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Installation Instructions

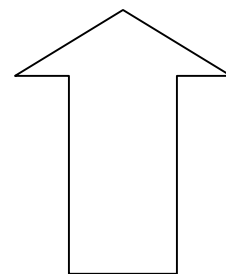
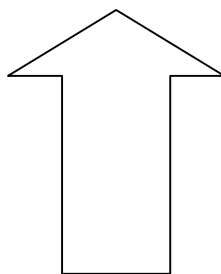
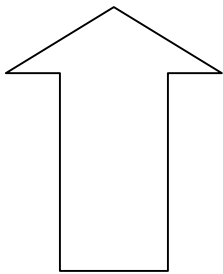
Product: Extreme Plus Front

Instruction Part Number: 6000282

Vehicle

Make: Ford
Model: Mustang with Factory DISC brake spindles
Year(s): 68-73

***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.***



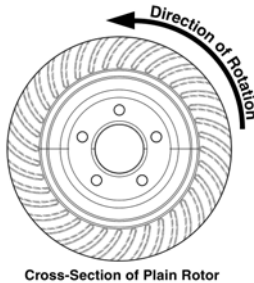
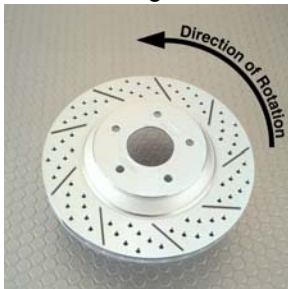
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 checking wheel fitment, 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.

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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.

INSTALLATION:

Disconnect the fluid hose at the frame and cap the hardline with the supplied vinyl cap. Remove the hose lock and disengage the hose from the frame bracket.

Remove the two bolts retaining the original caliper assembly to the spindle and slip the caliper off the rotor.

Remove the original rotor from the spindle and thoroughly clean the spindle pin and caliper attachment points to insure proper seating of the new Baer components

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The intermediate brackets are labeled for left (drivers side) and right, the left part number is 6610080, the right is 6620080. Install intermediate bracket to the spindle, above the steering arm using the bolts provided as shown in photo below. The top bolt is 9/16" x 2.25", the bottom is 7/16" x 1.5", both with washers. Start both bolts, then tighten. Torque top bolt (9/16") to 95 ft-lbs, and bottom (7/16") to 65 ft-lbs.



Left spindle with intermediate bracket installed

The caliper will need to be shimmed to center it over the rotor when installed. These shims will go between the intermediate bracket and the radial mount bracket. We provide 2ea 12mm x 50mm bolts with no thread coating to make this procedure easier. This will allow the bolts to be installed and removed several times easily. When the caliper is centered, the 12mm x 60mm bolts with red thread coating will be installed for the finished assembly.

Install the radial mount bracket (installed in the caliper for ease of shipping) to the outboard side of the intermediate bracket with no shims using the 12mm x 50mm bolts supplied. The side with the machined relief will face the intermediate bracket, the engraved part number will face outboard. Install snugly, do not torque these yet. See the photo below for proper orientation.



Outboard view of radial mount bracket

Inboard view of radial mount bracket

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Install the new Baer billet aluminum hub. The new Timken bearings are pre-packed with Red Line synthetic grease. Do not add more grease. Apply a small amount of grease to the hub seal surface and install the 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.

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

With pads removed, install correct caliper (bleeder screws point up), washers and retaining nuts (12 point black 12mm-1.25). Snug these bolts with a 9/16" 12 point socket for measuring caliper alignment.



Measuring distance from rotor to caliper body

Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside (see photo above). Write down all measurements. Subtract the top inside measurement from top outboard measurement. This will require a shim equal to half of this difference to center the caliper. For example, inboard measurement of .810", outboard measurement of .890" has a difference of .080" and would require a shim or shims, .040" thick. Do the same with the bottom measurements to center this also. Getting these gaps as close as possible to each other, within .005", will keep possibility of excessive noise to a minimum. This may require different thickness shims top and bottom.

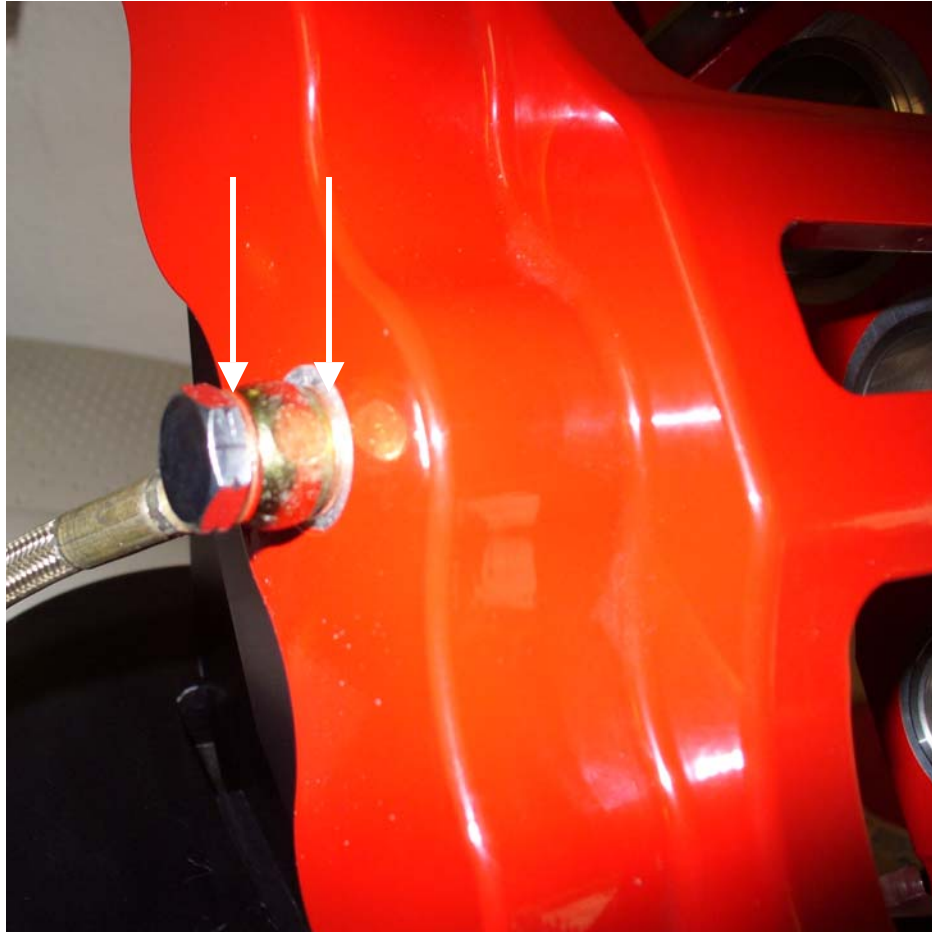
Select the desired shims from the kit provided. Remove the caliper. Loosen the bolts from the intermediate bracket. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check.

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 60mm bolts with red Vibra-tite coating. Torque to 85 ft-lbs. Install the pads and install the caliper onto the radial mount studs. Torque the 12 point nuts 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.

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Install the steel braid hose with one copper washer on each side of the banjo fitting. See photo below. Finger tighten the banjo bolt. Connect the hose to the hardline and install the hose lock. Position the hose to avoid interference with the wheel and suspension components through the entire range of motion. Tighten fitting and banjo bolt to 15-20 ft-lbs.



Copper washer placement

Repeat these steps for the other side and recheck all attachment points and fittings.

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

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

Check out the collection of performance brakes, pads, rotors we offer.