

BAER® Your Complete Performance Brake Supplier!



Installation Instructions

Product: Extreme Plus Front

Instruction Part Number: 6000281

Vehicle

Make: Ford
Model: Mustang
Year(s): 65-73 w/ OE Drum Brakes

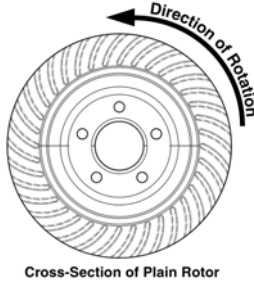
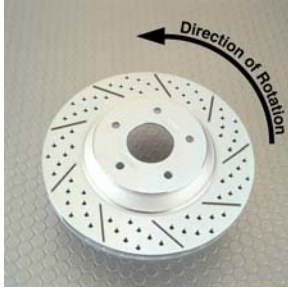
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 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 Baer recommends jack stands rated for 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.
- ALWAYS CONFIRM WHEEL FIT PRIOR TO BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR "UPSIZED" ROTOR UPGRADE! In addition to already having checked fit using the Baer Brake Fit Templates available always place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to reconfirm proper clearance is available between the caliper and the wheel before proceeding with the actual installation.



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- 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 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 all times 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 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.

Disconnect the factory hose at the frame and cap the hardline with the supplied vinyl cap.

Remove the OE brake components, including drum, backing plate and all hardware. Clean the spindle pin and surfaces where the Baer bracket will mount.

Install the correct side bracket (6610040 is left or drivers side-6620040 is right) using supplied hardware. Torque to 40-45 ft-lbs. See photo 1 for correct bracket installation. The right side is shown in the photo.



Photo 1

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Apply a small amount of grease to the hub seal surface and install the supplied hub. Tighten the 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 to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap.

Remove the radial mount bracket from the caliper. It is installed for shipping purposes.

Using the 12mm x 25mm bolts without Vibra-Tite, attach the intermediate bracket and tighten snugly with a small wrench. Install the rotor, using one lug nut with washer to avoid scratching the hat finish. Place proper spacer on the radial mount stud:

13.5" rotor-no spacer
14" rotor-0.250" spacer
15" rotor-0.750" spacer



Photo 2

Caliper Mounting

With pads removed, install correct caliper (bleeder screw points up), washers and retaining nuts. Snug these bolts for measuring caliper alignment.

Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside (see photo 3). Write down all measurements. Subtract the top inside measurement from outside. This will require a shim equal to half of this difference to center the caliper. Do the same with the bottom measurements to center this also. Getting these gaps as close as possible, within .005", will keep possibility of excessive noise to a minimum. This may require different thickness shims top and bottom.

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Photo 3

Select the desired shims from the kit provided. Remove the caliper. Loosen the bolts from the intermediate bracket. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check.

Reinstall the caliper and recheck gap measurements. Re-shim if necessary. When proper shimming has been achieved, remove caliper. Take the bolts from the intermediate bracket one at a time keeping the shims in place and replace with the 12mm x 30mm bolts with red Vibra-tite coating. Torque to 85 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.

Install pads in caliper and re-install over rotor. Replace washer and caliper retaining nuts and torque to 75 ft-lbs.

Place a copper washer on each side of the banjo fitting on the steel braided hose and insert the banjo bolt. Thread this into the inlet port on the caliper and tighten by hand, attach to hardline at frame, install hose lock. Position hose to avoid contact with any suspension components or wheel. Torque both to 15-20 ft-lbs

Repeat this procedure for opposite side.

Follow bleeding instructions provided on separate sheet to complete installation.