



INSTALLATION INSTRUCTIONS

PART NUMBER: 6000810

VEHICLE MAKE: N/A

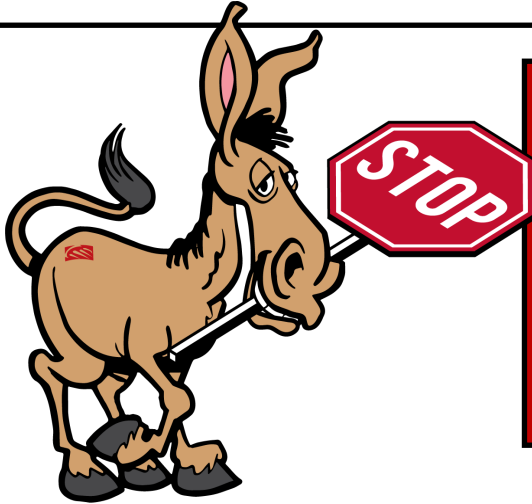
MODEL: VEHICLES EQUIPPED WITH WILWOOD MUSTANG II PRO SPINDLES

YEARS: N/A

PRODUCT: PRO 13" INT HUB SYSTEM

REVISION: REVISION A

REVISION DATE: 4 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), 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
- 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.

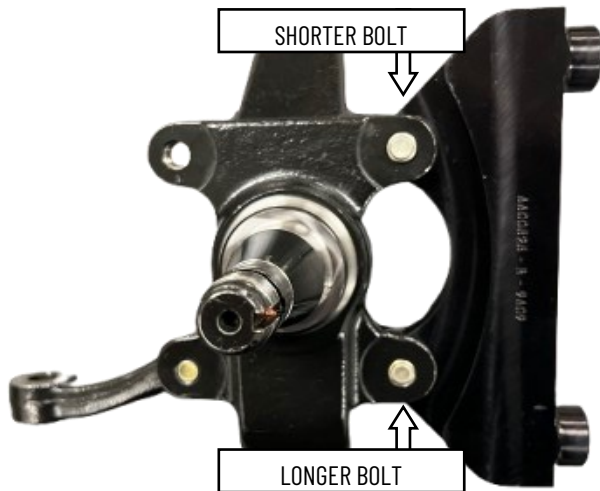


- Note: Baer recommends taking photos of the brake system before disassembly and during each step of the disassembly process. Photos may allow technical support to better assist given any necessary troubleshooting.**
- If anything becomes unclear or any parts require force to install at any point during 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).

EXISTING 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 existing brake calipers and rotors from the spindle.
8. Thoroughly clean and inspect all mounting surfaces, threads, as well as the spindle pin.

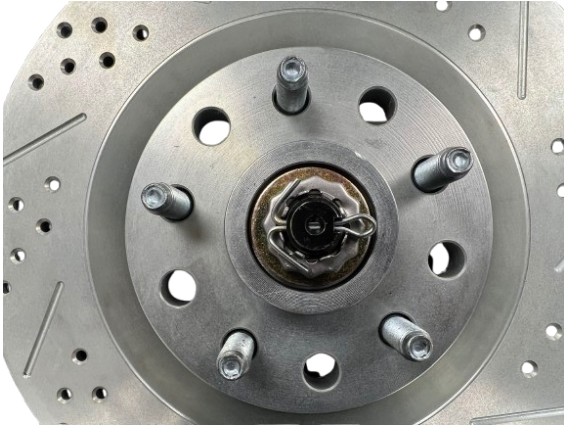
INSTALLATION OF MOUNTING BRACKETS



1. Install the aluminum intermediate bracket (P/N 6600525 machined into face of bracket, 6600526 laser engraved into opposite face) using the supplied 7/16-20 hardware. The longer of the two bolts runs through the steering arm and the short bolt runs through the top hole of the bracket and spindle. The bottom mounting hole of the intermediate bracket gets sandwiched between the knuckle and the steering arm. The face with the part number 6600525 should be facing away from the center of the vehicle, toward the spindle pin when installed. **Torque the 7/16-20 hardware to 72 ft-lbs.** to secure the intermediate bracket to the knuckle.



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



3. Rotate the rotor hub while tightening and loosening the spindle nut multiple times to seat the bearings. Tighten the nut again to remove all play, approximately 1/16th turn to give a small amount of pre-load. Secure with the supplied castellated spindle nut retainer and cotter pin.



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



5. Install the correct side caliper with the bleeder screw pointing up to the intermediate bracket 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:

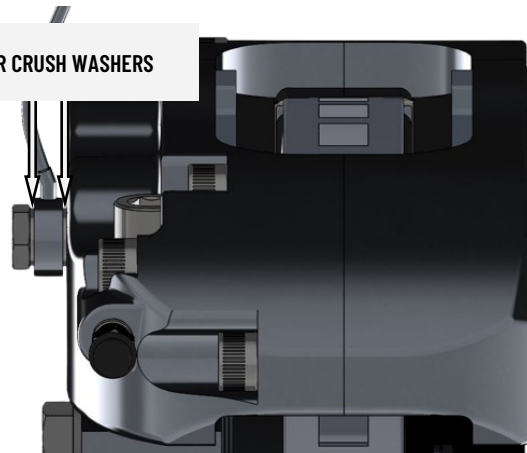
1. The hardline must be re-secured with the stainless-steel brake hoses supplied with this system. Depending on the system ordered, a Hardline Retainer set has been provided. Installation instructions for the Hardline Retainer set are contained within its packaging. Complete the installation of the Hardline 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.