



This is a **DRAG RACE BRAKE SYSTEM**

The drag race brake systems are designed for heavy, fast cars.

IMPORTANT ➡ Due to the application this brake system is built for, Baer supplies a more aggressive, high friction pad. This pad can be used on the street, but can be dusty and noisy compared to typical street pads. If these pads are changed out to a street version, it is highly recommended that the race pads be put back in the system for race applications. Street pads in competition will fade, outgas, and taper badly which could lead to other braking issues. Always keep in mind there is not one pad that works well in all driving situations.

Installation Instructions

Product: **SS4+ Front Disc Spindle**

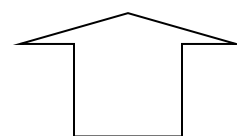
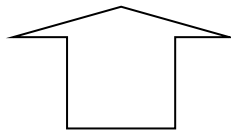
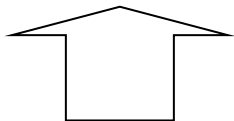
Instruction Part Number: **6000416**

Vehicle

Make: **GM**
Model: **F-Body**
Year(s): **98-03**

Revision Date: **02 March 2020**

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

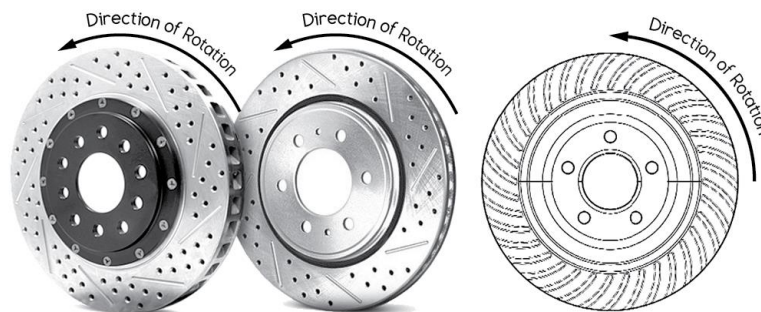
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of 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.

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- 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), 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.



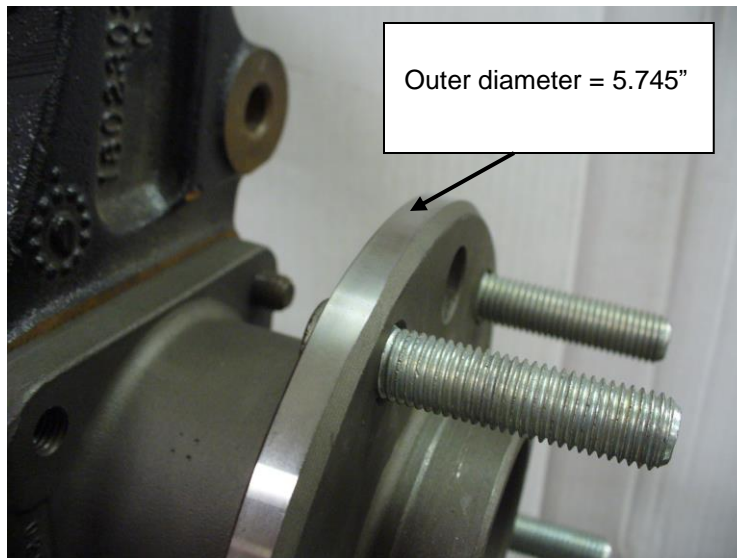
- When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left always indicates the driver's side of US spec vehicles. Images shown are "L" left rotors:



- 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.

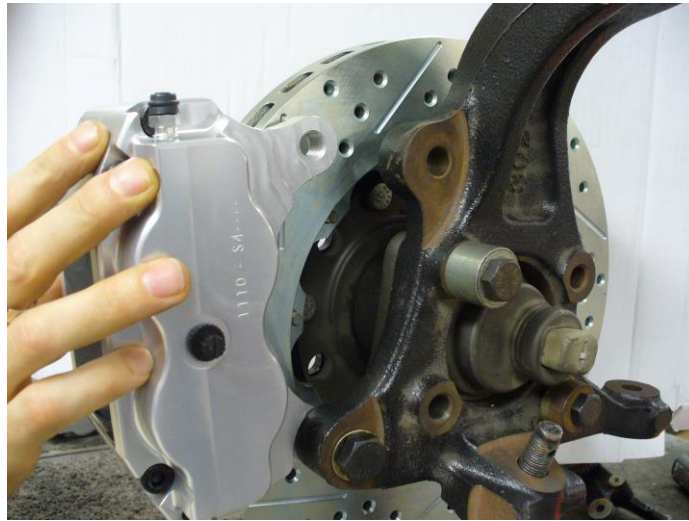
INSTALLATION:

1. Separate the fluid hose from the hardline using a line wrench to avoid damage to the nut. Cap the hardline with the supplied vinyl cap. Remove the hose lock and separate the hose from the frame bracket.
2. Remove the bolts from the caliper and slide the caliper with the hose attached, off the rotor.
3. Remove the rotor from the spindle and thoroughly clean the hub and caliper mount holes. Next, remove the debris shield as this reduces air flow to the brakes and prevents cooling.
Installation Note: The outer diameter of the hub must be 5.745" or smaller for any SS4 direct bolt-on system so that the new Baer rotor can fit smoothly on it. If this is not the case then the hub will need to be removed and the outer diameter machined to 5.745".



4. If needed, reinstall the hub back onto the spindle, ensuring that the spindle is clean and free from any damage. Carefully slide the correct side rotor on the hub and secure it with one lug nut and one washer. This will prevent scratching of the rotor hat.
5. Install the correct side caliper to the spindle with two 12mm X 35mm bolts and two 7/16" washers. Torque to 75 ft·lbs. See photo below:

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**** Note:** All or most S4 Calipers are made with dual bleeders for orientation depending on the setup.

6. Install the steel braid hose 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. Position the hose to avoid interference with the wheel and suspension components. Tighten fitting and banjo bolt to 15-20 ft-lbs.
7. Repeat these steps for the other side and recheck all attachment points and fittings.

Refer to Bleeding and Rotor Seasoning procedures contained on a separate sheet or on our website, www.baer.com.

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