



## Installation Instructions

Product: Ext+ Pro+ Rear

Instruction Part Number: 6000362

Vehicle

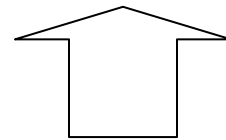
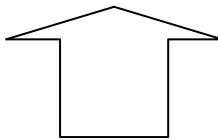
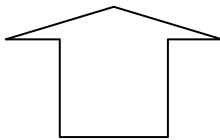
Revision Date: 02 November 2016

Make: Ford

Model: Mustang

Year(s): 05+

***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

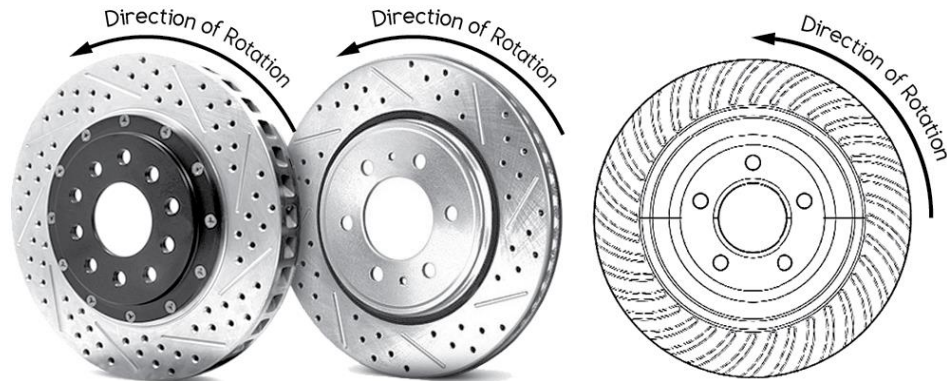
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of 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](http://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.

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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.



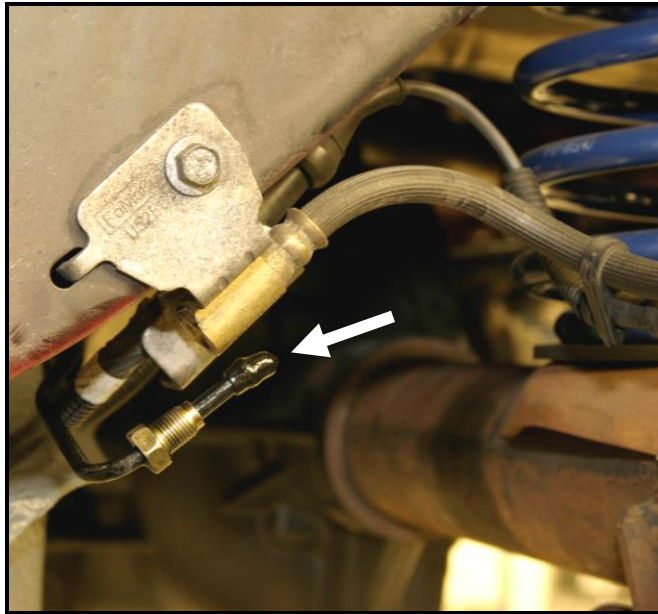
- When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of US spec vehicles. Images shown are “L” left rotors:



- 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:

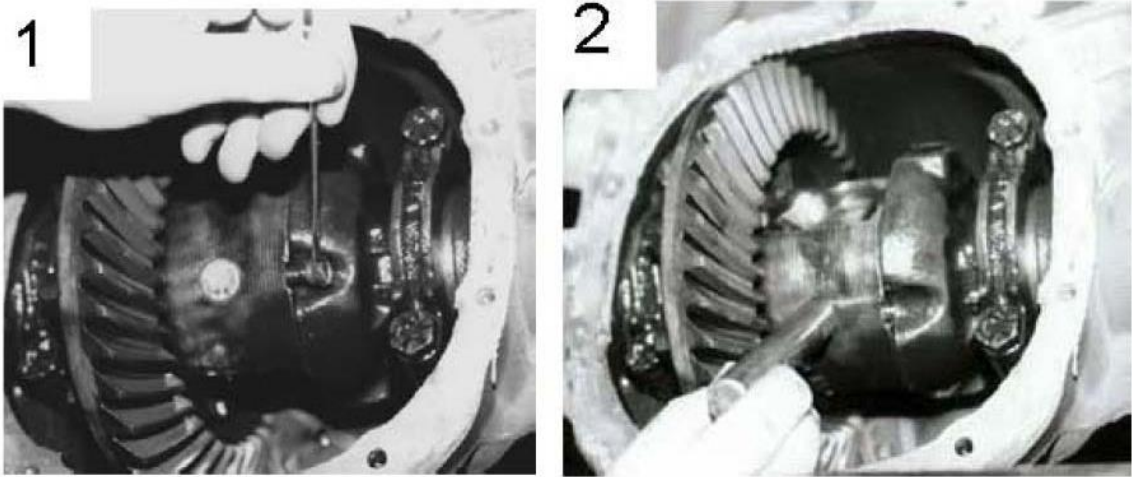
1. Disconnect the fluid line at the frame bracket and cap with the supplied vinyl caps. Remove the bolt from the frame bracket (**IMPORTANT:** Save the bolt to secure the new hose bracket). The ABS wire is snapped into this bracket, pop this out with a screwdriver. See Photo below for reference.



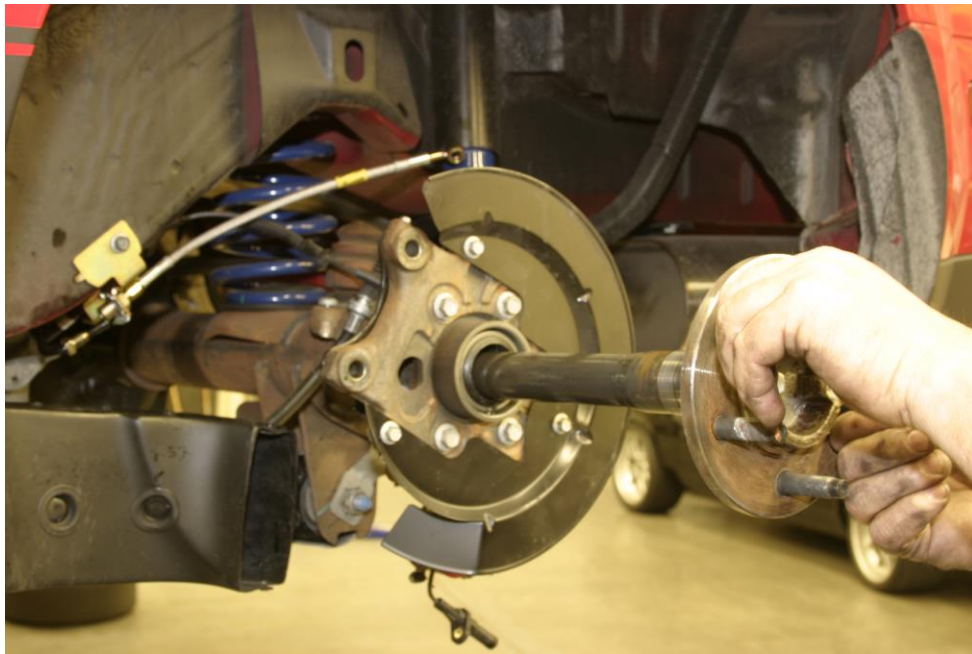
Fluid line is disconnected and covered with vinyl cap

2. The new hose assembly can now be installed using the original bracket bolt. The hoses are labeled "L" and "R" (L designates driver side and R designates passenger side). **Do not** attach the hard line to the brake hose until the end of installation. If the hardline is attached prior to installing the banjo bolt into the caliper, brake fluid will begin to leak out of the hose.
3. 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 it off of the cable. **IMPORTANT:** Retain this clip to secure the cable on the new bracket.
4. Remove the two bolts retaining the caliper to the axle housing and slide the caliper, anchor, and brake hose off of the rotor. Once finished, remove the rotor.
5. 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 1 and 2 on the next page.

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6. Push the axles inboard to remove the c-clips. Next, pull the axles out of the housing using care not to damage the bearings or seals. Inspect the seals and bearings, replace if necessary. See Figure 3 for reference.

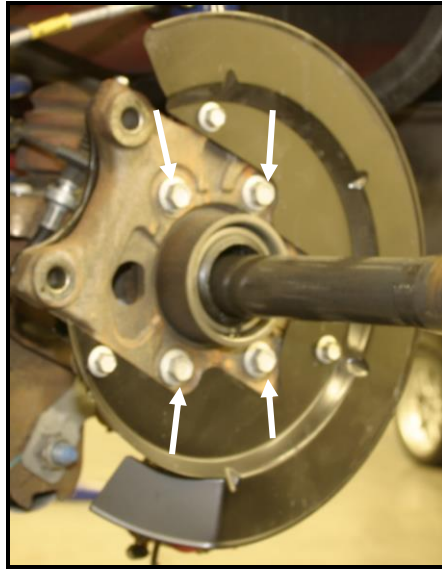


**Figure 3:** Remove axle, inspect bearings and seals.

7. 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.

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8. Remove the four bolts(see Figure 4) from the axle housing bracket and remove the bracket with the debris shield attached. Save the OE bolts and nut plates as they will be used to secure the new Baer park brake bracket to the housing. The bolts are threaded into the bracket and can be easily removed by hand.



**Figure 4:** Remove axle housing bracket.

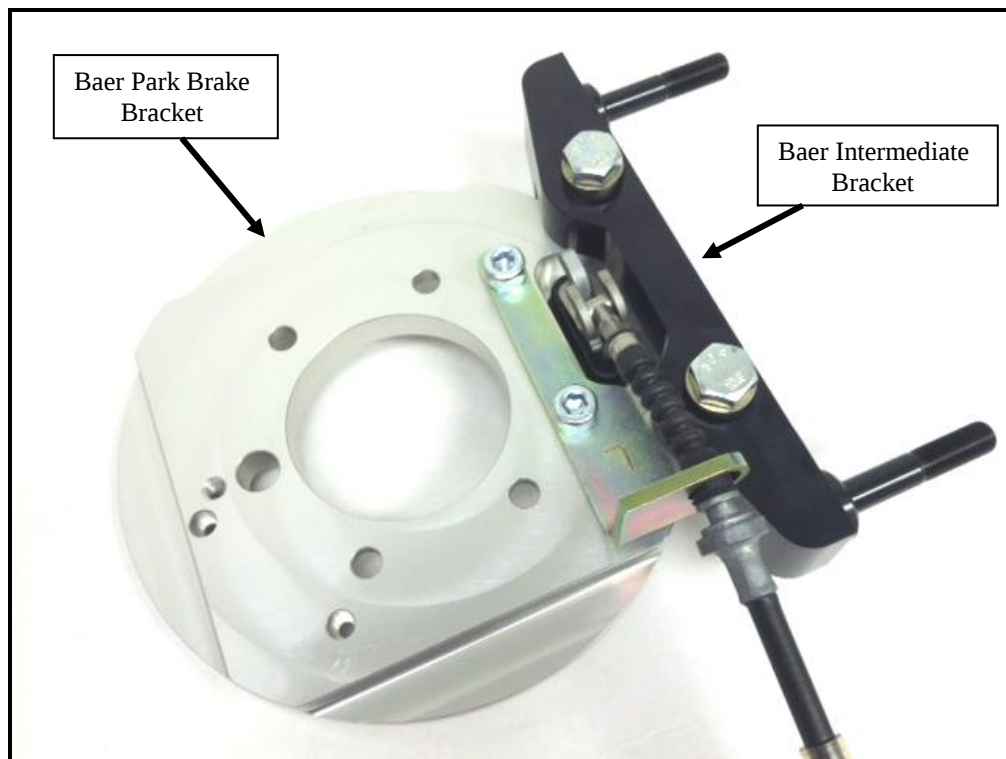
9. Remove the caliper noise suppressor brace from the axle housing as this is no longer necessary. Also, remove the nuts from the U-bolt and slip the brace and U-bolt from the housing. See Figure 5 for reference.



**Figure 5:** Remove brace and U-bolt

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10. Using the OE hardware(four axle housing bracket bolts and nut plates), install the new park brake bracket to the axle housing with the caliper mount facing forward. The four bolt holes on the park brake 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.
11. The intermediate(caliper) bracket comes from Baer already attached to the park brake bracket. The bolts are are not fully tightened as they will need to be removed for shimming. Once the shimming procedure has been completed torque the bracket bolts to 85 ft-lbs. See Figure 6 for reference.
12. Install the ABS sensor.
13. 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.
14. 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.



**Figure 6:** Driver or, left side bracket with park cable bracket installed. Cable enters from below. This view is from the inboard side, removed from axle housing for clarity.

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15. 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 Figures 6 and 7 for reference.



**Figure 7:** Cable retainer clip installation

16. For the Ext+ 15" brake system **only**, install the 0.500" spacers onto the radial mount studs. The Ext+ 14" brake systems do not contain spacers as they are not needed.
17. Install the correct side rotor and secure with three lug nuts and washers. This will prevent the hat from being scratched.
18. Install the correct side caliper (bleeder screw points up) over the radial mount studs and onto the bracket. Secure with the supplied washers and 12-point nuts. Snug the nuts only as the caliper may need to be shimmed.
19. Perform the Shimming Procedure on the last page. When the procedure has been completed torque each nut installed in Step 18 to 75 ft-lbs then continue with Step 20.
20. Install the steel braided 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 the banjo bolt to 15-20 ft-lbs. Attach the hardline to the steel braided hose and tighten.
21. Repeat this for the other side. Recheck all fittings and bolts for tightness.
22. 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](http://www.baer.com)

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

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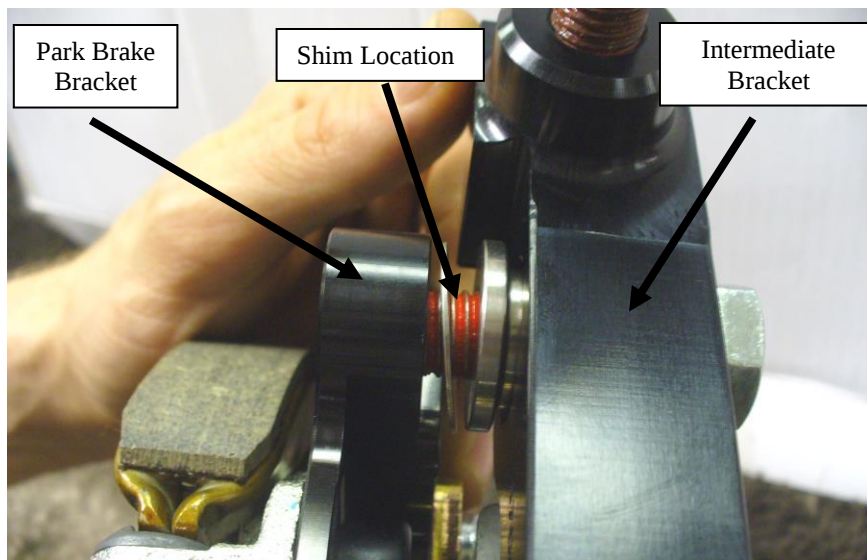
### **Shimming procedure:**

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 Figure 8 for reference.



**Figure 8:** Measure gap from rotor to caliper body

**\*\*Note:** The caliper will need to be shimmed to center it over the rotor when installed. The shims will go between the park brake bracket and the intermediate bracket, as shown in Figure 9.



**Figure 9:** Shim Location