

INSTALLATION INSTRUCTIONS

Instruction Part Number: 6000271 | Product: EradiSpeed+ Front and Rear
Make: Ford | Model: Mustang | Year(s): 2005+

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

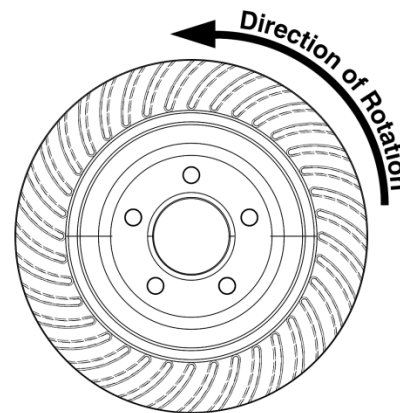
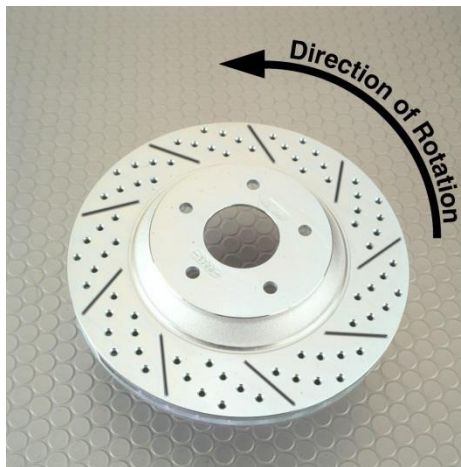
- | All installations require proper safety procedures and protective eyewear.
- | All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- | All references to the "left" side of the vehicle correlate to the driver's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

Brakes

without Limits



| 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:



Cross-Section of Plain Rotor

| 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

2005+ FRONT:

1. Unbolt and remove the caliper from the spindle. Remove the caliper anchor from the caliper, retaining the bolts. Suspend the caliper in the wheel well with Bungee cord or similar hanger. DO NOT suspend the caliper from the fluid hose.
2. Clean the caliper mount surface to allow the new intermediate bracket to seat properly. Next, install the intermediate bracket to the inboard side of the spindle using the supplied 12mm x 35mm bolts and washers. Torque each bolt to 85 ft-lbs.
3. Install the correct side rotor and secure with three lug nuts and washers to prevent scratching the rotor hat.
4. Install the supplied caliper anchor to your caliper using the bolts from the original anchor.
5. Install the original pads (or new pads if purchased) into the caliper assembly and slide this over the rotor. Retain with the supplied 12mm x 45mm bolts and washers. Torque each bolt to 85 ft-lbs.
6. Repeat these steps for the other side and recheck all attachment points and fittings.

Note: This system will place the pad above the rotor 0.085".
This is to clear the castings on caliper and spindle.

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

INSTALLATION

2005+ REAR:

1. Unbolt and remove the original caliper but do not disconnect the fluid hose or park cable. Suspend the caliper inside of the wheel tub with a bungee cord or similar hanger. Retain the caliper bolts for reuse later.

NOTE: If your Mustang contains an anti-groan brace located between the housing tube and the caliper bracket, it must remain in place. The anti-groan brace is necessary for the Baer EradiSpeed system and will ensure proper alignment of the new components. See photo below for reference:



View of driver's side with intermediate bracket installed with anti-groan brace.

2. Install the intermediate bracket to the inboard side of the original caliper mount using the original caliper bolts. The engraved part number will face inboard and the bracket will overhang the original mount. Torque each bolt to 85 ft-lbs. The above photo shows proper assembly of the intermediate bracket and anti-groan brace.
3. Install the correct side rotor and retain with three lug nuts and washers to prevent scratching the rotor hat.
4. Install the correct side caliper using the supplied M12-1.75x55mm bolts and washers. Torque each bolt to 75 ft-lbs.
5. Repeat these steps for the other side and recheck all attachment points and fittings.

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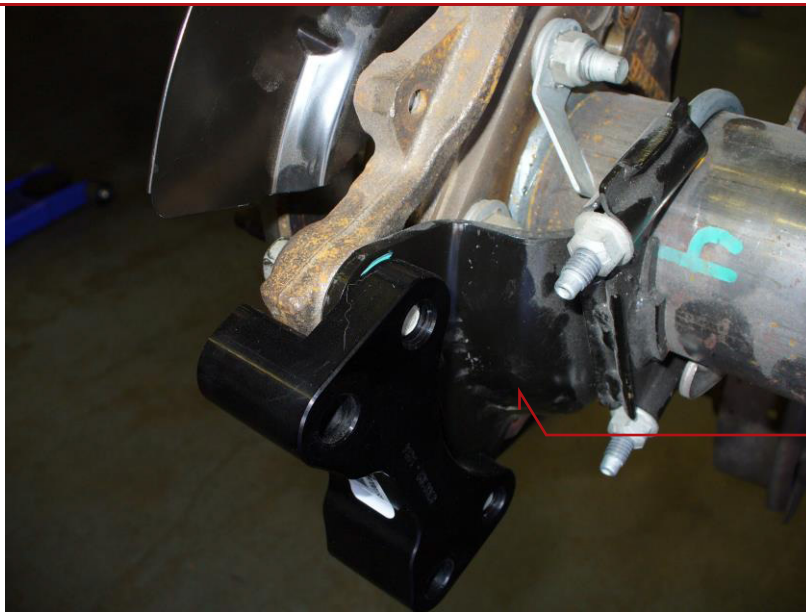
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INSTALLATION

2013-2014 GT500 REAR:

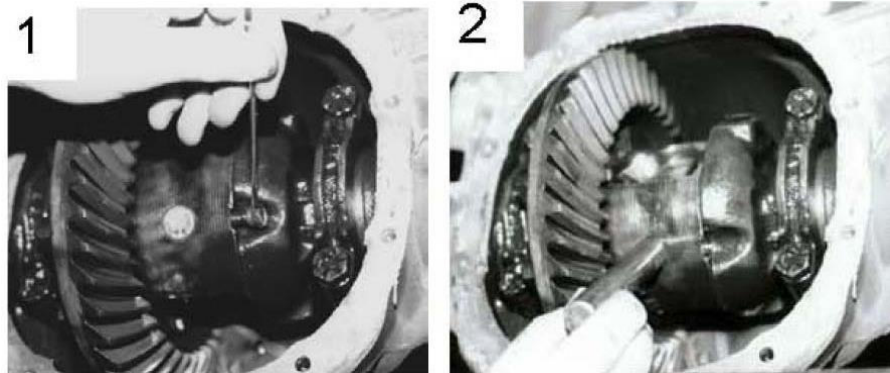
1. Unbolt and remove the original caliper but do not disconnect the fluid hose or park cable. Suspend the caliper inside of the wheel tub with a bungee cord or similar hanger. DO NOT suspend the caliper from the fluid hose. Retain the caliper bolts for reuse later.
2. Remove the factory rotor from the axle

NOTE: In order to accommodate the new rotors, base brackets must first be installed onto each of the axle housing ends. The axles must first be removed in order to complete this step. Also, if your Mustang contains an anti-groan brace located between the housing tube and the caliper bracket, it must remain in place. The anti-groan brace is necessary for the Baer EradiSpeed system and will ensure proper alignment of the new components. See photo below for reference:



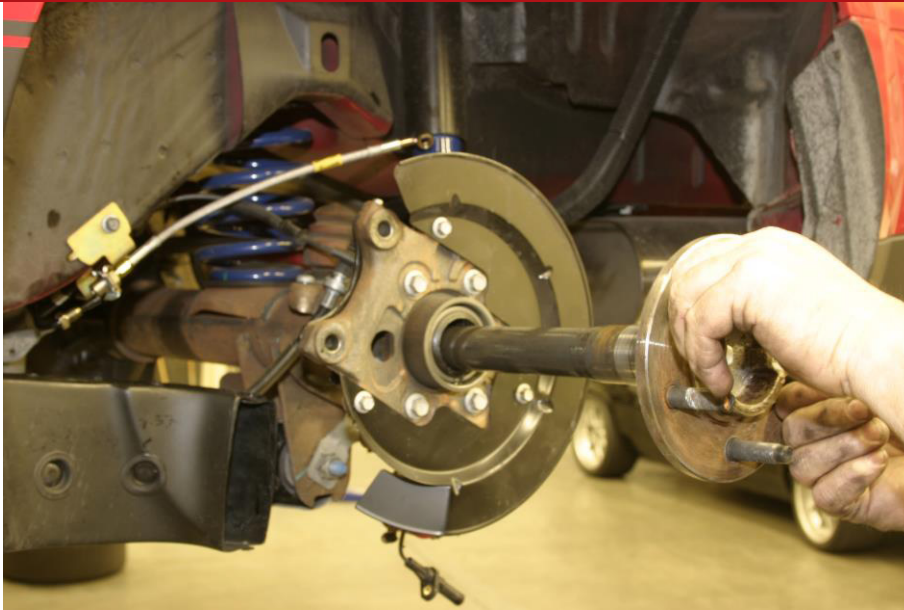
View of driver's side with intermediate bracket installed with anti-groan brace.

3. Axle removal: 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.



2013-2014 GT500 REAR: cont'd

4. Push the axles inboard to remove the c-clips, then 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 photo below for reference:



Remove axle, inspect bearings and seals.

5. Once the axles are removed, the correct side OEM base brackets (supplied with your system) can be installed onto each of the axle housing ends. The brackets will require use of the original bolt hardware (M10x35mm bolts) to bolt up to the axle housings. Follow vehicle manufacturer spec for proper torque values.



Left and Right OEM base brackets shown, respectively

2013-2014 GT500 REAR: cont'd

6. Reinstall the axles following Ford Service procedures.
7. Install the intermediate bracket to the inboard side of the OEM base bracket using the original caliper bolts. The engraved part number will face inboard and the bracket will overhang the OEM base bracket. Torque each bolt to 85 ft·lbs.
8. Install the correct side rotor and retain with three lug nuts and washers to prevent scratching the rotor hat.
9. Install the correct side caliper using the supplied M12-1.75x55mm bolts and washers. Torque each bolt to 75 ft·lbs.
10. Repeat these steps for the other side and recheck all attachment points and fittings.

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