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Installation Instructions

Product: Ext+ 14" Front

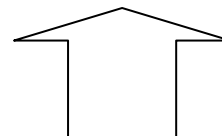
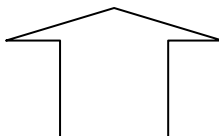
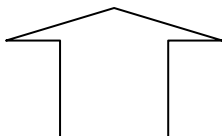
Instruction Part Number: 6000001

Vehicle

Revision Date: 17 December 2013

Make: Ford
Model: Mustang
Year(s): 79-04

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. In the event that a product must be returned, please contact Baer Customer Service for a RMA Number.



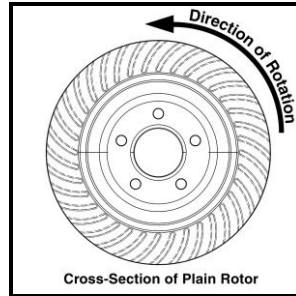
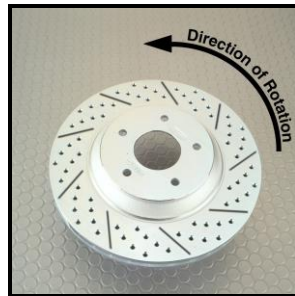
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 PRIOR TO BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE! In addition to checking wheel fitment (available online at www.baer.com), always place the actual corner assembly or a combination of the caliper assembly onto the rotor, and into the actual wheel. This procedure will reconfirm proper clearance 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 checking wheel fitment to prevent any cosmetic damage.

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- 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.
- At any point, 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 of the component (part numbers are machined into the brackets) 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 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: If your vehicle contains spindles from years ranging between 79-93, they will need to be replaced with spindles from model years 94-04 to accommodate the new brake system.

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.

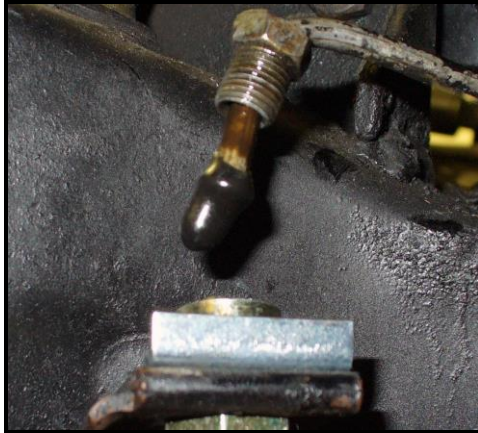


Figure 1: Hardline capped with vinyl cap

2. Remove the two bolts retaining the caliper to the spindle and remove the caliper.
3. Remove the rotor and clean the hub surface to allow the new rotor to seat properly on the hub.
4. At this point it is best to remove the factory dust shield. Removal of the shield will enhance cooling of the new rotor.
5. Ensure the OEM caliper mount holes and hub surface are cleaned so that the new components will fit properly. See Figure 2 on continued page, for reference:

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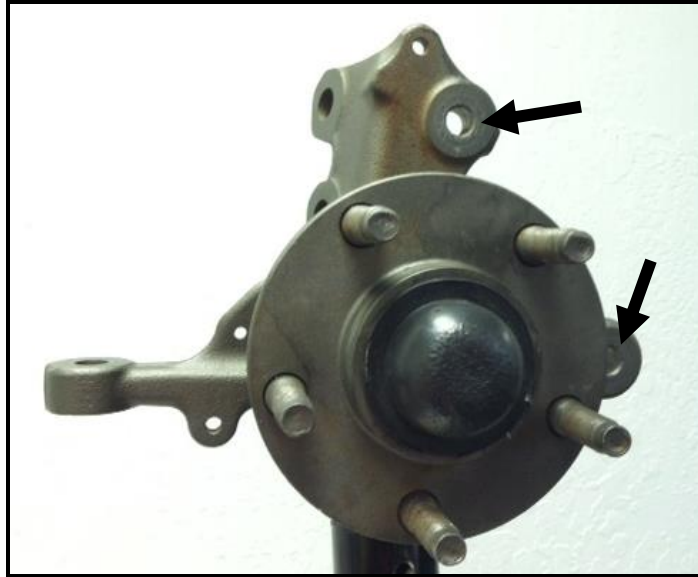


Figure 2: Caliper mount holes

6. Install the intermediate bracket to the inboard side of the spindle using the supplied M12-1.75x40 bolts and washers. ****Note:** Spacers are equipped with the new brake system. They will reside on the bracket and the caliper will rest on them. Torque to 85 ft-lbs. See Figure 3 below, for reference:

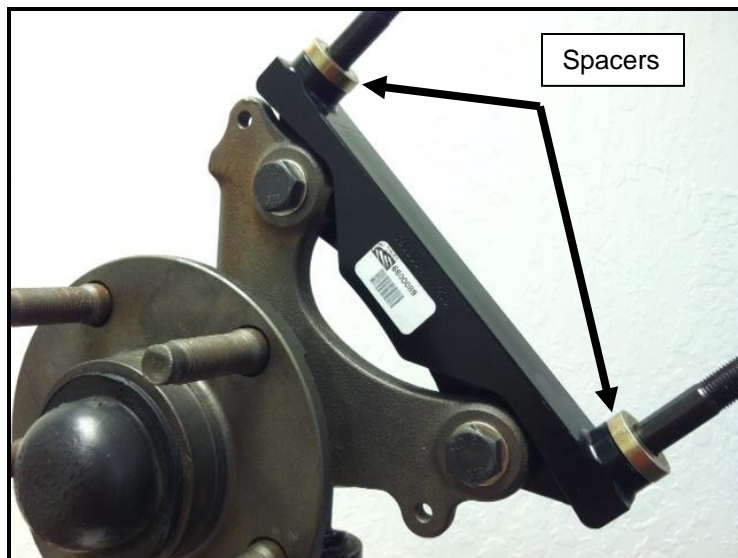


Figure 3: Bracket installed with spacers

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7. Install the correct side rotor and secure with three lug nuts and washers to avoid scratching the rotor hat. See Figure 4, below:

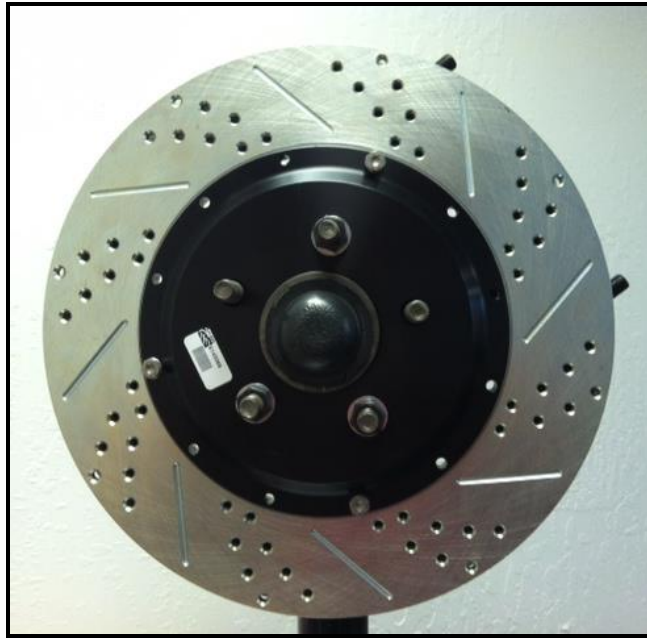


Figure 4: Rotor installed with lug nuts and washers

8. With pads in place, install the correct side caliper (bleeder screws pointed up) on the intermediate bracket. Secure with the supplied ARP washers and 12 point nuts. Torque each ARP nut to 75 ft-lbs.
9. Finger tighten the steel braid banjo hose end with one copper washer on each side of the banjo fitting into the rear of the caliper. 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 fitting and banjo bolt to 15-20 ft-lbs. See Figure 5 for reference, on continued page.
10. Repeat these steps for the other side of the vehicle and be sure to recheck all attachment points and fittings. See Figure 6 for reference of completed install.

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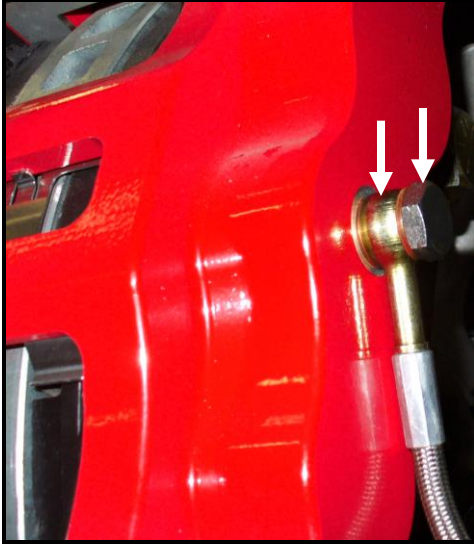


Figure 5: Installation of hose and washers

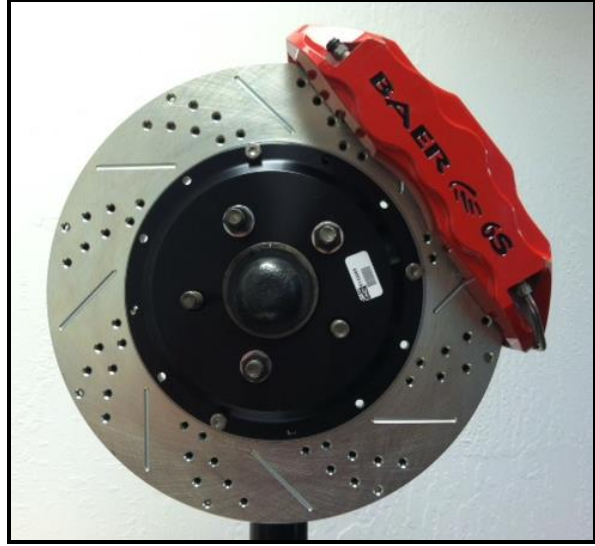


Figure 6: Complete install

Refer to Bleeding and Pad Bedding & 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.