

Installation Instructions

Product: Sport / Track Rear

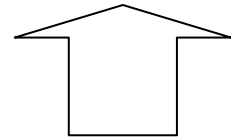
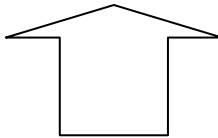
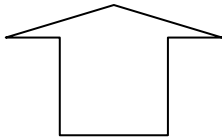
Instruction Part Number: 6000051

Vehicle

Revision Date: 27 December 2013

Make: GM
Model: F Body (Camaro / Firebird)
Year(s): 82-92

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.



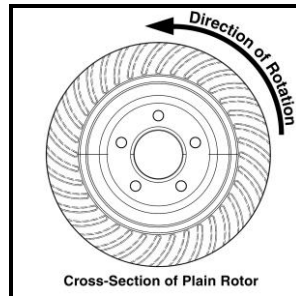
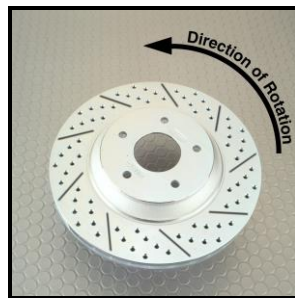
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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, 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 new Baer rotors, 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 any point, 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 of the component (part numbers are machined into the brackets) 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:

Disconnect the hard line from the flex line or wheel cylinder and cap with supplied vinyl caps.

Borg Warner Rear Axle (9 bolts on differential cover)

Unbolt and remove the caliper and rotor.

Remove the 4 bolts retaining the caliper bracket to the housing. Thoroughly clean the axle end and the housing to insure the new Baer components will seat properly.

Install the correct side bracket (labeled left and right) and secure using the original bracket bolts. The caliper will be positioned behind and below the axle centerline. Torque the bolts to 40 ft-lbs.

Install the correct side rotor and secure with 2 lug nuts and washers to prevent scratching the surface.

Install the correct side caliper (labeled left and right, bleeder screw in the high point above the fluid inlet). Secure with the supplied 12mm x 20mm bolts and washers. Torque these to 85 ft-lbs.

Go to **page 4** to check caliper anchor to rotor clearance instructions.

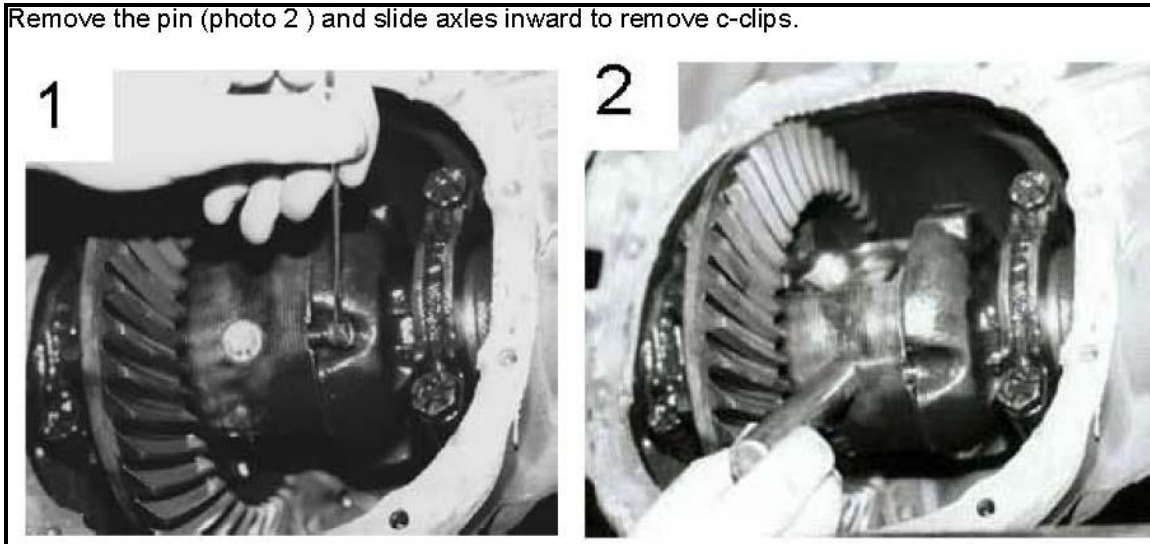
Saginaw Rear Axle-Disc and Drum (10 bolts on differential cover)

Unbolt and remove the caliper if you have disc brakes.

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

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. Push the axles inboard and remove the c-clips.

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.

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Saginaw Disc:

Remove the 4 bolts retaining the caliper bracket to the housing. Save these bolts for the new bracket. Clean the axle tube to allow the new bracket to seat properly.

Install the correct side bracket (labeled left {drivers side} and right) positioning the caliper behind and below the axle centerline. Use the original bracket bolts and torque to 40 ft·lbs.

Reinstall the axles, c-clips, center pin and retainer bolt.

Install the correct side rotor and secure with 2 lug nuts and washers to avoid scratching the rotor plating.

Install the correct side caliper (labeled left and right, bleeder screw in the high point above the fluid inlet). Secure with the supplied 12mm x 20mm bolts and washers. Torque these to 85 ft·lbs.

Saginaw Drum:

Remove the 2 lower backing plate bolts. Save these for the new Baer bracket.

Remove the upper bolt and remove the brake backing plate from the housing. Clean the axle tube to allow the new Baer bracket to seat properly.

Install the correct side caliper bracket (labeled left {drivers side} and right) using the supplied 5/8" bolt and nut and the 2 bolts from the lower backing plate. Torque the 5/8" bolt to 120 ft·lbs, the 2 lower bolts to 15 ft·lbs.

Reinstall the axles, c-clips, center pin and retainer bolt.

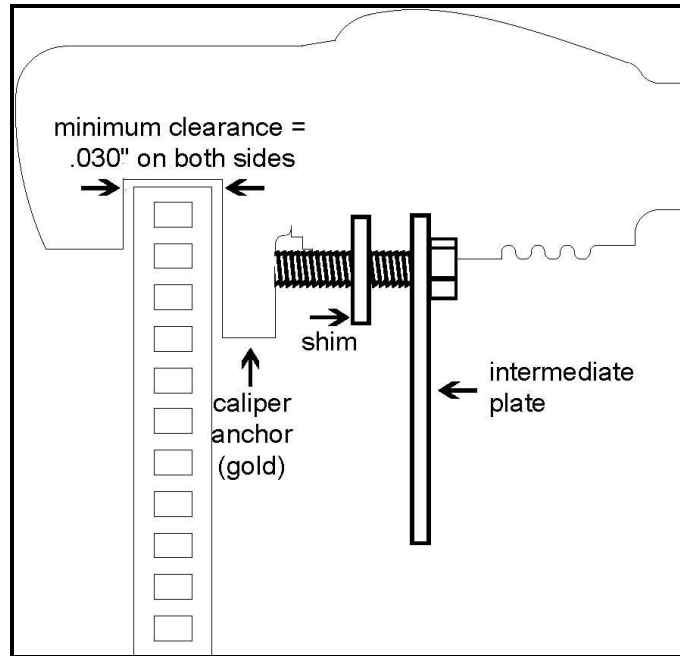
Install the correct side rotor and secure with 2 lug nuts and washers to avoid scratching the rotor plating.

Install the correct side caliper (labeled left and right, bleeder screw in the high point above the fluid inlet). Secure with the supplied 12mm x 20mm bolts and washers. Torque these to 85 ft·lbs.

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Caliper anchor to rotor clearance:

Our experience with all axle housings has shown that the tube ends are not always installed perfectly squarely. This can cause the caliper anchor to have less than ideal clearance to the rotor. The diagram below shows how to measure this.



Using a feeler gauge, measure top and bottom, inboard and outboard distance between caliper and caliper anchor (gold colored iron caliper saddle). The minimum clearance is .030". This may be much higher in some locations but must not be less in any of the 4 locations. If the outboard measurement is less, shims or washers may be used between the housing bracket and the caliper anchor to correct this. If the inboard is less machining may be necessary. Please call your Baer Tech Representative for assistance.

Install the Hardline Retainer kit included with your system, following the instructions included.

Install the steel braid hose banjo end 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 through the entire range of motion.** Tighten fitting and banjo bolt to 15-20 ft-lbs.

Install the park cables, first into the caliper bracket hooking the end over the actuating lever. The other end of the cable housing installs into the vehicle in the same location as the original cable. Connect to the primary cable and adjust slack out of the cable with the factory adjuster.

Repeat these steps for the other side and recheck all attachment points and fittings.

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