



## Installation Instructions

Product: Pro+ 14" Rear w/ factory park brake

Instruction Part Number: 6000552

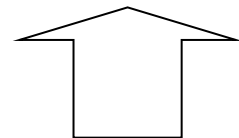
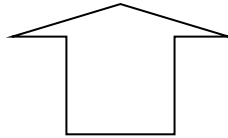
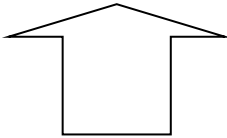
Revision Date: 18 April 2017

Make: GM

Model: Camaro

Year(s): 2010-2015

***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

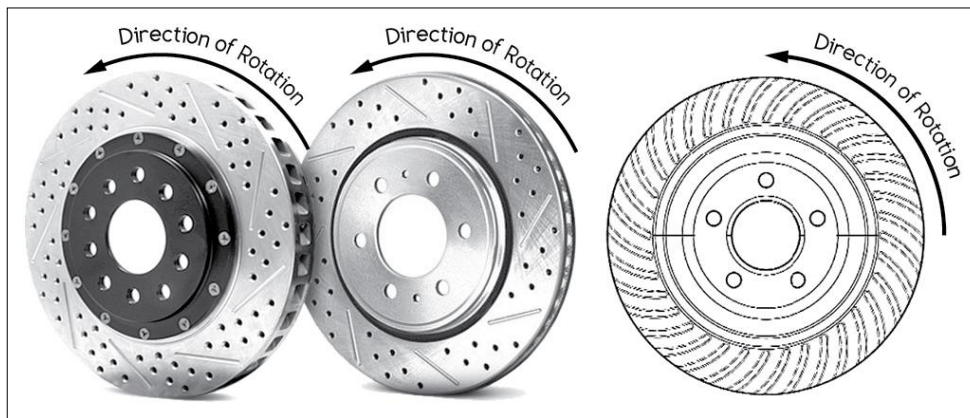
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of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

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- 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 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.

**Baer, Incorporated**      **2222 W. Peoria Ave, Suite C**      **Phoenix, Arizona 85029**  
**Ph: (602) 233-1411**   **Fax: (602) 352-8445**   **Email: [Brakes@baer.com](mailto:Brakes@baer.com)**   **Website: [www.baer.com](http://www.baer.com)**

## INSTALLATION:

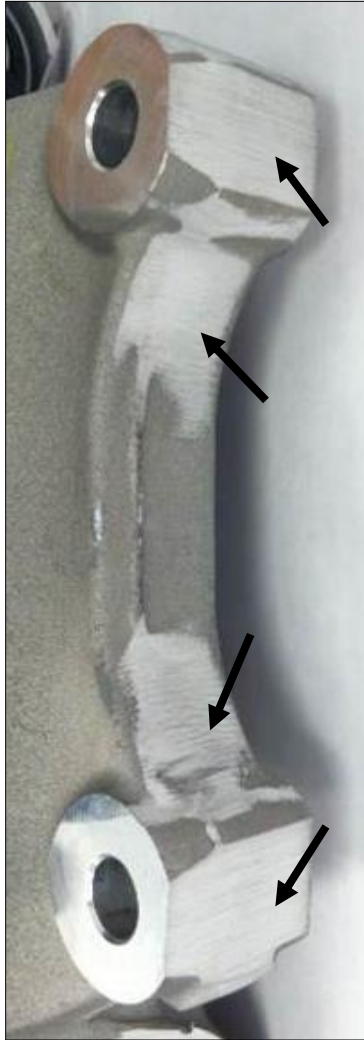
1. Remove the wheel. Disconnect the fluid hose (13mm line wrench required) at the frame and cap the hardline with the supplied vinyl cap. Remove the hose lock and disengage the hose from the bracket. Unbolt the hose tab from the bracket (10mm wrench required). **Note:** Save the bolt because it will be reused in a later step when installing the new 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 5 when installing the new intermediate bracket.
3. Remove the rotor and clean both the hub and caliper mounting 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. The arrows indicate the areas that will need to be trimmed.



**Figure 1:** Modified Debris Shield

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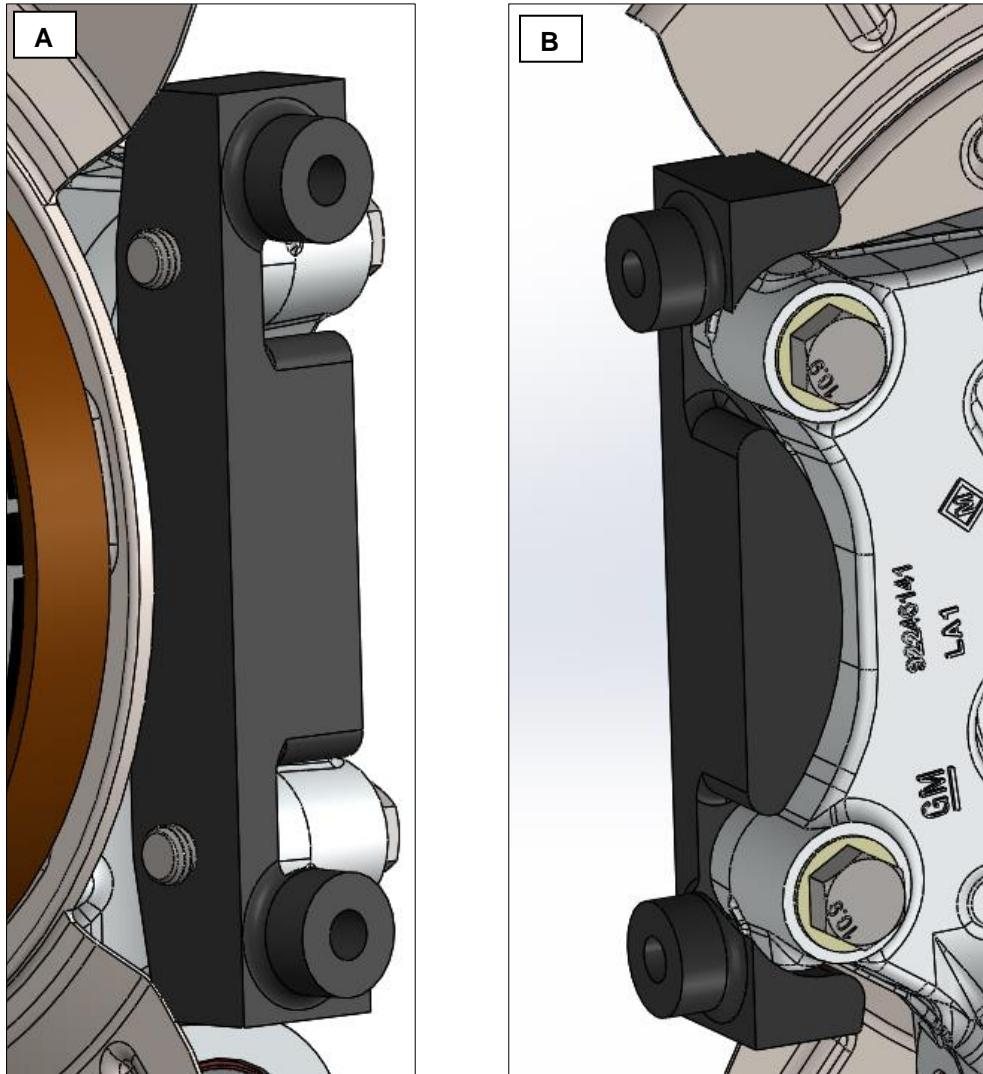
4. Before installing the new intermediate bracket to the spindle, grind away a small amount of material from the OEM caliper mount bosses. This will prevent interference issues when installing the new bracket. **Do not** remove any more material than needed. To prevent this, simply grind away a small amount then mount the bracket to the spindle. If the spindle ears don't touch the new bracket then it's safe to proceed to the next step. See Figure 2 for reference.



**Figure 2:** Material Ground Away from Caliper Mount Bosses

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5. Install the new intermediate bracket to the **outboard** side of the spindle. The center boss/step on the bracket shall face inboard, towards the vehicle. Secure in place using the OEM caliper bolts that were removed in Step 2. **\*\*IMPORTANT:** Double check the fitment of the intermediate bracket on the spindle. Make sure that enough material was removed in Step 4 so that the bracket seats onto the spindle properly. See Figure 3 for reference.



**Figure 3:** Intermediate Bracket Installation (A. Outboard View, B. Inboard View)

6. Carefully install the correct side rotor and secure with three lug nuts and washers to prevent scratching the hat.
7. With pads installed, carefully slide the new caliper over the rotor and onto the intermediate bracket (bleed screw pointed upward). Secure in place using the supplied M12-1.75x45 Socket Head bolts. Torque the bolts to 75 ft-lbs.

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8. Install the steel braided 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. 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. See Figure 4 for reference.



***Figure 4:*** Proper Hose Installation

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

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet, or on [www.baer.com](http://www.baer.com)

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