



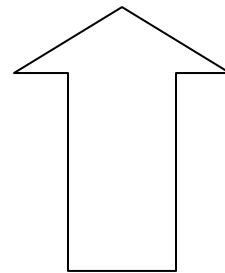
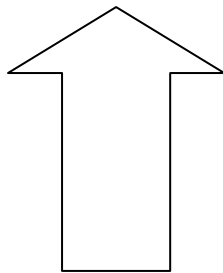
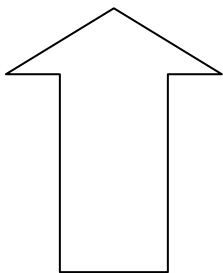
Installation Instructions

Product: Ext, Pro+, T4 Wilwood Front

Instruction Part Number: 6000432

Revision Date: 17 August 2012

***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.***



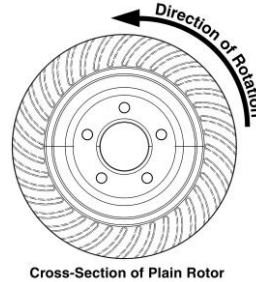
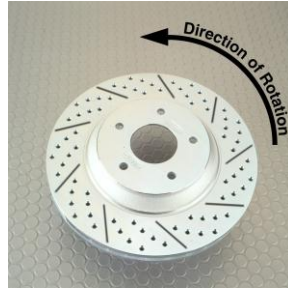
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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:

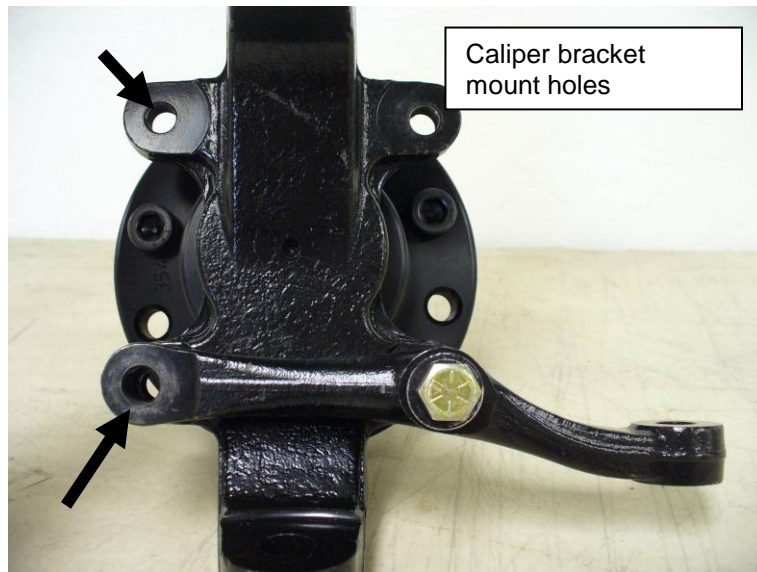


- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At all times stop the installation if anything is unclear, or the parts require force 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.

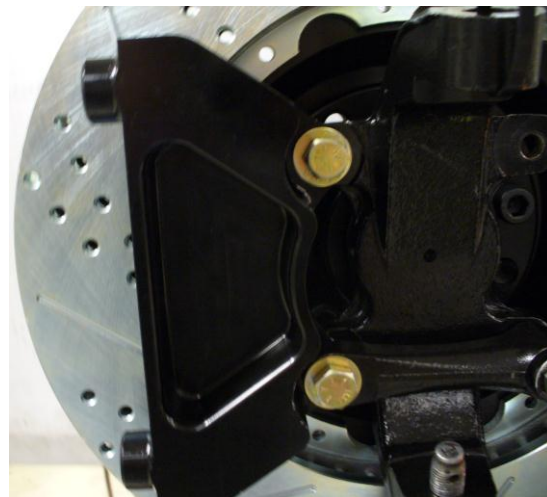
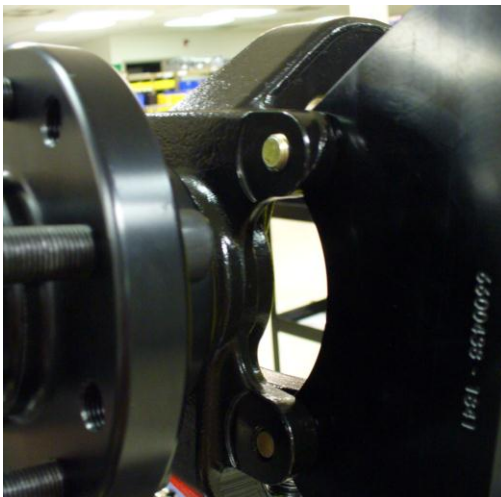
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INSTALLATION:

**** Pre-Install note:** The spindle can be mounted as front or rear steer depending on steering arm location. Whichever way is chosen, the caliper bracket mounts opposite of arm as shown in this manual. Make sure to install the correct rotor (L or R).



1. Install the caliper bracket using the supplied 7/16" bolts, and 7/16" washers. ****Note:** Apply a small amount of Loctite onto each bolt before installing. The top of the bracket will use the 7/16"- 20 X 1.0 bolt, and the bottom will use the 7/16"- 20 X 1.5 bolt. ****Note:** The engraved part number on the bracket should face outboard, towards the hub. Torque bolts to 80 ft-lbs. See photos below for front and rear views:



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2. Install the hub. The new 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.



3. Slide the correct side rotor onto the hub. ****Note:** Be sure that the rotor with an “L” sticker is installed on the driver’s side, and the rotor with the “R” sticker is installed on the passenger’s side, or right side. Secure the rotor with three lug nuts, and washers to prevent scratching of the rotor hat.



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4. Next, install the caliper [depending on your system it may be the T4, 6p, or 6S (which uses a different style of bracket)] using two M12 X 45mm VT bolts. Torque bolts to 75 ft-lbs. ****Note:** The 6S Caliper bolts will require an equivalent torque value as the T4 and 6P.
5. Install the steel braid hose to the caliper using the supplied banjo bolts and copper washers. One washer on each side of the banjo fitting. Connect the hose to the hardline at the frame, and install the hose lock. *****IMPORTANT: Position the hose to avoid interference with the wheel, and suspension components through the entire range of motion.** Tighten to 15-20 ft-lbs. Attach the hardline to the steel braid hose and also tighten to 15-20 ft-lbs.
6. Repeat this for the other side. Recheck all fittings and bolts for tightness.

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.