



**BAER® Your Complete Performance Brake Supplier!**



## Installation Instructions

Product: REMASTER master cylinder

Instruction Part Number: 6000510

Rev Date: 06 April 2022

### Vehicle

Make: Ford and GM

Model: Both Firewall and Booster bolt patterns

**ATTENTION: Read this before going any farther!  
Returns will not be accepted for ANY installed PART or  
ASSEMBLY.**



## NOTICE: Read and Follow BEFORE ATTEMPTING INSTALLATION

The Baer ReMaster is sold by bore size and is not vehicle specific. It is designed to bolt directly onto your existing booster or firewall. However, the brake lines and prop valve (If supplied) will have to be modified/plumbed to complete this installation. This may require additional fittings to adapt to your existing lines or in some cases fabricating additional hardlines from your vehicle to the Baer ReMaster. For additional fittings & plumbing parts please visit <https://baer.com/Fittings/>

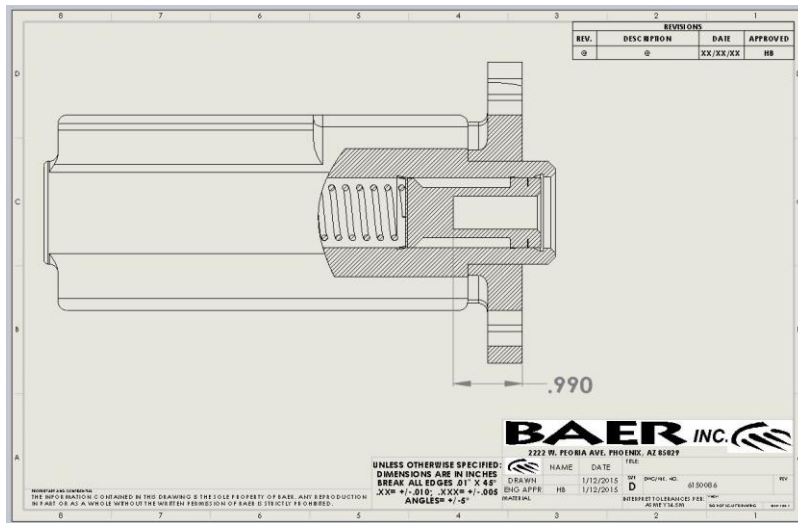
- All installations should be performed by a qualified mechanic with specialized tools and a factory service manual for the vehicle on which the installation is to be performed.
- All installations require proper safety procedures and protective eyewear.



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**NOTE:** This master fits both GM and Ford firewall or booster patterns.

Pushrod depth (from mounting surface to bottom of piston) is **.990"** see Figure 1.



**Figure 1:** Pushrod depth in Master Cylinder piston

- For early Fords this dimension is correct but should still be checked as they may have been changed over the years.
- For Fox/SN95 (79-04 Mustang) the booster pushrod is .950" so it would need to be adjusted out .040". The booster pushrods on these Bendix units are adjustable.
- The clearance between the pushrod and REMASTER piston should be .000"-.005". Too little and the brakes may drag, too much and the pedal will have excessive travel.

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**GM boosters** used short and long pushrods to actuate the master cylinder. If you have a short pushrod booster, insert the supplied bullet as shown in Figure 2 below.



**Figure 2:** Master cylinder bullet (short pushrod booster)

The brass inserts and tube nuts are pre-installed for shipping purposes only. Remove them before proceeding. For a standard **3/8-24** tube nut and line, install the brass inserts(seats) shown in Figure 3. **IMPORTANT: The inserts must be fully seated (not at an angle) in the master cylinder. Failure to do this can cause damage to the inserts and the master cylinder resulting in fluid leakage.** Once the inserts are installed correctly attach the brake lines and tighten the brake line tube nuts to 10-12 ft-lbs. Inserts are designed for a 45° flare. **See Figures 3, 4 and 5 for reference.**



**Figure 3:** Supplied brass inserts(seats)



**Figure 4:** Insert correctly installed



**Figure 5:** Insert incorrectly installed

**NOTE:** Notice the exposed thread difference between a correctly and incorrectly installed insert.

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**Service Note:** The brass inserts also allow the seats to be replaced if damaged without needing to replace the master cylinder. Contact your Baer Tech Rep. for replacement procedures and new seats.

For banjo style fittings, install them as shown in Figure 6. Place copper washers on both sides of the banjo fitting. **Do not use the brass seats for banjo style fittings!** Tighten banjo bolts to 10-12 ft-lbs



**Figure 6:** Banjo style fittings

For manual brakes adjust the pushrod so the pedal does not travel over center (past 90 degrees) when depressed. The drawings below show proper pedal travel.

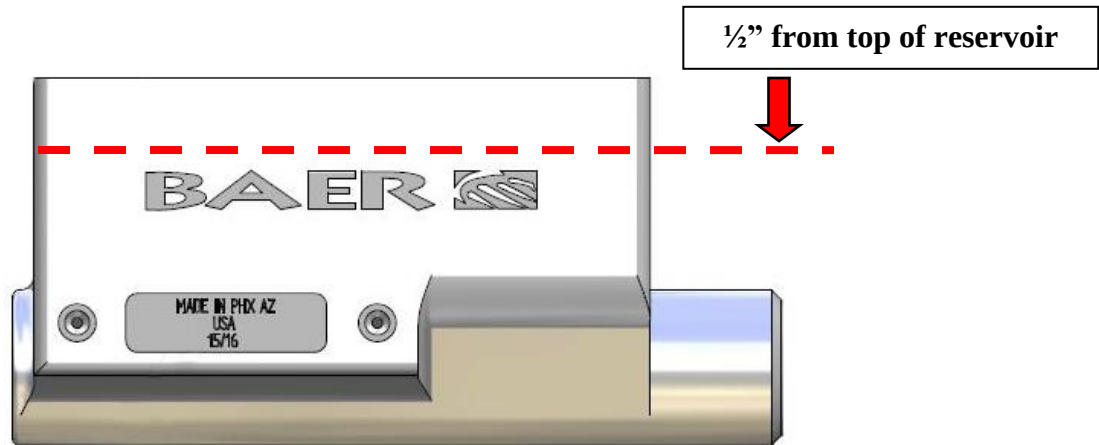


**Correct pedal travel**

**Pedal applied traveling past 90 degrees**

The drawing on the left illustrates proper release and applied travel. The drawing on the right shows the pedal traveling past 90 degrees. Adjust the pedal length to prevent travel past 90 degrees.

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**Figure 7**

**Never fill M/C more than 1/2" from the top of the reservoir. See Fig 7.**

**Take care to note mounting orientation of the master cylinder to prevent fluid leak down from the top of the reservoir. The angle at which the master cylinder is mounted will dictate the fluid level present within the master cylinder reservoir. A rule of thumb to note is that the highest point of the fluid level should never be less than 1/2" from the top of the reservoir.**



**Figure 8**

**Make sure your cap bellows are fully seated into the lid and that they are making solid contact with the bottom of the caps to ensure a good seal. See Fig 8.**