BAER® *Your Complete Performance Brake Supplier!*

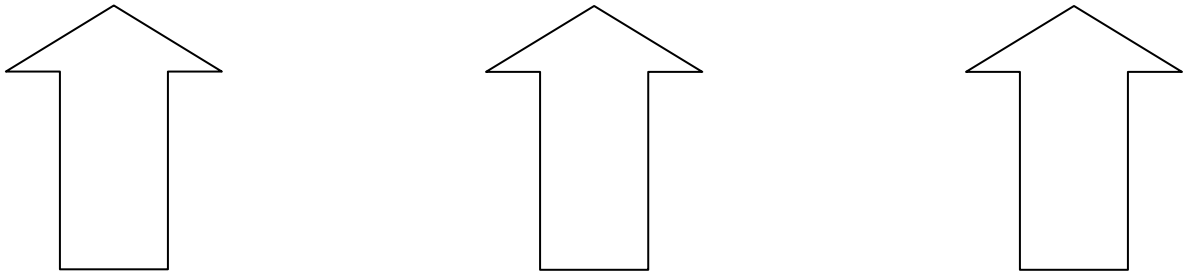
Installation Instructions

Product: Extreme Plus/ Pro Plus/ T4 Front **Instruction Part Number: 6000396**

Vehicle

Make: Ford
Model: Lincoln
Year(s): 65-69

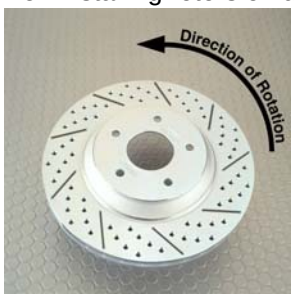
ATTENTION: Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check.

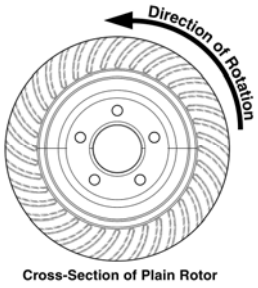


Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 car when performing wheel fit check to prevent cosmetic damage.**

- 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.





Cross-Section of Plain Rotor

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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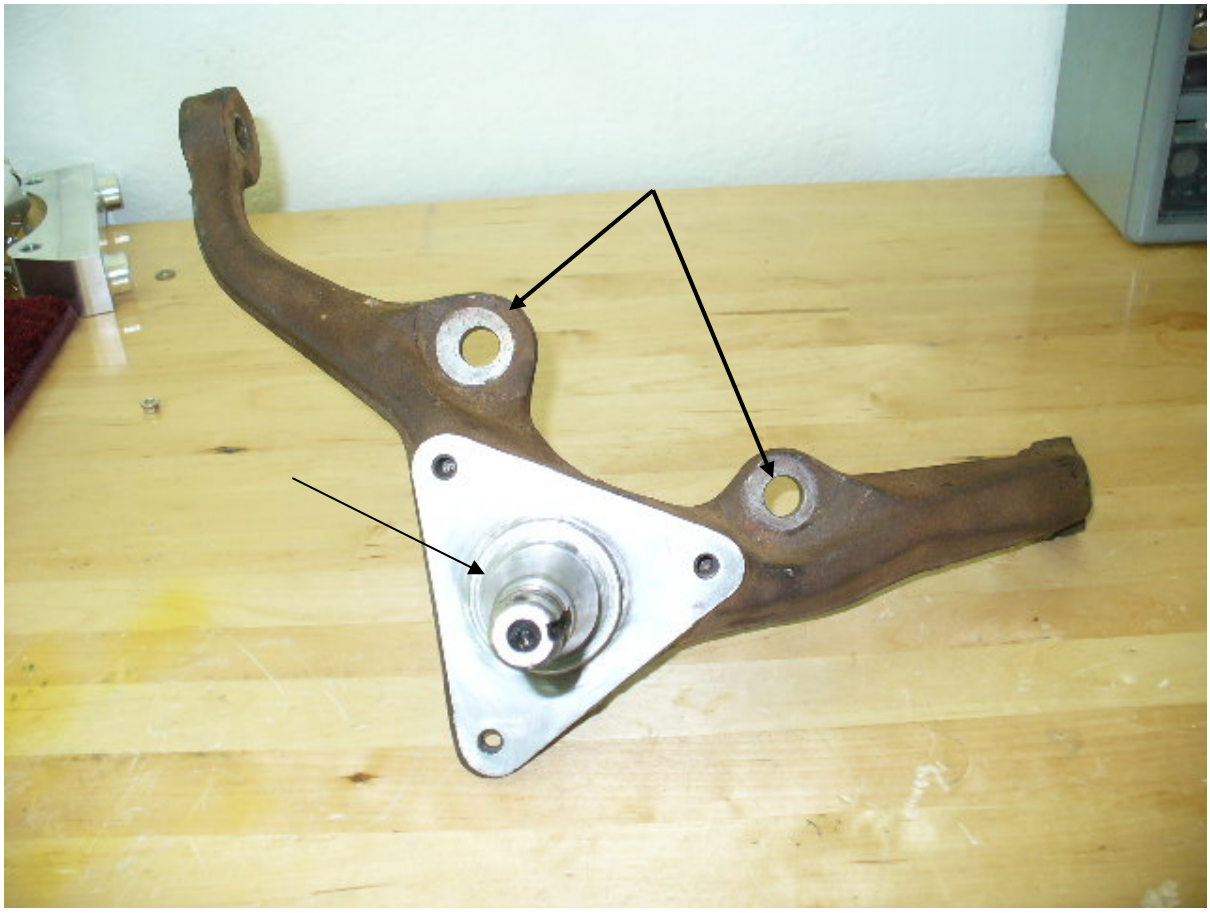
INSTALLATION:

Disconnect the fluid hose at the frame and cap the hardline with the supplied vinyl cap. Remove the hose lock and disengage the hose from the frame bracket.

Remove the two bolts retaining the original caliper assembly to the spindle and slip the caliper off the rotor.
Remove the original rotor from the spindle and thoroughly clean the spindle pin and caliper attachment points to insure proper seating of the new Baer components. See photo next page for reference



Once you have cleaned the spindle you are now ready to install the hub. Push the hub onto the spindle pin making sure that the bearing is seated against the locating surface. Next add the spindle washer and then nut; tighten nut completely down while rotating the hub until you feel the hub start to tighten up then back nut off slightly add castle washer and align so that the cotter pin can be pushed through spindle. Once all complete rotate hub. The hub should move freely with little resistance and have no play. Next install the supplied dustcap.

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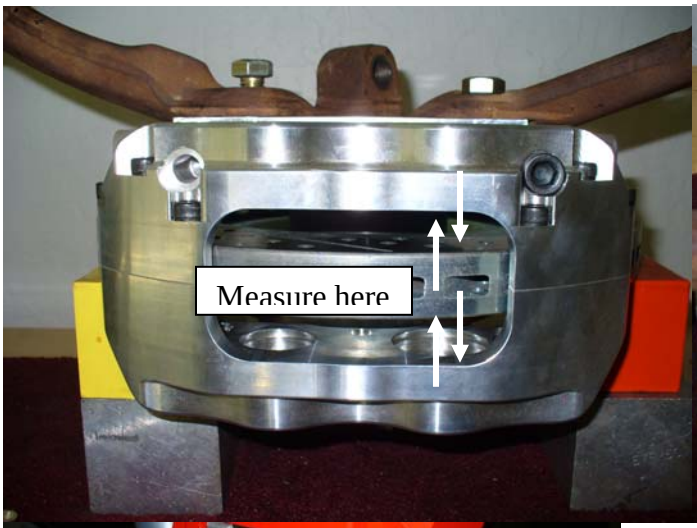
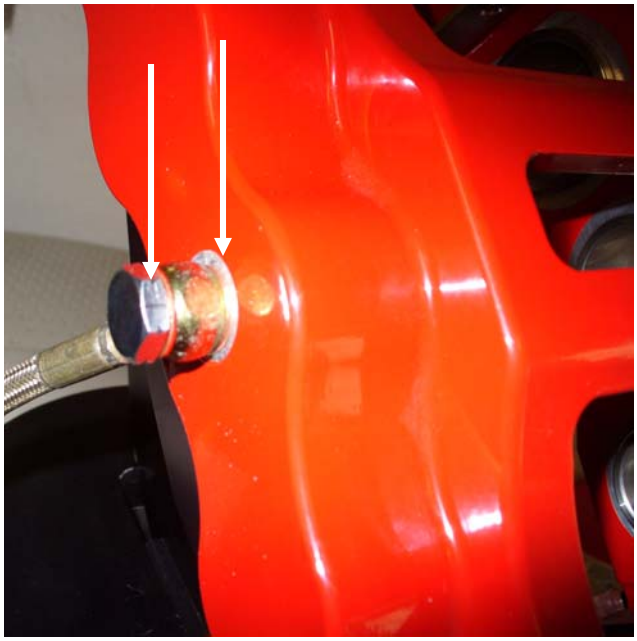
Next install the correct rotor for side of the vehicle you are working on (see earlier picture for reference). Take a lug nut and tighten rotor to the hub (hand tight is fine). Rotate rotor to ensure that rotor is on the hub face flat and that there is no run out. Once you have this done gather the supplied radial mount bracket and install on the out board side of the spindle. Do not torque these as they will have to be removed later. Once bracket is tightened ensure that it is flat against the locating surface, next install the proper caliper and tighten mounting hardware. Once caliper is installed measure the distance from rotor to inner caliper edge on the inside and outside to determine the proper amount of shim. Take the distance from each side and divide the difference by 2. this will be the amount of (supplied) shim needed to center caliper. See picture below for reference. 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.



Once the proper fitment has been achieved torque the bracket bolts to 100ftlbs then tighten the caliper mount hardware to 85ftlbs.

Double check all clearances and make sure that nothing rubs (other than maybe brake pads) and that all hardware is tight.

Install the steel braid hose with one copper washer on each side of the banjo fitting. See photo below. Finger tighten the banjo bolt. Connect the hose to the hardline and install the hose lock. Position the hose to avoid interference with the wheel and suspension components through the entire range of motion. Tighten fitting and banjo bolt to 15-20 ft-lbs.



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