®*Your Complete Performance Brake Supplier!*

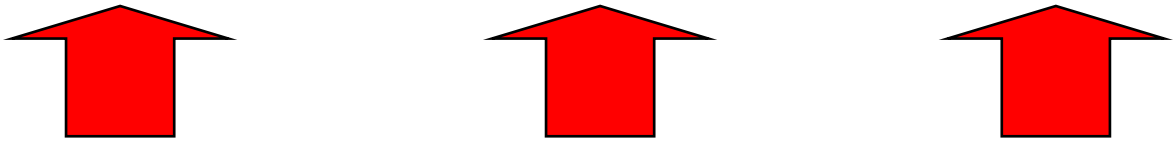
Installation Instructions

Product: Pro+ Rear **Instruction Part Number: 6000529**

Revision Date: 18 July 2022

Vehicle Make: Ford
Model: Mustang
Year(s): 79-93

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.***



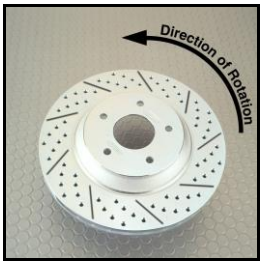
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

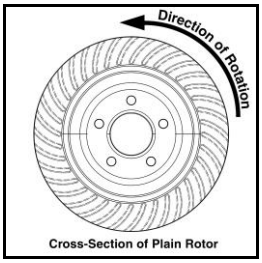
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of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

- 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.

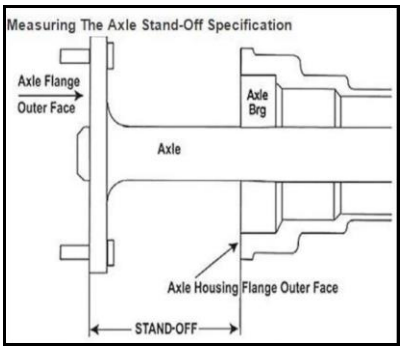
- When installing new Baer rotors, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left always indicates the driver's side of US spec vehicles. Images shown are "L" left rotors:





- 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.

- All rear Baer brake systems are designed for vehicles with a factory axle standoff. Axle standoff determines how the caliper lines up over the brake rotor once installed. Axle standoff **MUST** be measured before installing any rear brake components to ensure a proper fit.



- Visit the following link for a video on how to measure axle standoff:
  https://www.youtube.com/watch?v=I7Za0Ys-_ZU

- 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:

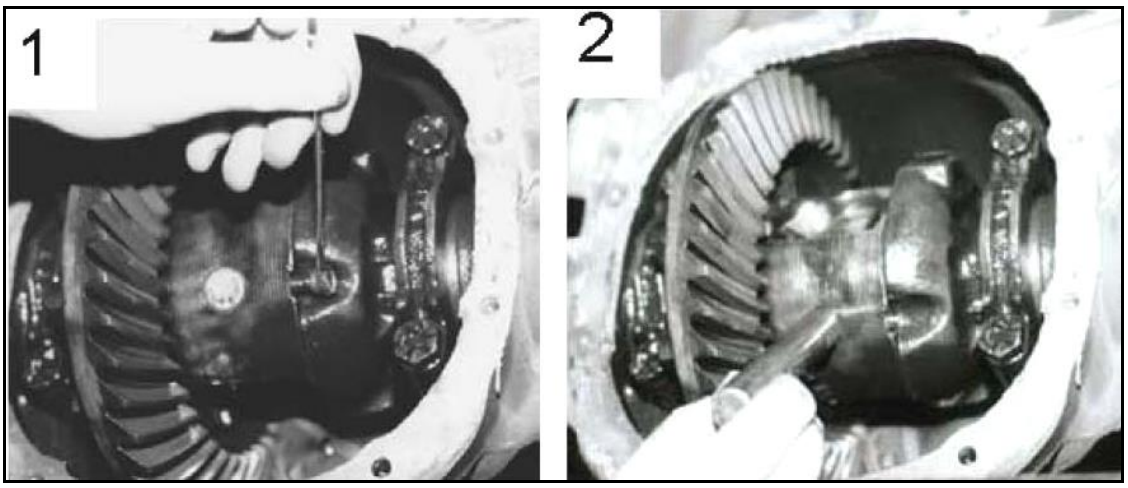
***IMPORTANT BEFORE ATTEMPTING INSTALLATION: This system was designed for vehicles with a 2.500" factory standoff. ALWAYS measure the axle standoff of your vehicle before attempting to install any rear Baer brake system to ensure a proper fit. Returns will NOT be accepted for systems that have been partially or completely installed. For a diagram illustrating axle standoff, refer to page 2. For a video demonstrating measurement of axle standoff, visit the following link: https://www.youtube.com/watch?v=I7Za0Ys-_ZU**

***IMPORTANT: For 87-93 models with 4-lug or 5-lug rear disc setup still utilizing the factory park brake system. Following installation of your new Baer brake system, you must install an adjustable front park brake cable kit (Baer P/N 6805198). This is a necessary step when converting your 87-93 Fox Body to rear disc brakes. The adjustable parking brake cable kit ensures your emergency brake operates correctly. Follow the instructions on pages 10 & 11 to install the adjustable parking brake cable kit. If you are utilizing the factory park brake system and require this front park brake cable kit, visit www.baer.com/(placeholder here) or call 602-233-1411 to order one.**

1. Support the vehicle with properly rated jack stands and remove the rear wheels. Place a drain pan under the rear differential and remove the cover. Place wheel chocks behind the front wheels of the vehicle to prevent it from rolling during installation.

2. Remove the factory brake hose from the factory caliper and discard the copper crush washers. New copper crush washers are supplied with your Baer brake system. Ensure the park brake is disengaged and remove the cable from the caliper and the body mounts. New park brake cables are supplied or are available for your new system, refer to page 6 if new park brake cables must be ordered. Remove the factory caliper and rotor. Clean and inspect the axle flange to allow the new rotor to seat properly on the axle. Ensure there is no visible damage to the axle flange.

3. Remove the differential pin lock bolt from the carrier (See Figures 1 and 2). It is best to use a 6-point wrench on this as it may be very tight. Remove the c-clips, releasing the rear axles.



Figures 1 & 2: Removal of the differential pin lock bolt, Removal of the c-clips

4. Remove the rear axles from the axle tube, taking care not to damage the seals. This is a good time to inspect the seals, axles, and bearings, replacing any damaged components as necessary. Also, measure the outside diameter of the axle flange. **To properly seat in the rotor, the axle flange diameter cannot exceed 5.9".** If yours is larger, a machine shop can turn these down for proper fit.

5. Install the new bracket/park brake assembly using the original T-bolts that secured your brake backing plate. The backing plates are left and right specific, the left (driver's side) carries a part number beginning with 671, the right (passenger side) part number begins with 672. The park brake shoe actuator with the hook for the brake cable will be oriented toward the six o'clock position, closest to the ground when installed on the vehicle. The caliper mounting bracket will be oriented towards the rear of the vehicle, in the trailing position. Torque the factory T-bolts to **45 ft-lbs.** securing the park brake assembly to the axle housing flange. See Figures 3 and 4 for reference.

Figure 3: Park brake assembly correct orientation when installed (Inboard View)

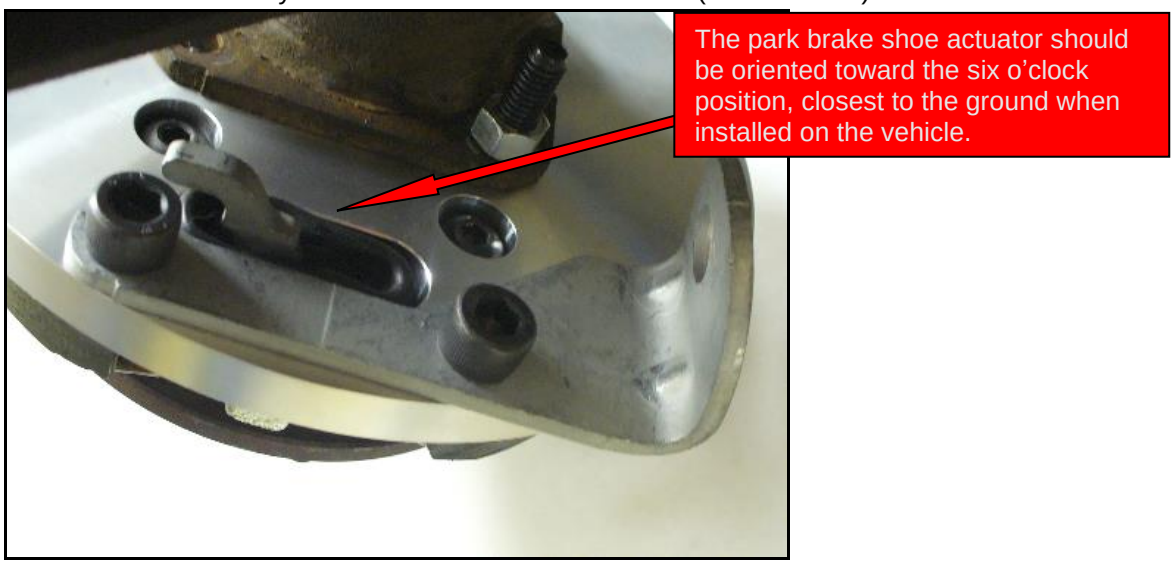


Figure 4: Park brake assembly installed on the vehicle (Inboard View)

7. Repeat steps 1-6 and install the park brake assembly to the other side of the vehicle before installing calipers and rotors.

8. Re-install the axles, c-clips, differential locking pin and retaining bolt for both sides of the vehicle, torquing all fasteners to factory specifications. Re-install the rear differential cover, applying applicable sealant for the gasket, and refill with proper gear oil.

9. Install the correct side rotor, refer to page 2, and temporarily secure with three lug nuts and washers to avoid scratching the rotor hat.

10. The caliper bracket is shipped loosely installed to the park brake assembly. Following installation of the park brake assembly, temporarily snug the bolts securing the caliper bracket to the park brake assembly. **These bolts will be torqued to 85 ft-lbs. following the shimming procedure.** It is possible these bolts will be removed in a later step to allow for shimming of the caliper as needed, so just snug them for the time being until the shimming procedure is complete at a later step. Figure 5 shows the bracket properly installed.

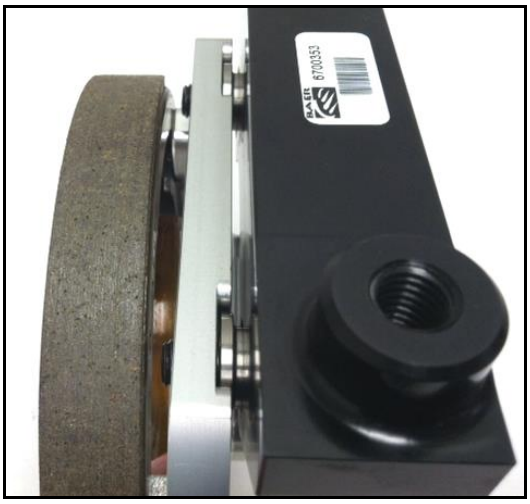


Figure 5: Caliper bracket installed to the park brake assembly

11. With pads removed from the caliper, install the correct side caliper (bleeder screw pointing upwards). Simply tighten the provided M12-1.75 socket head cap screws to temporarily secure the caliper to the mounting bracket. Tighten the supplied socket heads just snugly for now as shimming may be required in the next step to prevent the rotor from contacting the caliper body. **The supplied M12-1.75 socket heads will be torqued to 85 ft-lbs. following the shimming procedure.**

12. **Perform the Shimming Procedure, detailed on the following pages.**

Shimming Procedure

C-clip style rear axle designs allow the axle to move inboard and outboard from .005" to .030". The design of the slide pins on the Baer caliper bracket allows the caliper to follow this movement but may require adjustment to prevent the caliper body from contacting the rotor surface.

Procedure:

1. Push the axle inboard until it stops (this may not move much) and slide the caliper and bracket outboard, against the stop.

2. Using a feeler gauge measure between the inboard side of the rotor and the caliper body. The minimum clearance must be at least .020". If this measurement is less, shims will be needed to bring this up to at least .020".

   Before installing shims, check the clearance on the outboard side of the rotor. On C-clip rear ends, there is room for a small amount of axle movement, pull the axle outboard until it stops by grabbing and pulling the rotor. Slide the caliper inboard, against the stop on the slider pins. Measure the gap between the outboard side of the rotor and the caliper body. The minimum clearance must be at least .020".

   If the inboard and outboard measurements differ greatly, shims must be used. For example, say the inboard measurement was .010" and the outboard measurement was .050". A .020" shim must be placed between the slider pin and the park assembly to increase the inboard measurement to .030" and decrease the outboard measurement to .030". The primary goal is to not have less than .020" clearance between caliper body and rotor on both sides.

3. Remove the Allen bolts from the caliper and remove the caliper. Loosen the bolts connecting the caliper bracket to the park brake assembly (M12-1.75x45 hex bolts).

4. Install the appropriate shims (between the slider pin head and park brake assembly), removing one bolt at a time, and snug the same bolts for fit check. See Figure 7 for reference. Reinstall the caliper without pads for clearance check.

5. Re-shim if necessary. When proper shimming has been achieved, remove the caliper, and re-install the pads. Torque the caliper bracket bolts (M12-1.75x45 hex bolts) to 85 ft·lbs. Reinstall the caliper to the mounting bracket and torque the M12-1.75 socket head cap screws to 85 ft-lbs.

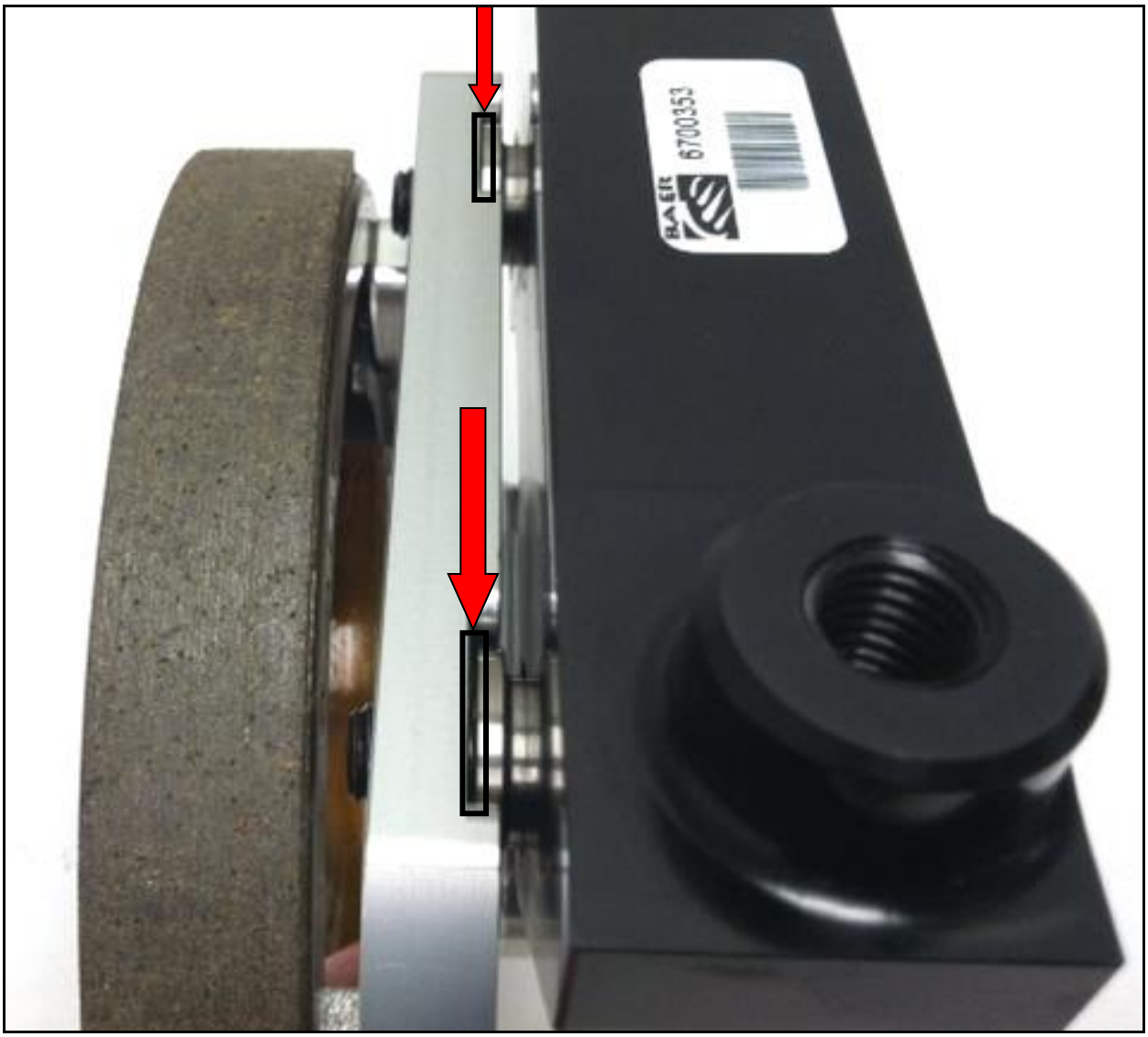


Figure 6: Location of shims if necessary (Shimming Procedure)

13. Following the shimming procedure, remove the caliper from the mounting bracket and install the brake pads. Reinstall the caliper to the mounting bracket and torque the supplied M12-1.75 socket head cap screws to 85 ft-lbs. The hardline must be re-secured with the newly supplied stainless steel brake hoses. Baer has provided a Hardline Retainer set with this brake system. Instructions for installation of the Hardline Retainer set are contained within its packaging. 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 7. ***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.

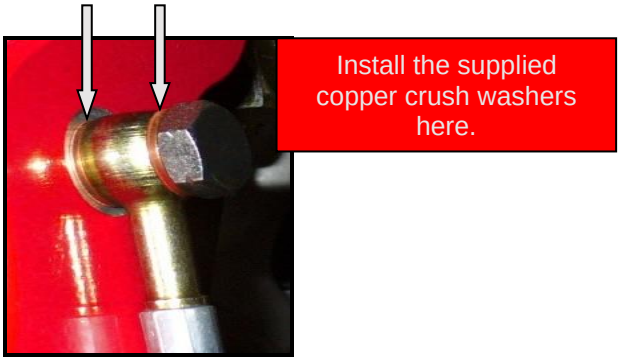


Figure 7: Stainless steel braided brake hose installed to the caliper

14. If park cables were included in your system, install first into the bracket and actuator on the park brake assembly, then to the frame bracket. Finally, connect to the lever actuator in the driveshaft tunnel. If no park brake cables were provided with your system, they can be ordered separately. Follow the links or call the phone number below to order park brake cables for your vehicle.

    For 79'-92' models, visit: https://baer.com/Park-Brake-Cables-6801206.html
    For 93' models, visit: https://baer.com/Park-Brake-Cables-6801207.html
    Or contact a sales representative at: 602-233-1411

15. Recheck all attachment points and fluid connections. Ensure all fasteners have been torqued to their specified torque values.

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.

Adjustable Parking Brake Cable Kit Installation Instructions
For 87-93 models with 4-lug OR 5-lug rear disc setup utilizing the factory park brake system

1. Remove the center console armrest and shifter bezel. Remove the retaining bolts that are located behind the park brake handle to remove the top panel covering the park brake assembly.

2. Carefully, loosen the hex head that is securing the park brake light switch to the assembly. The ground wire must be removed as well.

3. Remove the two (2) 10mm retaining bolts from the parking brake assembly.

4. Carefully uninstall the factory front cable from the park brake handle assembly. To do so, push up on the cable to free the eyelet from its recessed groove. Remove the park brake handle assembly from the vehicle to continue with installation of the new adjustable front park brake assembly. Refer to Figure 8.

Figure 8: Uninstall the factory front cable from the park brake handle assembly

5. Using a handheld grinder with a cutoff wheel, carefully grind the small tab from the self-adjusting spring on the park brake handle assembly and then grind a portion of the self-adjusting spring from the assembly. Then, cut off the top tab, doing so will allow the park brake handle to sit parallel to the floor when the park brake is not engaged. Refer to Figures 9 and 10.

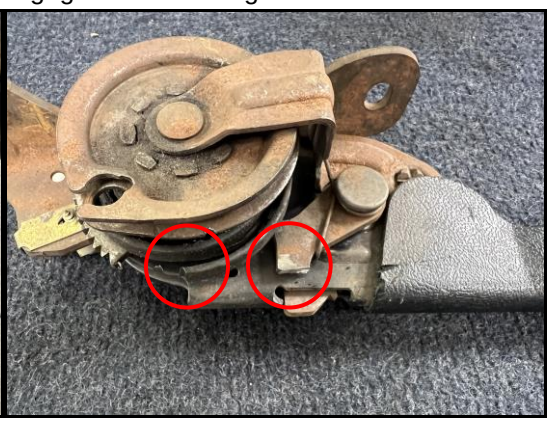


Figure 9: Grind small tab from self- adj. spring ***Figure 10:*** Grind top tab to let handle sit parallel to floor

6. Weld the paw to the handle with the second-to-last tooth engaged on the gear drive. It is recommended that this step is performed by a professional to ensure proper weldment of the components.

Figure 11: Weld location, second-to-last tooth

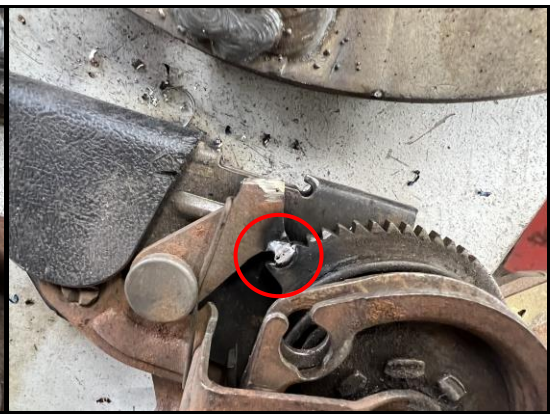


Figure 12: Weld the paw to the handle

7. Remove the front factory park brake cable from the vehicle, taking photos of how it was installed if necessary (this orientation will be used to reinstall the new adjustable front park brake cable). **Note the orientation of both the receiver and floor seal on the factory cable, take a photo, if necessary, this orientation will be followed to install them to the new park brake cable in a later step.** Cut the factory cable in half to remove the metal receiver and rubber floor seal. Using an appropriate size drill bit in relation to the outside diameter of the threaded portion of the new park brake cable, drill out the center hole in the metal receiver. Attach the rubber floor seal from the factory cable to the new cable in the same orientation it was installed on the factory cable. Run the cable through the park brake handle assembly and place the eyelet inside the recessed groove.

8. Install the park brake handle assembly back in the vehicle, running the new adjustable front park brake cable through the floor opening. Secure the assembly to the vehicle floor with the two (2) 10mm retaining bolts. Reattach the ground wire and hex head to secure the parking brake light switch.

9. Position yourself underneath the vehicle and slide the modified receiver with the drilled center hole over the threaded portion of the new cable assembly in the correct orientation (same as factory), then twist on - **but do not tighten** - the included jam nut. Install the receiver and new front park brake cable to the vehicle in the same fashion as the factory assembly, referring to the photo taken during step 7 if necessary.

10. Install the rear parking brake cables, routing them through the guides, hook the eyelets into the union on the metal receiver. Run the first jam nut up the threaded portion of the new front park brake cable to apply tension to the cable. Once the cable has tension, run up the second jam nut and tighten to secure.

11. Test the park brake and make any necessary adjustments.