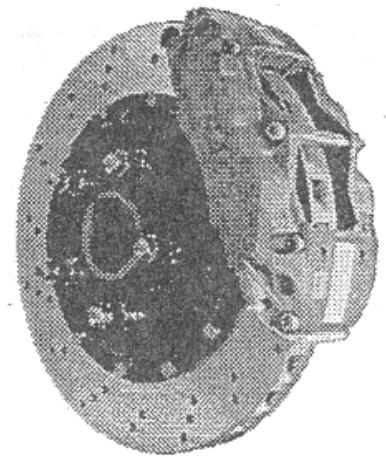


FRONT Installation Instructions

87-93 Mustang

TRACK • SPORT • SS/DRAG • A-SEDAN

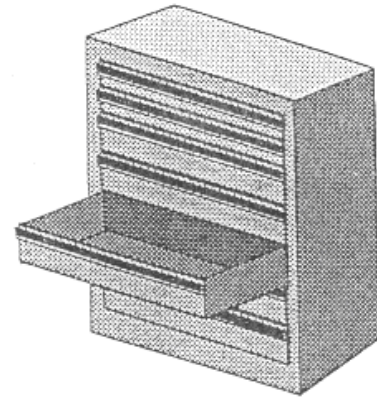
PRO-RACE • PRO-RACE+



Note: Also fits 79-86, but requires 87 or later front struts or spacers from strut to spindle. 79-86 spindles do not qualify for core return.

Tools required for installation.

- Floor jack
- Jack stands (2) Note: Baer recommends jack stands rated for at least 3 tons each.
- 4 pound hammer
- "Dikes" and large "Channel Lock" pliers
- Flat head screw drivers
- Wrenches, 15/16" box, 3/4" box, 9/16" line, 7/16" line, 11/16" open, 10 mm box
- 1/2 drive - 13/16", 11/16" sockets
- 1/2 drive - torque wrench
- 3/8 drive - 3/8", 10 mm sockets
- Rat Tail file
- Drain pan

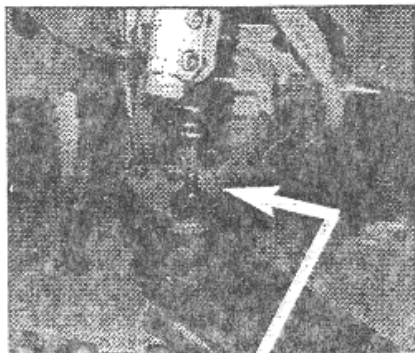


Supplies required.

- 2 pints brake fluid. Baer recommends Castrol SPECIAL RACING FLUID (SRF) or Performance Friction® Z-Rated® fluid
- Rags

We recommend that before beginning this installation you install the new Master Cylinder provided with all FOX systems (except '93 Cobras). Instructions for the Master Cylinder installation are found on a separate instruction sheet. Once the master cylinder is installed, please proceed with **REMOVAL OF ORIGINAL COMPONENTS**.

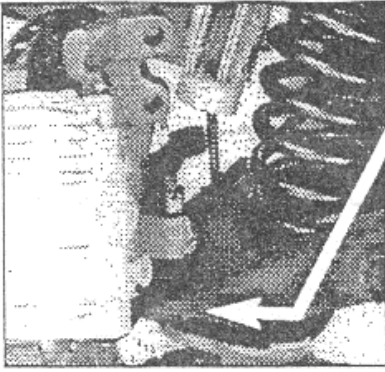
- 1) Jack up vehicle and set on proper jack stands.
- 2) Remove the left front (driver's side) wheel.
- 3) Remove brake assembly from box. **SAVE THIS BOX YOU WILL NEED IT FOR RETURNING YOUR SPINDLES.** After removing the retaining nut installed prior to shipment, place assembly into the wheel that you will be using and cinch down 2 lug nuts. Rotate assembly inside wheel to ensure there is proper clearance.
- 4) Remove stock left front brake components and spindle. Proper procedure is:



Reminder: Before removing the ball joint nut, support the control arm with a floor jack. As shown.

- A) Disconnect the stock rubber flex hose from the steel hard line at the inner fender.
- B) Unbolt and remove caliper.
- C) Remove factory dust cap, pull cotter pin and nut retainer. Unbolt castellated nut and remove stock unicast rotor/hub unit.
- D) Unbolt and remove factory dust shield.
- E) Wipe away all grease and loose dirt.
- F) Remove cotter pin from the castellated nut in the ball joint.
- G) Loosen nut, but do not remove. Make sure there are at least (5) threads engaged.
- H) Remove the tie rod end retaining nut. Using a (4) pound hammer, strike the spindle sharply at the location where it attaches to the tie rod end.
DO NOT STRIKE THE TOP OF THE TIE ROD AS THIS WILL DAMAGE THE THREADS.
- I) Again, using a (4) pound hammer, strike the spindle at the location where the ball joint attaches.
DO NOT USE A PICKLE FORK. THEY TEND TO TEAR THE BOOT.
- J) Before removing the ball joint nut, place a floor jack under the control arm. Raise it until the spring starts to compress. Make sure the floor jack is supporting the control arm.
- K) Remove the (2) bolt and nut assemblies from the spindle to the strut.
- L) Complete the removal of the ball joint nut and lift the spindle off vehicle.

INSTALLATION OF BAER CLAW™ COMPONENTS



- 5) Place Baer Claw™ assembly onto ball joint. Secure with nut. Torque nut to 120 lb-ft. Install new cotter pin. Attach strut to spindle. Torque bolts to 160 lb-ft. Install tie-rod into spindle arm. Torque to 55 lb-ft. Install new cotter pin.
- 6) Modify the stock brake line bracket located on frame rail. File the tab in the bracket until the end of the braided hose clears. Re-install bracket on frame rail. Fit the line to the bracket and install the clip from the original hose. Fasten new braided hose to the factory hard line. Torque nut to 20 lb-ft.
- 7) Remove the right front wheel.
- 8) Repeat instructions 4 thru 7 on right side.
- 9) Realign your front end. With aftermarket caster/camber plates Baer recommends the following specifications for street use:
 - A) 3.5 - 4° Caster
 - B) 3/4 - 1° Camber
 - C) 1/16th" Toe in
- 10) Completing the front brake installation requires reading and following Baer's BLEEDING and BEDDING procedure (provided on separate instruction pages).
- 11) **PLEASE SEND CORES BACK ASAP.** For details regarding core return procedure, please consult the core return documents provided both with the PACKING SLIP on this shipment and, if you purchased your system direct from Baer, you will also receive a copy in the mail with your receipt.

SERVICE NOTES:

- Do not over pack bearings. The proper amount of grease is critical, most overheated bearing problems are caused by utilizing too much grease. Baer uses and recommends Redline Synthetic Grease # CV2.
- Baer Racing utilizes stock 87-93 Mustang bearing sets in its hubs (A5 & A12 sets) Timken or Federal Mogul are used.
- Baer FOX Chassis hubs feature a BORE TIGHT SEAL. This seal is a NATIONAL SEAL part # 472-319.
- The dust cap is a Ford part #B5A 1131A.
- Do not tighten bearings into hub beyond finger tight. According to TIMKEN BEARING, proper bearing tightening procedure is to use a wrench to "snug the bearing unit into place and then back the nut off nut 1/6 to 1/4 turn or sufficiently to allow .004 to .007" end play. Then lock the nut with a new cotter pin. WARNING: FAILURE TO BACK OFF ADJUSTING NUT WILL CAUSE BEARING TO RUN TOO HOT AND FAIL." This can in turn result in hub damage which is easily witnessed upon inspection and which is not covered by Baer's limited warranty.
- When replacing bearings NEVER attempt to remove or replace races. With proper lubricant and service procedure races virtually never require replacement during the life of the vehicle. Baer will service and replace races (bearings not covered) free of charge to the original purchaser for the life of his/her vehicle, but HUB(S) MUST BE SENT TO BAER FOR RACE REPLACEMENT or SERVICE, no exceptions.
- For a wide selection of premium replacement pads, we hope you will call us, however, if you do need to locate service parts in the field, the calipers and pads are original equipment on 1988-96 Corvette, 94 & later Mustang Cobra.
- PBR caliper equipped systems: In the event you need to remove the caliper anchor in the field, the bolts should be torqued to 110 lb-ft on reinstallation.
- ALCON caliper Equipped systems: In the event you need to remove the caliper from the intermediate bracket in the field, the bolts should be torqued to 85 lb-ft on reinstallation. **ALCON SYSTEMS • NEVER REMOVE THE INTERMEDIATE BRACKET FROM THE SPINDLE • THE CRITICAL TOLERANCES IN THIS LOCATION REQUIRE RE-SHIMMING • A SEPARATE SET OF DETAILED INSTRUCTIONS ARE REQUIRED FOR THIS TASK.**