



## Installation Manual

**Part Number: 6000669**      **Product: SS4 Front 13"**

**Vehicle Make: FORD**

**Model: Mustang with OE Disc Brakes**

**Years: 1968-1969**



### **READ THIS BEFORE STARTING**

Returns will not be accepted for ANY installed PART or ASSEMBLY.  
Use great care in preventing cosmetic damage when performing a  
wheel fit check.

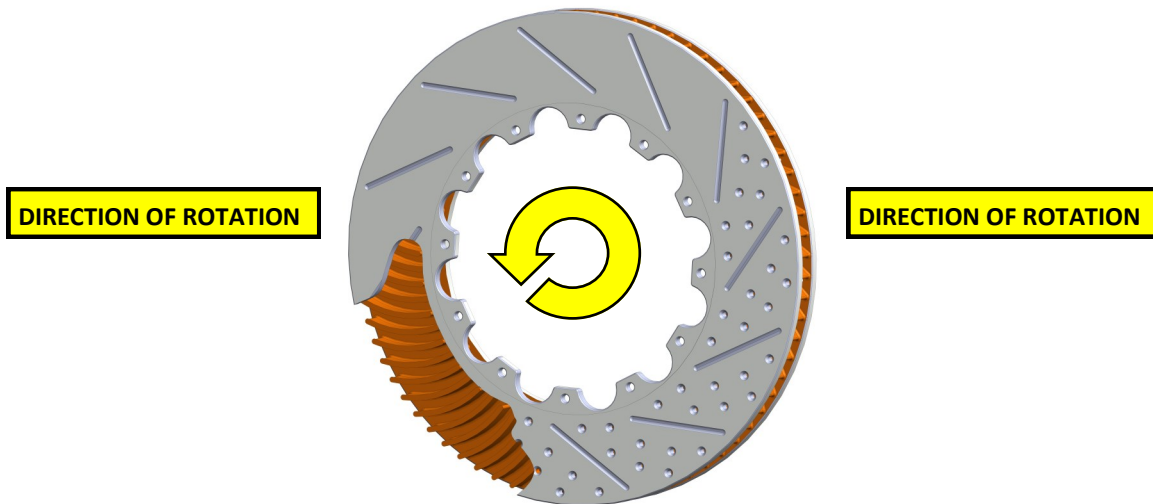


### Read and Follow BEFORE ATTEMPTING INSTALLATION

- ◆ **All installations require proper safety procedures and protective eyewear.**
- ◆ **All installations should be performed by qualified personnel using 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 recommended ratings for jack stands should be 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.**
- ◆ **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.**

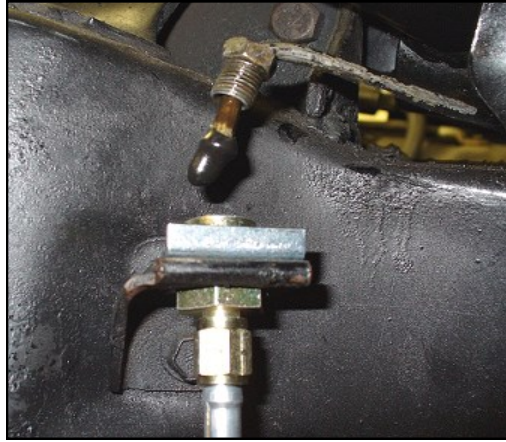


- ◆ ALWAYS PERFORM A COMPATABILITY TEST PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE .
- ◆ In addition to already having checked fit using the Baer Brake Fit Templates available online at [www.baer.com](http://www.baer.com), always place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to confirm proper clearance is available between the caliper and the wheel before proceeding with the actual installation.

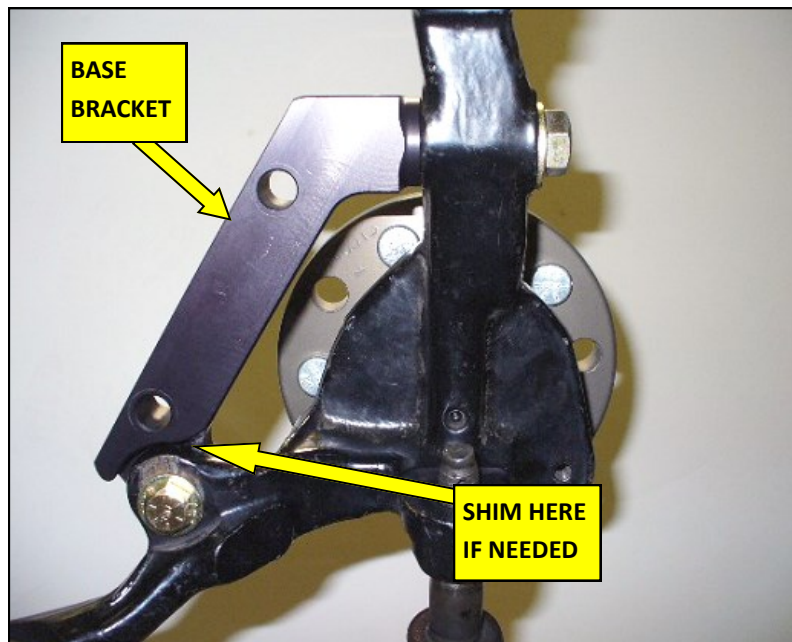


- ◆ When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor. NOTE: Slots and drill patterns sweep forward and internal vanes sweep rearward.
- ◆ A professional wheel alignment is mandatory following the installation of any system requiring replacement of the front spindles, or tie rod ends. Return the vehicle to factory specifications unless otherwise indicated.
- ◆ Stop the installation if seems 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.

## INSTALLATION:



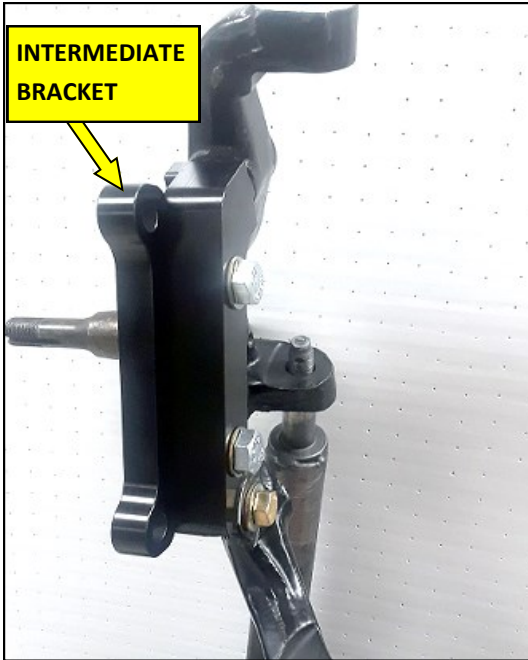
1. Disconnect the brake hose from the hardline at the frame using a line wrench. Cap the hardline with the supplied vinyl cap to avoid brake fluid dripping. Remove the hose lock and disengage the hose from the bracket. Thoroughly clean all attachment points and the spindle pin to ensure proper installation of the new components. Remove the OE caliper and rotor/hub assembly.



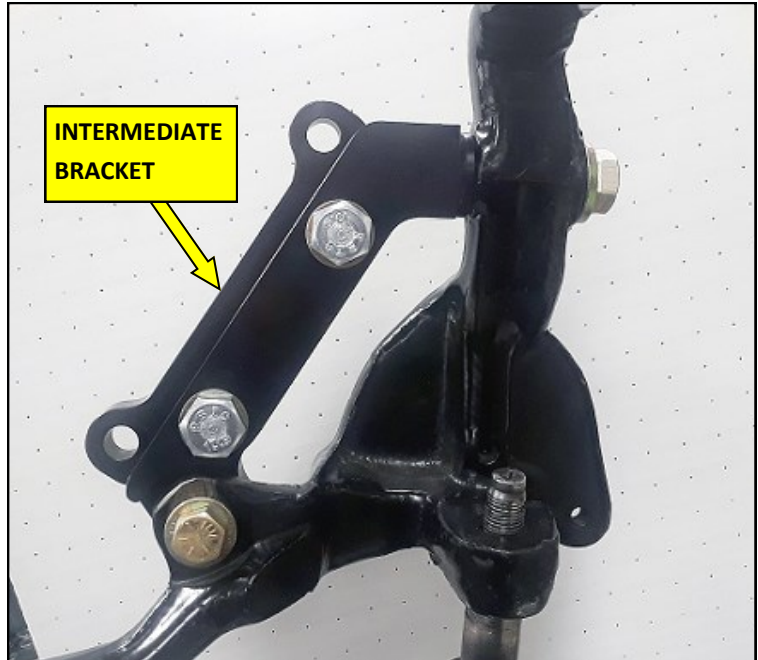
INBOARD VIEW, DRIVERS SIDE

2. The Baer base brackets are labeled for left (driver's side) and right (passenger side). The left is engraved with part number 6610112 and the right is engraved with 6620112. Install the bracket to the spindle, above the steering arm, using the supplied bolts and washers. The 9/16" x 2.25" hex bolt and washer will bolt into the top hole on the spindle and the bottom hole will house the 7/16" x 1.5" hex bolt and washer. Torque the top bolt (9/16") to 120 ft·lbs, and the bottom bolt (7/16") to 55 ft·lbs.

**NOTE:** The Mustang disc spindle may be machined in a manner which does not allow the base bracket to be positioned parallel to the rotor surface. This may require shims between the lower mounting point of the bracket and the spindle. Both bolts will have to be loosened to install shims in this area. Get this as close as possible, with final shimming performed on the intermediate bracket in later steps.

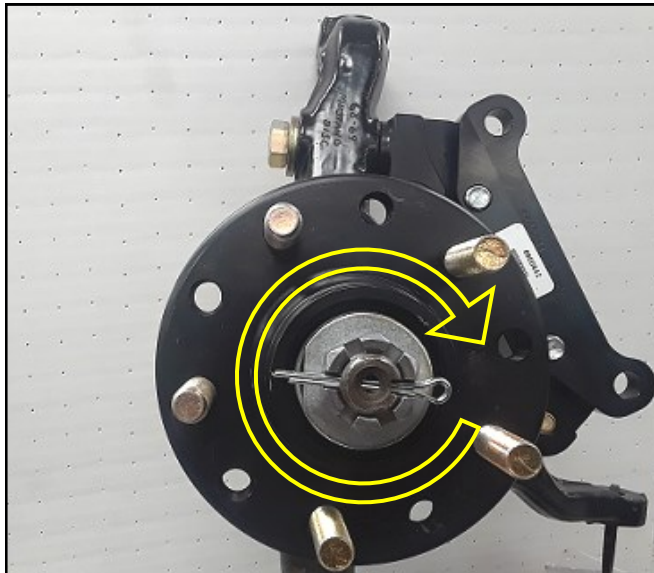


SIDE VIEW, DRIVERS SIDE

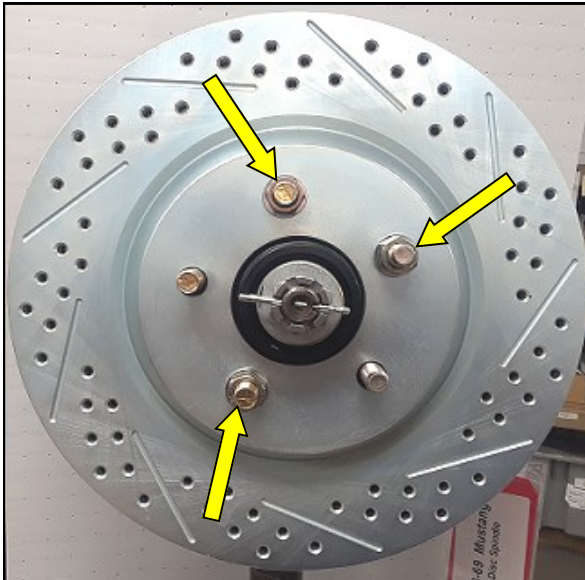


INBOARD VIEW, DRIVERS SIDE

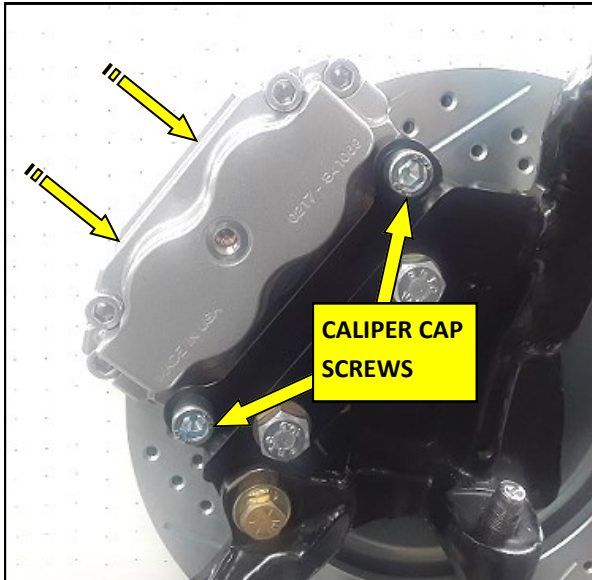
3. Install the Baer intermediate bracket to the *outboard* side of the base bracket using the supplied M12-1.75 x 45 bolts and washers. Simply, snug the bolts for now as shimming will be required in the latter portion of the installation process.



4. Install the new supplied billet aluminum 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 1/16<sup>th</sup> turn or more to align cotter pin holes, to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap.



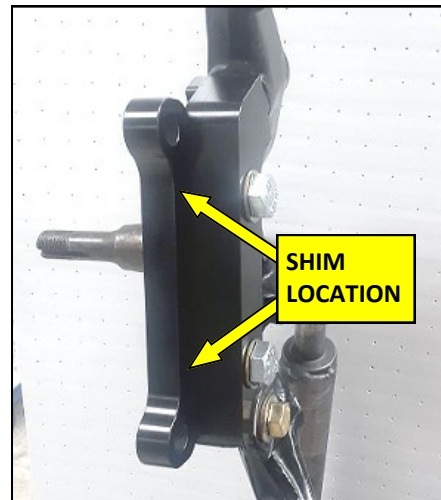
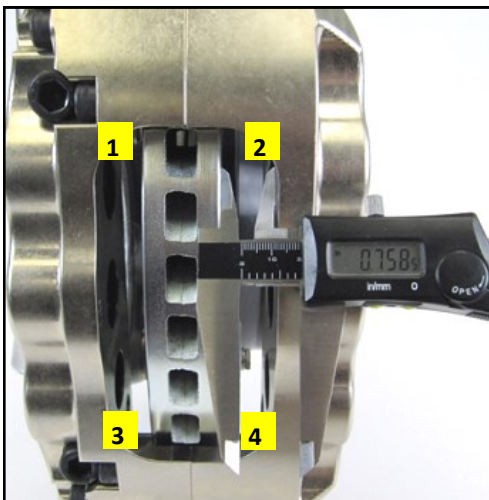
5. Install the correct side rotor (drivers side shown) and secure with three lug nuts and washers.



6. Install the caliper to the intermediate bracket using the supplied M12-1.75 x 35 SHCS. Just snug the cap screws for now as shimming will be done in the next step.

## Caliper Positioning with Shims

- A.** 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 example, 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.
- B.** Select the required shims from the kit provided. Remove the Caliper and Rotor. Loosen the bolts from the bracket and install the appropriate shims, removing one bolt at a time, and snug the same bolts for a fit check. The shims go between the base bracket and intermediate bracket. Reference the photos below.

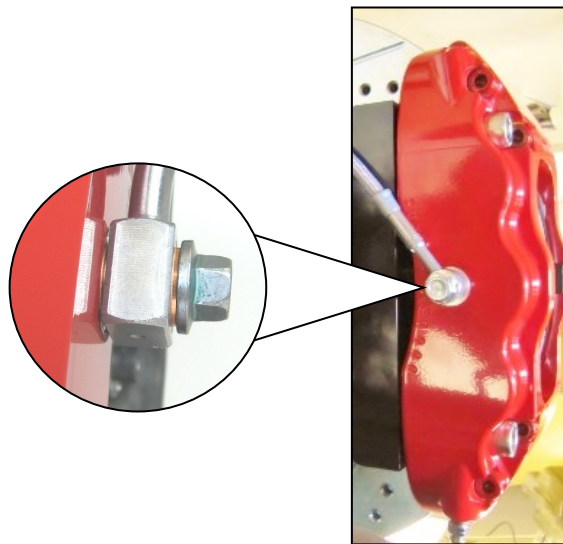




## Caliper Positioning with Shims – Continued

- C.** Reinstall the caliper and recheck gap measurements. Re-shim if necessary. When proper shimming has been achieved, remove caliper. Torque the intermediate bracket bolts to 85 ft-lbs. Reinstall the rotor and caliper and torque the caliper bolts to 85 ft-lbs.

**NOTE:** If you do not have access to a dial caliper, these measurements can be made with pads installed using feeler gauges 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 gaps as close to equal as possible at all four locations is best.



**7.** Reinstall the brake hose, onto the Caliper, using new Copper Washers and the supplied Banjo Bolt. Hand tighten the Banjo Bolt. **IMPORTANT:** Position the hose to avoid interference with the wheel and suspension components. Tighten fitting and Banjo Bolt to 15-20 ft-lbs.

Repeat these steps for the other side and recheck all attachment points and fittings.

Refer to Bleeding and Rotor Seasoning procedures contained on a separate sheet.

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

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