



## **Installation Manual**

**Part Number: 6000432**

**Product: Pro+ 13-14" , Ext+ 14-15" Brake System for Wilwood**

**Vehicle Make: N/A**

**Disk Brake Conversion Spindle**

**Model: N/A**

**Years: N/A**



### **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.

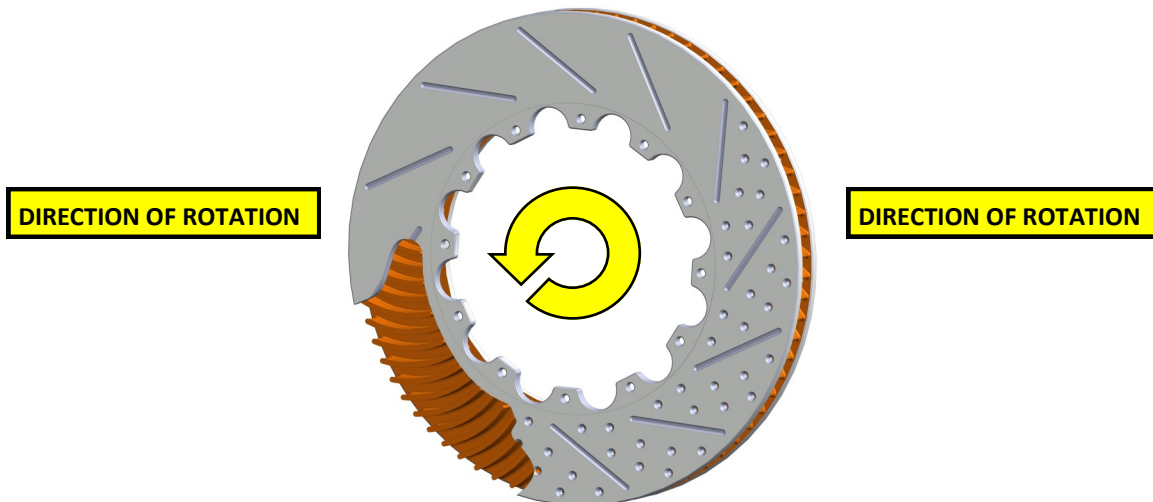


### **Read and Follow BEFORE ATTEMPTING INSTALLATION**

- ♦ **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.**



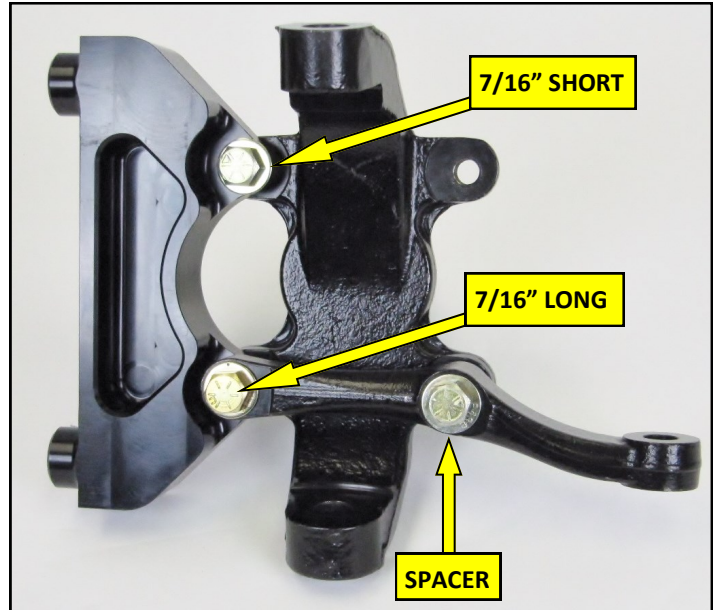
- ◆ ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE .
- ◆ In addition to already having checked fit using the Baer Brake Fit Templates available online at [www.baer.com](http://www.baer.com), always place the actual corner assembly 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 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.



1. This installation begins at the point at which the spindle has been installed on the vehicle and any previous brake components have been removed. Depending on your configuration, this System can be mounted with Front or Rear steering. This installation manual depicts a Trailing Caliper install with Front steering.



2. Install the Bracket onto the Inboard side of the spindle, opposite of the steering arm, using the 7/16" Hex Head Bolts and Washers. Torque the Bolts to 85 ft.lbs. The Bracket is intended to replace one of the two steering arm spacers (Supplied with spindle). The second spacer, opposite of the Bracket, is to be retained.

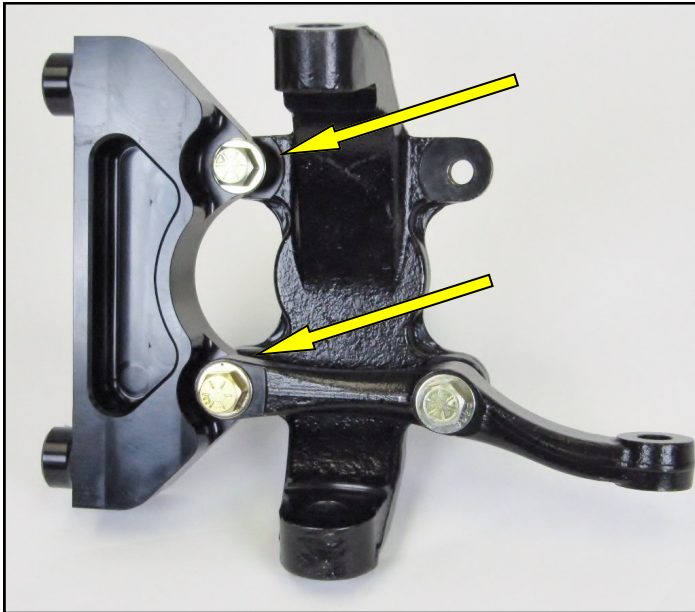


3. The Baer Mustang II Hub has two bolt hole patterns. Is designed to accommodate both, 5 x 4.75 and 5 x 4.50 bolt hole patterns.



4. The Hub uses the 1/2-20 Grade 8 Tap Bolts for wheel studs. Identify the wheel bolt pattern and install the Studs into the Hub accordingly. Torque the Studs to 120 ft.lbs.

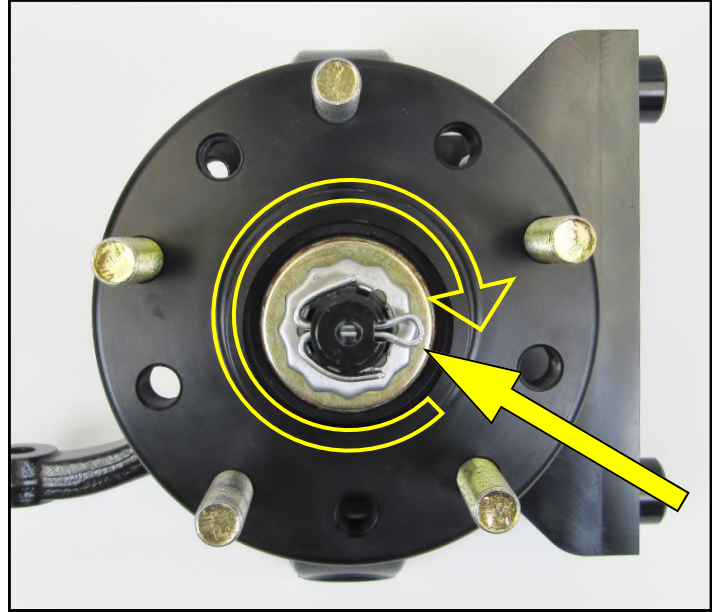
**For Ext+ 15" Systems ONLY:**



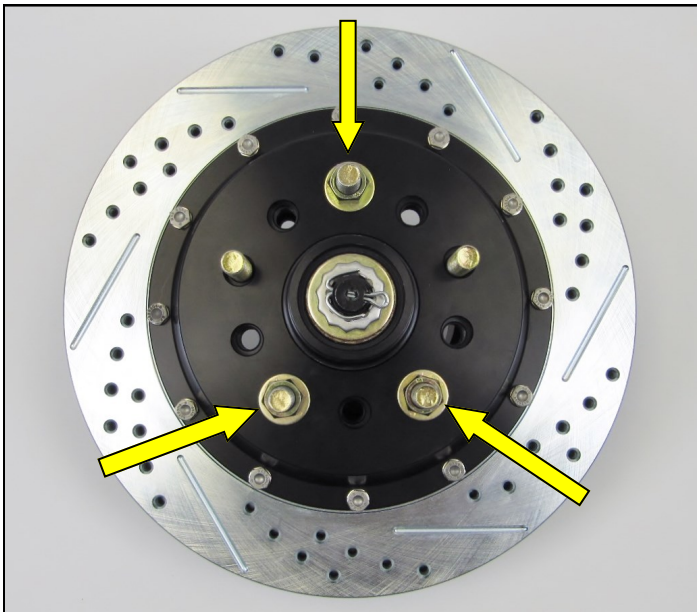
**NOTE - For Ext+ 15" ONLY:** You will need to install 0.030" shims between the bracket and the spindle. This will center the caliper over the rotor and will locate your steering arm back to the stock location.



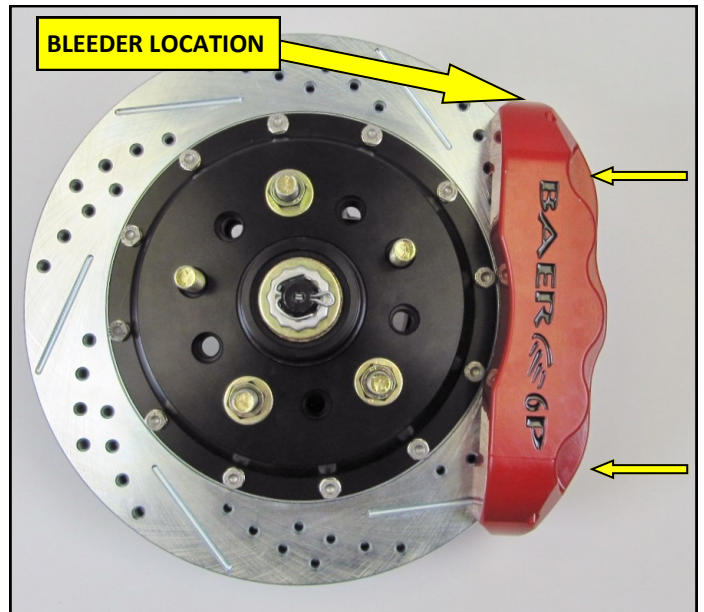
5. Apply a small amount of grease onto the Hub Seal and Slide the Hub Assembly onto the spindle. The Bearings are pre-packed with synthetic grease. No additional grease is required. Tighten the spindle nut to 5-10 ft.lbs.



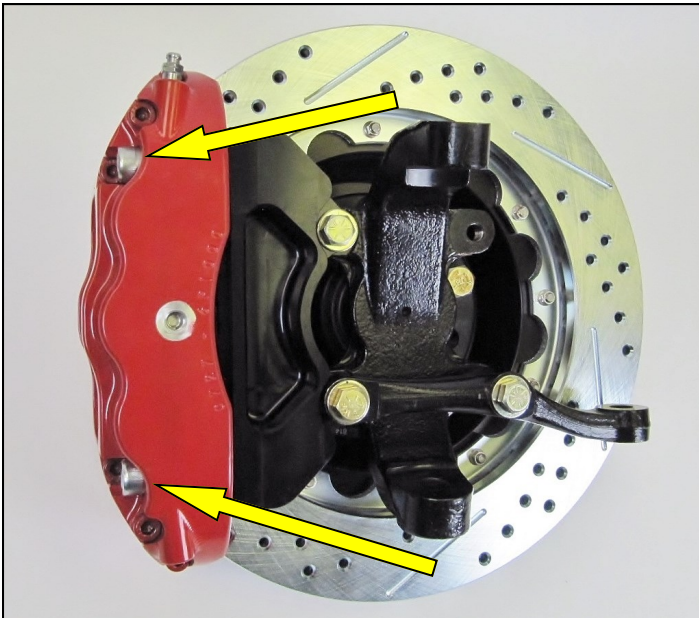
6. Rotate the Hub to seat the Bearings. Loosen and re-tighten the Nut while spinning the Hub several times. Tighten the Nut again, to remove all play– Approximately 1/16th turn to give a small amount of pre-load. Install the Cotter pin as shown.



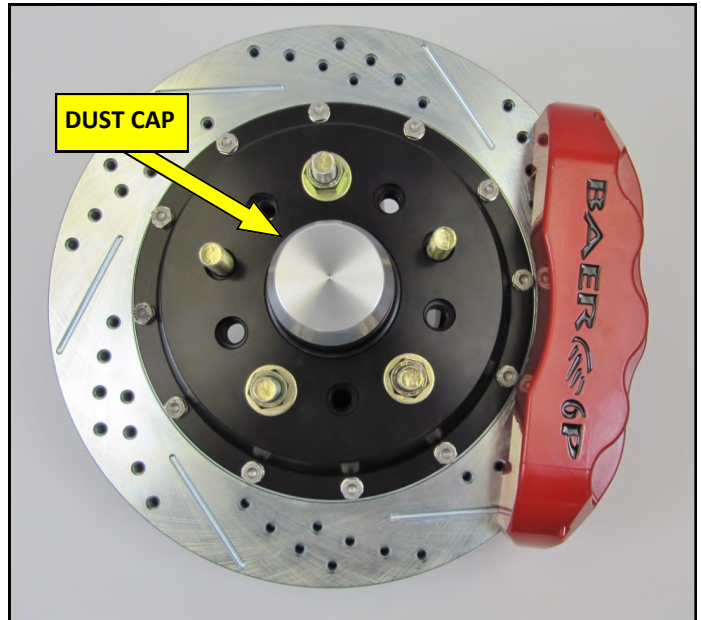
7. Mount the Rotor onto the Hub Assembly and temporarily secure it using 3 nuts and washers.



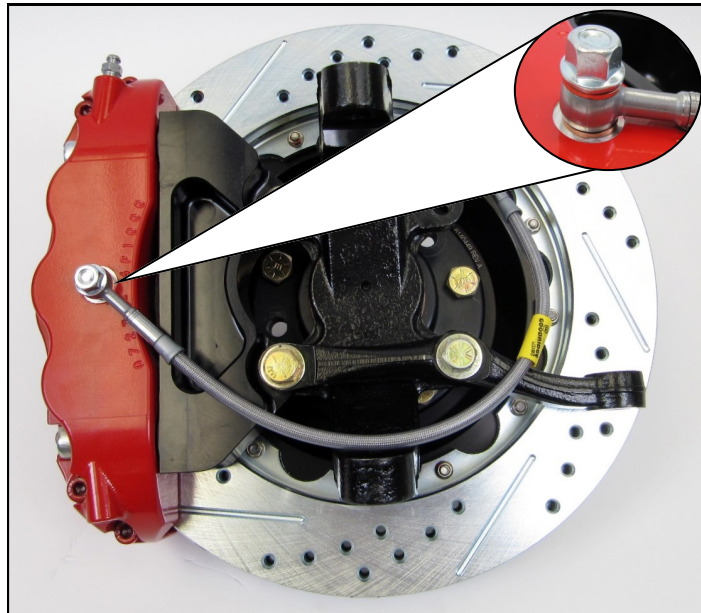
8. With the Brake Pads installed, slide the Caliper onto the Rotor as shown– with the Bleeder Screw on top. Secure the Caliper to the Bracket using the 12 mm Socket Head Cap Screws. Torque the Cap Screws to 75 ft. lbs.



9. Inboard View of the assembly illustrating the relationship between the Caliper, Bracket and Cap Screws.



10. Lubricate the Dust Cap O Ring using the supplied Grease and install it into the groove on the back side of the Cap. Place a shop towel over the face of the Cap to protect the surface and gently tap it into the Hub using a dead blow hammer or rubber mallet.



11. Connect the Brake Hose to the Caliper using the supplied Copper Washers, and Banjo Bolt. Connect the Hose to the hard-line on the vehicle frame and insert the hose lock. Carefully position the Hose to avoid any interference with the wheel or suspension. Perform a full steering sweep from lock to lock and a compression test of the suspension. Torque the Banjo Bolt to 15-20 ft.lbs. and tighten the fitting onto the hard line. Refer to the Bleeding and Rotor Seasoning procedures outlined on a separate sheet.