

Installation Instructions

Product: Pro+ Front

Instruction Part Number: 6000512

Revision Date: 05 May 2016

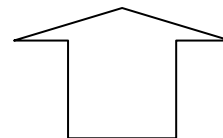
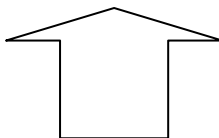
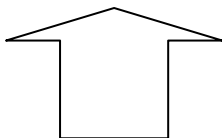
Vehicle

Make: Mercury / Ford

Model: Marauder / Crown Victoria

Year(s): 03-06

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.



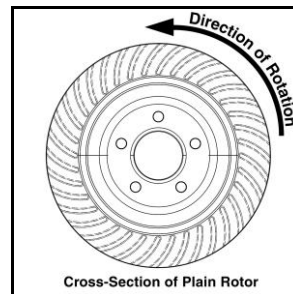
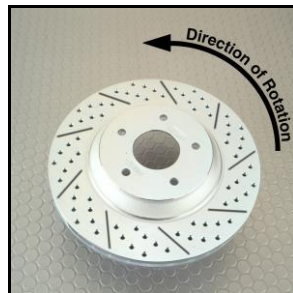
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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:

1. Using a 9/16" line wrench or socket, loosen the brake hose at the connection to the brake caliper. Be careful not to round the corners of the banjo bolt. Use Liquid Wrench or penetrating oil if necessary. Discard the copper washers, but save the banjo bolt, as it will be reused in Step 11.
2. Remove the bolts mounting the caliper anchor bracket to the spindle and remove the entire caliper and anchor assembly.
3. Remove the stock rotor.

Note: Some cars may contain the "Tinnerman nuts" which hold the rotors to the hubs during the automobile assembly process. If your vehicle currently contains these types of nuts, remove them by cutting/breaking them with pliers or cutters.

4. Drill out the three rivets attaching the debris shield to the spindle and remove the debris shield. This original shield blocks airflow to the rotor. See Figure 1 for reference.



Figure 1: Drilling out each rivet

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5. Grind the mounting tabs on the spindle to provide clearance for the new bracket. See Figure 2 for reference. The bracket must not contact the outer surfaces of the tabs.

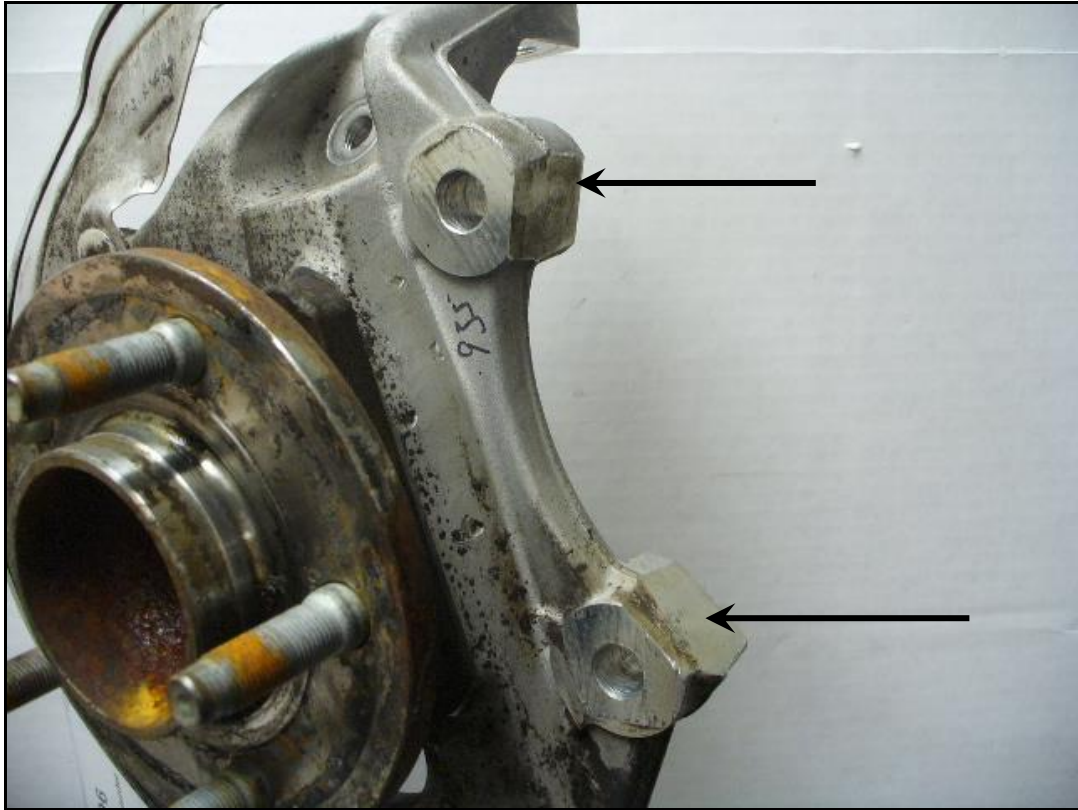


Figure 2: Mounting tabs may need to be ground down for clearance to the bracket

6. Round off the inner edges of the mounting tabs for clearance for the radius on the Baer brackets. The bracket must fit flat against the mounting tabs. See Figure 3 for reference.

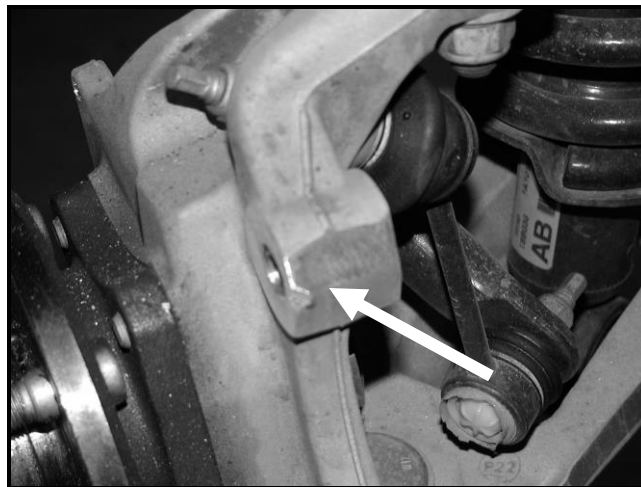


Figure 3: Round off the indicated edge

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7. Thoroughly clean and inspect all mounting surfaces to ensure proper seating of new components.
8. Install the new bracket using the supplied 14mm x 65mm bolts and washers. Torque the bolts to 110 ft-lbs. See Figure 4 for reference.



Figure 4: Bracket mounted onto spindle

9. Install the correct side rotor and secure with three lug nuts and washers to prevent scratching the rotor hat.
10. Install the correct side caliper to the bracket using the supplied 12mm x 45mm socket head bolts and washers. Make sure the bleeder screw is pointing up to assure that you are using the correct side caliper assembly. Torque each of the bolts to 85 ft-lbs.
11. Remove the original copper crush washers from the banjo end of the brake hose. Attach the brake hose to the caliper with the banjo bolt (removed in Step 1) and the two new copper crush washers (one on each side of the banjo fitting). ****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.
12. Repeat these steps for the other side of the vehicle and be sure to recheck all attachment points and fittings.

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13. Reinstall the wheels. Install and hand tighten all of the lug nuts. Torque lug nuts by hand using a torque wrench. Refer to the Owner's Manual for the correct torque values and sequence.

Note: Improper tightening and/or torque of the lug nuts can cause rotors to warp. **Never use an impact gun to tighten lug nuts!**

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