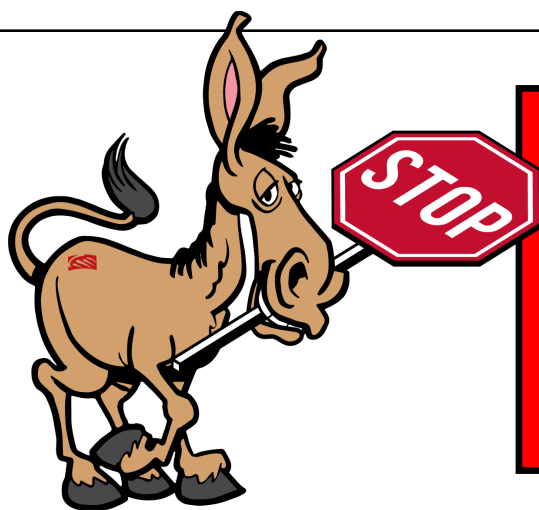




Installation Manual

Part Number: 6000698**Product: Classic Series 13"****Vehicle Make: Ford****Model: Mustang****Date: 6 July 2026****Years: 65-73 Drum & Disc Spindles**

READ THIS BEFORE STARTING

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

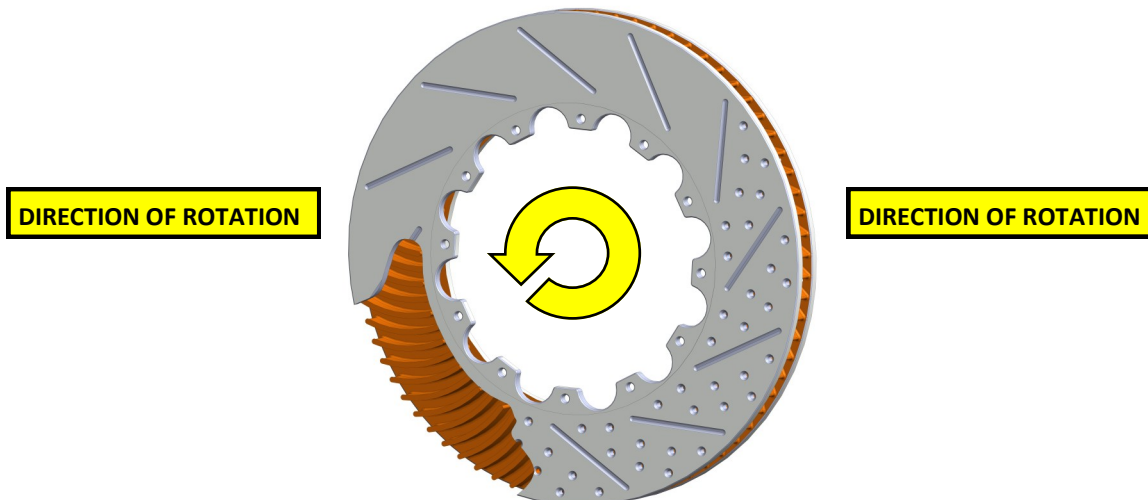
The recipient indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

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, 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 something 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.

ATTENTION:

Drum Spindle: Uses Bolt Bag 'A'

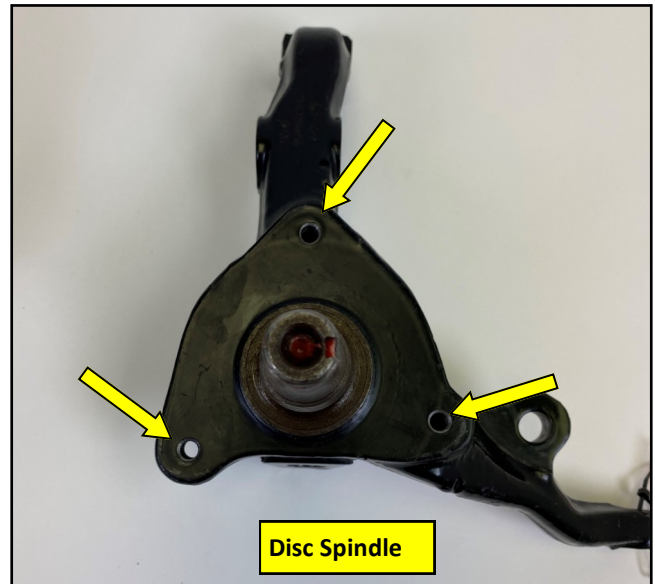
- ◆ If your vehicle is a drum spindle front you will be converting it so the caliper will be in the 'leading' position.
- ◆ Use the bracket engraved with 661xxxx on the right spindle and the bracket with 662xxxx engraved on the left.

Disc Spindle: Uses Bolt Bag 'B'

- ◆ You must drill and tap the 3 spindle flange holes to 3/8"-16.
- ◆ Use the bracket engraved with 662xxxx on the right spindle and the bracket with 661xxxx engraved on the left.



A. When using the drum spindle you will be converting it to put the caliper in the 'leading' position. This means the caliper will now mount opposite the steering arm.



B. You will need to drill & tap these 3 holes to 3/8" - 16. Make sure you tap them the full depth of the holes .



C. The bracket provided fits both the drum and disc spindles.

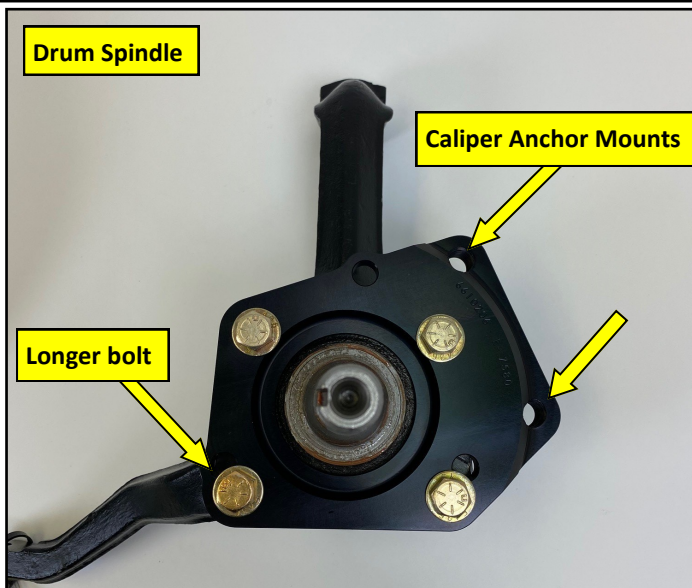
Drum Spindle: 4 Red Dots

Disc Spindle: 3 Green Dots

ATTENTION:

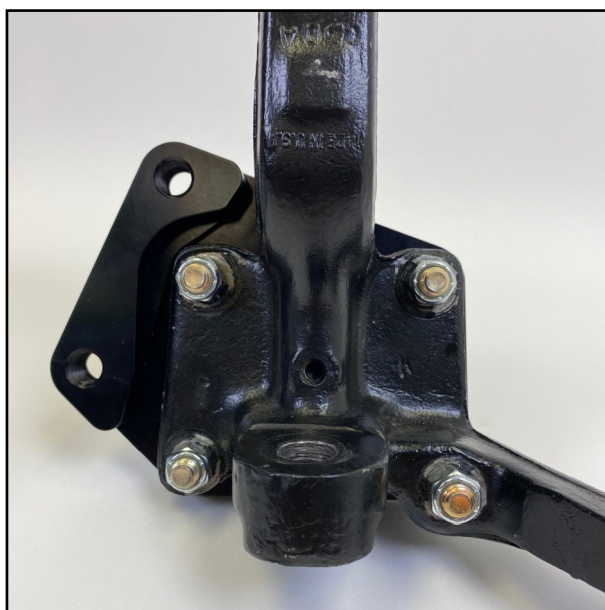
This instructions shows a drum spindle.

The drum spindle brackets are captured with nylock nuts. The disc spindle uses bolts threaded into the spindle.

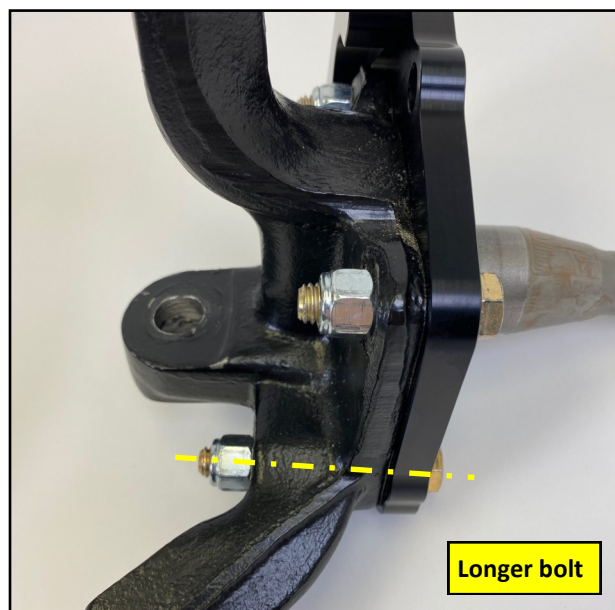


1. This installation begins at the point at which the OEM brake components have been removed and the hard lines have been capped to prevent leak down. Clean off the face of the spindle and make sure it is free from rust and other debris. This will ensure the bracket will sit flat against the spindles mounting face. (Right side/passenger shown)

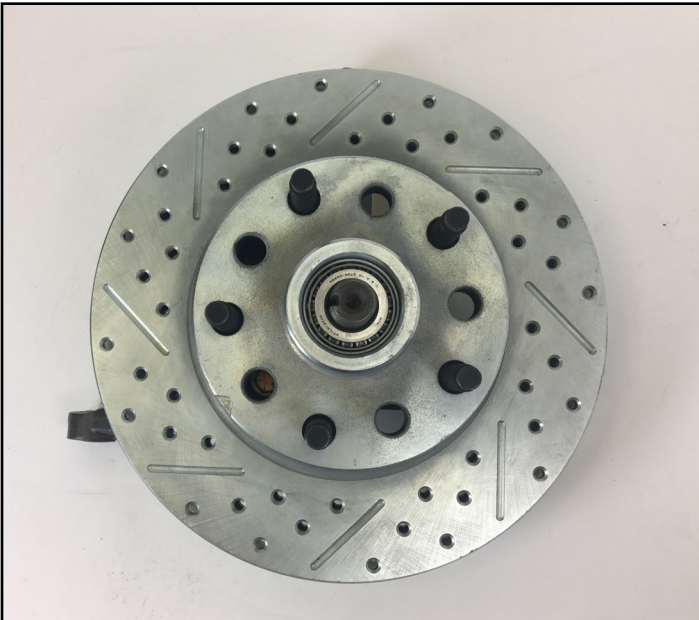
2. Install the correct side Bracket onto the outboard side of the Spindle as shown using the supplied 3/8-16 hex bolts, washers & nylock nuts. The caliper anchor mounts should point towards the rear of the vehicle. The bolts go through the bracket, through the spindle and steering arm. **Note:** The longer bolt goes through the steering arm. Torque the nuts to 45ft lbs.



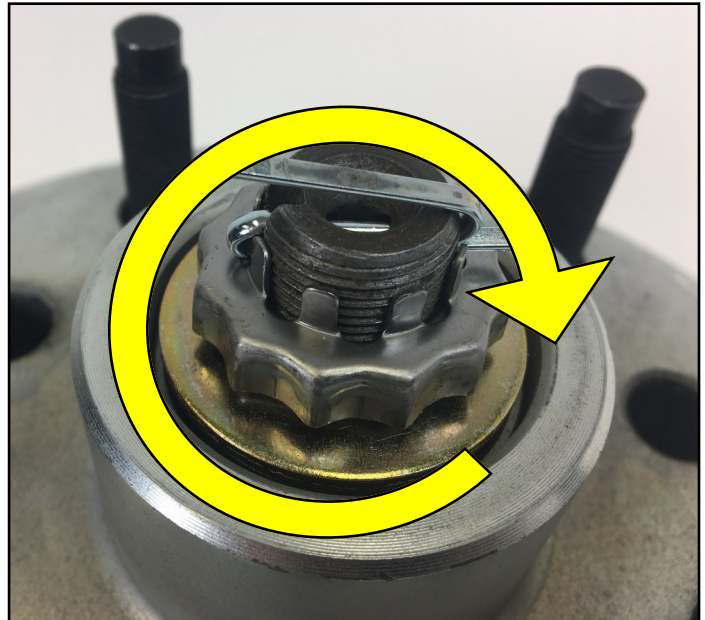
3. Inboard view of the bracket installed.



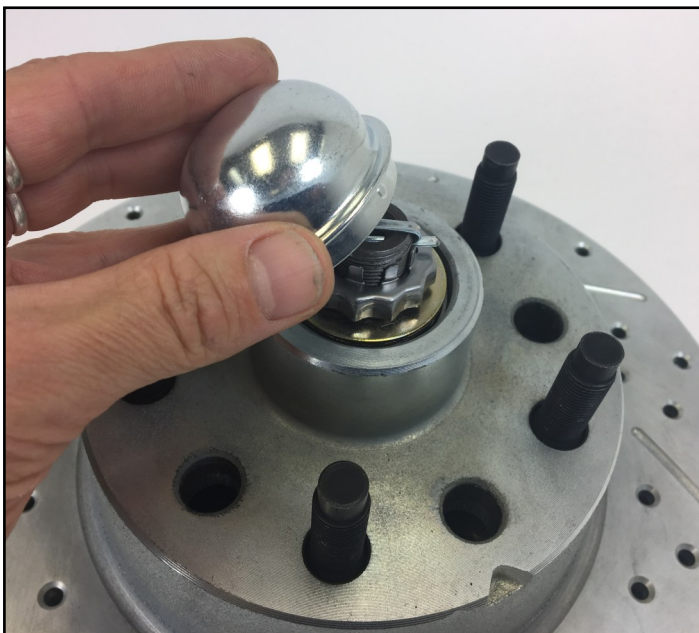
4. This view shows the location of the longer bolt which goes through the steering arm.



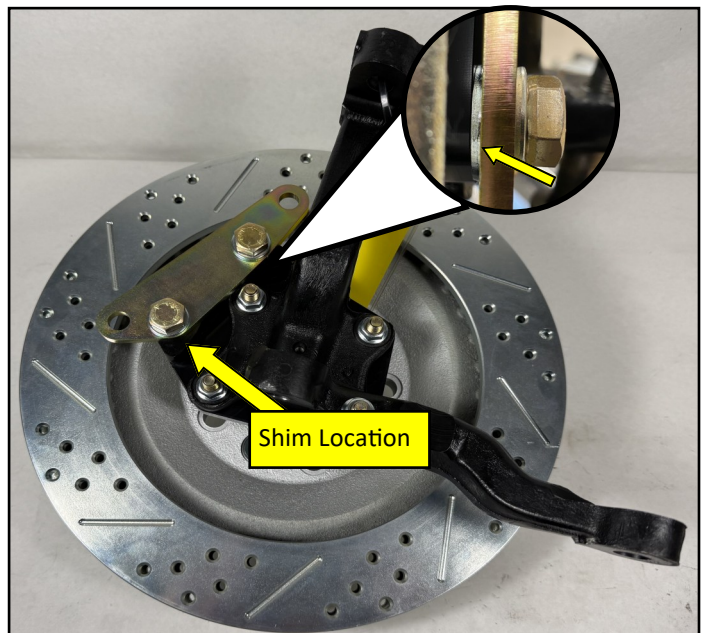
5. Next install the correct side rotor. Be careful not to damage the wheel seal when going over the base of the spindle pin. Thread the spindle nut on and snug. (Right side/passenger shown)



6. Rotate the Rotor to seat the Bearings. Loosen and re-tighten the Nut while spinning the rotor several times. Tighten the Nut again, to remove any play, approximately 1/16th turn to give a small amount of pre-load. Install the Castle Retainer and Cotter pin as shown.



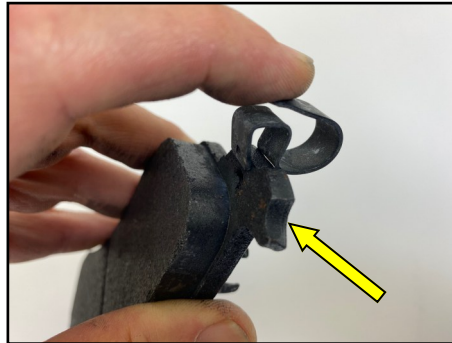
7. Now install the dust cap. Be careful not to dent the dome portion which may lead to interference with the cotter pin.



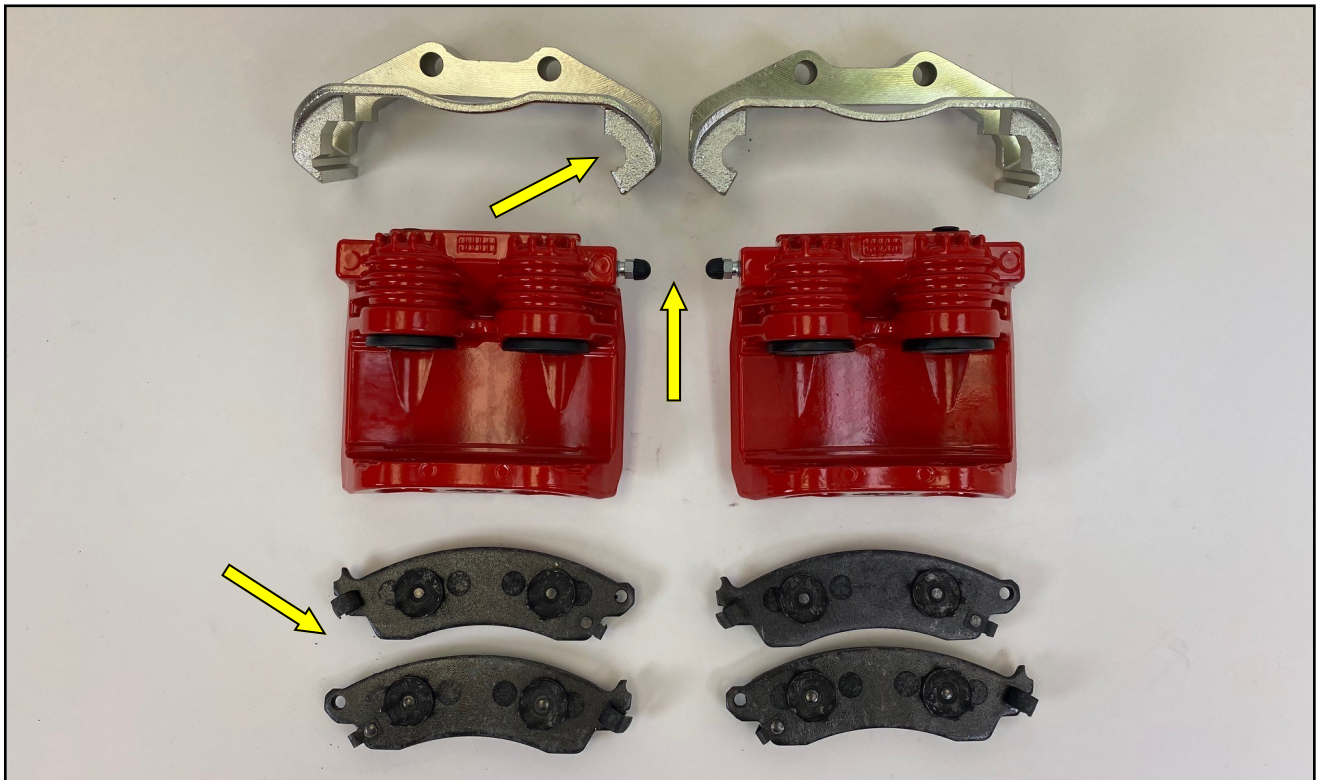
8. Next install the steel intermediate bracket (See orientation) and shims using the supplied 1/2" hex bolts and washers. The shims will go between the base aluminum bracket and the steel intermediate bracket.

NOTICE:

The below instructions will show you how to assemble the caliper, pads and anchors. Pay attention to the orientation of the pads and anchors. This will ensure your bleeder is pointing upward when installing the calipers.

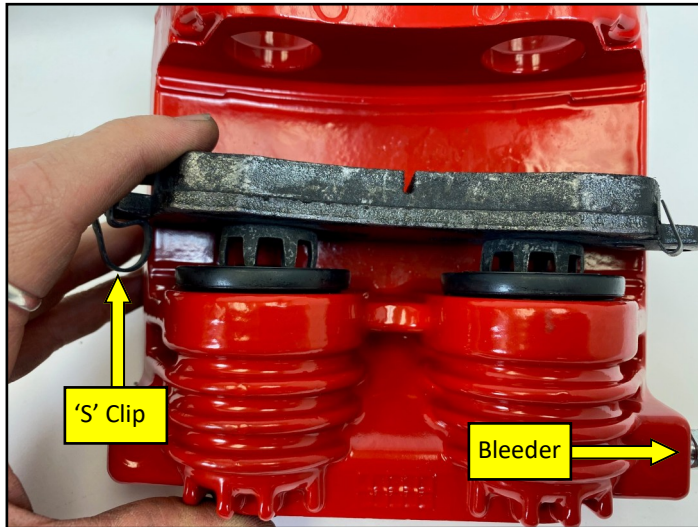


Install the supplied 'S' clips onto each pad. The clip goes on the side of the pad with the notch for the pin. Make sure the clip is facing away from the pad material.

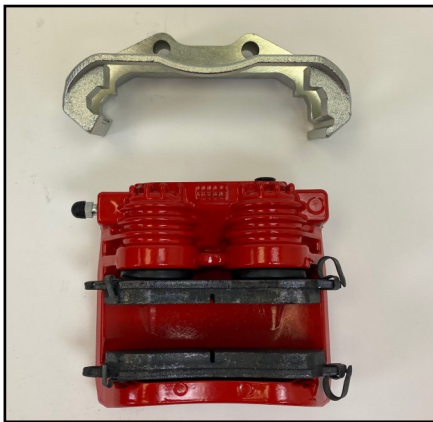


Lay out the calipers, anchors and pads as shown. This means the right caliper and anchor are on the right and left caliper and anchor is on the left. And one of each pad per caliper.

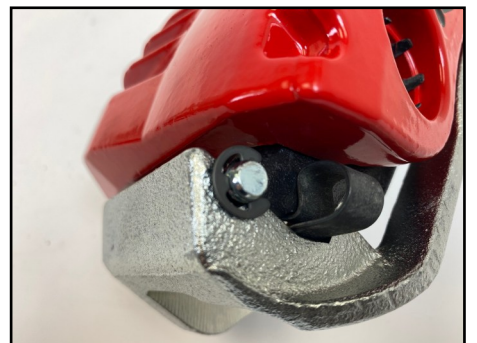
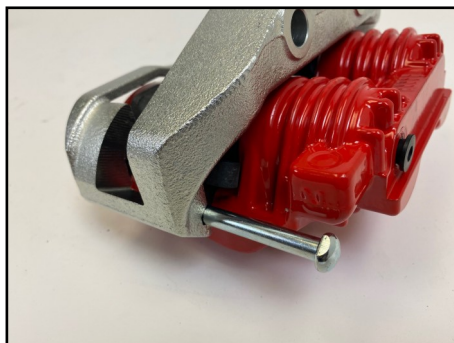
*The caliper bleeders should face each other. *The anchors should have the 'curved' inside notch should face each other. *The pads should be laid out with one of each side. See photos.



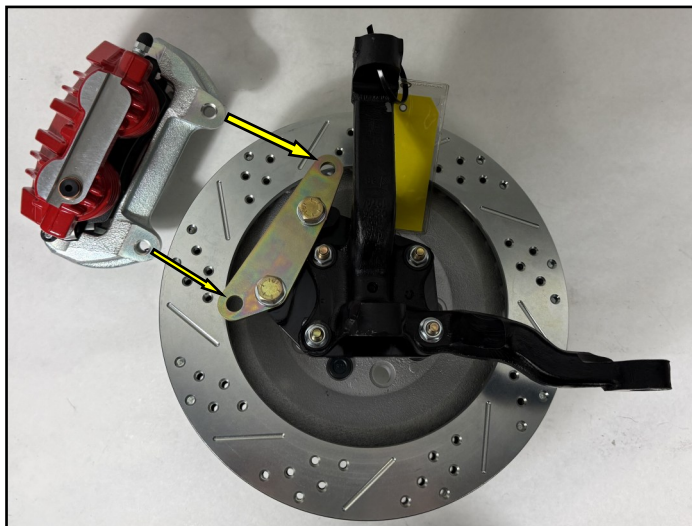
Insert the pad into the pistons as shown. The 'S' clip that you installed should be opposite the bleeder. You may need to bend the star pointers if they are outside the piston holes to get them installed.



Once the pads are installed you will install the anchor by 'hooking' the curved inside notch around the pads and pushing it down into the 'S' clips. Push the anchor past the 'S' clips until they are inside the anchor.

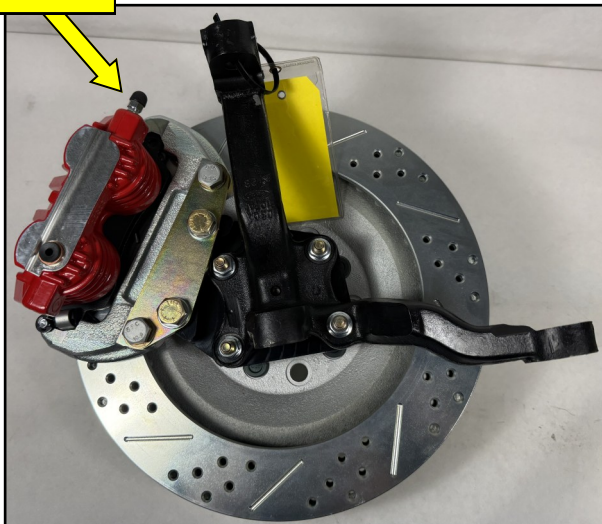


Install the pin from the backside of the caliper into the groove on the anchor. (Where the 'S' clips are) The pin should go all the way through to the front of the caliper. Install the 'E' clip onto the groove on the end of the pin to secure the anchor to the pads. Repeat this process for the other caliper. Now you are ready to install the caliper onto the rotor.



9. Now install the correct side caliper with the bleeder pointing up. Use the supplied M12-1.75 hex bolts and washers and hand tighten for now.

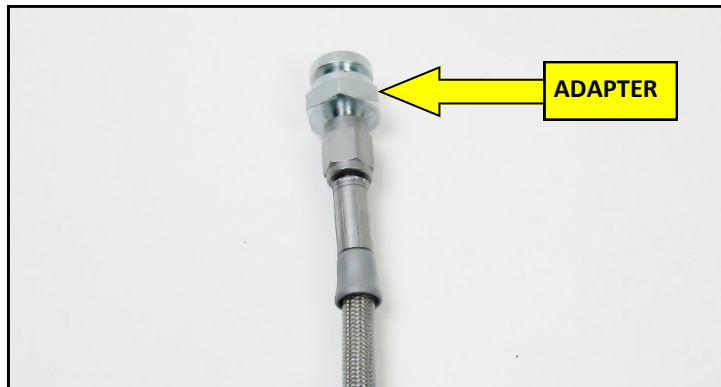
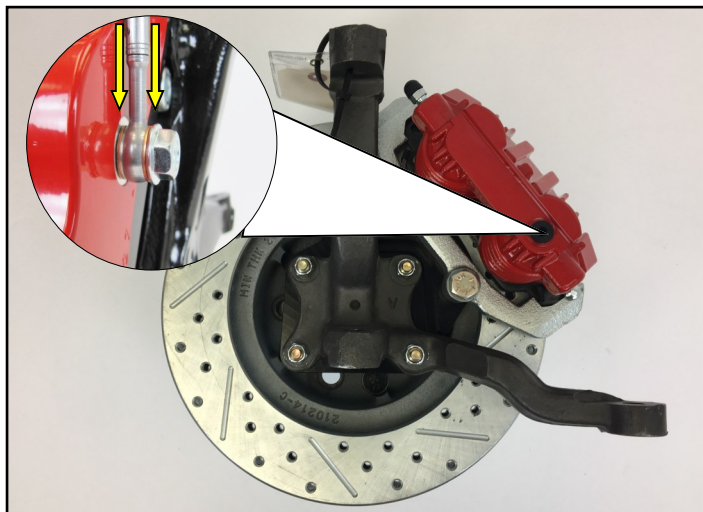
BLEEDER LOCATION



10. The caliper should be centered over the rotor. Check for any clearance issues between the anchor and the rotor. **If everything is good here, torque the 1/2-13 hex bolts to 105ft lbs.**



11. Finished view of the system installed.



9. Install the new Brake Hose, onto the Caliper with one Crush washer on each side of the banjo fitting. Finger 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.

10. Install Hose Adapter onto the Brake Hose. Connect the Hose to the hardline and install the hose lock.

Additional Parts Baer Offers

The following parts are available through Baer for your Classic Series Brake System:

- ◇ Hardline conversion kit - (For original disc brake vehicles) Part # 6801099
- ◇ Replacement pads - Part # D0412R
- ◇ Replacement rotors - Part # 6910072 (Left) & 6920072 (Right)
- ◇ Brake fluid DOT 4 - Part # 6110027

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

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