Installation Instructions

Product: T4, Pro+ Front

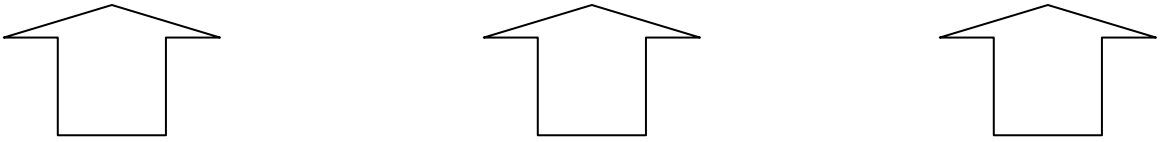
Instruction Part Number: 6000340

Vehicle

Revision Date: 06 November 2013

Make: Ford / GM / Daimler-Chrysler
Model: Vehicles equipped with Mustang II spindle
Year(s): 74-78

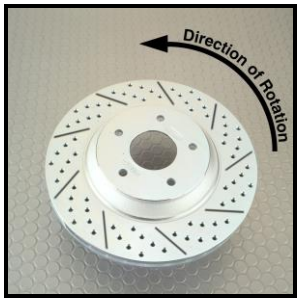
***ATTENTION:* Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. In the event that a product must be returned, please contact Baer Customer Service for a RMA Number.**

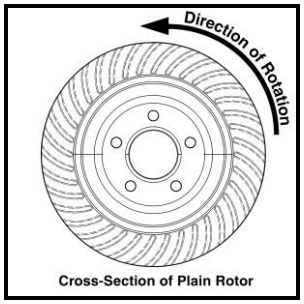


Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.

- 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. Thoroughly clean the spindle pin and all mounting areas to allow the new components to seat properly.

2. Install the base bracket to the spindle, opposite the steering arm, using the supplied ½ -13x2.00" and 7/16-14x1.50" bolts and washers. Torque the top bolt (½ -13x2.00") to 105 ft·lbs. and bottom bolt (7/16-14x1.50") to 70 ft·lbs. See, Figures 1 and 2, below for reference:

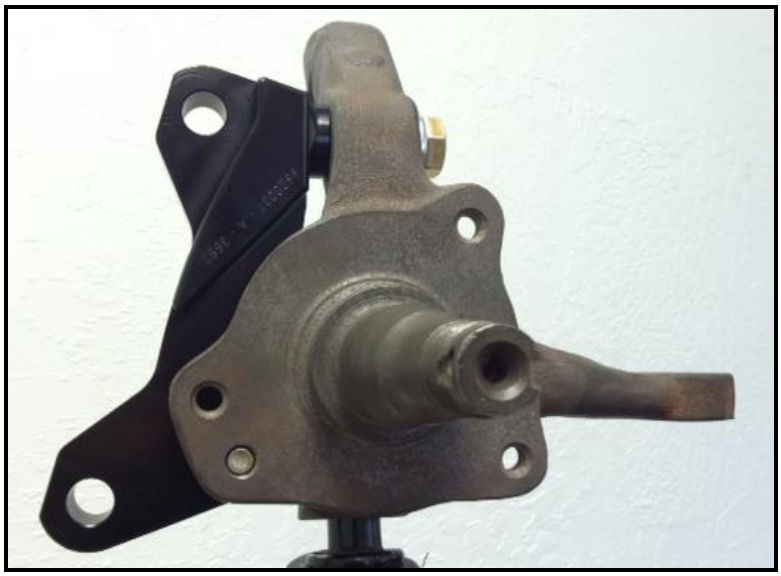


Figure 1: Front view of base bracket installed onto spindle

Figure 2: Rear view

3. Remove the intermediate bracket from the caliper (pre-installed on the new caliper for ease of shipping) and install onto the base bracket using the supplied M14-2.0x45 bolts and washers. The bracket will mount to the ***inboard*** side of the base bracket with the top overhanging the base bracket. Tighten the bolts slightly with a wrench to allow for shimming in the latter portion of the installation process. See, Figure 3 on the following page, for reference.

   ******Note: Depending on whether the new brake system contains a 1-piece or 2-piece rotor (i.e. 1-piece does not contain an Aluminum hat) one of two intermediate brackets is included. Figures 4 and 5 display each bracket.

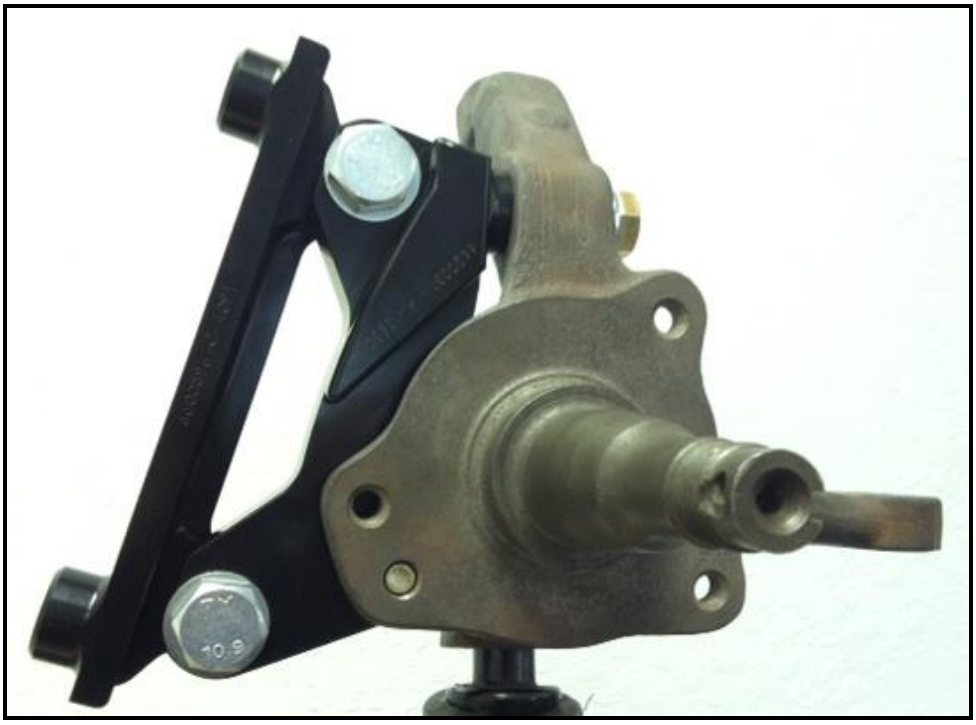


Figure 3: Intermediate bracket installed onto the base bracket

Figure 4: Bracket used specifically for the 1-piece rotor

Figure 5: Bracket used specifically for the 2-piece rotor

4. Prior to installing the new hub onto the spindle, apply a small amount of grease to the hub seal surface. The new bearings are pre-packed with synthetic grease. Do not add more grease. After installing the hub, tighten the spindle nut to 5-10 ft·lbs and spin the hub to seat the bearings. Loosen and re-tighten the nut while spinning the hub several times. Loosen the nut, tighten to remove all play, tighten approximately 1/16th turn or more to align cotter pin holes, to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap.

5. Install the correct side rotor and secure with three lug nuts and washers to avoid scratching the hat.

6. With pads removed, install the correct side caliper (bleeder screw points up), using the supplied M12-1.75x45 bolts. Do not torque the bolts as shimming will occur next.

Shimming Procedure

Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside. Write down all measurements. Subtract the top inside measurement from top outside. This will require a shim at the top bracket bolt equal to half of this difference to center the caliper. For instance, inside measurement of .865", outside of .905" has a difference of .040 which would require a .020" shim installed to center. Do the same with the bottom measurements to center this also. Getting these gaps as close as possible within .005" will keep the possibility of excessive noise to a minimum. This may require different thickness shims top and bottom. ******Note: The purpose for shimming is due to the machining processes that were once performed in the past. Dimensioning tolerances weren't as necessary as today's standards, which caused variances in spindles.

Procedure

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts connecting the intermediate bracket to the base bracket
4. Install the appropriate shims (between both brackets), removing one bolt at a time, and snug the same bolts for fit check
5. Reinstall the caliper and recheck gap measurements
6. Re-shim if necessary. When proper shimming has been achieved, torque the M14-2.0x45 bolts to 120 ft·lbs. Finally, torque the caliper bolts to 75 ft·lbs.

If you do not have access to a dial caliper, these measurements can be made with pads installed using a feeler gauge between the rotor and pad. Take measurements from top inside and outside, then bottom inside and outside. Minimum clearance is .010" between pad and rotor, but equal gaps at all four locations is best.

Figure 6: Location of shims

7. ***IMPORTANT: Measure for hose length to avoid wheel and suspension components.** Complete installation by rechecking all brackets and connections. If you choose, hoses can be ordered from Baer.

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.