Installation Instructions

Product: **Pro Plus Front**

Instruction Part Number: 6000277
Revised: 07/19/2010

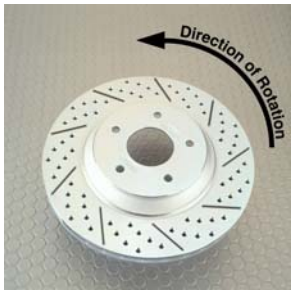
Vehicle

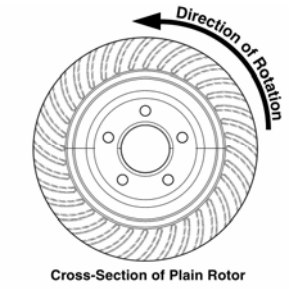
Make: **ALL**
Model: **Vehicles equipped with Mustang II spindle**
Year(s): **ALL**

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.

- 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" left always indicates the driver's side of US spec vehicles.





- 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.

Install intermediate bracket to the spindle, opposite the steering arm as shown in photo 1. Start both bolts, then tighten. Torque top bolt (1/2") to 95 ft-lbs, and bottom (7/16") to 65 ft-lbs.

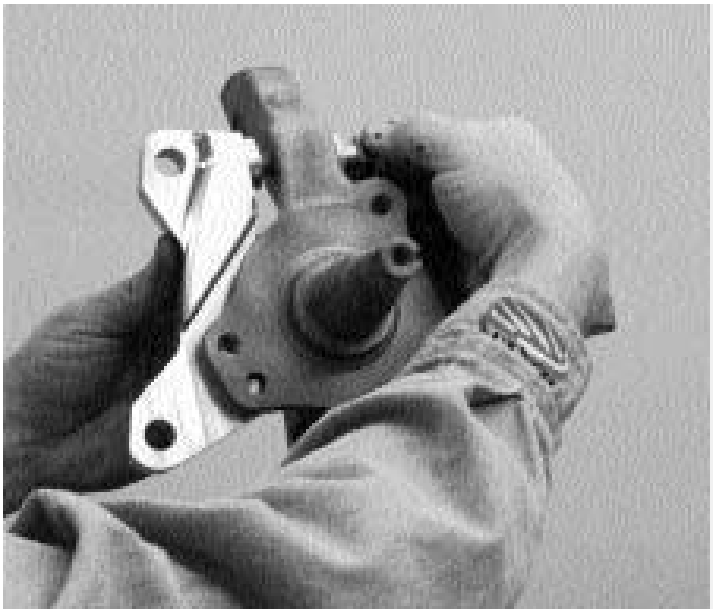
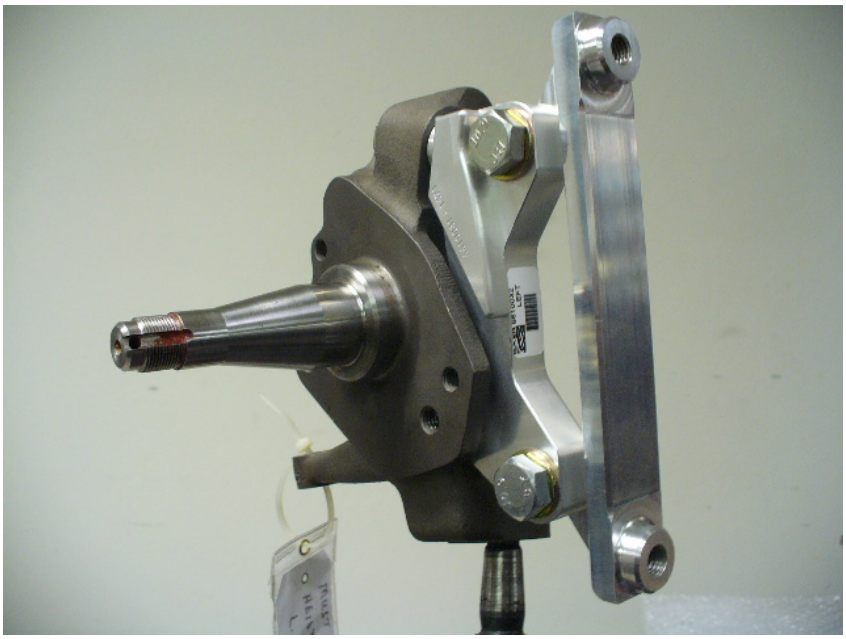


Photo 1

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 2 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 bolts with red thread coating will be installed for the finished assembly.

Install radial mount caliper bracket to inboard side of the intermediate bracket and secure with supplied 14mm x 40mm bolts. Tighten snugly for measuring procedures. Final tightening will be done later.



Radial mount bracket installed on intermediate. Shims will go between these brackets.

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 correct spacers for your rotor diameter: **14" : .250" spacer**
15" : .750" spacer

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 screw points up), washers and retaining nuts(12 point black 12mm-1.25). Snug these bolts for measuring caliper alignment.

Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside. Write down all measurements. Subtract the top inside measurement from top outside. This will require a shim at the top bracket bolt equal to half of this difference to center the caliper. For instance, inside measurement of .865", outside of .905" has a difference of .040 which would require a .020" shim installed to center. Do the same with the bottom measurements to center this also. Getting these gaps as close as possible, within .005", will keep the 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 40mm bolts with red Vibra-tite coating. Torque to 85 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.

Measure for hose length to avoid wheel and suspension components and complete installation by rechecking all brackets and connections. Hoses can be ordered from Baer or most aftermarket hose manufacturers. The Banjo bolt for our caliper is 10mm diameter.

When you have installed brake hoses, refer to the Bleeding and Rotor Seasoning instructions contained on a separate sheet.

For service components, please consult your Baer Brake Systems Tech representative.

Left side shown