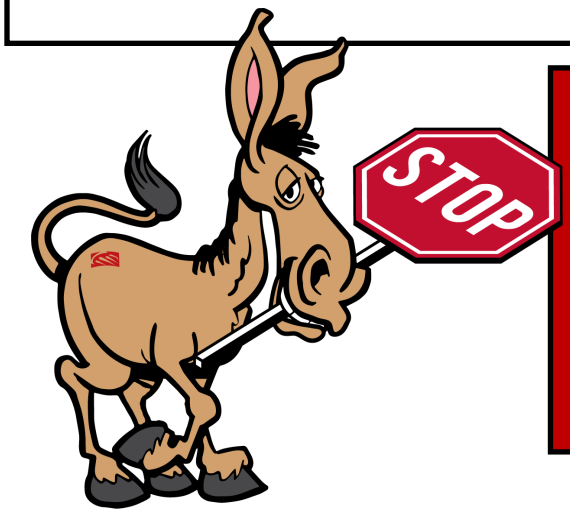
CLS 11" 55-68 OE SPINDLE SYSTEM

Part Number: 6000711
Vehicle Make: GM
Model: FULL SIZE
Years: 55-68 WITH OE SPINDLES

Product: CLS 11" 55-68 OE SPINDLE SYSTEM
Revision: REVISION D
Revision Date: 1 JUNE, 2023



READ THIS BEFORE STARTING

Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care in preventing cosmetic damage when performing wheel fit check.

The recipient indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

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 BEFORE BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR "UPSIZED" ROTOR UPGRADE! In addition to checking wheel fitment of this system with the wheel fitment template (available online at www.Baer.com), always place the actual corner assembly or a combination of the caliper assembly on the rotor, and into the actual wheel with great care to prevent cosmetic damage. 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 of brake components.** Wheel fitment should be verified before installation using a wheel fitment template supplied at www.Baer.com

- When installing new Baer rotor, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, an "L" for left, or an "R" for right, or both. "L" always indicates the rotor for the driver side of US spec vehicles. Follow the rotor installation and rotation instructions included in the promo pack (P/N 6020502) included with your system when installing rotors. Failure to properly install rotors will not allow for proper function of the brake system and will cause heat related fatigue and failure.
- A professional wheel alignment is required for any system requiring the replacement of the front spindles or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- **Note: Baer recommends taking photos of the brake system before disassembly and during each step of the disassembly process. Photos may allow technical support to better assist given any necessary troubleshooting.**
- If anything becomes unclear or any parts require force to install at any point during the installation, stop immediately and consult directly with Baer technical staff. Please have these instructions and the part number of the components that is/are proving difficult to install. Please provide technical staff with the make, model, and year (date of vehicle production is preferred) of your vehicle. Baer's technical staff is available by phone (602.233.1411) or email (ContactUs@Baer.com) from 8:30 AM - 5:00 PM MST (Mountain Standard Time) Monday - Friday (Arizona does not observe Daylight Savings Time).

BASE BRACKET INSTALLATION

IMPORTANT: THIS BRAKE SYSTEM WAS DESIGNED FOR 55-68 GM FULL SIZE VEHICLES WITH FACTORY SPINDLES. THIS BRAKE SYSTEM IS NOT COMPATIBLE WITH 55-68 GM FULL SIZE VEHICLES WITH AFTERMARKET OR DROP SPINDLES. ALL EXISTING BRAKE COMPONENTS MUST BE REMOVED FROM THE SPINDLE BEFORE ATTEMPTING INSTALLATION.

NOTE: The base brackets supplied with this system are left and right specific and are designed to mount the brake caliper **in front of** the centerline of the spindle pin in the **leading** position, opposite the steering arm. The threaded holes in the base bracket should be opposite the steering arm.

1. Install the correct base bracket (Part number is machined into bracket face. Number beginning with 661 denotes a left (driver side) bracket, number beginning with 662 denotes a right (passenger side) bracket. Right (passenger side) is shown below.) with the provided M12-1.75 socket head cap screws and Nylock nuts. The longer of the two socket head cap screws is meant to install through the thicker portion of the steering arm (not shown in photo). Torque the M12-1.75 socket head cap screws to 85 ft-lbs.

INSTALL THE BASE BRACKET TO THE SPINDLE WITH THE SUPPLIED M12-1.75 SOCKET HEADS AND NYLOCK NUTS. THE LONGER OF THE TWO SOCKET HEADS IS USED ON THE HOLE THROUGH THE THICKER PORTION OF THE STEERING ARM (NOT SHOWN IN PHOTO). TORQUE THE SOCKET HEADS TO 85 FT-LBS.

(PROTOTYPE HARDWARE SHOWN IN PHOTO, PRODUCTION HARDWARE MAY HAVE A DIFFERENT FINISH)

ROTOR INSTALLATION

NOTE: The rotors supplied with this system come with bearings, races, and spindle washers installed. Bearings are pre-packed with Redline CV-2 extreme performance high pressure grease, **DO NOT** pack the bearings with additional grease

1. Install the correct rotor, referring to the ***ROTOR DIRECTION AND INSTALLATION*** instructions included in the promo pack provided with the system. Ensure the rotor seats fully on the spindle pin and there is no lateral play or movement.
2. Secure the rotor in place with the provided 3/4-20 castellated nut. DO NOT tighten bearings into the hub beyond finger tight. According to TIMKEN BEARING, proper bearing tightening procedure is to use a wrench to "snug the bearing unit into place and then back the nut off 1/6 to 1/4 turn or sufficiently to allow .004"-.007" end play. **WARNING: FAILURE TO BACK OFF ADJUSTING NUT WILL CAUSE BEARING TO RUN TOO HOT AND FAIL.**"

SECURE THE ROTOR IN PLACE WITH THE PROVIDED 3/4-20 CASTELLATED NUT. USE A WRENCH TO SNUG THE BEARING UNIT INTO PLACE AND THEN BACK THE NUT OFF 1/6 TO 1/4 TURN OR SUFFICIENTLY TO ALLOW .004"-.007" END PLAY.

ROTOR INSTALLATION CONTINUED

3. Secure the 3/4-20 castellated nut with the provided cotter pin. Bend the longer portion of the cotter pin around the spindle pin and clip the shorter end.

SECURE THE 3/4-20 CASTELLATED NUT WITH THE PROVIDED COTTER PIN. BEND THE LONGER PORTION OF THE COTTER PIN AROUND THE SPINDLE PIN AND CLIP THE SHORTER END.

4. Install the dust cap provided with the system. This task is best completed with a large socket placed around the lip of the dust cap. Striking the socket will allow you to hit the dust cap with a mallet squarely and prevent it from getting cocked and stuck.

INSTALL THE DUST CAP PROVIDED WITH THE SYSTEM. PLACING A LARGE SOCKET OVER THE LIP ON THE DUST CAP WILL ALLOW YOU TO HIT THE DUST CAP WITH A MALLET SQUARELY AND PREVENT IT FROM GETTING COCKED AND STUCK.

CALIPER ASSEMBLY

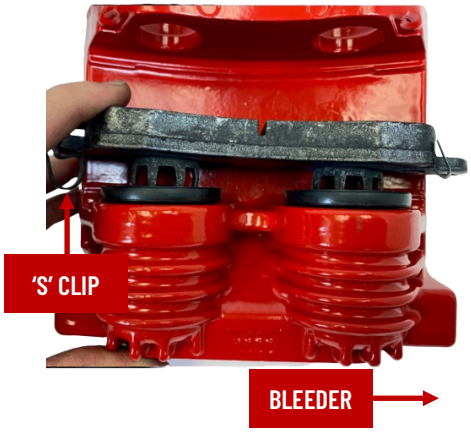
INSTALL THE SUPPLIED 'S' CLIPS ONTO EACH PAD.

THE CLIP SHOULD INSTALL ON THE SIDE OF THE PAD WITH THE NOTCH FOR THE PIN.

MAKE SURE THE CLIP IS FACING AWAY FROM THE PAD MATERIAL.

LAY OUT THE CALIPERS, ANCHORS, AND PADS AS SHOWN. THE RIGHT CALIPER AND ANCHOR ARE ON THE RIGHT AND THE LEFT CALIPER AND ANCHOR ARE ON THE LEFT. THE BLEEDER SCREWS SHOULD FACE EACH OTHER. THE CURVED NOTCH IN THE ANCHORS SHOULD FACE EACHOTHER. THE PADS SHOULD BE LAID OUT WITH ONE OF EACH SIDE.

CALIPER ASSEMBLY CONTINUED



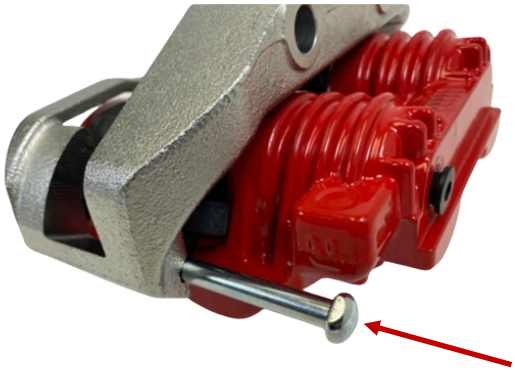
INSERT THE PAD INTO THE PISTONS AS SHOWN. THE 'S' CLIP INSTALLED PREVIOUSLY, SHOULD BE OPPOSITE THE BLEEDER. INSTALL THE OUTSIDE PAD WITH THE 'S' CLIP OPPOSITE THE BLEEDER.

LAY THE CALIPER WITH THE CORRESPONDING ANCHOR AS SHOWN.

HOOK THE CURVED INSIDE NOTCH ON THE ANCHOR AROUND THE PADS AS SHOWN.

CALIPER ASSEMBLY CONTINUED

PRESS THE ANCHOR DOWN INTO THE 'S' CLIPS INSTALLED IN THE CALIPER. YOU MAY HAVE TO COMPRESS THE 'S' CLIPS TO PRESS THE ANCHOR DOWN.



INSTALL THE PIN FROM THE BACKSIDE OF THE CALIPER INTO THE GROOVE BETWEEN THE ANCHOR AND PADS, WHERE THE 'S' CLIPS ARE.

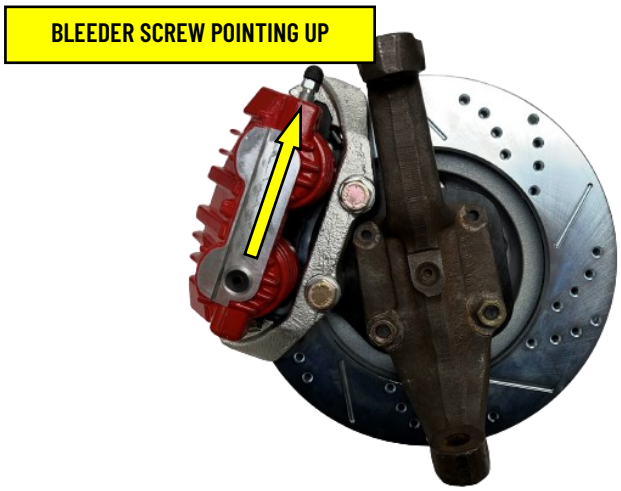
PUSH THE PIN THROUGH THE OUTSIDE GROOVE BETWEEN THE ANCHOR AND PAD.

CALIPER ASSEMBLY CONTINUED

INSTALL THE E-CLIP INTO THE GROOVE ON THE END OF THE PIN STICKING THROUGH THE FRONT OF THE CALIPER AS SHOWN TO SECURE THE ANCHOR TO THE PADS. REPEAT THIS PROCESS FOR THE OTHER CALIPER.

CALIPER INSTALLATION

1. Install the correct caliper assembly (bleeder screw pointing up) to the base bracket with the provided 1/2-13 hex head cap screws and washers. Torque the hardware to 85 ft-lbs. to secure the caliper assembly to the base bracket.



BRAKE HOSE INSTALLATION

1. The hardline must be re-secured with the stainless-steel brake hoses supplied with this system.
2. Connect the new supplied stainless-steel braided brake hose to the caliper inlet with the supplied banjo bolt and new copper crush washers. Install one copper crush washer to each side of the banjo fitting on the hose. Finger-tighten the banjo bolt into the inlet of the caliper.
3. Position the brake hose to avoid interference with the wheel and suspension components through their entire range of motion.
4. Connect the opposite end of the hose with the adapter fitting to the hardline and install the hose lock.
5. Tighten the both adapter fitting at the hardline and the banjo bolt connected to the caliper to 15-20 ft-lbs.
6. Repeat steps 1-5 for the other side of the vehicle and re-check all attachment points and fittings.

ENSURE ALL FASTENERS HAVE BEEN TORQUED TO THE SPECIFIED VALUES BEFORE OPERATING THE VEHICLE.

Baer recommends using **"Baer Street/Race DOT4 Brake Fluid"** for all Baer brake systems. The link to order the recommended brake fluid is below. Refer to Bleeding, Pad Bedding, and Rotor Seasoning Procedures contained within the promo pack (P/N 6020502) provided with this system. For service components and replacement parts, contact a Baer Systems Technical Representative or visit the link below.
https://baer.com/System-Parts-Tools/.

We at Baer understand there are many options when it comes to performance brake suppliers and we appreciate your business. Great pride and care were taken in designing, assembling, and packaging all components of this brake system.

Thank you for your purchase.