

BAER® *Your Complete Performance Brake Supplier!*



Installation Instructions

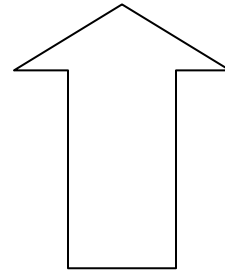
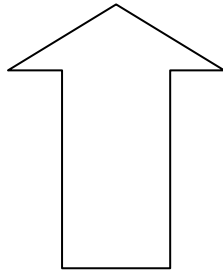
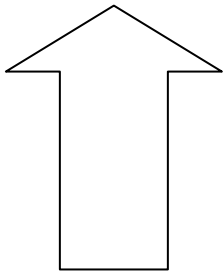
Product: S4 Front

Instruction Part Number: 6000434

Vehicle

Make: GM
Model: G-body
Year(s): 78-87

***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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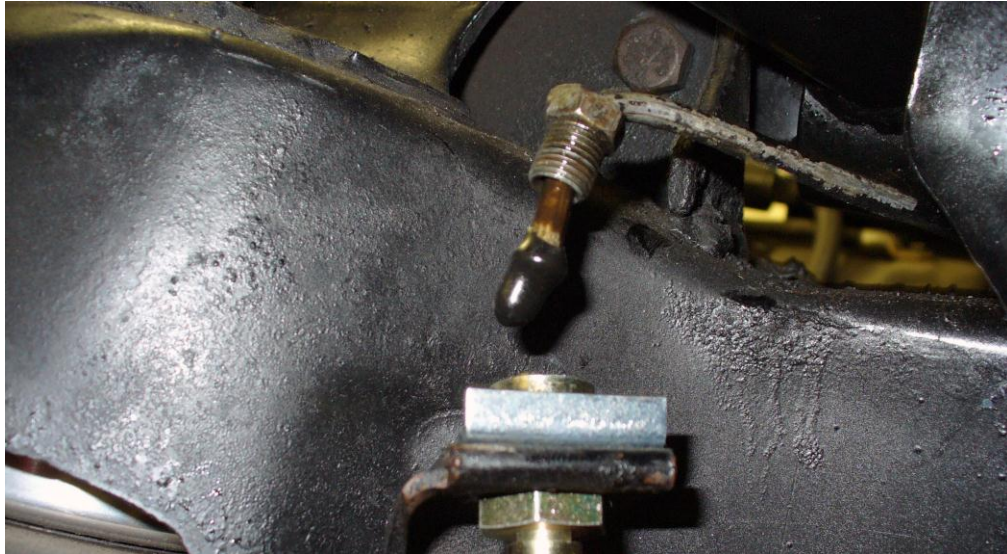


- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At all times stop the installation if anything is unclear, or the parts require force 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.

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INSTALLATION:

1. Disconnect the brake hose from the hardline at the frame using a line wrench. Cap the hardline with the supplied vinyl cap to avoid brake fluid dripping. See photo below:
2. Remove the hose lock and disengage the hose from the bracket.



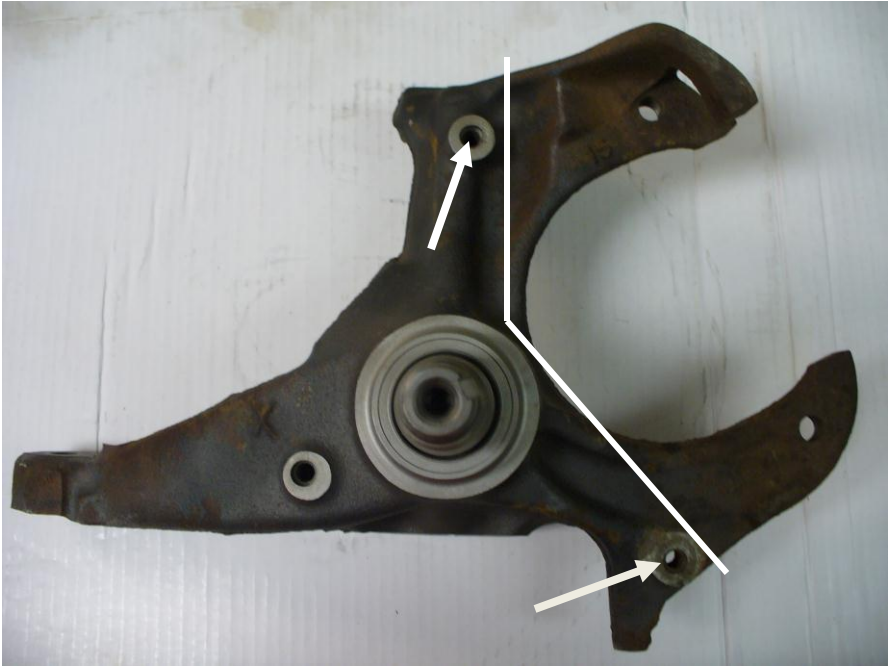
Hose lock location and vinyl cap installed

Disk Brake Removal: Remove the allen bolts retaining the caliper and remove the caliper from the rotor. Remove the dust cap, cotter pin, retainer nut and rotor. Unbolt the caliper bracket from the spindle. Do not remove the spindle. Remove the remaining bolt securing the steer arm to the spindle. This will be replaced with a new bracket retaining bolt supplied with your system.

Drum Removal: Remove the dust cap, cotter pin, retainer nut and drum. Unbolt the drum backing plate from the spindle leaving all components intact.

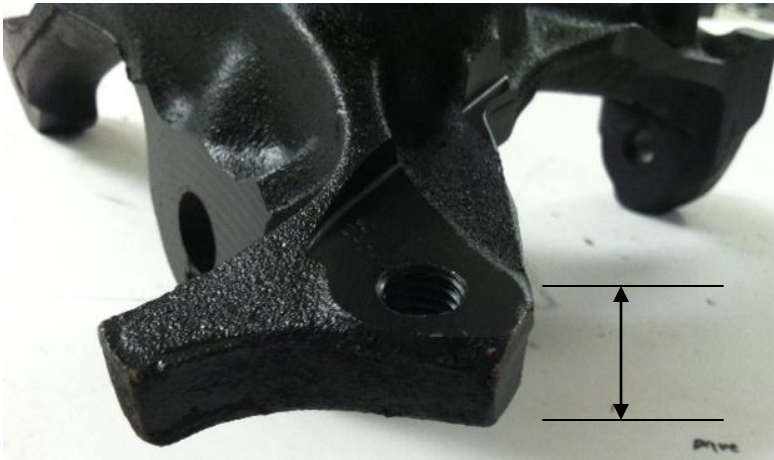
3. Remove the spindle from the vehicle for modifications. The photo on the next page shows the original spindle along with instruction where to cut the caliper mounts. This easiest way done is on a band saw, but can be done with a reciprocating saw.

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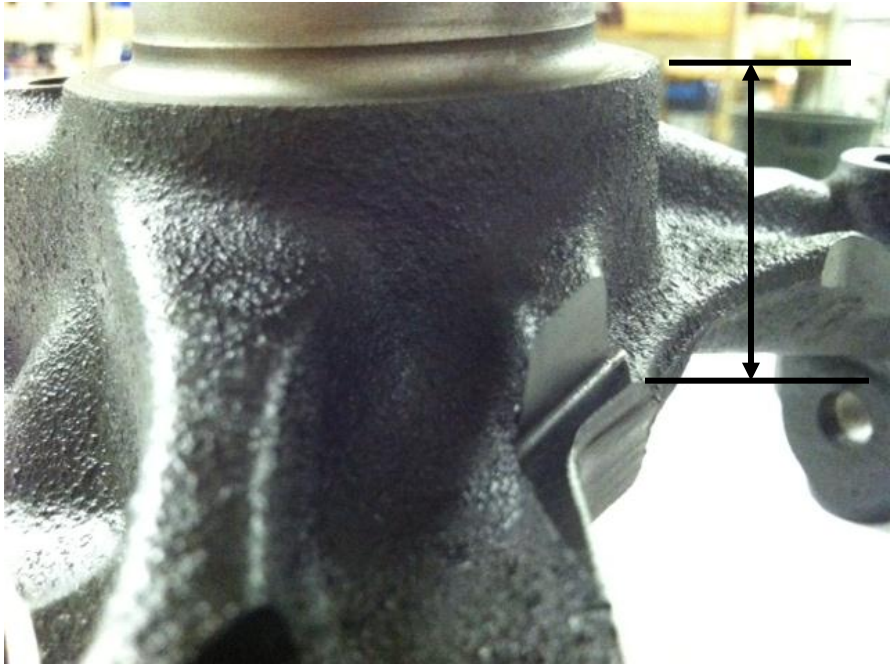


Cut at white lines, drill and tap holes indicated by white arrows

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Thickness should be about .710"



Height should equal about .990"

****Note:** These dimensions are obtained by cutting material from the spindle so that the bracket will fit snug and allow for proper rotor clearance.

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4. Drill the two mounting holes indicated (these are already in the casting, used for debris shields) to .406" (13/32) and tap for 12mm 1.75 thread pitch. Keep the holes as straight as possible to allow the bracket to be properly secured.

Because the point where the bearing stops on the face of the spindle can wear, it may require the face of the mounting holes to be machined or ground back for proper fitment. Please call Baer if you have any questions regarding this part of the procedure.

5. Repeat these steps for the other side

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