder screw pointing up) by inserting the lower bolt and snugging it up by hand. Next rotate the caliper to align the upper bolt. If the anchor hits the spindle body, you must clearance the spindle by removing a MINIMAL amount of material to allow the upper bolt to be installed into the bracket.

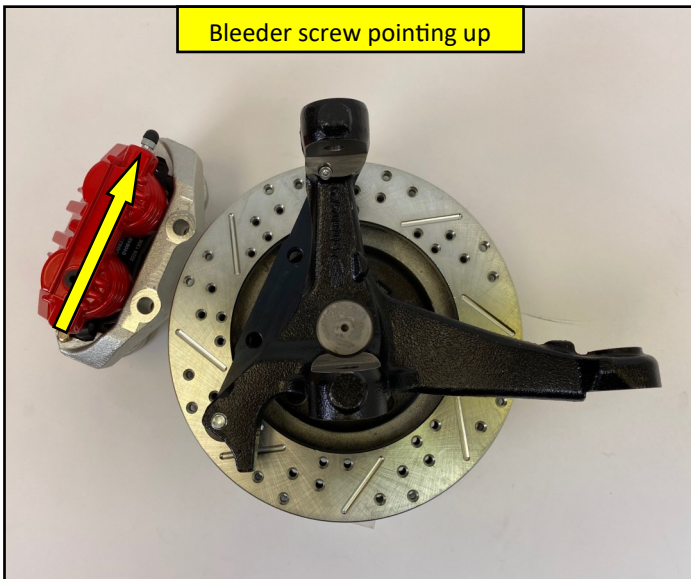
4. Once you have verified caliper fitment, remove the caliper and **torque the socket heads to 85 ft-lbs. to secure the bracket to the spindle.** Next, install the rotor to the spindle. Make sure you do not damage the wheel seal going over the spindle pin base.



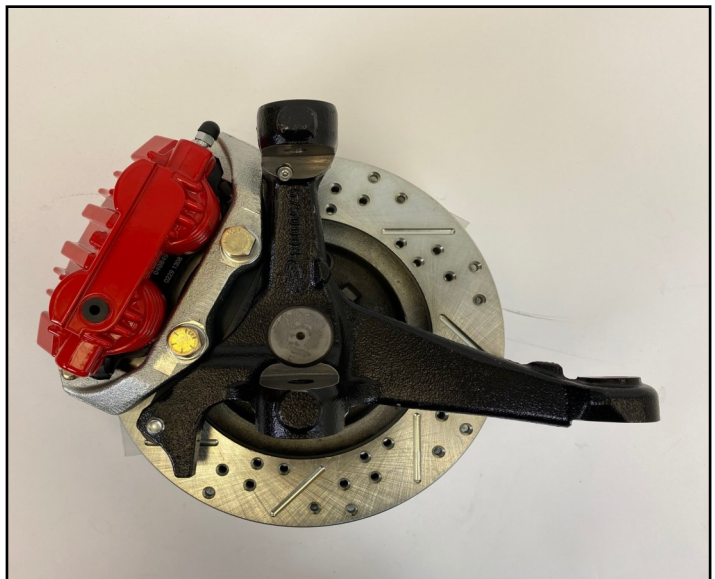
5. Rotate the rotor to seat the bearings. Loosen and re-tighten the spindle nut while rotating the hub/rotor several times. Tighten the nut again, to remove any play, approximately 1/16th turn to give a small amount of pre-load. Install the Cotter pin as shown by bending the longer end over the spindle pin and clipping the shorter end.



6. Now install the dust cap. Be careful not to dent the dome portion which may lead to interference with the cotter pin.



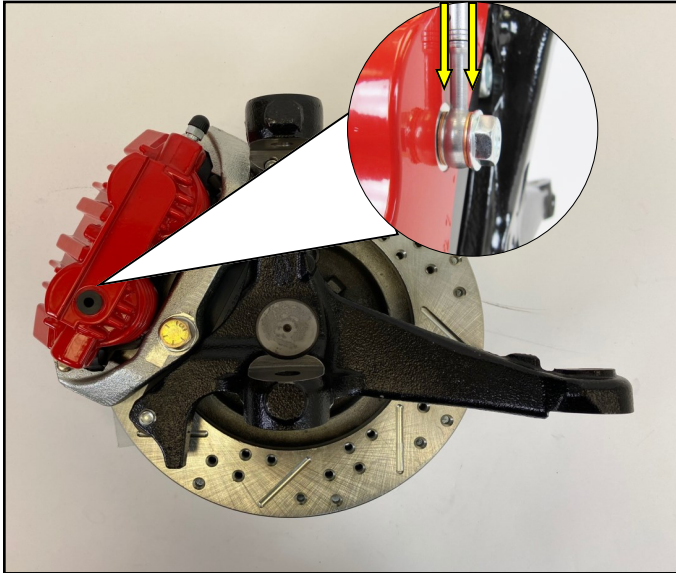
7. Install the caliper (bleeder screw pointing up) using the supplied 1/2" hex bolts & washers. Check for any clearance issues between the rotor and caliper anchor.



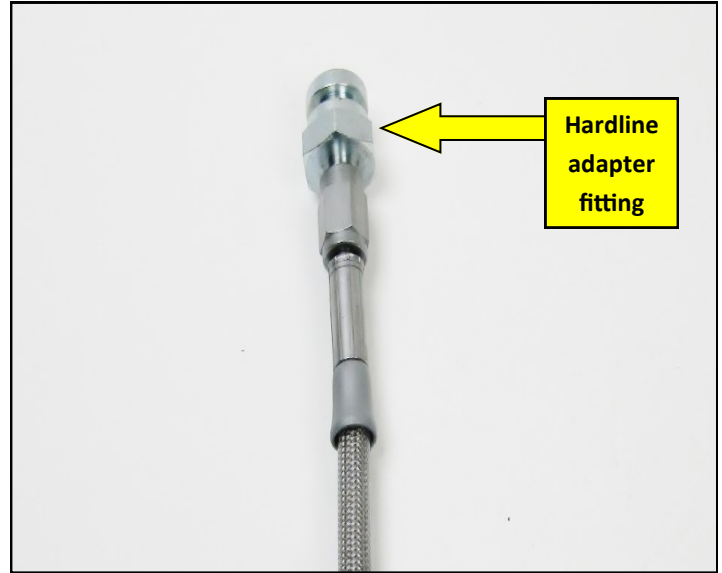
8. Once proper clearance is verified, torque the 1/2" bolts to 85 ft-lbs.



9. Outboard view of the installed components.



10. Install the new Brake Hose (if supplied) onto the Caliper with one Crush washer on each side of the banjo fitting. Finger tighten the Banjo Bolt. **IMPORTANT:** Position the hose to avoid interference with the wheel and suspension components through their full range of motion. Tighten the banjo bolt to 15-20 ft-lbs. taking care not to strip the threads.



11. Install the hardline adapter fitting to the -3AN end of the stainless-steel brake hose. Connect the Hose to the hardline near the vehicle frame, sliding the adapter fitting through the mounting tab on the vehicle frame. Install the hose lock in the groove of the hardline adapter fitting to secure the hose to the mounting tab on the vehicle frame. Tighten the hardline adapter fitting to 15-20 ft-lbs.

12. Repeat steps 1-11 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 and / or replacement parts is below.

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