

BAER

BRAKE SYSTEMS



Installation Manual

Part Number: 6000312

Product: T4 / Pro+ / Ext+ Front

Vehicle Make: Ford

Model: Mustang

Years: 2005-2014

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 alter-
ing Baer Inc. product during installation.

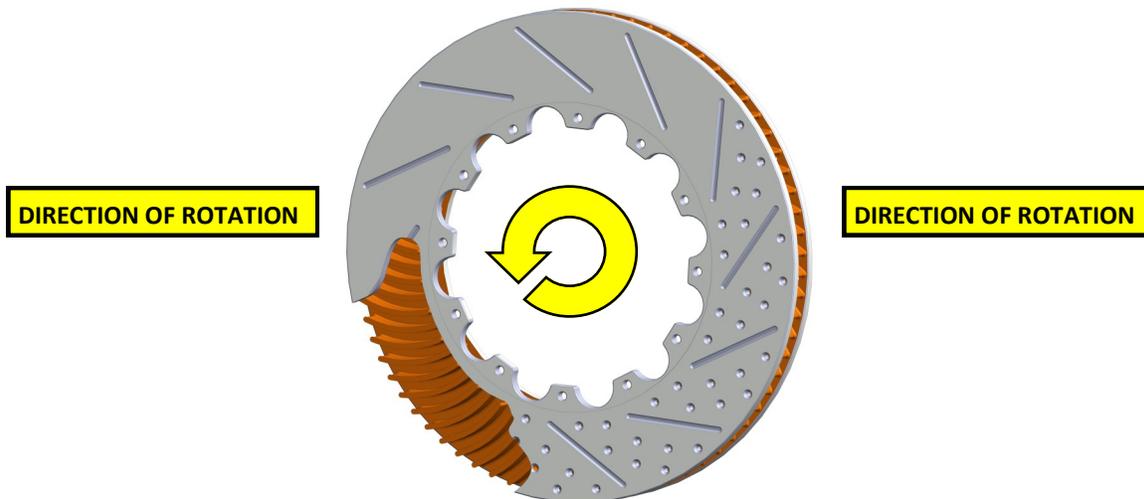


Read and Follow BEFORE ATTEMPTING INSTALLATION

- ◆ **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.**



- ◆ 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 clearance is available between the caliper and the wheel before proceeding with the actual installation.

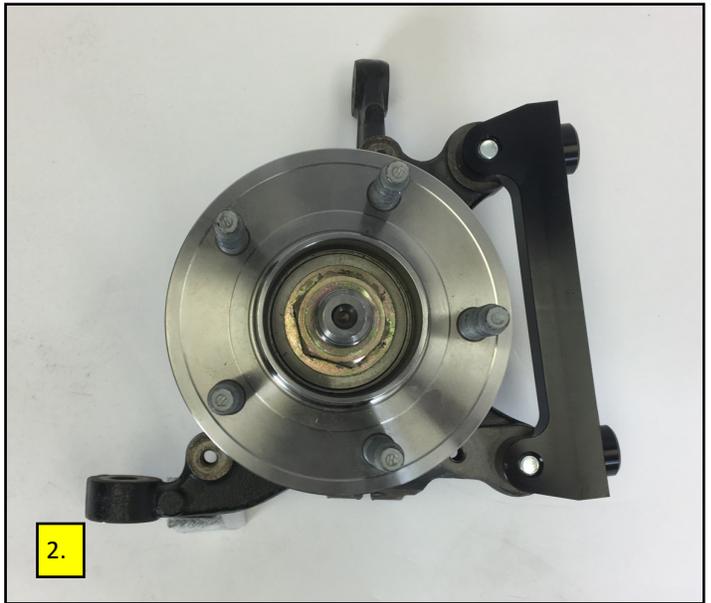
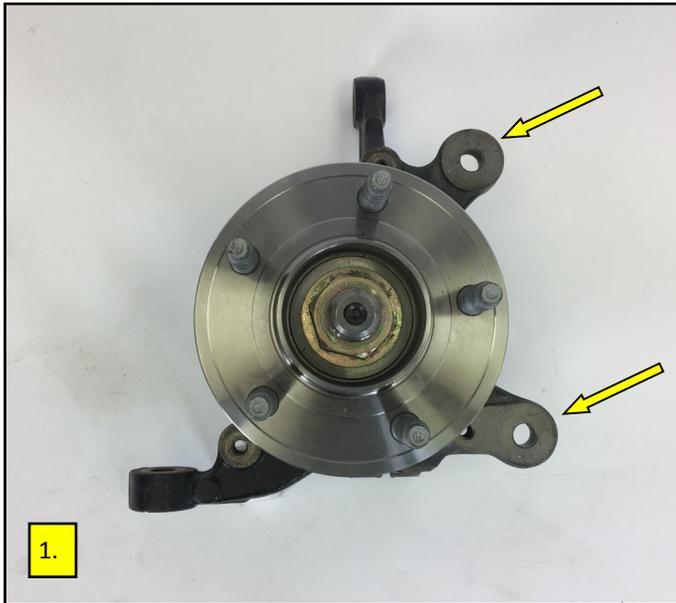


- ◆ When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor. 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.



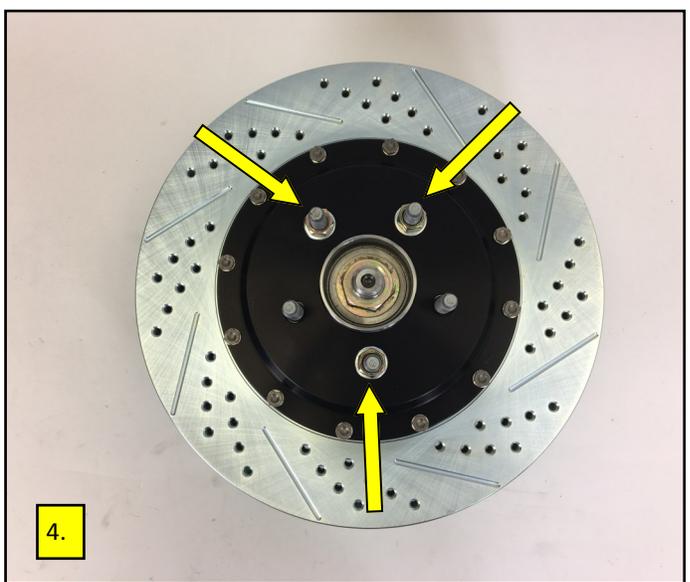
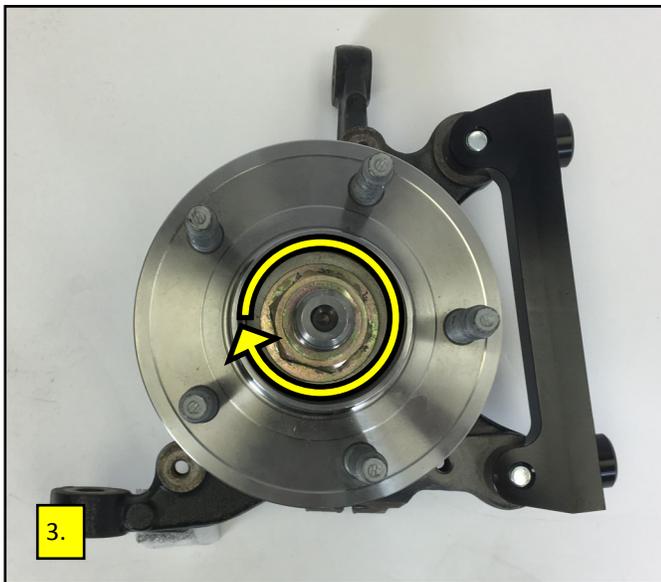
Installation:

1. After you have confirmed that the new Baer caliper & rotor will fit your wheels, disconnect and cap your brake line. This may be best done by disconnecting the brake line from the hard line and capping it with the supplied vinyl caps to avoid brake fluid dripping while the work is performed.
2. Remove the two bolts retaining your caliper anchor to the spindle. **Note: KEEP THESE BOLTS. You will reuse them!** Slide the caliper, anchor and pads as an assembly away from the rotor.
3. Remove the rotor and thoroughly clean the hub and caliper mounting points to allow the new components to seat properly.
4. Install the new Baer radial mount bracket (installed on the new T4/6P/6S caliper for shipping purposes) using the original bolts (**use the 12mm washers supplied with your system on these bolts**) that held your caliper in place. The bracket will mount to the outboard side of the spindle with the top of the bracket overhanging the spindle mount tabs. Tighten the bolts to 85 ft lbs. (**See picture 2**)
5. Install the correct side rotor over the cleaned hub and secure with three lug nuts, and washers to prevent scratching the rotor hat. (**See picture 4**)
6. Install the caliper with the pads installed and secure with the supplied 12mm allen bolts. Check for any clearance issues between the caliper body and the rotor. If all is clear, torque to 85 ft-lbs. (**See picture 5 & 6**)
7. Install the steel braid hose banjo end with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. Connect the hose to the hardline at the frame and install the hose lock. ****IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** The hose has an intermediate mounting tab that attaches to the tab on the spindle. See the photo below for reference. Tighten fitting and banjo bolt to 15-20 ft-lbs. (**See picture 7 & 8**)
8. Repeat this procedure for the other side, then bleed the brake system by following the instructions contained on a separate sheet.



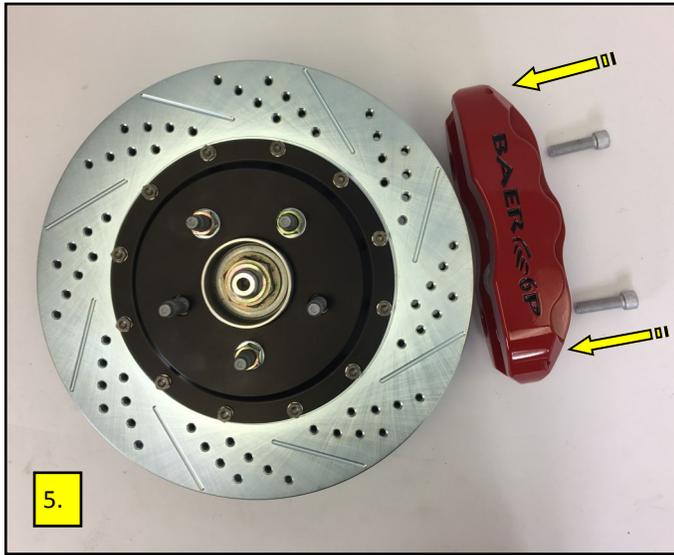
1. This installation begins at the point at which the OE brake components have been removed and the brake lines have been capped to prevent leak down. Clean the caliper mounts (spindle 'ears') to make sure the bracket sits flat. (See arrows)

2. Install the Radial Bracket onto the Outboard side of the spindle, as shown, using the 12 mm Hex Head Bolts and Washers. Torque the Bolts to 85 ft.lbs.

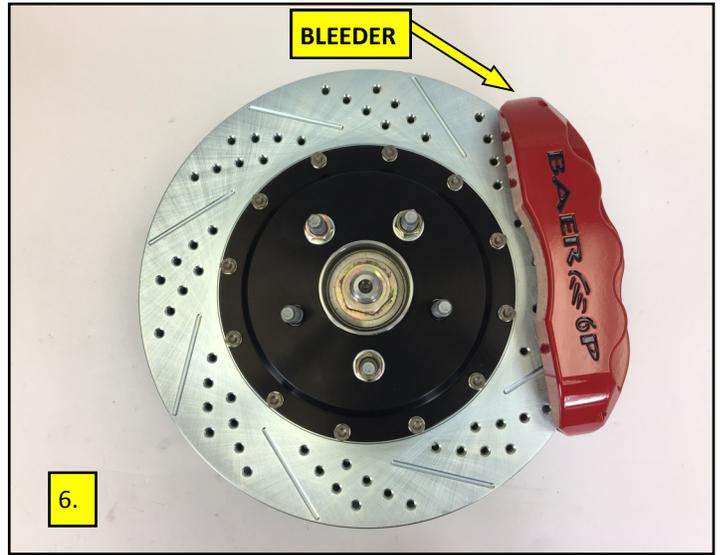


3. Remove any and all corrosion from the hub, paying particular attention to the hub 'snout', to ensure a proper mating of the parts. This will allow the rotor to sit flat against the hub.

4. Slide the Rotor over the wheel studs and onto the hub. Temporarily secure the rotor using 3 nuts and washers. Note- The tolerance between the BAER Rotor Hat and the hub is very close by design.



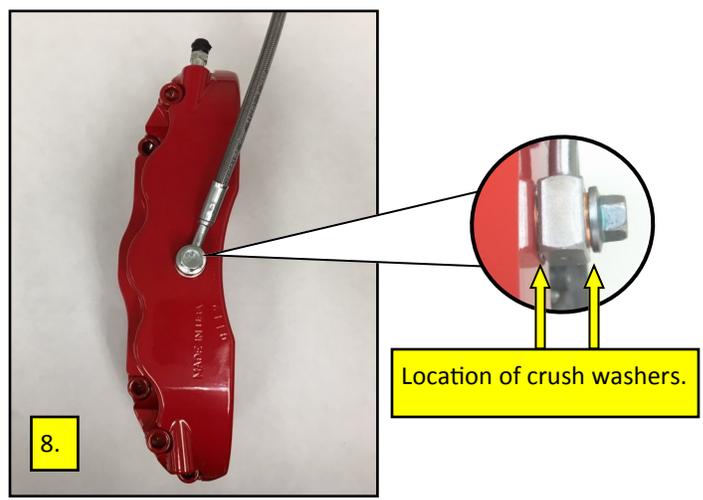
5. With the Brake Pads installed, carefully slide the Caliper over the rotor and onto the boss on the Radial Bracket. **NOTE:** When properly installed, the Bleeder screw is always at the top of the Caliper.



6. Install the 12mm SHCS bolts and secure by hand. Check for any clearance issues between the caliper and the rotor. If everything is good, torque the 12mm SHCS bolts to 85 ft lbs.



7. This picture shows the location of the hose bracket installed on the frame, ready to attach the hardline. Always double check the hose location for interference with suspension or steering components.



8. Connect the brake hose to the Caliper using the supplied Copper Washers, and Banjo Bolt. Install one crush washer on each side of the banjo fitting. Connect the hose to the hardline on the vehicle frame and insert the hose lock. Torque the Banjo Bolt to 15-20 ft. lbs.

Refer to Bleeding and Rotor Seasoning procedures outlined on a separate sheet.

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

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