



BAER® *Your Complete Performance Brake Supplier!*



Installation Instructions

Product: Ext+ 14" Front

Instruction Part Number: 6000001

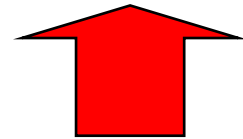
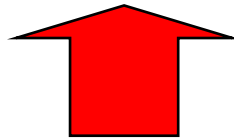
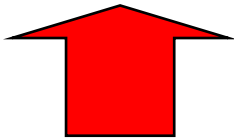
Revision Date: 1 August 2022

Vehicle Make: Ford

Model: Mustang

Year(s): 79-04

ATTENTION: Read this before going further! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. If a product must be returned, please contact Baer Customer Service for an RMA Number. Always read and follow the notices below before attempting installation



Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

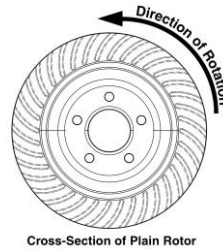
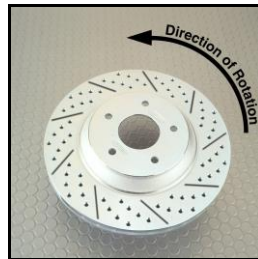
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of 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, jack stands rated for a minimum of 2-tons is recommended.
- 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, safety catch can, and protective eyewear. Other than these items, if unique or special tools are required, they will be stated appropriately in the installation step.
- ALWAYS CONFIRM WHEEL FIT BEFORE BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE! In addition to checking wheel fitment of this system with the wheel fitment template (available online at www.Baer.com), always place the actual corner assembly or a combination of the caliper assembly on the rotor, and into the actual wheel with great care to prevent cosmetic damage. This procedure will reconfirm proper clearance between the caliper and the wheel before proceeding with the actual installation.

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- Returns will **not** be accepted for systems that have been partially or completely installed. **Use extreme care when checking wheel fitment to prevent any cosmetic damage of brake components.** Wheel fitment can also be checked before installation using a wheel fitment template supplied at www.Baer.com.



- When installing new Baer rotors, 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.
- If anything is unclear or the parts require force to install at any point during the installation, stop immediately and consult directly with Baer Technical Staff. Please have these instructions, as well as the part number of the component (part numbers are machined into the brackets) that is/are 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 Technical Staff is available from 8:30a.m. - 5:00p.m. Mountain Standard Time (Arizona does not observe Daylight Savings Time) by phone: (602)-233-1411 Monday through Friday.

INSTALLATION:

IMPORTANT, READ BEFORE ATTEMPTING INSTALLATION:

79-86, 87-93 Mustangs: This system was designed for, and requires the spindles and hubs from a 94-04 Mustang. Stock 79-86 and 87-93 spindles and hubs must be swapped for 94-04 spindles and hubs to be compatible with this system. If original 1879-1986 struts are being used, you may also need spacers between the spindle and the strut due to different thickness of the strut mount with the original style struts.

These spacers (*P/N 6260137*) can be obtained directly by contacting a Baer Sales Representative at 602-233-1411 anytime between 7 AM – 5 PM, Monday – Friday.

For vehicles requiring a spindle and hub swap, a proper professional wheel alignment is required following installation of the new brake system.

Removal of Factory Brake Components

1. Disconnect the fluid hose at the frame and cap the hardline with the supplied vinyl cap. Remove the hose lock and pull the hose from the bracket. Refer to Figure 1.



Figure 1: Hardline capped with supplied vinyl cap

2. Remove the two bolts securing the stock caliper to the spindle. Remove the stock caliper from the knuckle.
3. Remove the stock rotor and clean the hub surface. This will allow the new rotor to seat properly on the hub.
4. Remove the factory dust shield from the knuckle. Removal of the shield will allow for proper fitment and functionality of the new rotor.
5. Ensure the caliper mount holes on the knuckle and the hub surface are free of debris. This will allow the new components to fit properly. See Figure 2 on the following page for reference.

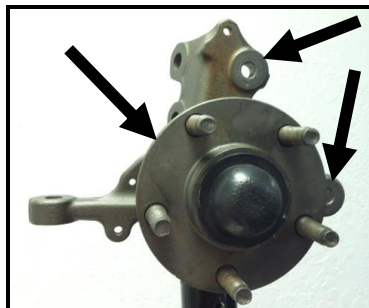


Figure 2: Ensure the caliper mount holes and hub surface are free of debris

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Intermediate Bracket Installation

6. Install the intermediate bracket to the inboard side of the spindle using the supplied M12-1.75 hex head cap screws and washers. Torque the supplied M12-1.75 hex head cap screws to 85 ft-lbs. See Figure 3 for reference.

Note: Radial spacers are equipped with this system. These spacers are installed on the ARP studs of the intermediate bracket to space the caliper radially to fit on the rotor. See Figure 3 for reference.

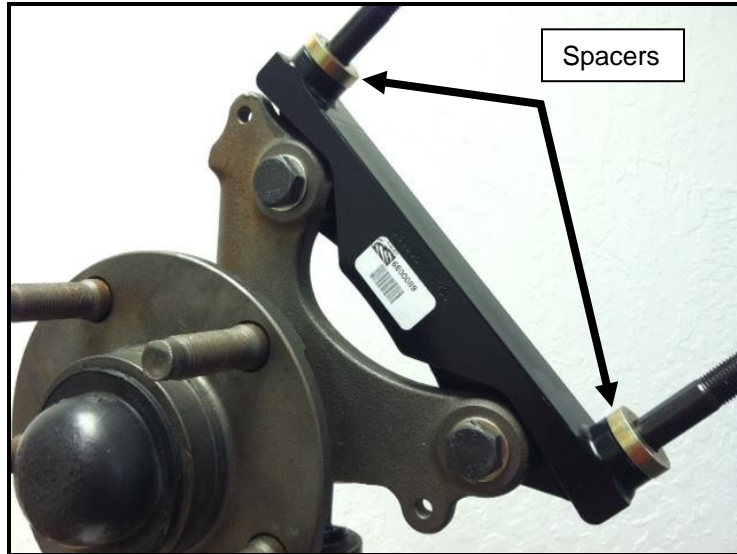


Figure 3: Bracket installed with spacers

Brake Rotor Installation

7. Install the correct side rotor and temporarily secure with three lug nuts and washers to avoid scratching the rotor hat. See Figure 4 for reference.



Figure 4: Left rotor temporarily secured with lug nuts and washers

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Brake Caliper Installation

8. Install the correct side caliper (bleeder screws pointed up) with pads installed on the intermediate bracket. Secure the caliper to the intermediate bracket with the supplied ARP washers and ARP 12-point nuts. Torque each ARP nut to 75 ft-lbs. Refer to Figure 5.

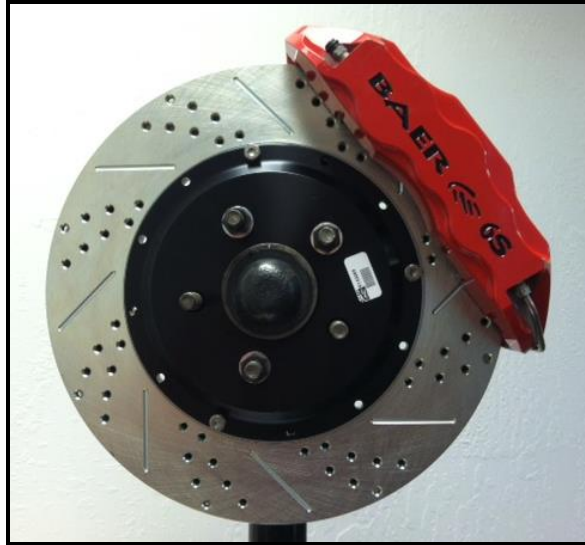
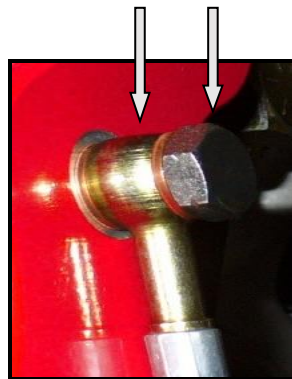


Figure 5: Caliper installed to intermediate bracket

Brake Hose / Hardline Installation

9. Connect the new supplied stainless steel braided hose to the caliper with the supplied banjo bolt and new copper crush washers. Install one copper crush washer to each side of the banjo fitting on the caliper (2 per caliper), refer to Figure 6. ***IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through their entire range of motion.** Tighten banjo bolts to **15-20 ft-lbs. taking care not to strip the inlet threads on the caliper.** Uncap the hardline at the frame, connect the opposite end of the hose to the hardline and reinstall the hose lock.



Install the supplied copper crush washers here. Torque the banjo bolt to 15-20 ft-lbs. careful not to strip the inlet threads of the brake caliper.

Figure 6: Stainless steel braided brake hose installed to the caliper

10. Repeat steps 1-9 for the other side of the vehicle. Check all attachment points and fluid connections. **ENSURE ALL FASTENERS HAVE BEEN TORQUED TO THEIR SPECIFIED VALUES PRIOR TO OPERATING THE VEHICLE.**

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Baer recommends using “**Baer Street/Race DOT4 Brake Fluid**” for all Baer brake systems. The link to order the recommended brake fluid is below.

Refer to Bleeding, Pad Bedding 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 at 602-233-1411, or visit: <https://baer.com/System-Parts-Tools/>.