

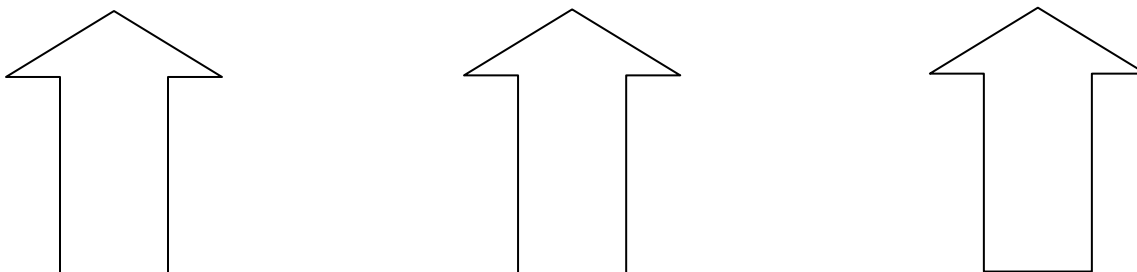
Installation Instructions

Product: Extreme Plus / Pro Plus Front

Instruction Part Number: 6000438
Revision Date: 11 September 2015

Vehicle: Make: Ford
Model: F-100
Year(s): 63-72

***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.***



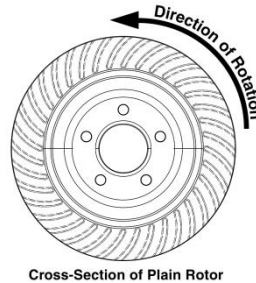
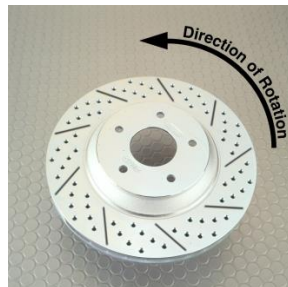
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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 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 Baer recommends jack stands rated for 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.
- ALWAYS CONFIRM WHEEL FIT PRIOR TO BEGINNING 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, always place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to reconfirm proper clearance is available 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 performing wheel fit check to prevent cosmetic damage.**

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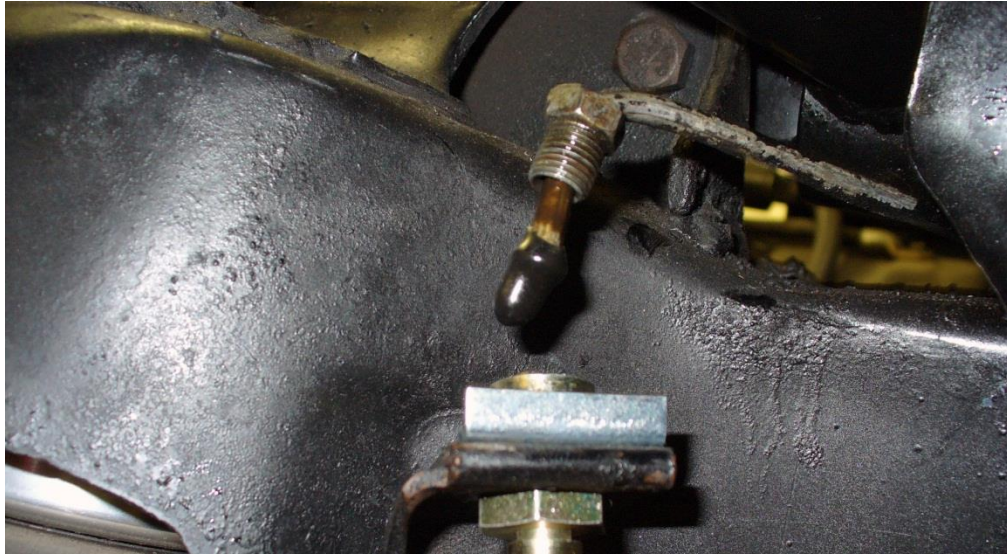
- When installing rotors on any Baer Products be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left always indicates the driver's side of US spec vehicles. Images shown are "L" left rotors:



- 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 hose at the frame and cap the hardline with the supplied vinyl cap. Remove the hose lock and disengage the hose from the frame bracket.



2. Remove the dust cap, cotter pin and retainer nut. Remove the drum.
3. Remove the bolts retaining the backing plate to the spindle. These also retain the steering arm.
4. Thoroughly clean all attachment points and the spindle pin to ensure proper installation of the new components.
5. Install the new Baer billet aluminum hub. The new Timken or SKF bearings are pre-packed with Red Line synthetic grease. Do not add more grease. Apply a small amount of grease to the hub seal surface and install the hub. Tighten the nut to 5-10 ft-lbs and spin the hub to seat the bearings. Loosen and re-tighten the nut while spinning the hub several times. Loosen the nut, tighten to remove all play, tighten approximately 1/16th turn to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap.

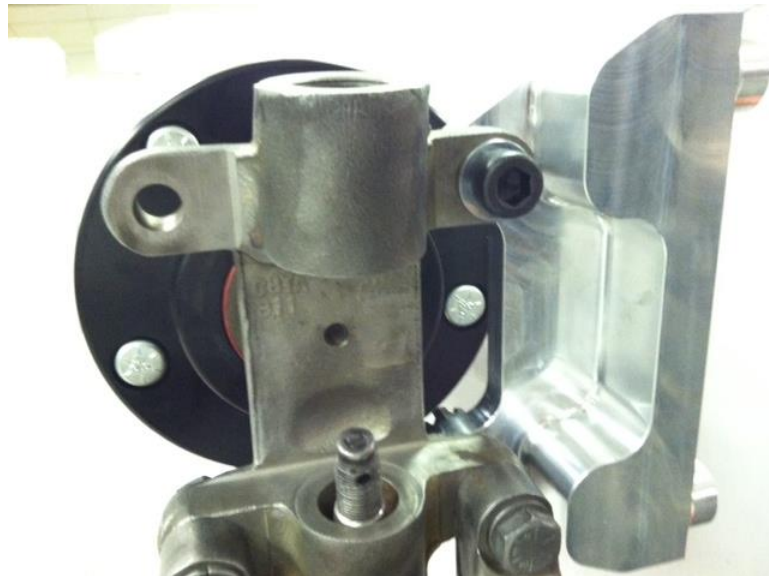
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Hub installed, left or drivers side. Caliper mounts ahead of the centerline.

6. Install the caliper bracket to the outboard side of the spindle using the supplied ½" x 3" bolts with Nylock nuts and washers.

****Note:** The bracket will mount with the engraved part number facing outboard. The left side will have an engraved part number beginning with 661 while the right side will have an engraved part number of 662. The upper bolt holds only the bracket, the lower bolts also retain the steering arm. Do not torque these yet as they will be removed for shims. See photo below for reference:



Bracket and steering arm installed.

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Photo shown for reference of bracket install

7. Install the rotor and secure with three nuts and washers so as not to scratch the rotor hat face.



8. With pads removed from the caliper, install the caliper on the bracket and secure with supplied M12mm x 45mm allen head bolts (10mm allen socket). Just tighten these bolts snugly to measure for shims required to center the caliper.
9. At this point, the position of the caliper will need to be inspected to verify if it sits center on top of the rotor or not. Follow the procedure outlined on the next page.

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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. See photo below for reference. 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 .905", outside of .865" 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 top and bottom.

Procedure

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the bolts from the caliper bracket
4. Install the appropriate shims, removing one bolt at a time, and snug the same bolts for fit check
5. Reinstall the caliper and recheck gap measurements
6. Re-shim if necessary. When proper shimming has been achieved, torque the caliper bracket and steering arm bolts to 100 ft-lbs. Install the pads into the caliper and install on the bracket. Torque the caliper bolts to 75 ft-lbs.

If you do not have access to a dial caliper, these measurements can be made with pads installed using a feeler gauge between the rotor and pad. Take measurements from top inside and outside, then bottom inside and outside. Minimum clearance is .010" between pad and rotor, but gaps as close to equal as possible at all four locations is best.



Measure gap from caliper body to rotor.

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10. Install the steel braid hose with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. Connect the hose to the hardline and install the hose lock. Position the hose to avoid interference with the wheel and suspension components through the entire range of motion. Tighten fitting and banjo bolt to 15-20 ft-lbs.

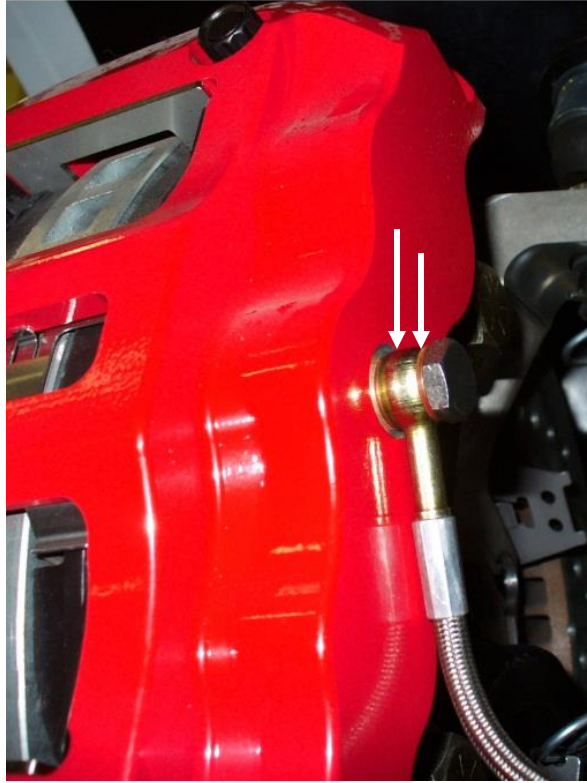


Photo shown for placement of copper washer only

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, or on www.baer.com

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