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Installation Instructions

Product: Ext+ 14" w/ R-Spec, Ext+ 15" Rear

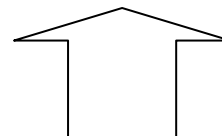
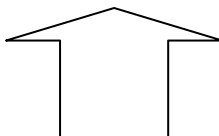
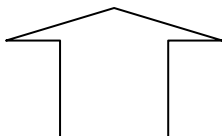
Instruction Part Number: 6000367

Revision Date: 07 Nov 2017

Vehicle

Make: GM
Model: Camaro
Year(s): 2010+

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.



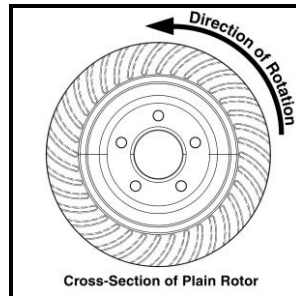
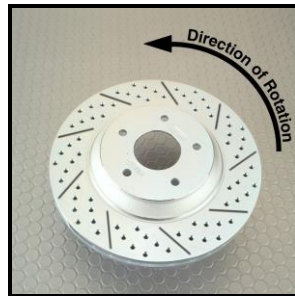
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 (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.

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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. Baer’s Technical Staff is available from 8:30a.m. - 5:00p.m. Mountain Standard Time (Arizona does not observe Daylight Savings Time) by phone: (602)-233-1411 Monday through Friday.

INSTALLATION:

1. Disconnect the fluid hose (13mm line wrench required) at the frame and cap the hardline with the supplied vinyl cap. Remove the hose lock and disengage the hose from the bracket. Unbolt the hose tab from the bracket (10mm wrench required). **Note:** Save the bolt for later use with the new supplied brake hose.
2. Remove the two bolts (use an 18mm socket or wrench) retaining the original factory caliper to the spindle and remove the caliper. **Note:** Save the bolts as they will be reused in Step 4 when installing the new intermediate bracket.
3. Remove the rotor and clean both the hub and caliper mount surface to allow the new components to seat properly. The factory debris shield will need to be trimmed prior to installing the intermediate bracket. This is easiest accomplished with tin snips however, a cutoff wheel on a die grinder will also work. See Figure 1 for reference.



Figure 1: Trim the debris shield along the dashed line.

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4. Intermediate bracket installation (see top of page 4 for Ext+ 15" System):

Ext+ 14" System:

Prior to installing the new intermediate bracket, two steps must be performed:

- 1) Remove material from the factory caliper mount bosses to allow for the new caliper to seat properly on the bracket. See Figure 2 for reference.
- 2) Grind away a small amount of material between both bosses. See Figure 3 for reference.

Once finished, install the intermediate bracket to the **outboard** side of the spindle using the original caliper bolts. Check to be certain that the bracket clears the spindle at the areas relieved. Torque each of the bolts to 85 ft-lbs.

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Figure 2: Remove material from bosses
(Inboard view, driver's side)

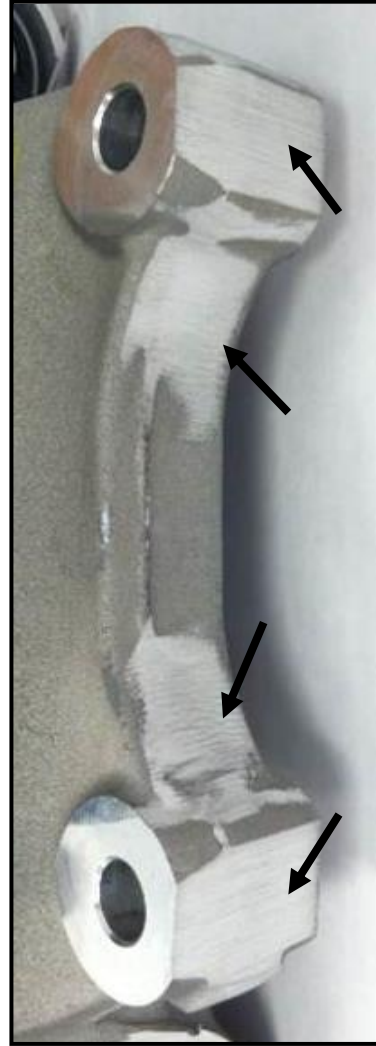


Figure 3: Locations for material
removal and grinding

Ext+ 15" System:

Install the intermediate bracket to the **outboard** side of the spindle (no modifications required) using the original caliper bolts. Torque each of the bolts to 85 ft-lbs.

5. Carefully install the correct side rotor and secure with one lug nut and washer to avoid scratching the hat. This will hold the rotor in place for caliper installation.
6. With pads in place, install the correct side caliper (bleeder screws pointed up) onto the intermediate bracket and secure in place with the ARP 12-point nuts and washers. Torque each of the nuts to 75 ft-lbs.
7. Install the steel braid hose with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. Using the original tab bolt, secure the hose tab to the bracket (see Figure 4

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for reference). Connect the hose to the hardline through the factory bracket and install the original 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.

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



Figure 4: Proper hose installation

Refer to Bleeding and Pad Bedding & 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.