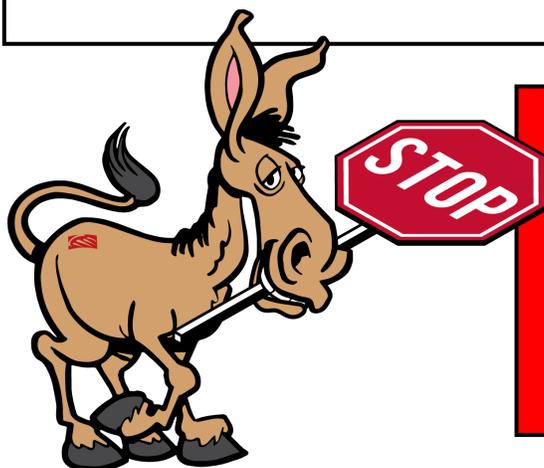


**INSTALLATION MANUAL**

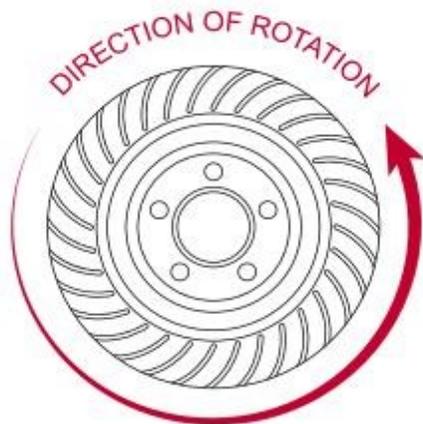
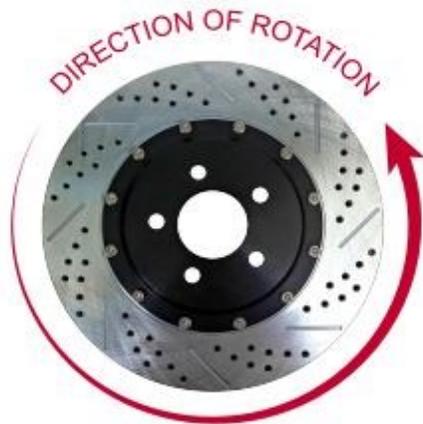
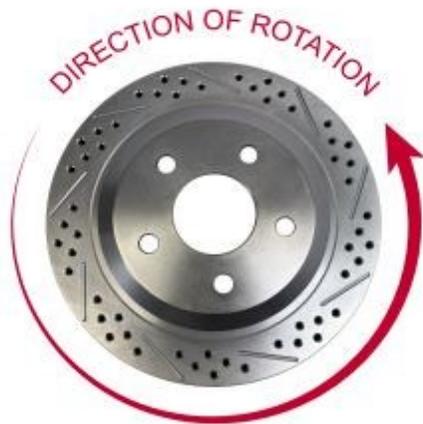
PART NUMBER: 6000289
VEHICLE MAKE: FORD
MODEL: F150 / EXPEDITION 2WD/4WD
YEARS: 2004-2009 / 2010-2013
PRODUCT: EXT / EXT+ 15" Front
REVISION: 008
REVISION DATE: 06/24/2021

**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.

Read and Follow BEFORE ATTEMPTING INSTALLATION

- All installations require proper safety procedures and protective eyewear.
- All installations should be performed by qualified personnel using a factory service manual for the vehicle on which the installation is to be performed.
- All references to LEFT side of vehicle always refer 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 recommended ratings for jack stands should be at least 2-tons.
- 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, as well as a safety catch can and protective eyewear. Other than these items, if unique or special tools are required they are listed in the section for that step.
- Returns will not be accepted for systems that have been partially or completely installed. Use extreme care when performing wheel fit check to prevent cosmetic damage.



Cross-section of Plain Rotor



- ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE .
- In addition to already having checked fit using the Baer Brake Fit Templates available online at www.baer.com. ALWAYS place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to confirm proper
- 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 U.S. spec vehicles. Image above is of a “L” left rotor. NOTE: Slots and drill patterns sweep forward and internal vanes sweep rearward.
- A professional wheel alignment is mandatory following the installation of any system requiring replacement of the front spindles, or tie rod ends. Return the vehicle to factory specifications unless otherwise indicated.
- Stop the installation if something seems 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.
- clearance is available between the caliper and the wheel before proceeding with the actual installation.



Carefully remove the banjo bolt and copper crush washers from the OE brake hose that is attached to the caliper. Do not reuse the copper crush washers as they are one-time use items. To prevent brake fluid dripping from the hose, a pair of hose crimpers can be applied. **DO NOT** use vise grip pliers as these may damage the brake hose.



Next, remove the caliper anchor bolts from the spindle and remove the caliper and anchor assembly from the rotor. Carefully remove the OEM rotor and discard the retaining nut, this is a one-time use fastener. Clean the spindle pin and caliper mounting surfaces to allow new brake components to seat properly. Remove the factory dust shield from the spindle as it will interfere with the new rotor and not allow for proper cooling. (SPINDLE PICTURED ABOVE FOR REFERENCE, NOT FORD SPINDLE)



The locating pin on the original fluid hose will need to be ground down as this will interfere with the new caliper. The locating pin can be found on the end of the OEM brake hose. This is best performed at this point so as not to risk damaging any of the new components.



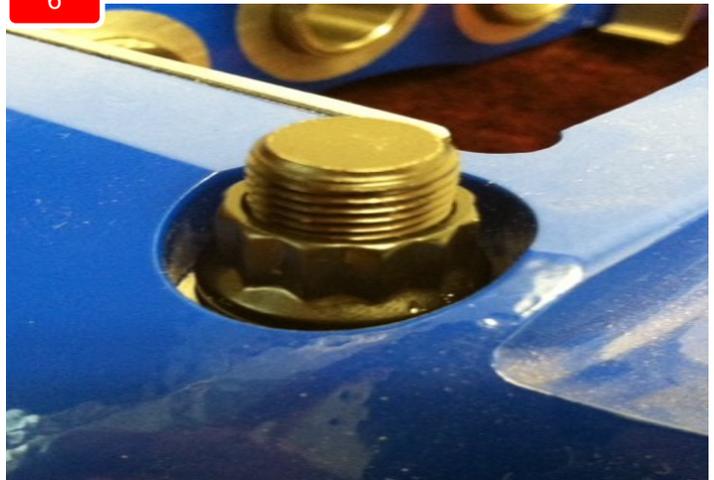
Install the intermediate bracket to the spindle with the provided M14 bolts and washers as shown. The bracket mounts to the outboard side of the spindle with the step toward the inboard side. Torque the provided M14 bolts to 110 ft-lbs. before moving to the next step.

5



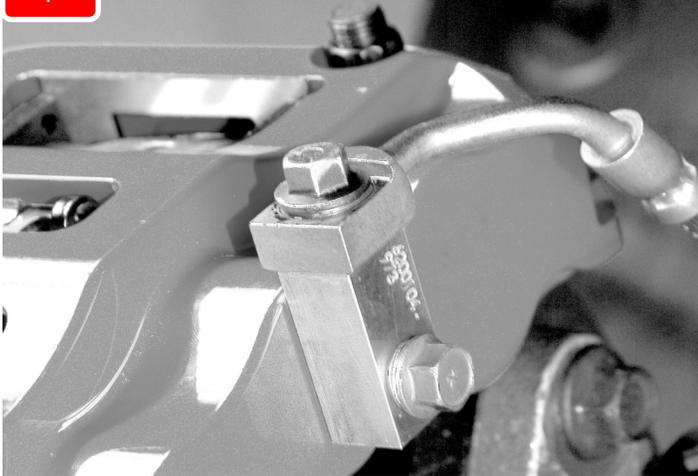
Install the new wheel hub to the spindle pin as shown. Slide the spindle washer onto the spindle pin and secure the wheel hub with the provided spindle nut. Repeatedly tighten and loosen the spindle nut while slowly rotating the hub to ensure the bearings are seated properly. Snug the spindle nut and tighten taking care to align the slots on the nut with the holes in the spindle pin. Slide the provided cotter pin through the hole in the spindle pin to secure the spindle nut. Then, install the rotor to the hub.

6

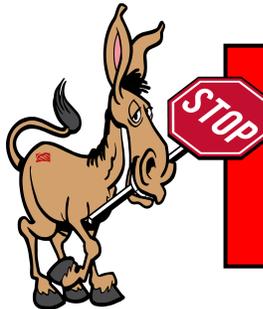


The radial mount ARP studs on the bracket will require .250" spacers which were installed prior to shipping. Be certain these are in place before installing caliper. With the rotor installed, align the mounting holes of the correct side caliper (bleeder screws pointing up) with the ARP studs in the intermediate bracket as shown. Secure the caliper to the intermediate bracket with the provided ARP nuts and washers. Torque the supplied ARP nuts to 85 ft-lbs.

7



A fluid line adaptor block and banjo bolt are provided with your system to allow for the use of your original hose. These are installed on your caliper prior to shipping. The Original Equipment hose and banjo bolt will need to be installed onto the top hole of the adaptor block **using supplied new copper washers**. Torque all banjo bolts to 15-20 ft-lbs. ****IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.**



THE NEXT SECTION DETAILS INSTALLATION INSTRUCTIONS FOR ALL 2010-2013 2WD/4WD SYSTEMS.



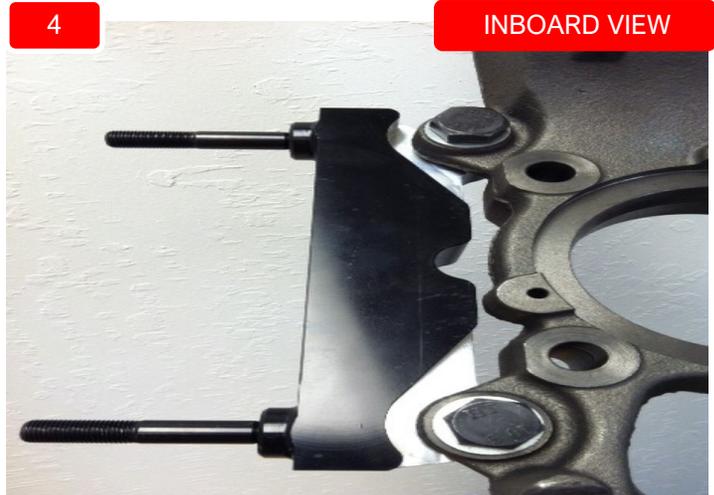
Carefully remove the banjo bolt and copper crush washers from the OE brake hose that is attached to the caliper. Do not reuse the copper crush washers as they are one-time use items. To prevent brake fluid dripping from the hose, a pair of hose crimpers can be applied. **DO NOT** use vise grip pliers as these may damage the brake hose.



Next, remove the caliper anchor bolts from the spindle and remove the caliper and anchor assembly from the rotor (**SAVE THE BOLTS**). Carefully remove the OEM rotor and discard the retaining nut, this is a one-time use fastener. Clean the spindle pin and caliper mounting surfaces to allow new brake components to seat properly. Remove the factory dust shield from the spindle as it will interfere with the new rotor and not allow for proper cooling.



OUTBOARD VIEW

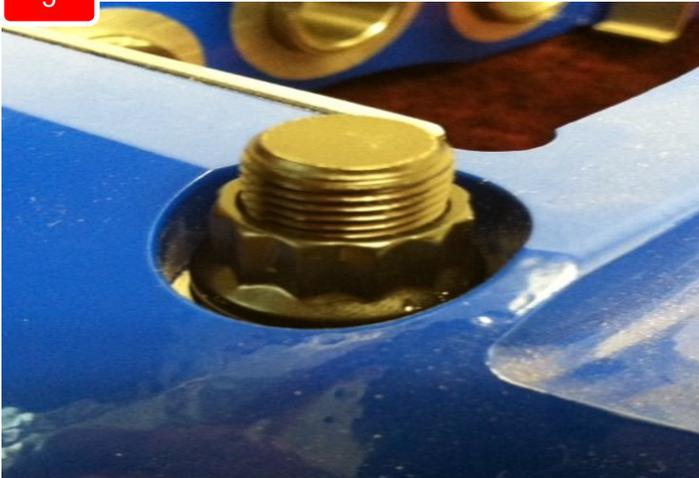


INBOARD VIEW

REMOVAL OF THE WHEEL HUB IS NOT NECESSARY. Install the intermediate bracket to the spindle **WITH THE ORIGINAL CALIPER MOUNTING BOLTS** as shown. The bracket mounts to the outboard side of the spindle with the step toward the inboard side. Torque the original caliper mounting bolts to 110 ft-lbs. before moving forward. **NOTE THAT THE ORIGINAL WHEEL HUB IS NOT PICTURED ABOVE.**

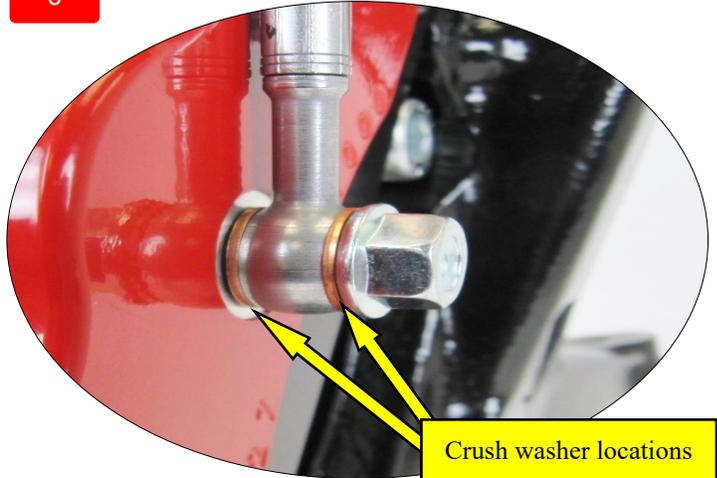
Above is an inboard view of the installed intermediate bracket. Note that the step is mounted against the outboard face of the caliper mount tabs. Once the intermediate bracket is in place, install the correct side rotor to the wheel hub. Loosely secure the rotor with two lug nuts before moving to the next step, **THESE WILL NEED REMOVAL PRIOR TO REINSTALLATION OF THE WHEEL.**

5



With the rotor installed, align the mounting holes of the correct side caliper (bleeder screws pointing up) with the ARP studs in the intermediate bracket as shown. Secure the caliper to the intermediate bracket with the provided ARP nuts and washers. Torque the supplied ARP nuts to 85 ft-lbs.

6



Crush washer locations

Install the OEM brake hose to the new caliper using the original banjo bolt and the supplied thick copper washers. Place one crush washer between the banjo bolt and the banjo fitting, the other crush washer is placed between the banjo fitting and the caliper inlet. ****IMPORTANT:** Position the hose to avoid interference with the wheel and suspension components through the entire range of motion. Torque banjo bolt between 15-20 ft-lbs.