



Installation Manual

Part Number: 6000511

Product: Extreme + Rear 15"

Vehicle Make: FORD

Model: Mustang GT

Years: 2015-2017



READ THIS BEFORE STARTING

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

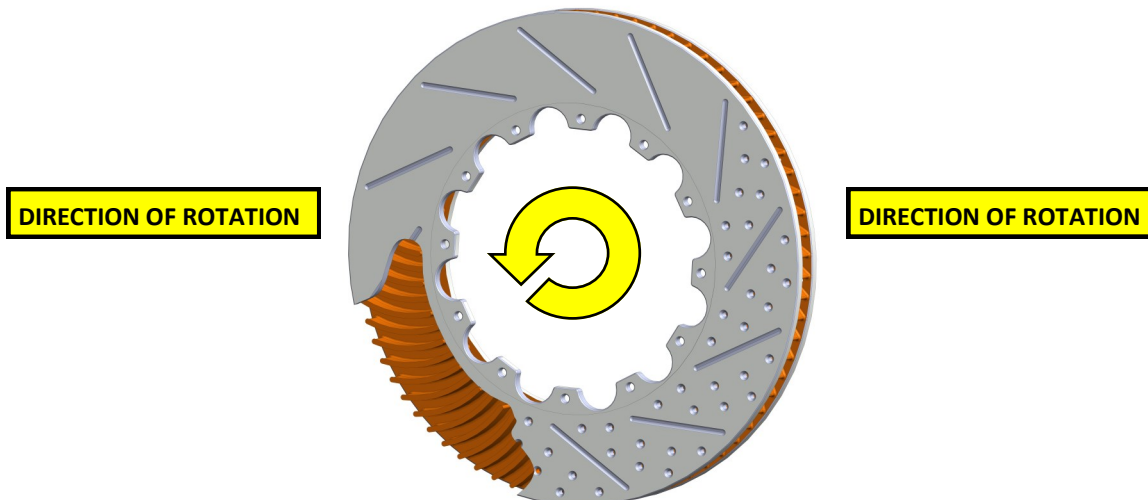


Read and Follow BEFORE ATTEMPTING INSTALLATION

- ♦ **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.**



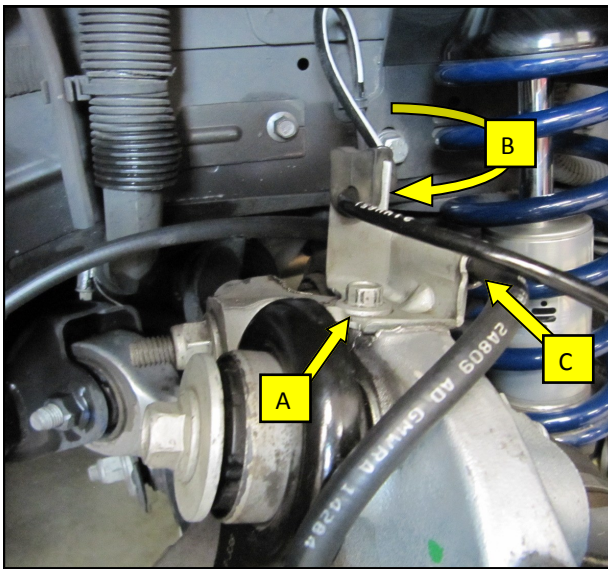
- ◆ ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE .
- ◆ In addition to already having checked fit using the Baer Brake Fit Templates available online at www.baer.com, always place the actual corner assembly or a combination of the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



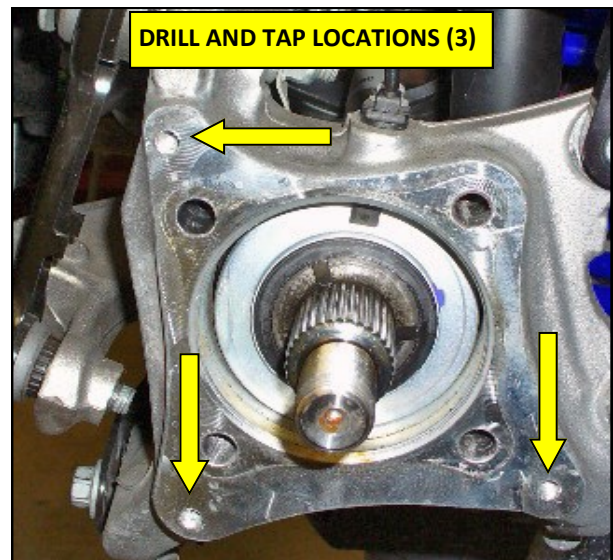
- ◆ When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor.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

INSTALLATION:

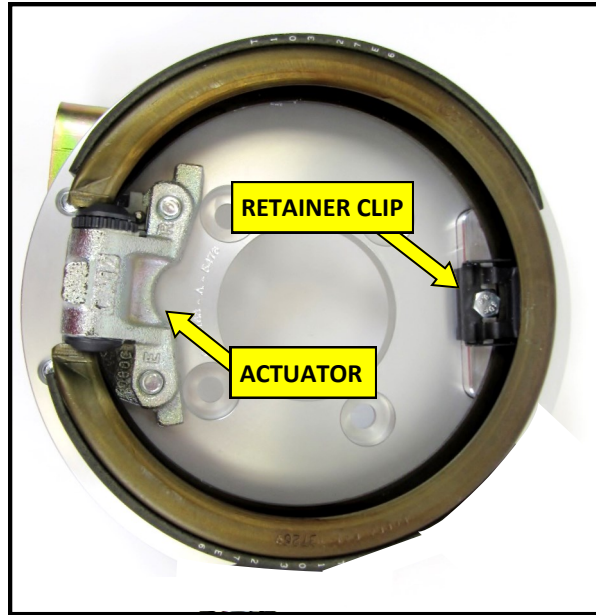
1. Disconnect the brake hose from the caliper. Use a hose crimper to block fluid flow while the hose is disconnected.
2. Disengage the park cable from the caliper. Remove the bolts retaining the caliper. Remove the caliper from the vehicle.
3. Remove the rotor and thoroughly clean the axle flange of any and all rust to ensure the new Baer components mate properly.
4. The original splash shield will be removed to allow clearance for the new Baer components and will not be re used.
5. Remove the axle nut to allow removal of the hub and bearing pack. 4 bolts retain the bearing pack, remove these with a 15 mm socket and remove the hub and bearing assembly.



6. (A) Loosen the parking brake cable/ABS sensor bracket bolt and (B) Rotate the bracket 90 degrees leaving the cable aimed at the axle flange. Tighten the bolt to 20 ft-lbs. (C) Using a small chisel, or a large flat tipped screwdriver, open the cable retainer to allow additional movement of the cable within the brace.

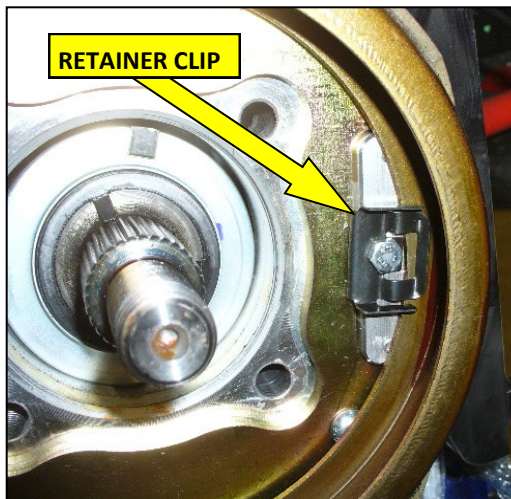


7. The new Baer Parking Brake assembly will be bolted on at the same 6 mm bolt hole locations as the splash shield. The holes must be enlarged using the supplied drill bit and tapped using M8-1.25 Tap provided with your Baer Brake System.

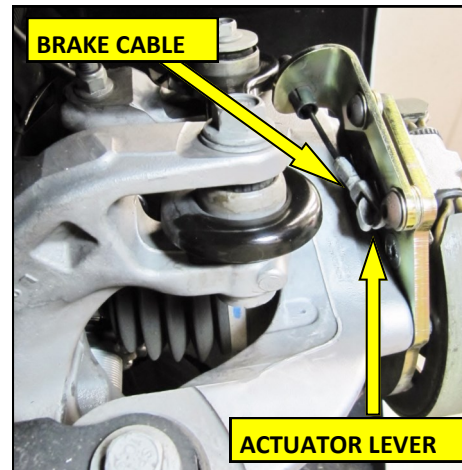


8. To mount the Parking Brake assembly, the Shoe and Retainer Clip need to be removed to gain access to the fasteners. Remove the Retainer Clip and bolt, then slide the Shoe off of the Actuator.

9. Using 3 of the supplied Socket Head Cap Screws, attach the correct side Parking Brake Assembly to the knuckle. The actuator and cable stay should face towards the front of the vehicle. The plate has part numbers indicating right and left assemblies. The part number beginning with 671 (L) is for the driver side, 672 (R) is for passenger side. The cable stay is to be above the actuator lever. Torque the Cap Screws to 35 ft-lbs.



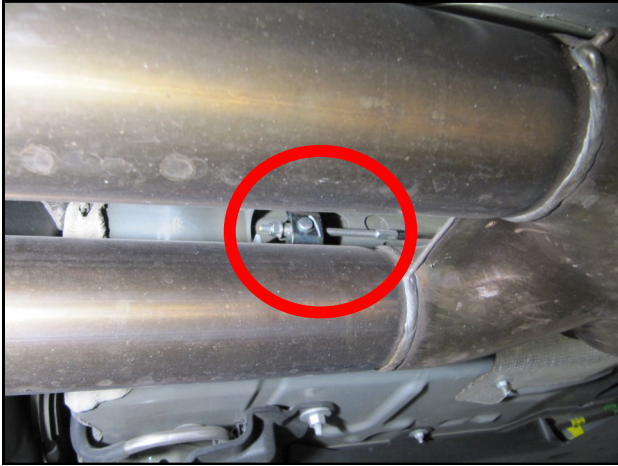
10. Reinstall the Parking Brake Shoe and Retainer Clip: Slide the park shoe onto the actuator slots while pressing the park lever into the actuator. This will ensure the pin inside the actuator engages the lever. Center the Shoe on the tabs and install the Retainer Clip. Torque the retainer bolt to 10 ft-lbs



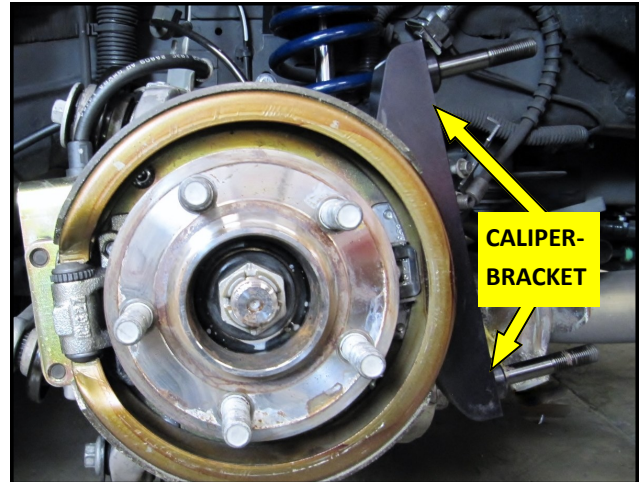
11. Insert the Parking Brake Cable into the cable stay on the new Baer Brake assembly. To gain additional length from the cable, loosen the cable adjuster, located under the vehicle, just aft of the carrier bearing. Push actuator lever upward with a screwdriver, then loop the cable end over the Actuator. Re adjust the cable as necessary.

12. Reinstall the axle flange and bearing pack onto the axle. Replace the 4 bolts and torque to 98 ft-lbs.

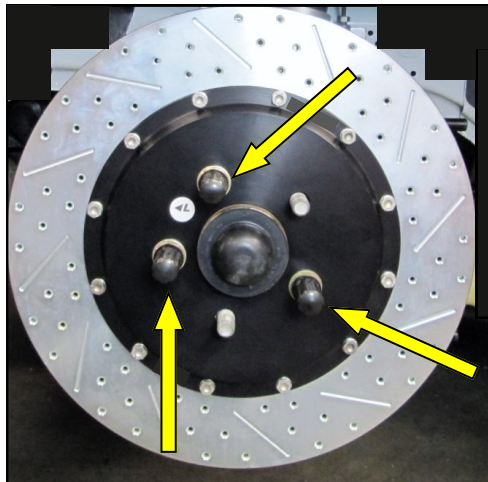
13. Replace the axle nut and torque to 98 ft-lbs and to an additional 45 degrees.



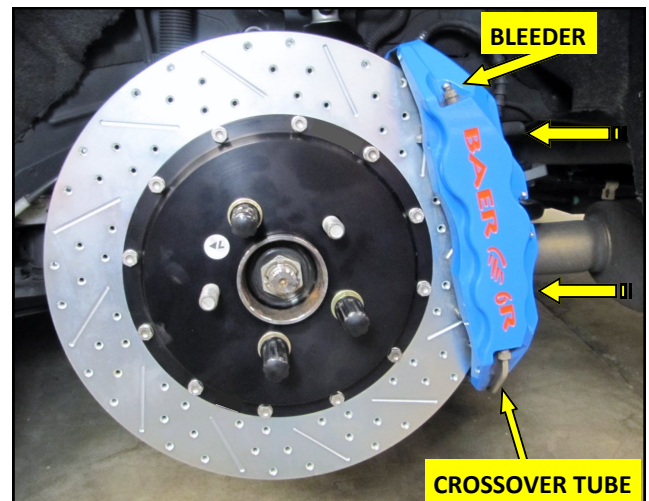
Location of the parking brake cable adjuster.



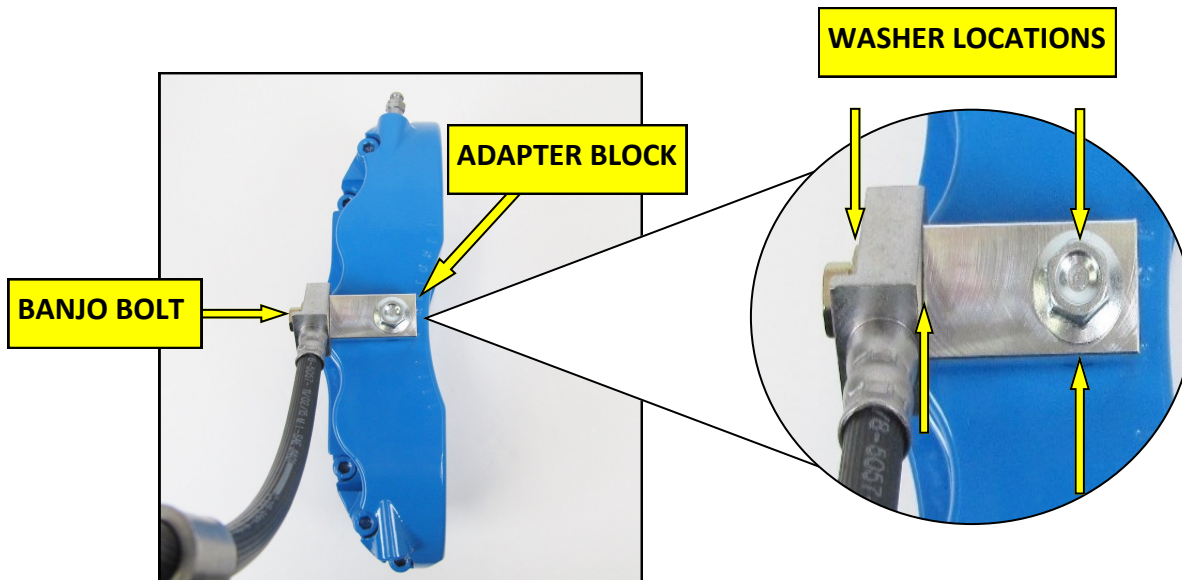
14. Remove the Caliper Bracket from the Caliper and mount it to the spindle as shown, using supplied 12mm x 40mm bolts and washers. The bracket will bolt to the outside of the upright with the pocketed side facing the upright. The engraved part number will be facing inboard. Torque the 12mm bolts to 85 ft-lbs.



15. Install the correct side Rotor onto the hub and secure it using three lug nuts and washers. **NOTE:** Rotors are directional and must be mounted at their corresponding location. (Driver side shown)



16. Slide the Caliper, with the Brake Pads installed and the bleeders at the top, onto the Radial Mount Studs and secure it using the supplied 12 point Nuts and Washers. Check to make sure the caliper is not contacting the rotor. Torque the Nuts to 75 ft lbs.



17. The original factory brake hoses are reused for this system. Inspect your hoses, and replace them if necessary.
18. Place new Copper Washers on both sides of the Adapter Block and use the supplied Banjo Bolt to secure it to the Caliper, leaving it finger tight at this time.
19. Place new Copper Washers on both sides of the banjo fitting at the end of the brake hose and reuse the OEM bolt to attach it to the Adapter Block. Again, this bolt is only to be finger tight at this time.
20. Position the hose to avoid contact with the wheel and suspension components and torque the banjo bolts to 15-20 ft-lbs.

Repeat this procedure for opposite side.

21. When the installation is complete adjust the parking cable nut to allow firm engagement of the shoe.

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.