

BAER® Your Complete Performance Brake Supplier!



Installation Instructions

Product: SS4 / SS4 Plus Rear

Instruction Part Number: 6000393

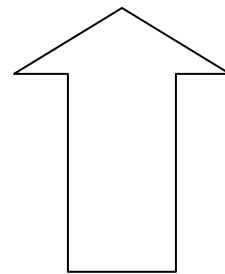
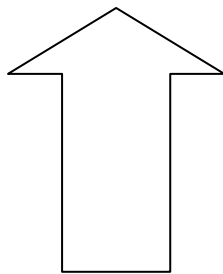
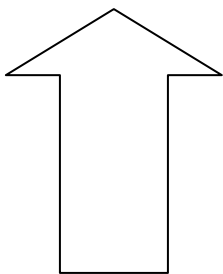
Vehicle

Make: GM

Model: F body / G body

Year(s): F: 82-92 with drum brakes / G: 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.***



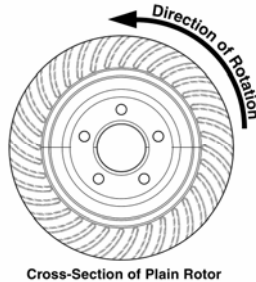
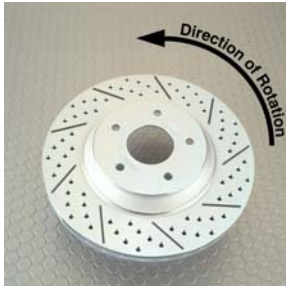
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 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 Baer recommends jack stands rated for 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.
- ALWAYS CONFIRM WHEEL FIT PRIOR TO BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR "UPSIZED" ROTOR UPGRADE! In addition to checking wheel fitment, 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.

INSTALLATION:

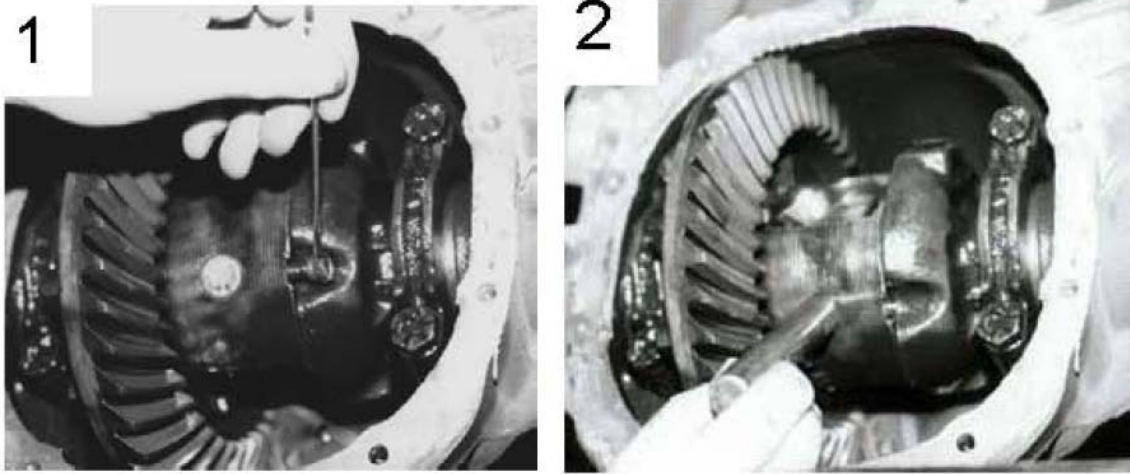
Support the vehicle with properly rated jack stands and remove the rear wheels. Place a drain pan under the differential and remove the cover.

Remove the drums. Sometimes the drums will adhere to the axles from rust. If this is the case, tapping on the outer edge of the drum with a hammer will shock this loose and allow removal of the drum.

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Remove the differential pin lock bolt from the carrier (photo 1). Most GM vehicles use 5/16" or 1/2" bolt head. It is best to use a 6 point wrench on these bolts.

Remove the pin (photo 2) and slide axles inward to remove c-clips.



Remove the axles, taking care not to damage the seals. This is a good time to inspect the seals, axles and bearings, replacing as necessary. Also, measure the outside diameter of the axle flange. To properly seat in the rotor, the flange diameter can not exceed 5.9". If yours is larger, a machine shop can turn these down for proper fit.

Disconnect the fluid lines from the backing plate and cap with supplied vinyl caps. Leaving all drum brake components attached, remove the brake backing plate. Save the fasteners as these will be reused for the Baer intermediate bracket. Disengage the park cable from the frame and front primary cable. The Baer cable will attach to the frame and primary cable just as the OE unit did.

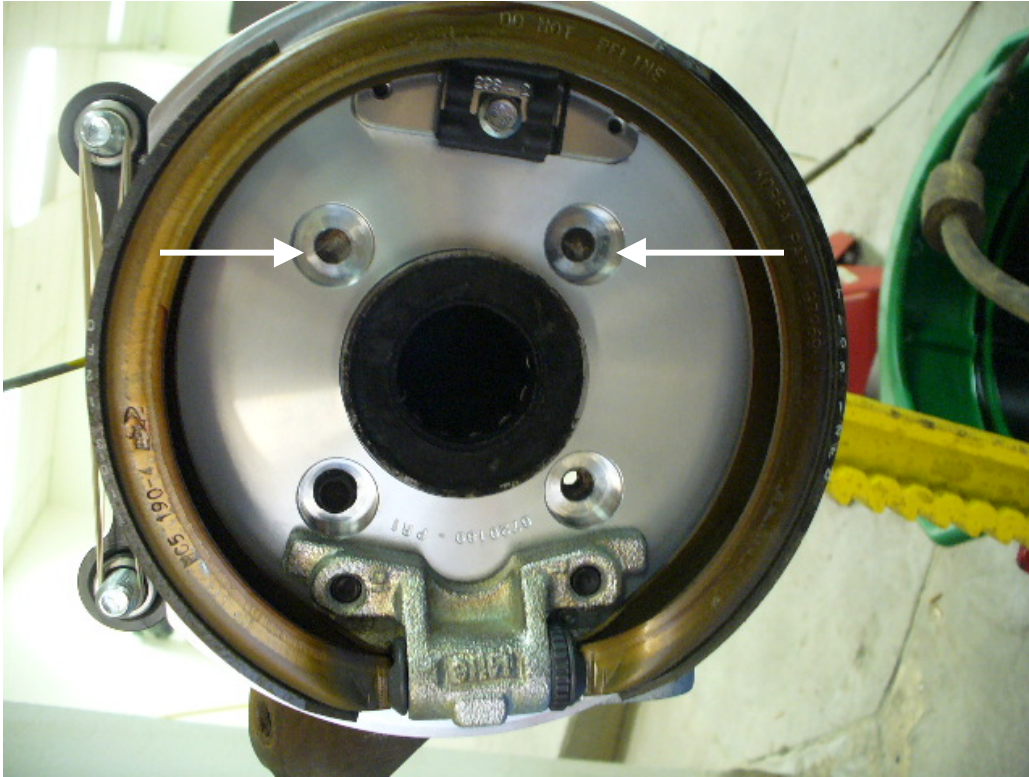
The two small bolt holes for the backing plate need to be drilled out to .375". See photo below for reference.



Drill these two holes to .375"

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Bolt the parking assembly backing plate to the housing using the supplied 3/8" x 1.5" bolts. See photo below.



Drill upper two holes to .375"

Drill the upper holes after bolting on the plate with the lower bolts. Cover the axle opening to avoid metal chips from contaminating the gear lube. Secure with the 3/8" bolts and nylock nuts. Torque all 4 to 45 ft-lbs.

Repeat this procedure for the other side.

Install axles, c-clips, differential pin and retaining bolt. Install the cover and refill with proper gear lube.

Install the rotors on the correct sides and retain with 2 nuts using washers to avoid marking the hat surface.

Install the calipers with the bleeder screw pointed up, using the bolts installed in the park assy. bracket.

Torque these to 85 ft-lbs

An hardline attachment kit is supplied with your system, install this using the instructions included. Refer to Bleeding and Rotor Seasoning procedures contained on a separate sheet.

For service components and replacement parts contact your Baer Brake Systems Tech Representative.