



Installation Instructions

Product: Extreme+ and Pro+ Rear Systems

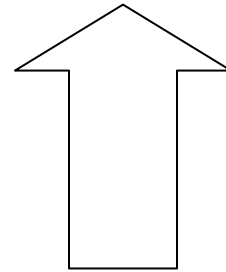
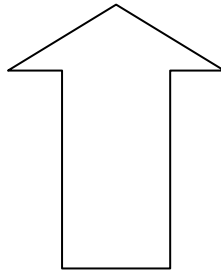
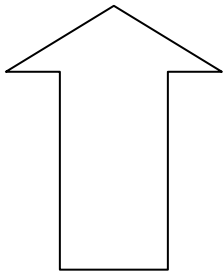
Instruction Part Number: 6000362

Vehicle

Make: Ford
Model: Mustang
Year(s): 05+

Revision Date: 28 June 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.***



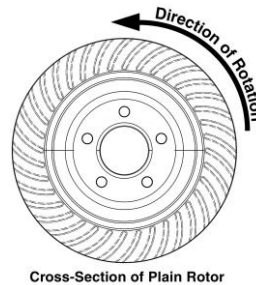
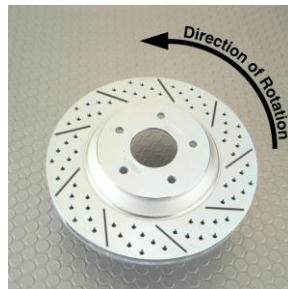
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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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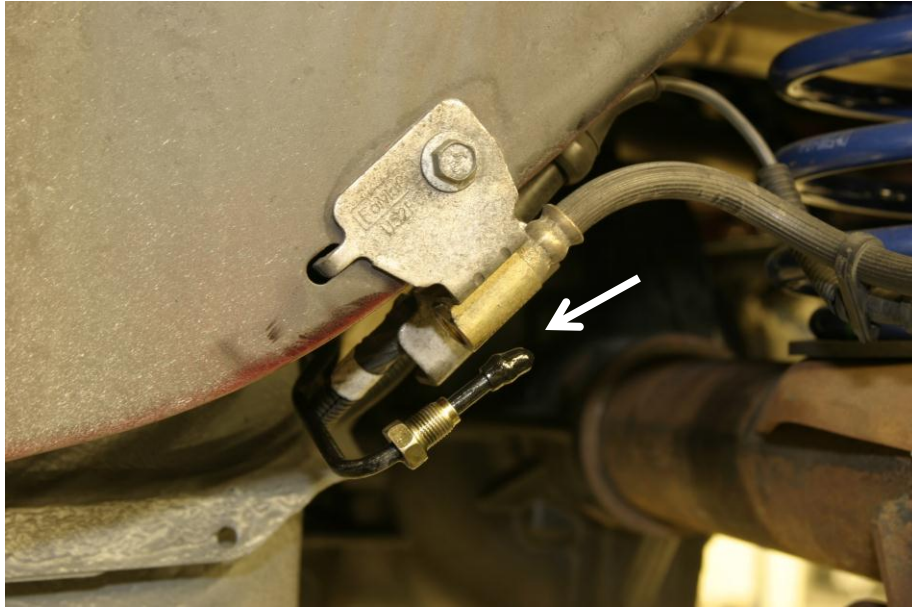
- When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left always indicates the driver's side of US spec vehicles. Images shown are "L" left rotors:



- 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.

INSTALLATION:

1. Disconnect the fluid line at the frame bracket and cap with the vinyl caps provided. Remove the bolt from the frame bracket. Save the bolt to secure the new Baer hose bracket. The ABS wire is snapped into this bracket, pop this out with a screwdriver.

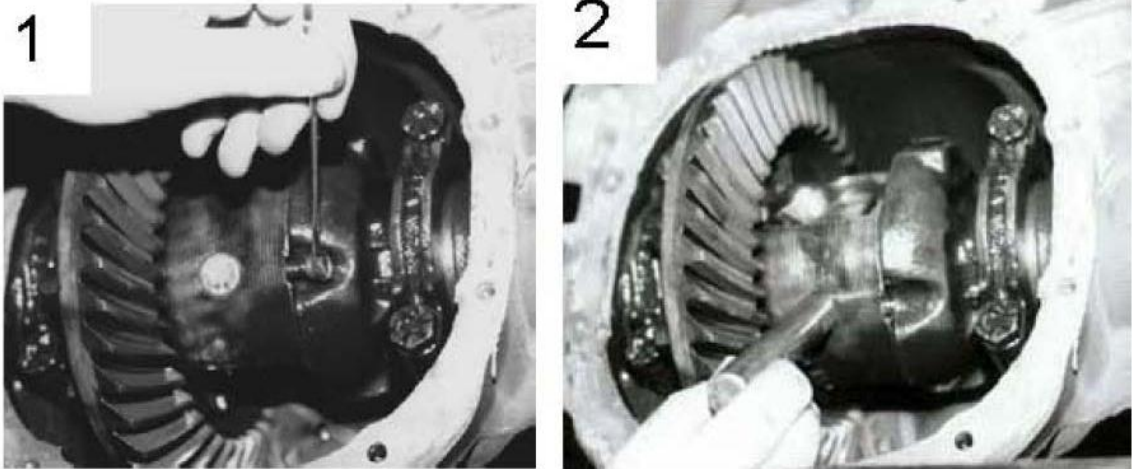


Disconnect and cap fluid line

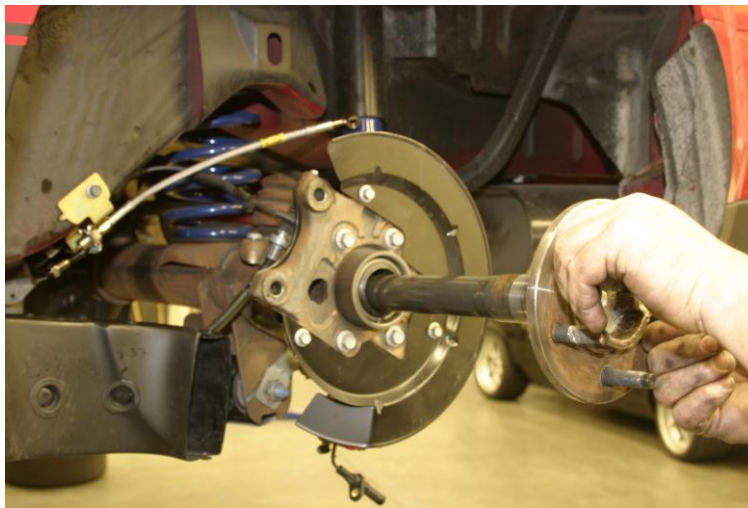
****Note:** The new Baer hose assembly can now be installed using the original bracket bolt. The hoses are labeled "L" and "R", L is driver side and R is passenger side. Do not attach the hard line yet. Wait until the banjo is attached to the caliper to keep the hose from leaking brake fluid.

2. Disconnect the park cable from the caliper. The cable can be pulled with needle nose pliers and unhooked from the caliper lever. Remove the retainer clip from the cable bracket by squeezing the clip and sliding off of the cable. Retain this clip to secure the cable in the new Baer bracket.
3. Remove the two bolts retaining the caliper to the axle housing and slide the caliper, anchor and hose off of the rotor. Remove the rotor.
4. Remove the differential cover and drain fluid. Following Ford Service procedures, remove the axles: Using a 5/16" 6 point box wrench, remove the differential pin retainer bolt and slide the pin out of the carrier. See photos continued on next page:

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5. Push the axles inboard to remove the c-clips, then pull the axles out of the housing using care not to damage the bearings or seals. See photo next page for reference. Inspect the seals and bearings, replace if necessary.

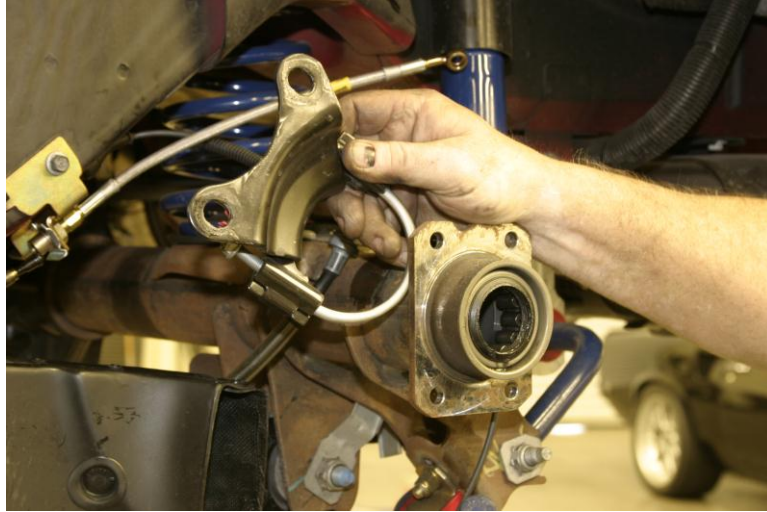


Remove axle, inspect bearings and seals.

6. Remove the bolt retaining the ABS sensor to the bracket and slip the sensor out of the bracket. Unclip the connector from the backing plate.
7. Remove the bolts from the bracket. Save the bracket bolts and nut plates to secure the new Baer intermediate bracket to the housing. The bolts are threaded into the bracket and can be easily removed by hand.
8. Remove the caliper noise suppressor brace from the housing. This is no longer necessary. Also, remove the nuts from the U-bolt and slip the brace and U-bolt from the housing.

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- Using the original caliper bracket bolts and nut plates, install the Baer intermediate bracket to the housing with the caliper mount facing forward. The bolt holes on this bracket are recessed to allow the bolt heads to mount below the surface. The brackets are left and right specific. Engraved numbers beginning with 671 are left, or driver side, 672 are right side. Torque the bolts to 50 ft-lbs.



Remove brace and U-bolt

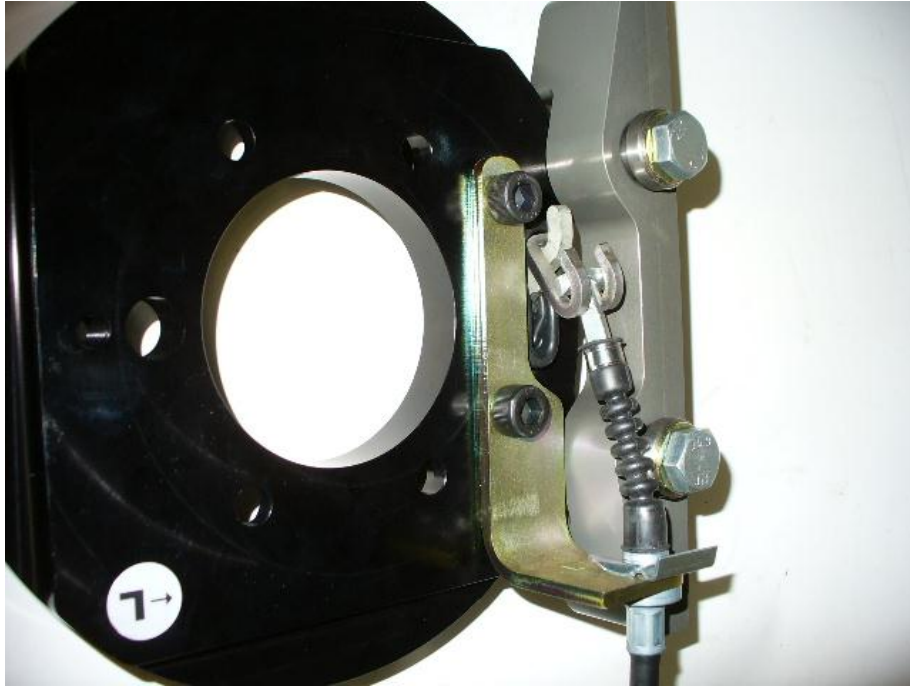
- Install the ABS sensor.

****Note:** The park brake shoe assembly will be completely assembled on your bracket.

- Install the correct side hose and bracket assembly (labeled with "L" or "R". L is driver side) using the original hose bracket bolt. Torque approximately to 15 ft-lbs. Snap the ABS wire retainer into the bracket. **Do not** attach hardline yet.

****Note:** If bearings and/or seals were replaced, place a small amount of pre-lube on each prior to installing the axle. Install the axle and place the c-clip over the end and pull the axle outboard for differential pin installation.

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**Driver or, left side bracket with park cable bracket installed. Cable enters from below.
This view is from the inboard side, removed from housing for clear photos.**

12. Insert the park cable through the bracket from below. Insert the cable retainer from the original cable to retain it in the bracket. Place the clevis clip on the cable and hook this onto the lever for the park brake actuator. See above photo:

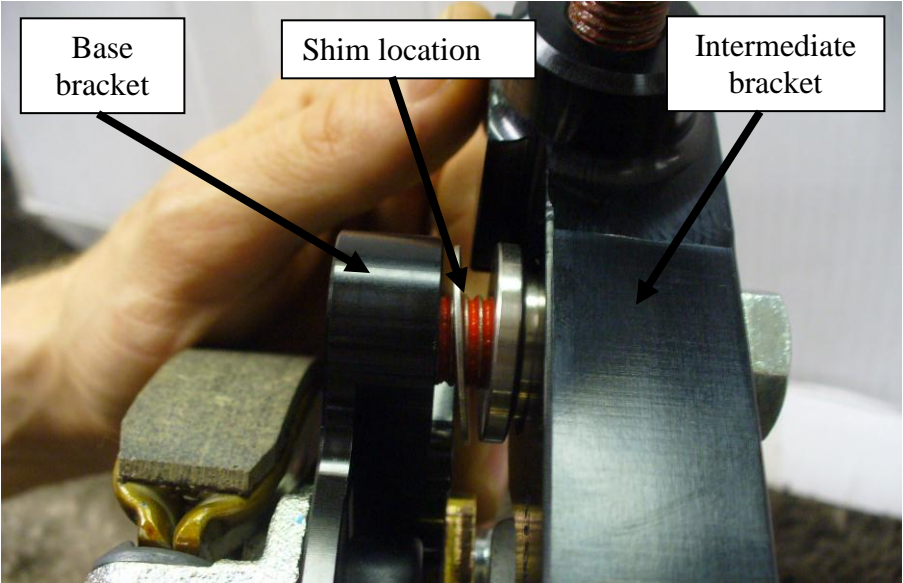


Cable retainer clip installation

13. Install the correct side rotor and use a lug nut and washer to hold it in place. This will prevent scratching of the rotor hat.
14. Install the correct side caliper (bleeder screw points up) and place the allen head bolts in the caliper. Torque these to 85 ft-lbs using a 10mm allen socket.

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****Note:** The caliper will need to be shimmed to center it over the rotor when installed. The shims will go between the base bracket and the intermediate bracket, as shown in the photos below:



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Shimming procedure:

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. See photo below for measuring:



This photo is merely to show how to shim the caliper

15. Install the steel braid hose to the caliper using the supplied 10mm banjo bolts and copper washers. One washer on each side of the banjo fitting. Insure that the hose will not kink or bind and will not contact any suspension components or the wheel. Tighten to 15-20 ft-lbs. Attach the hardline to the steel braid hose and also tighten to 15-20 ft-lbs.
16. Repeat this for the other side. Recheck all fittings and bolts for tightness.
17. Install the differential pin and torque the retainer bolt to 35 ft-lbs. Clean the differential cover and housing and reseal with silicone sealer. Refill the housing with the Ford specified quantity of gear lube.

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.