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Installation Instructions

Product: EradiSpeed Plus 1 Rear

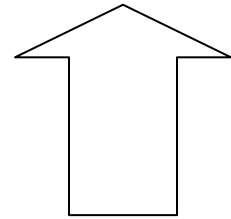
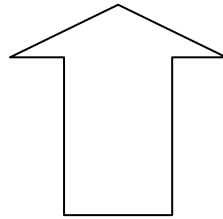
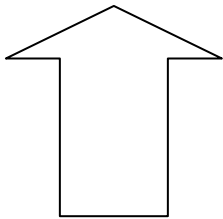
Instruction Part Number: 6000140

Vehicle

Revision Date: 06 August 2013

Make: Ford
Model: Mustang GT
Year(s): 94-04

***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.***



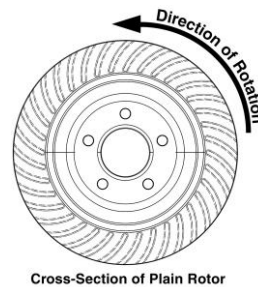
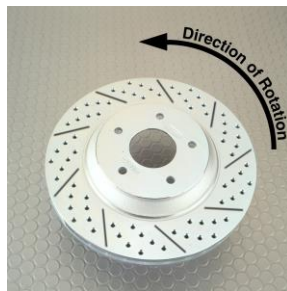
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 already having checked fit using the Baer Brake Fit Templates available online at www.baer.com, 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. **Returns will not be accepted for systems that have been partially or completely installed. Use extreme care when performing wheel fit check to prevent 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. Baer's Tech Staff is available from 8:30-am to 5-pm Mountain Standard Time (Arizona does not observe Daylight Savings Time) at 602 233-1411 Monday through Friday.

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INSTALLATION

1. Disconnect the park brake cable from the caliper by pulling the end with locking pliers to release.
2. Using a **15mm socket or wrench** remove the caliper bolts (**see photo 1**). Do not disconnect the fluid line. Slip the caliper off the rotor and suspend it in the wheel well, but do not suspend it from the fluid hose.
3. Remove the OE rotor and thoroughly clean the axle flange and caliper mount surfaces to ensure that the new Baer components will seat properly.
4. Remove the u-bolts retaining the “Noise dampener brace” (**see photo 2**).
5. Baer recommends removal of the debris shield to promote better air flow to cool the rotors. If you choose to leave this in place, trimming will be required to clear the Baer intermediate bracket (**see photo 3**).
6. Install the new intermediate bracket using the supplied 12mm x 50mm **non** Vibra-Tite (red coating on threads) bolts with washers and Nylock nuts. The bracket will be placed between the noise dampener brace and the OE caliper bracket (**see photo 4**). Install these with the bolt outboard and nuts inboard. This will move the calipers slightly higher than stock (**see photo 3**).
7. Check for clearance between the noise dampener brace and the lower control arm mount (**arrow “a”, photo 4**). Due to production tolerances, a small number of vehicles will need this brace to be ground for clearance. This brace can be eliminated if desired with a very slight chance of brake groan being present.
8. Tighten these bolts to 85 ft-lbs and re-install the u-bolts if the brace is re-used.
9. Install the correct side rotor and secure with three lug nuts, and washers to avoid scratching the finish on the rotor.
10. Check pad condition for wear, replace if necessary.
11. Install the caliper with the supplied 12mm x 50mm Vibra-Tite bolt with washer in the upper location and the supplied 12 mm x 30mm Vibra-Tite socket head bolts without washers in the lower location. The caliper piston may need to be retracted to allow installation on the new rotor. This will require a special retraction tool available for rent at many parts stores. Torque the bolts to 85 ft-lbs.

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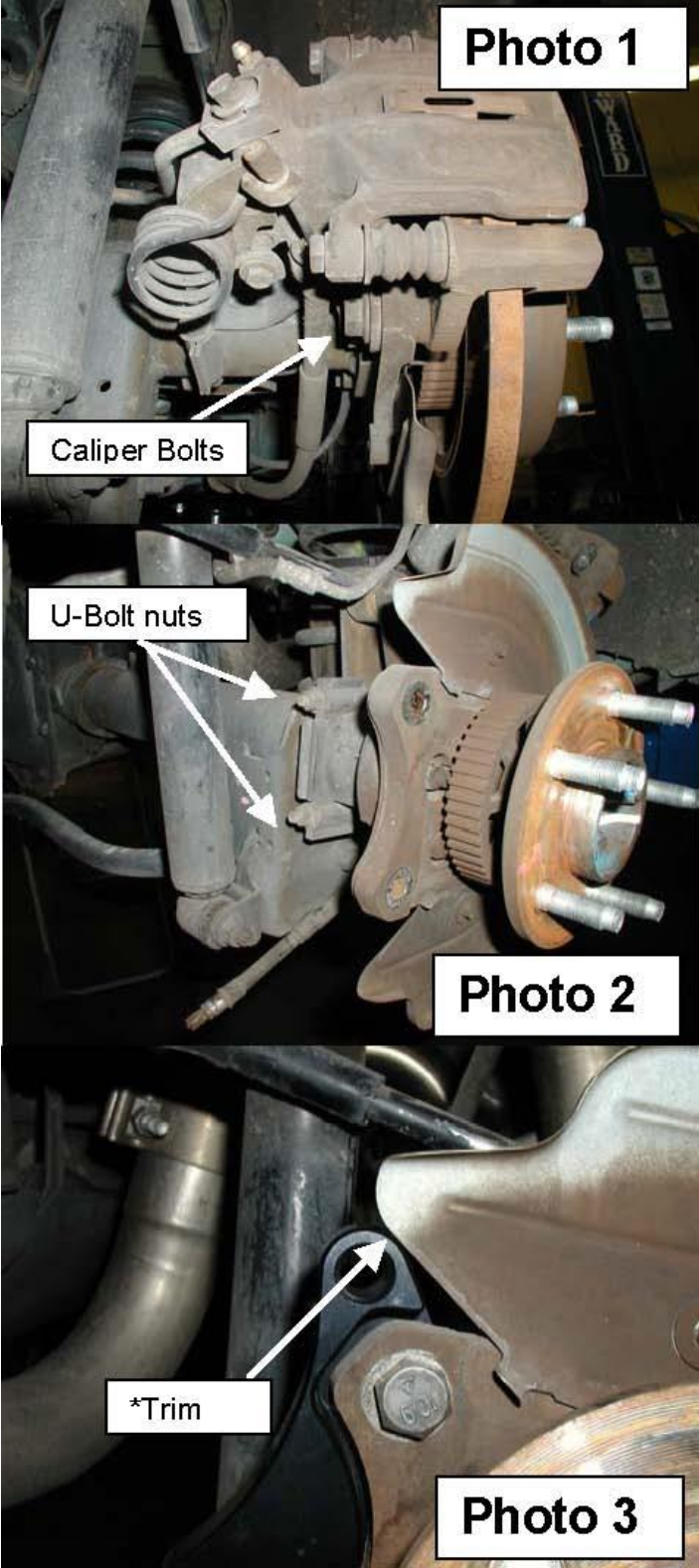
The caliper is moved further back than the stock location which may require more cable length for proper fit. To obtain this, loosen the cable braces from front to rear of the cable that retain the location and pull the cable through the braces about 1 inch. This will take a good deal of effort and not loosening the braces will make it impossible. **LOOSEN ALL BRACES FROM FRONT TO REAR OF CABLE HOUSING!**

12. Attach the cable to the caliper and retighten the cable braces. The self-adjusting feature will cause the cable to retract into the housing. Using locking pliers, pull the cable end out and attach to the caliper park actuator lever.
13. Install the wheel and hand tighten the lug nuts. Check for clearance between the wheel and the banjo bolt on the fluid line (**see photo 5**). In some cases it has been necessary to grind a small amount of material from the banjo bolt head for adequate clearance.
14. Repeat these steps for the other side and recheck all attachment points and fittings. If your fluid is more than 12 months old, this may be a good time to refresh the system.

Refer to Bleeding and Rotor Seasoning procedures contained on a separate sheet, or on www.baer.com

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

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