



## Installation Manual

**Part Number: 6000279**

**Product: Extreme + Front 14" & 15"**

**Vehicle Make: FORD**

**Model: Mustang GT**

**Years: 2015-2017**



### **READ THIS BEFORE STARTING**

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

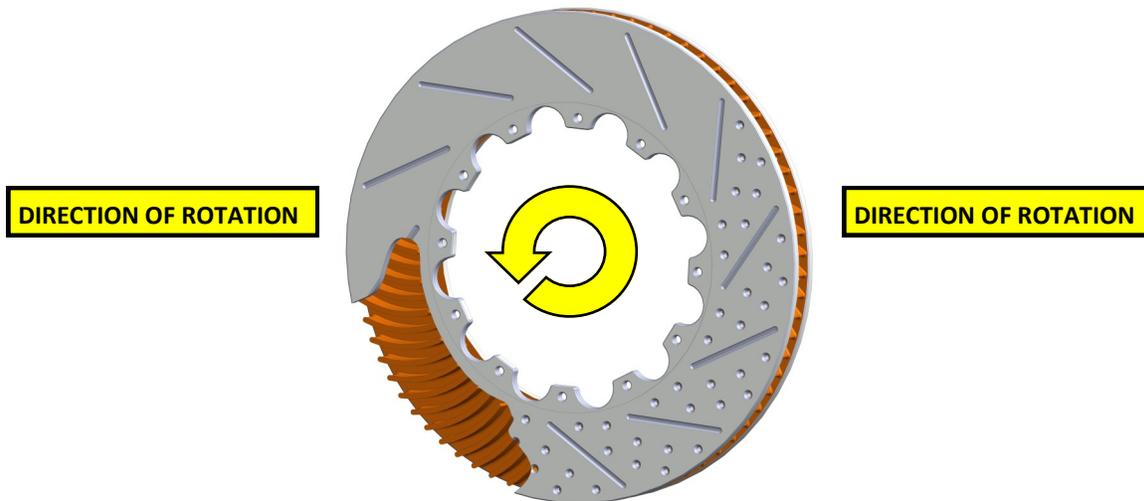


### Read and Follow BEFORE ATTEMPTING INSTALLATION

- ◆ 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](http://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.

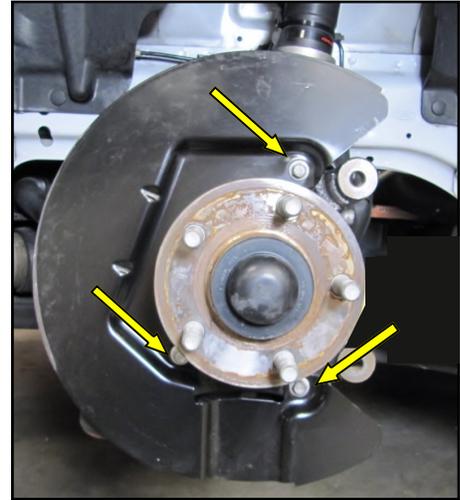


- ◆ When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor. 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 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.

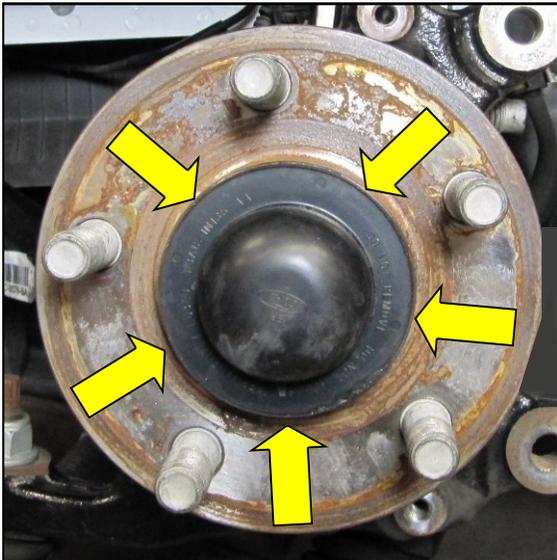
## INSTALLATION:



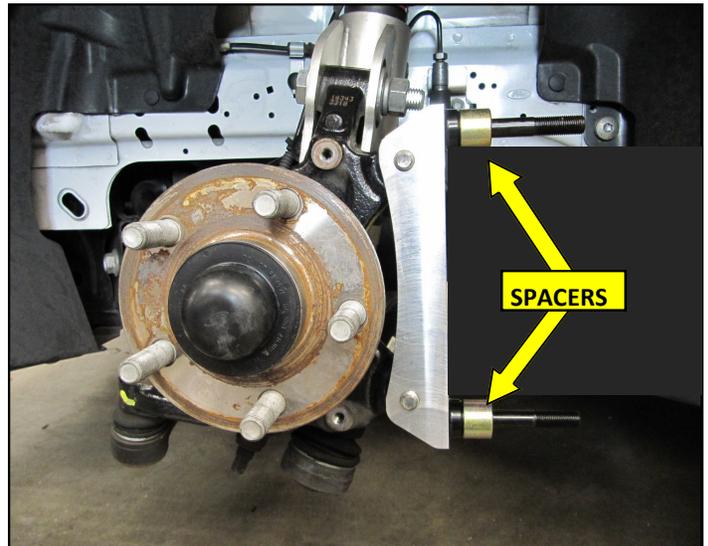
1. Separate the brake hose from the OEM caliper and plug or pinch the hose to prevent complete circuit drainage.



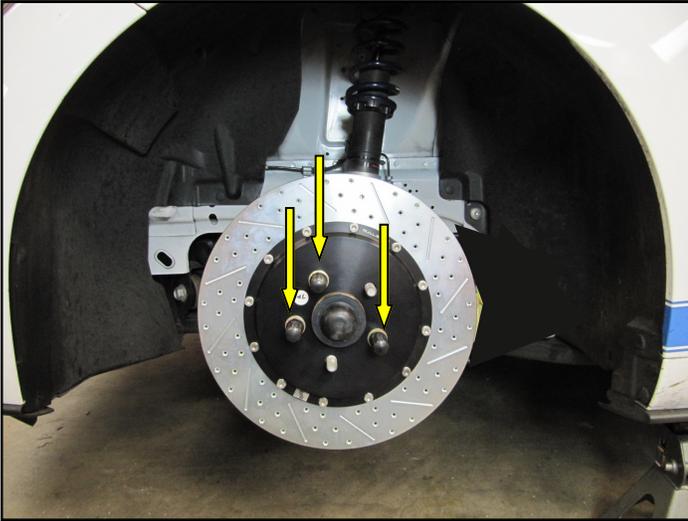
2. Remove the brake caliper from the vehicle and remove the three 6mm bolts holding the splash shield onto the spindle. The shield will not be used with the BAER brake system.



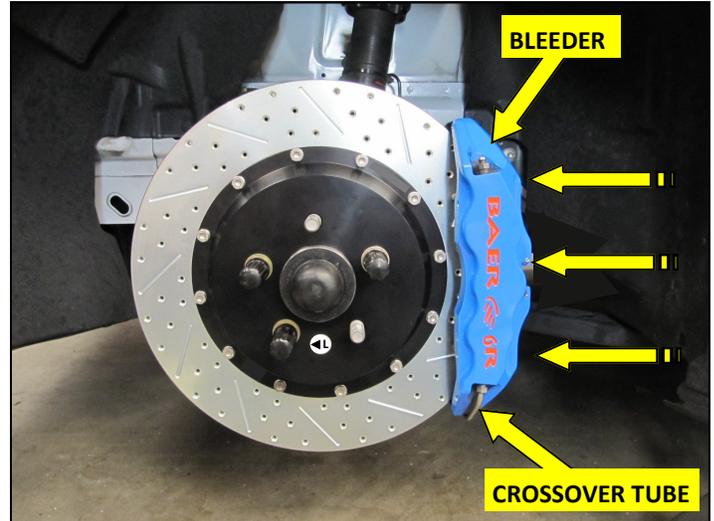
3. The BAER brake systems rotor has a very tight center bore by design. Remove any and all rust from the hub assembly to ensure the new components fit properly.



4. The Install the Radial Mount Bracket onto the outboard side of the spindle using the OEM bolts and the supplied 7/16" washers. Torque the bolts to 75 ft lbs. Slide the Spacers onto the Radial Mount studs as shown. NOTE: 14" rotors will use the .25 in Spacers and 15" Rotors will use the .75 in Spacers.



5. Install the Rotor onto the hub and secure it using three lug nuts and washers. **NOTE:** Rotors are directional and must be mounted at their corresponding location.



6. Slide the Caliper, with the Brake Pads installed and the bleeders on top, onto the Radial Mount Studs and secure it using the supplied 12 point Nuts and Washers. Torque the fasteners to 75 ft lbs.

**NOTE: The Caliper design incorporates staggered piston diameters to minimize uneven pad wear. The trailing Caliper installation (caliper located behind the axle centerline) will have the LARGEST piston at the Top. A leading Caliper installation (ahead of the axle centerline) would have the SMALLEST piston at the top with the bleeder screws always at the top of the Caliper.**

7. Reinstall the brake hose, onto the Caliper, using new Copper Washers and the supplied Banjo Bolt. Hand 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.

Repeat these steps for the other side and recheck all attachment points and fittings.

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

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