



# This is a **DRAG RACE BRAKE SYSTEM**

The drag race brake systems are designed for heavy, fast cars.

**IMPORTANT** → Due to the application this brake system is built for, Baer supplies a more aggressive, high friction pad. This pad can be used on the street but can be dusty and noisy compared to typical street pads. If these pads are changed out to a street version, it is highly recommended that the race pads be put back in the system for race applications. Street pads in competition will fade, outgas, and taper badly which could lead to other braking issues. Always keep in mind there is not one pad that works well in all driving situations.

## Installation Instructions

Product: **SS4+ 11" Deep Stage Rear**

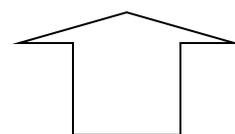
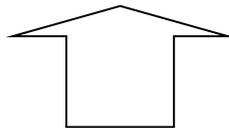
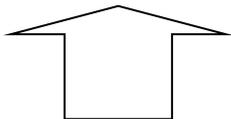
Instruction Part Number: **6000525**

### Vehicle

Make: **Ford**  
Model: **Mustang**  
Year(s): **2015**

Revision Date: **23 June 2022**

***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

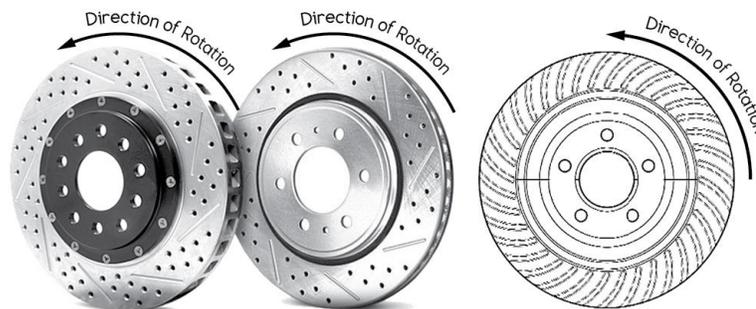
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of 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.

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- 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](http://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.



- 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:



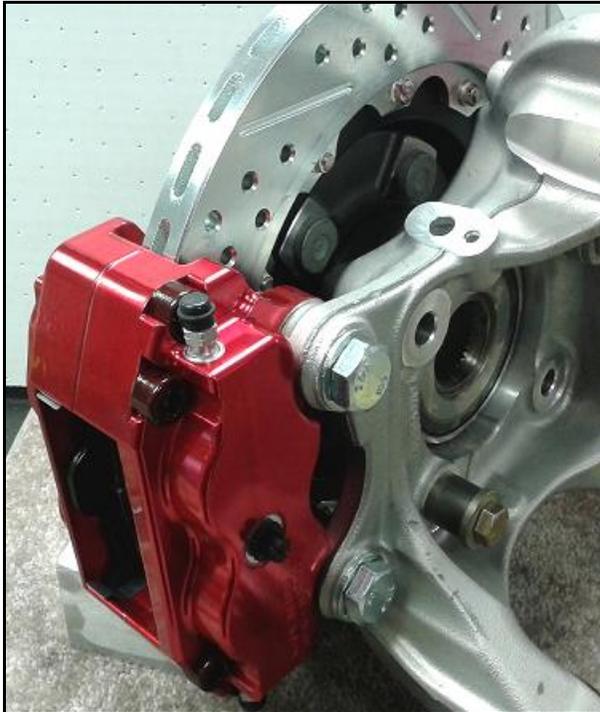
- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At all times stop the installation if anything is unclear, or the parts require force 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.

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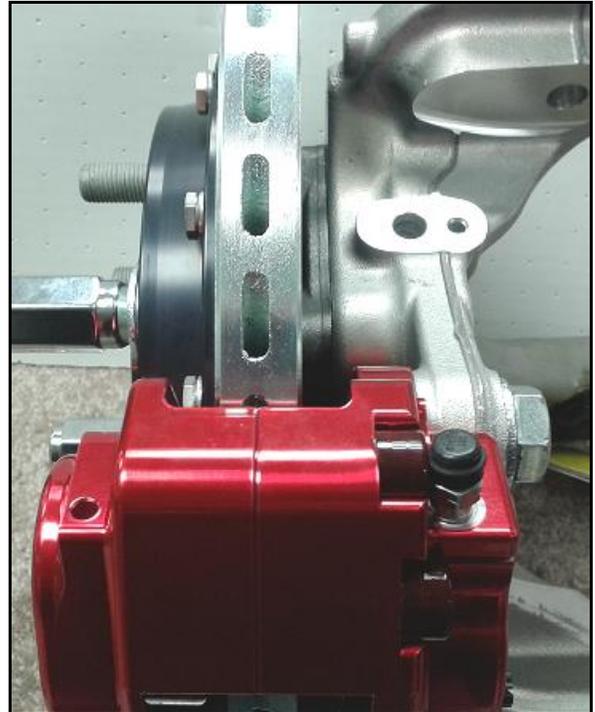
## **INSTALLATION:**

**This system is offered in a 11" and 12" version. The installs are identical. The pics used are from the 11" version.**

1. Remove the brake hose from the caliper.
2. Loosen the caliper bolts and slide the caliper off the rotor.
3. Slide the rotor off the hub.
4. Ensure the mounting surfaces are clean and free of any debris to allow the new components to seat properly.
5. Install the correct side rotor, secure with lug nuts and washers to prevent scratching the rotor hat.
6. Install the caliper to the spindle using the supplied bolts and washers. For M14-2.00 x 35mm bolts, torque bolts to 110 ft-lbs. For 3/8-24 x 1.0 bolts, torque bolts to 40 ft-lbs. See Figures 1 and 2 for reference.

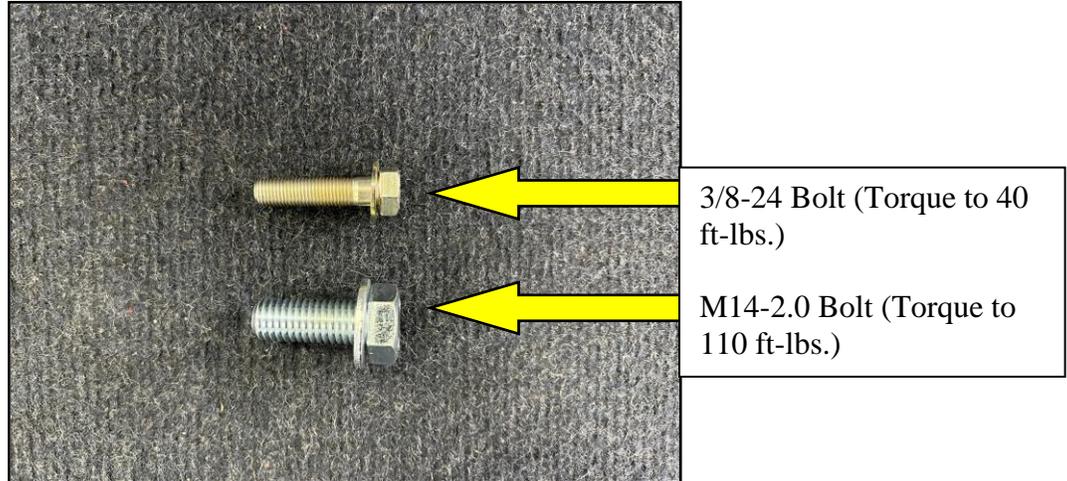


**Figure 1:** Caliper installed (inboard view)



**Figure 2:** Caliper installed (side view)

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**Figure 3:** Bolt comparison

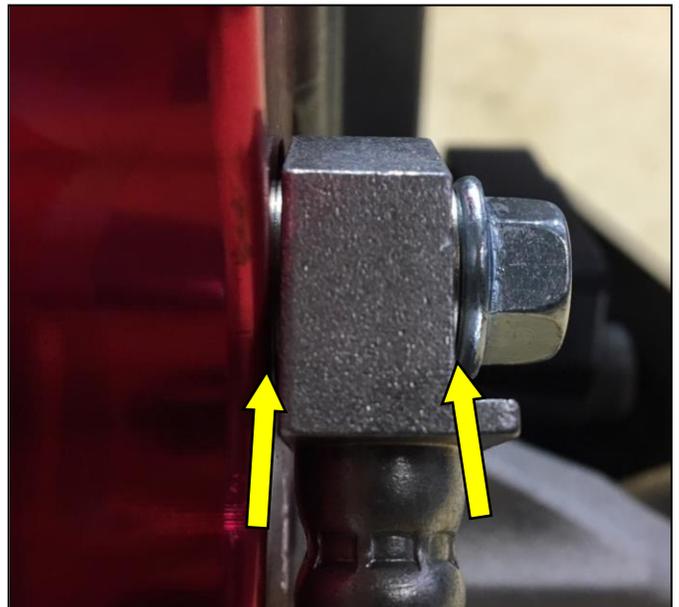
7. Determine the proper length hose for the setup on your vehicle. You may be able to reuse the OE hoses (depending on length, suspension, etc.). The factory hose comes with a 10x1.5 banjo fitting. The Baer caliper requires a 10x1.0 banjo which is supplied. Install the brake hose using the supplied banjo bolt and new copper crush washers. The crush washers are installed on each side of the factory hose block that screws into the caliper. **\*\*IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.**

Zip tie your park brake cables out of the way to avoid interference with the wheel or suspension.

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



OE hose pictured



New copper crush washers and banjo bolt installed

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***Figure 3:*** Completed install

Refer to Bleeding, Pad Bedding and Rotor Seasoning Procedures contained on a separate sheet, or on [www.baer.com](http://www.baer.com)

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