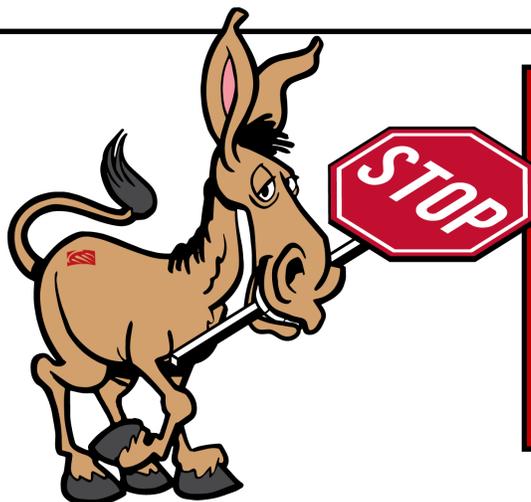




## INSTALLATION INSTRUCTIONS

PART NUMBER: 6000809  
VEHICLE MAKE: FORD  
MODEL: MUSTANG W/ DISC BRAKE SPINDLES  
YEARS: 1968-1973

PRODUCT: PRO 13" INT HUB SYSTEM  
REVISION: REVISION A  
REVISION DATE: 3 MARCH, 2025



### **READ BEFORE CONTINUING!**

Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care in preventing cosmetic damage when performing wheel fit check. If a product must be returned, please contact Baer customer service for an RMA number.

The recipient of this product indemnifies Baer Inc. for all liabilities or losses incurred in connection with the recipient modifying or altering Baer Inc. product during installation.

### **Notices - Read and Follow BEFORE ATTEMPTING INSTALLATION**

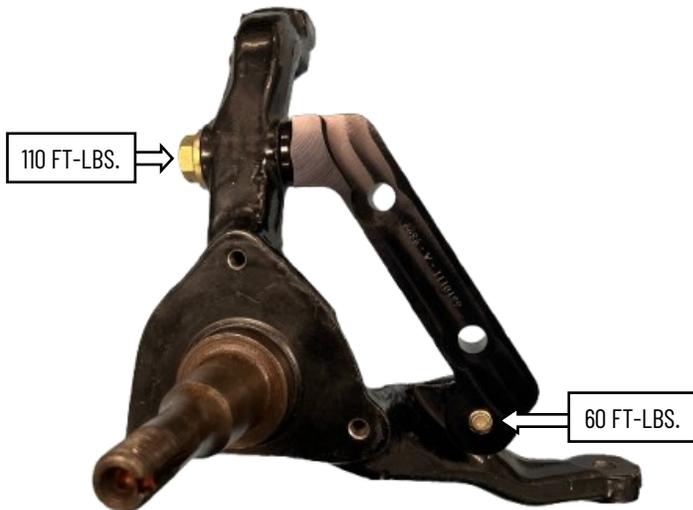
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the "left" side of the vehicle correlate to the driver's side of 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 BEFORE 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](http://www.Baer.com)), always place the actual corner assembly or a combination of the caliper assembly on 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 should be verified before installation using a wheel fitment template specific to your system supplied at [www.Baer.com](http://www.Baer.com)
- When installing new Baer rotor, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, an "L" for left, or an "R" for right, or both. "L" always indicates the rotor for the driver side of US spec vehicles. Follow the rotor installation and rotation instructions included in the promo pack (P/N 6020502) included with your system when installing rotors. Failure to properly install rotors will not allow for proper function of the brake system and will cause heat related fatigue and failure.
- A professional wheel alignment is required for any system requiring the replacement of the front spindles or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.



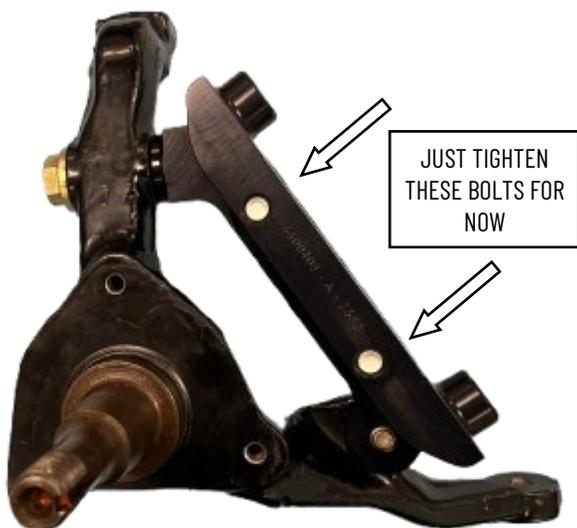
- Note: Baer recommends taking photos of the brake system before disassembly and during each step of the disassembly process. Photos may allow technical support to better assist given any necessary troubleshooting.**
- If anything becomes unclear or any parts require force to install at any point during the installation, stop immediately and consult directly with Baer technical staff. Please have these instructions and the part number of the components that is/are proving difficult to install. Please provide technical staff with the make, model, and year (date of vehicle production is preferred) of your vehicle. Baer's technical staff is available by phone (602.233.1411) or email (ContactUs@Baer.com) from 8:30 AM - 5:00 PM MST (Mountain Standard Time) Monday - Friday (Arizona does not observe Daylight Savings Time).

**FACTORY BRAKE DISASSEMBLY INSTRUCTIONS**

1. Lift the vehicle and properly secure with adequately rated jack stands.
2. Remove the front wheels.
3. Position a drain pan under the factory brake hose connection to the hard line on the chassis.
4. Using a line wrench, loosen the brake lines at the frame rails, taking care not to round the corners of the flare nut.
5. Remove the flex hose lock and discard appropriately. It is recommended to note or take a photo of the routing of the stock brake lines.
6. Cap the flared end of the hard lines with the supplied black vinyl caps.
7. Remove the stock brake calipers and rotors from the spindle.
8. Thoroughly clean and inspect all mounting surfaces, threads, as well as the spindle pin.

**INSTALLATION OF MOUNTING BRACKETS**

1. Install the aluminum base bracket (P/N 6610112 for left (driver's) side, 6620112 for right (passenger's) side) using the supplied 9/16-12 and 7/16-14 hardware. The photo to the left shows the 6610112 bracket installed on a left (driver's) side spindle. Torque the top 9/16-12 bolt to 110 ft-lbs. and the lower 7/16-14 bolt to 60 ft-lbs.



2. Mount the aluminum intermediate bracket (P/N 6600408) to the outer face of the base bracket with the supplied M12-1.75 hardware. The flat face of the 6600408 bracket should be facing out, toward the direction of the spindle pin. Simply tighten the hardware for now as the bracket may require shimming at a later step.



3. Install the correct side rotor, referring to the supplied *Rotor Rotation and Direction* instructions provided within the promo packet supplied with this system. The right side rotor is shown installed on the right side spindle in the photo. The rotors for this system come with bearings installed, pre-packed no additional grease recommended.



4. Temporarily secure the rotor to the spindle pin with the supplied castellated spindle nut. Do not over-tighten at this stage as the rotor will likely require removal during the next step of this instruction.



5. Remove the brake pads from both 6P calipers shipped with your system. Temporarily install the correct side caliper with the bleeder screw pointing up. Do not torque the supplied socket head cap screws yet as shimming will be performed in the next section.

**SHIMMING PROCEDURE****All Systems:**

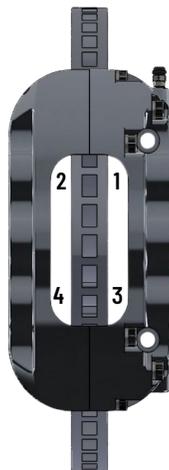
1. Measure the gap between the rotor and the caliper body at the 4 points listed below using a dial caliper and write down each measurement (measurements can be taken using a feeler gauge between the rotor and brake pad if you do not have access to a dial caliper).
2. Subtract the top inside measurement from the top outside measurement. Split the difference in half to determine the amount of shim-

- TOP INSIDE
- TOP OUTSIDE
- BOTTOM INSIDE
- BOTTOM OUTSIDE

ming required to center the top of the caliper. Write down the required amount of shimming. For instance, a top inside measurement of .865" and a top outside measurement of .905" has a difference of .040" and would require a .020" shim at the top of the intermediate bracket to center the top of the caliper.

3. Repeat step 2 for the bottom measurements to center the bottom of the caliper. Aiming for gaps between the caliper body and rotor as close to equal within .005" will keep excessive noise to a minimum and prolong brake pad duration.
4. Select the required shims from the kit provided. The shim kit provided with this system contains 12 shims, each measuring .015". Create a stack of shims equal to the measurement obtained in step 2.
5. Remove the caliper from the intermediate bracket. Retain the fasteners to secure the caliper to the intermediate bracket following completion of the shimming procedure.
6. Loosen the bolts connecting the intermediate bracket to the backing plate.
7. Install the appropriate shims **between the intermediate bracket and the base bracket**, removing one bolt at a time. Snug the bolts for a fitment check.
8. Reinstall the caliper, **DO NOT** torque the fasteners.
9. Repeat step 1 with the appropriate shims installed between the intermediate bracket and backing plate to perform a fitment check.
10. Re-shim as necessary until all gaps between the caliper body and the rotor are within .005".
11. Verify there is full thread engagement of the intermediate bracket bolts into the backing plate. If there is not full thread engagement, longer bolts must be used to prevent stripping the threads inside the backing plate.
12. Remove the caliper from the intermediate bracket one last time to install the brake pads, if applicable.
13. **Torque the intermediate bracket bolts to 110 ft-lbs. to secure the intermediate bracket to the backing plate.**

**PRO+/PRO SYSTEMS:**  
MEASUREMENT LOCATIONS FOR STEP 1.  
(SYSTEM COMPONENTS NOT INCLUDED FOR  
PHOTO CLARITY)





6. Re-install the castellated nut and torque to 12 ft-lbs. while rotating the rotor. Back the castle nut off one flat and install the provided cotter pin. Ensure there is no slack in the rotor hub before installing the cotter pin. Secure the cotter pin within the keyhole of the spindle pin.



7. Install the supplied dust cap to the rotor hub as shown, taking care not to dent the domed portion of the dust cap.



8. Re-install the brake pads back into the 6P calipers and install them to the intermediate bracket bosses with the supplied M12-1.75 socket head cap screws. Torque the hardware to 85 ft-lbs. to secure the caliper to the intermediate bracket.

## **BRAKE HOSE / HARDLINE RETAINER INSTALLATION**

### **All Systems:**

1. The hardline must be re-secured with the stainless-steel brake hoses supplied with this system. Depending on the system ordered, a Hardline Retainer set has been provided. Installation instructions for the Hardline Retainer set are contained within its packaging. Complete the installation of the Hardline Retainer set before continuing.
2. Connect the new supplied stainless-steel braided brake 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 hose (2 per caliper). Finger-tighten the banjo bolt.
3. Position the brake hose to avoid interference with the wheel and suspension components through their entire range of motion.
4. Connect the opposite end of the hose with the adapter fitting (if supplied) to the hardline and install the hose lock.
5. Tighten the adapter fitting (if supplied) at the hardline and the banjo bolt connected to the caliper to 15-20 ft-lbs.
6. Repeat steps 1-5 for the other side of the vehicle and re-check all attachment points and fittings.

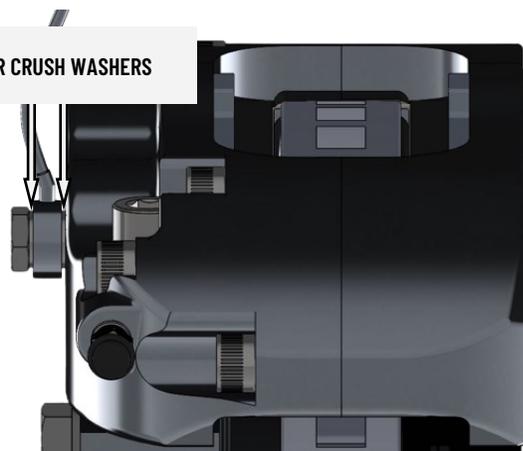
**ENSURE ALL FASTENERS HAVE BEEN TORQUED TO THEIR SPECIFIED VALUES BEFORE OPERATING THE VEHICLE.**

Baer recommends using **"Baer Street/Race DOT4 Brake Fluid"** for all Baer brake systems. The link to order the recommended brake fluid is below. Refer to Bleeding, Pad Bedding, and Rotor Seasoning Procedures contained within the promo pack (P/N 6020502) provided with this system. For service components and replacement parts, contact a Baer Systems Technical Representative or visit the link below.

<https://baer.com/System-Parts-Tools/>.

**COPPER CRUSH WASHERS**

**CONNECT THE NEW SUPPLIED STAINLESS-STEEL BRAIDED BRAKE 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.**





We at Baer understand there are many options when it comes to performance brake suppliers and appreciate your business. Great pride and care were taken in designing, assembling, and packaging all components of this brake system.  
Thank you for your purchase.