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Installation Instructions

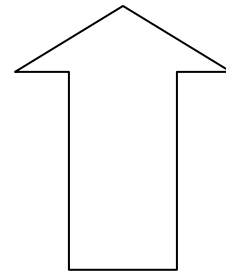
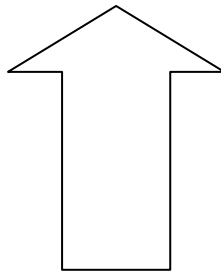
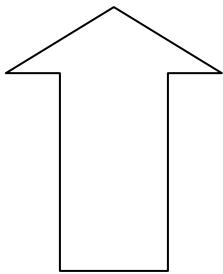
Product: Extreme+ / Pro+ Rear

Instruction Part Number: 6000511

Vehicle

Make: Ford
Model: Mustang
Year(s): 2015>

***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.***



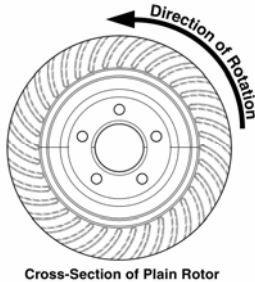
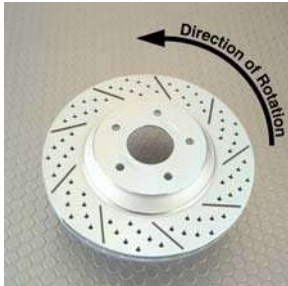
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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:

1. Remove the banjo bolt from the fluid hose at the caliper. Remove and discard the copper washers from the banjo bolt as they are a one time use item. New washers are provided with your system. 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 original caliper. These are very tight and may have thread locker. Long wrenches or a breaker bar will make this easier. Once the bolts are removed, remove the caliper from the rotor.
3. Remove the rotor and thoroughly clean the axle flange and caliper mounting surfaces for proper seating of the new Baer components.
4. The original debris shield will be removed to allow clearance for the new Baer components.
5. Remove the axle nut from the axle stub to allow removal of the flange and bearing pack.
6. 4 bolts retain the bearing pack, remove these with a 15 mm socket and remove the flange and bearing assembly.



Remove the park cable/ABS cable brace taking the tab from the original hole. Rotate 90 degrees placing the tab on the forward edge of the upright with the cable aimed at the axle flange. The photo above shows the right side, first with the bracket in the original location, the right photo is the new position. Tighten the bolt to 20 ft-lbs. Using a small chisel, or a large flat tipped screwdriver, open the cable retainer to allow a small movement of the cable within the brace.



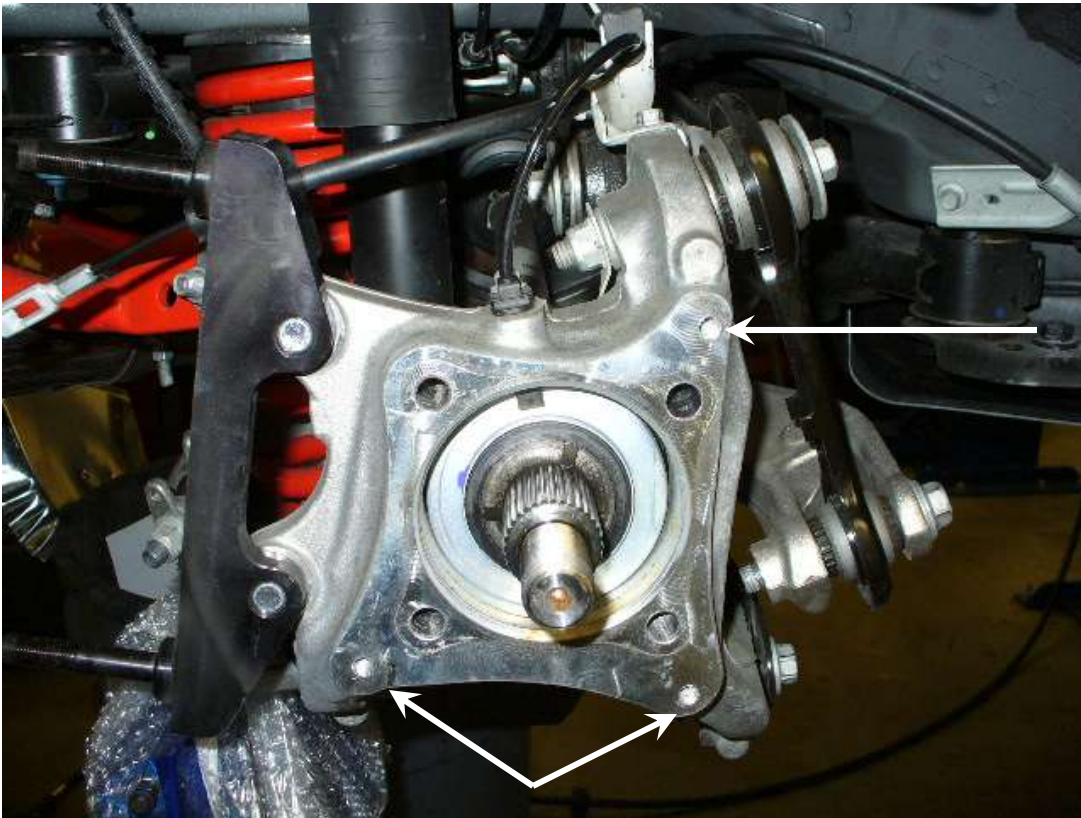
With pliers or adjustable wrench, twist the ABS cable brace to allow it to point at the axle flange.

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With the brace twisted, place the ABS cable back into the new location.

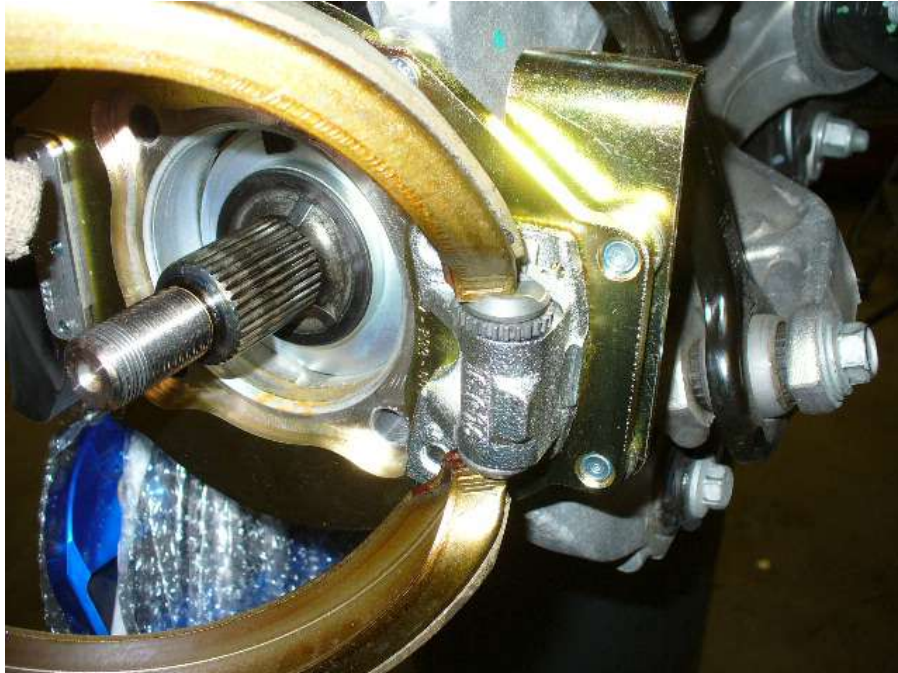
7. The new Baer Park Brake assembly will be bolted on using the same fastener locations as the original debris shield. The holes must be enlarged using the drill and tap (M8-1.25) provided with your Baer Brake System. See photo below for reference. Drill to a depth of approximately $\frac{3}{4}$ "



Drill and tap these 3 attachment points. Drill to approximately $\frac{3}{4}$ "

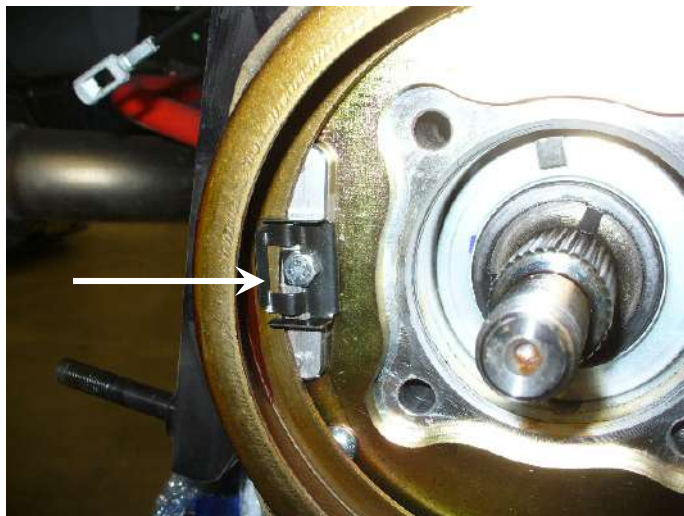
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8. To attach the park assembly, the shoe and shoe retainer will need to be removed for access to the fasteners. The shoe retainer is held on with one 10mm bolt, the shoe will slip off of the actuator. **See “Retainer location” photo below.**
9. Using the 3 allen head capscrews supplied, attach the park assembly with the actuator and cable stay toward the front of the vehicle. The plate has part numbers indicating right and left assemblies. The part number beginning with 671.... is for the left (drivers) side, 672....is for right side. The cable stay will be above the actuator lever. Torque the capscrews to 35 ft-lbs.



Park shoe sliding into the slots on the actuator

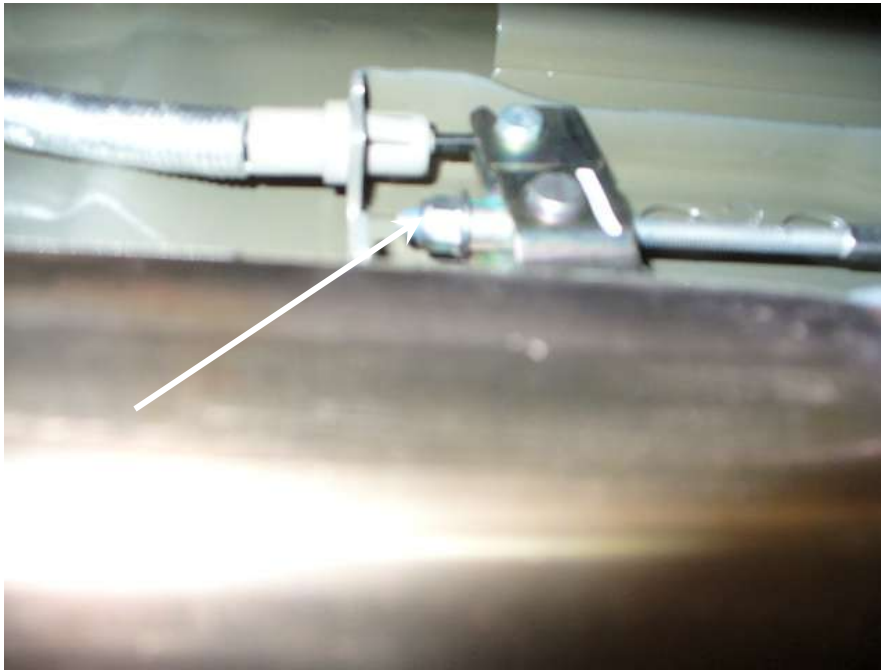
10. Replace the park shoe and retainer: Slide the park shoe onto the actuator into the slots on each end. Center the shoe on the tabs, then insert the retainer and bolt. Torque the retainer bolt to 10 ft-lbs.



Retainer Location: Tighten 10mm retainer bolt to 10 ft-lbs

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11. Insert the park cable into the cable stay on the new Baer Park assembly. To get more movement from the cable to attach to the actuator lever, loosen the cable adjuster, located just rearward of the middle driveshaft bearing. See photo below.



Loosen this cable adjustment nut for extra length in the cable.



Attach cable end to actuator

Push actuator lever upward with a screwdriver, then loop the cable end over the actuator. The cable adjuster nut will need adjustment when the installation is complete.

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12. Place the axle flange and bearing pack over the axle. The axle may have to be moved around a bit to get the bearing to seat correctly. Replace the 4 bolts and torque to 98 ft-lbs.



13. Replace the axle nut and torque to 98 ft-lbs. Then an additional 45 degrees.
14. The 2015 and newer Mustangs have two rear Baer Brake systems available: Extreme+ and Pro+. The Extreme+ system (pictured below) attaches the caliper to the bracket with ARP studs and nuts, the Pro+ uses allen head capscrews.

The caliper bracket will be shipped attached to the caliper for ease of packaging. Remove the bracket from the caliper and find the supplied 12mm x 40mm bolts and washers. 4 are supplied, two for each side.

Right side upright with bracket installed.



Extreme Plus bracket installed.

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15. Attach the caliper mounting bracket to the spindle. The bracket will bolt to the outside of the upright (see photo on page 7) with the scalloped side facing the upright. The engraved part number will be facing inboard. Torque the 12mm bolts to 85 ft-lbs.
16. Place the correct side rotor over the axle flange and secure with lug nuts and washers. The washers will prevent scratching the anodized finish on your new Baer rotor hats!

The Baer caliper design incorporates staggered piston diameters to minimize uneven pad wear. The **“trailing”** caliper installation (caliper located behind the axle centerline) will have the LARGEST piston at the high point and the Bleeder screws also at the high point. A **“leading”** caliper installation (ahead of the axle centerline) would have the SMALLEST piston at the high point with the bleeder screws always at the high point.

17. **PRO+**: With pads installed, place the correct side caliper over the rotor. Install the 12mm allen head capscrews. Torque these to 75 ft-lbs using a 10mm allen socket.

Extreme+: With pads installed, slide the caliper over the ARP studs and onto the bracket. Place the hardened washers over the studs, then the 12 point ARP nuts. Torque these nuts to 75 ft-lbs with a 12 point 9/16” or 14mm socket.

17. The original factory fluid hoses are reused for this system. Inspect your hoses, and replace them if necessary. Place a new copper washer (provided in your Baer System) on either side of the banjo fitting and insert the new banjo bolt (supplied) through the fitting. Position the hose to avoid contact with the wheel and suspension components. Torque the banjo bolt 15-20 ft-lbs.
18. Repeat this procedure for opposite side.
19. When the installation is complete adjust the park cable nut to allow firm engagement of the shoe.

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet.

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