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Installation Instructions

Product: Ext 15", Ext+ 15" Front

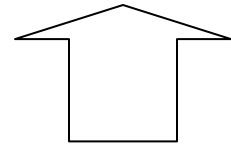
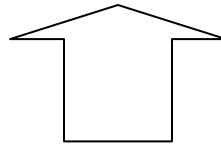
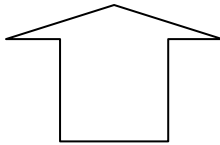
Instruction Part Number: 6000289

Vehicle

Revised: 20 August 2013

Make: Ford
Model: F150, Expedition, 2WD/4WD
Year(s): 04-09, 2010-2013

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.



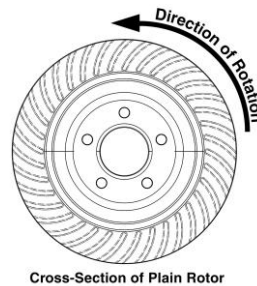
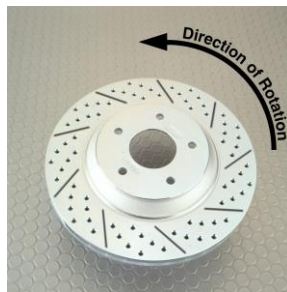
Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- 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.

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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 brake hose at the caliper, discard the copper washers and save the banjo bolt.
****Note:** To prevent dripping brake fluid during installation, a hose crimper can be used to stop the flow. Do not use vise grip pliers as these may damage the hose.
2. Remove caliper anchor bolts from spindle. Next, remove the caliper and anchor assembly from the rotor.

2004-2009 (2WD, 4WD) models: The Baer brake system will contain a bolt bag equipped with M14-2.0x35mm bolts and washers. This hardware will be used to install the new intermediate bracket.

2010-2013 (2WD, 4WD) models: Save the OEM caliper mount bolts as they will be reused.

3. Remove the dust shield from the spindle as this will interfere with the new rotor and not allow for proper cooling.
4. Next, the locating pin will need to be ground down as this will interfere with the new caliper. The locating pin can be found on the end of the OEM brake hose. This is best performed at this point so as not to risk damaging any of the new components. See photos below for reference:



Locating pin shown



Interference with new caliper

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2004-2008 (2WD):

Remove the OEM rotor and discard the retaining nut, this is a one time use fastener. Clean the pin and caliper mounting surfaces to allow the new components to seat properly. The new hub will contain new bearings and a snap ring installed. Remove the debris shield, this will not be reused. Install the hub onto the spindle with a new retaining nut (available from the dealer - Part # 6L3Z3C294-AA), and torque to 295 ft-lbs. ****Note:** Failure to torque the retaining nut to spec will result in bearing damage.

The intermediate bracket will arrive already mounted to the caliper for shipping purposes. Simply unbolt the caliper from the bracket before mounting the bracket onto the spindle. Next, install the intermediate bracket to the outboard side of the spindle. Torque each of the M14-2.0x35mm bolts to 110 ft-lbs.

2009 (2WD) & 2004-2009 (4WD):

Remove the OEM rotor from the hub and ensure the rotor mounting surface on the hub is clean. The intermediate bracket will arrive already mounted to the caliper for shipping purposes. Simply unbolt the caliper from the bracket before mounting the bracket onto the spindle. Next, install the intermediate bracket to the outboard side of the spindle. Torque each of the M14-2.0x35mm bolts to 110 ft-lbs.

2010-2013 models:

The intermediate bracket will arrive already mounted to the caliper for shipping purposes. Simply unbolt the caliper from the bracket before mounting the bracket onto the spindle. Using the OEM 16mm caliper mount bolts, install the intermediate bracket to the outboard side of the spindle. Torque each of the bolts to 185 ft-lbs.

****Note:** The intermediate bracket will install exactly the same on the 4WD as it does on the 2WD spindles. See photos on continued page:

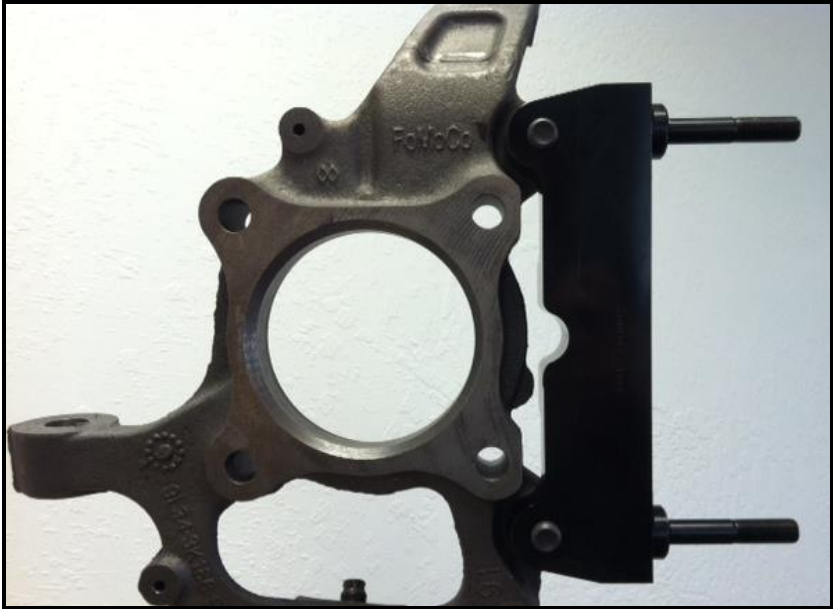
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2004-2008

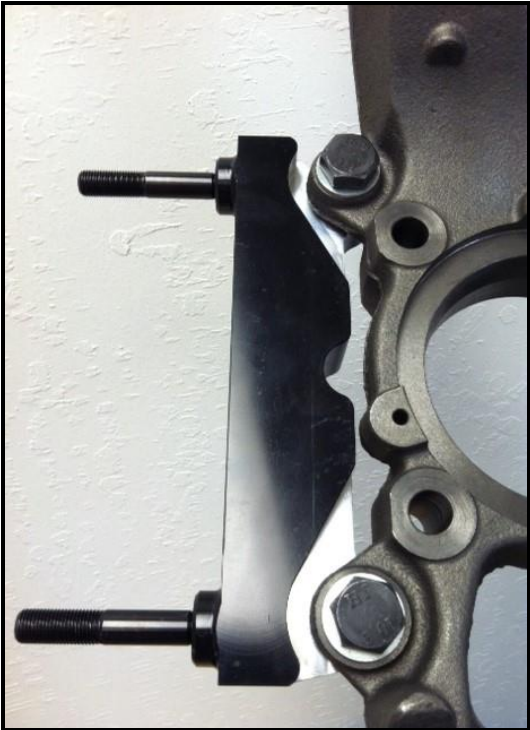


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2009



Front view



Rear view

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5. If your vehicle model year is between the years of 2004-2009, continue with “Step 4,” otherwise continue to “Step5.”

2004-2009: Four spacers (0.250” thickness ea.) were shipped with your system in which they are to mount atop the intermediate bracket (two spacers per bracket). The caliper will sit on top of these spacers once installed to allow clearance for the rotor.

6. Install the correct side rotor and secure with three lug nuts and washers.
7. With pads in place, install the correct side caliper (bleeder screws pointed up) onto the ARP radial studs. Secure the caliper using the ARP washers and 12-point nuts. Torque the nuts to 75 ft-lbs. See photo below for reference:



8. If your vehicle model year is between the years of 2010-2013, continue with “Step 7,” otherwise see, “Adaptor Block information.”

2010-2013: Install the OEM brake hose to the new caliper using the original banjo bolt and the supplied thick copper washers. ****IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** Torque banjo bolt between 15-20 ft-lbs.

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

Refer to Bleeding, and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet, or on www.baer.com

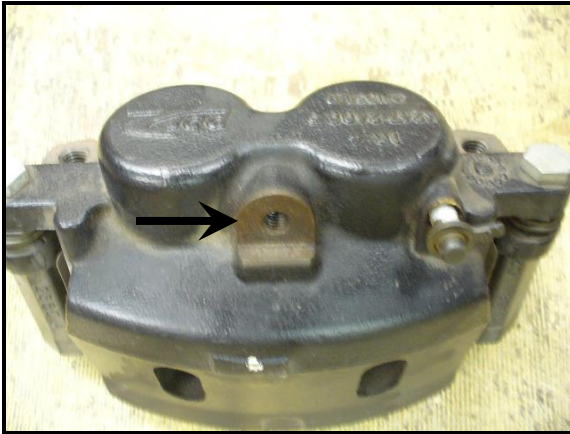
For service components and replacement parts contact your Baer Brake Systems Tech Representative.

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Adaptor Block information:

2004-2009 (2WD, 4WD)

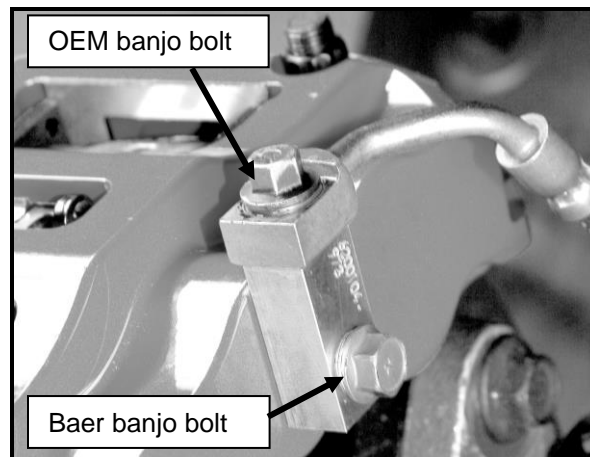
A fluid line adaptor block and banjo bolt are provided with your system to allow for the use of your original hose. Attach the adaptor block to the caliper using new copper washers (supplied with the new brake system), one on each side of the block, and the long banjo bolt (supplied in the new system). The Original Equipment hose and banjo bolt will need to be installed onto the top hole of the adaptor block **using supplied new copper washers**. Torque all banjo bolts to 15-20 ft·lbs.



Arrow indicates "Top" fluid inlet caliper
2004-2009 model year



Side mount fluid inlet caliper
2010-2013 model year



Side mount fluid inlet (adaptor block) caliper
Banjo bolt torque: 15-20 ft·lbs.