



INSTALLATION INSTRUCTIONS

PART NUMBER: 6000793

VEHICLE MAKE: FORD

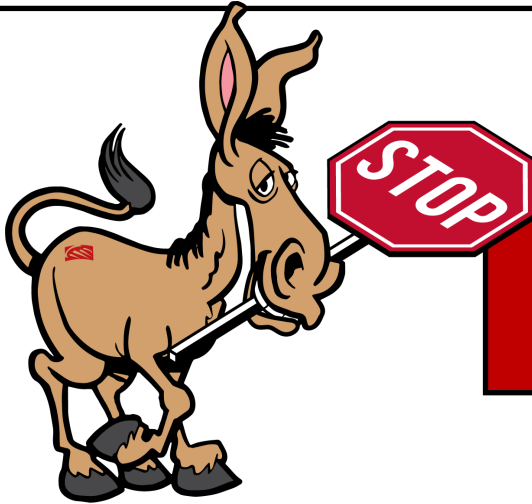
MODEL: BRONCO

YEARS: 2021-2024

PRODUCT: GENERAL BIG CLAW REAR

REVISION: REVISION D

REVISION DATE: 13 JULY, 2026



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.

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 FITMENT 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 supplied at www.Baer.com
- When installing new Baer rotors, 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 6020101) 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.**



- 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).

**IMPORTANT**

THE VEHICLE MUST BE PLACED INTO BRAKE MAINTENANCE MODE BEFORE SERVICING THE REAR BRAKES. BRAKE MAINTENANCE MODE DISENGAGES THE PARKING BRAKE ASSEMBLY. FAILURE TO SET BRAKE MAINTENANCE MODE BEFORE SERVICING THE REAR BRAKES MAY RESULT IN HARM OR INJURY OF THE INDIVIDUAL PERFORMING THE BRAKE SERVICE. FOLLOW THE STEPS DETAILED BELOW BEFORE BEGINNING INSTALLATION OF THE REAR BIG CLAW SYSTEM FOR YOUR VEHICLE.

To set maintenance mode:

1. Turn on accessory power without starting the vehicle.
2. Depress and hold the accelerator pedal and press (not pull) the parking brake switch simultaneously.
3. While still holding both, turn accessory power off, then back on.
4. After a few seconds, the system will chime and display a parking brake maintenance mode notification on the instrument panel.
5. Release the accelerator pedal and parking brake switch.
6. Turn off accessory power. The system will display another notification that the system is in brake maintenance mode.

It is now safe to work on the rear brakes. DO NOT forget to exit brake maintenance mode following installation, before operating the vehicle.

To exit maintenance mode, following installation:

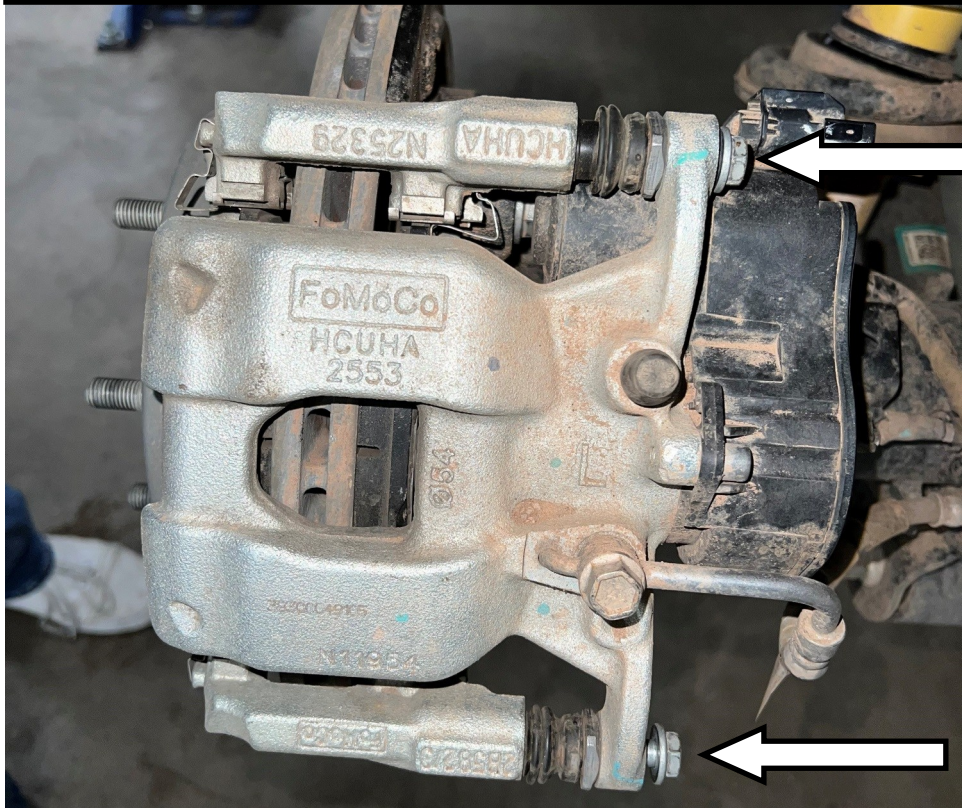
1. Turn on accessory power without starting. The system will display a notification that it is set to parking brake maintenance mode.
2. Depress and hold the accelerator pedal and pull (not press) the parking brake switch simultaneously. The system will chime and display a warning that you are in parking brake maintenance mode.
3. Firmly press the brake pedal for at least 1 second. Release the brake pedal while continuing to hold the accelerator and the EPB switch.
3. While still holding both the EPB switch and accelerator, turn accessory power off, then back on within 5 seconds.
4. After a few seconds, the system will display a notification that brake mode is normal.
5. Release the accelerator pedal and parking brake switch.
6. Turn off accessory power. You should NOT see a parking brake maintenance mode notification, but you should see "BRAKE" illuminated and your EPB will still be applied.

It is safe to operate the vehicle if you do NOT see a parking brake maintenance mode notification when the vehicle is initially turned on.

**REMOVAL OF FACTORY BRAKE COMPONENTS**

1. Carefully lift and support the rear end of the vehicle. It is recommended to place wheel chocks behind the front wheels before lifting the rear end of the vehicle.
2. Remove the rear wheels from the vehicle.
3. Unbolt the brake caliper body from the caliper bracket. This will require you to remove the sliding pin bolts from the caliper assembly. **DO NOT** unbolt the brake hose from the caliper body, doing so will open the brake system and require you to bleed the brakes following installation. Set the sliding pin bolts to the side as they will be used to re-secure the caliper body to the new Big Claw anchor brackets. You may have to rotate the caliper body slightly while removing because the parking brake motor may contact the caliper bracket during removal.

TAKE THESE BOLTS LOOSE TO REMOVE THE CALIPER BODY FROM THE CALIPER BRACKET.

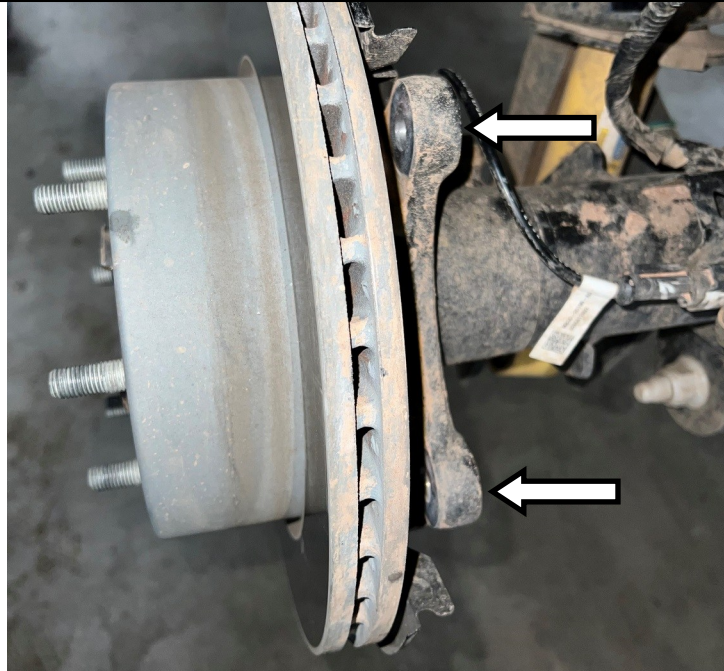


4. Once removed, carefully support the caliper body tucked inside the wheel well. **DO NOT** allow the caliper body to hang, suspended by the brake hose as it may damage the brake hose.

**REMOVAL OF FACTORY BRAKE COMPONENTS CONTINUED**

5. Unbolt and remove the caliper anchor bracket assembly from the vehicle and place on an adequate work platform to perform the next step. The factory caliper anchor brackets will not be used with any of the new brake components in this system, however it is recommended that they are stored for future safekeeping. Set the factory caliper anchor bracket mounting hardware (typically flange bolts) to the side as they will be used to secure the new caliper anchor brackets to the vehicle.

REMOVE THE CALIPER ANCHOR BRACKET ASSEMBLY FROM THE VEHICLE. SET THE ANCHOR BRACKET MOUNTING HARDWARE TO THE SIDE AS IT WILL BE USED TO SECURE THE NEW ANCHOR BRACKETS TO THE VEHICLE.



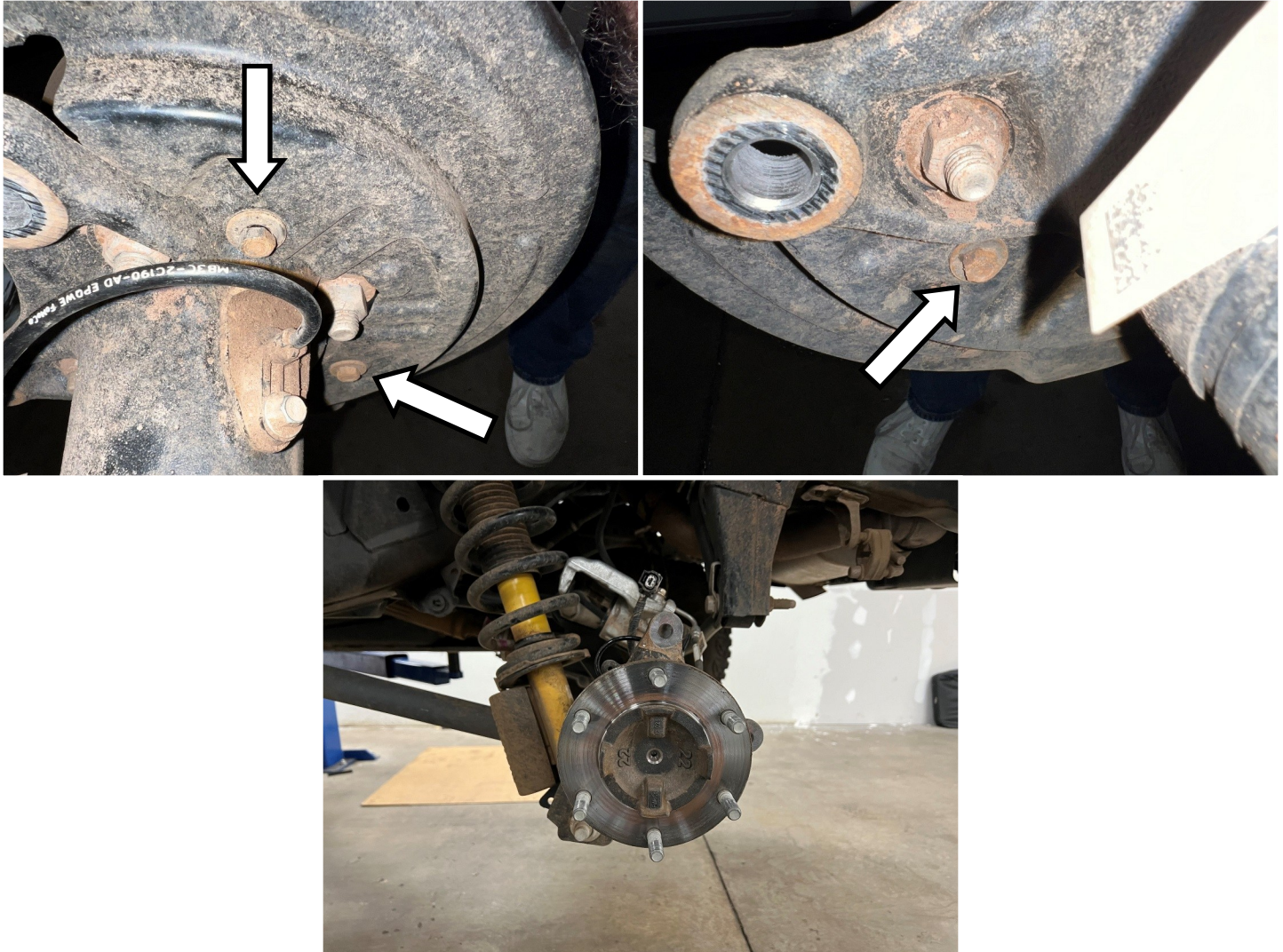
6. Carefully remove the brake pads, brake pad abutment hardware, caliper sliding pins, and the rubber boots (if the new Big Claw anchors did not come with rubber boots pre-installed) from the caliper bracket. Take care not to rip the rubber boots when removing them from the caliper bracket, they can be difficult to remove. Store the abutment hardware, caliper sliding pins, and the rubber boots off to the side in a safe location as they will be utilized with the new Big Claw anchor brackets in this system.

REMOVE ALL COMPONENTS FROM THE FACTORY ANCHOR, TAKING CARE NOT TO DAMAGE/RIP THE RUBBER BOOTS WHEN REMOVING THEM.





7. Remove the factory brake rotor from the wheel hub and carefully inspect the rotor mounting face of the wheel hub for debris/damage. Clean any debris present on the rotor mounting face of the wheel hub and replace any damaged wheel hub components as necessary.
8. Remove the factory dust shield by removing the three (3) M8 bolts on the back of the dust shield.



9. You may now begin installation/preparation of the new Big Claw brake components.

**BIG CLAW ANCHOR BRACKET PREPARATION**

1. It is recommended to install all of the necessary components into the new Big Claw anchor brackets before mounting them on the vehicle as it can be done easily on an adequate work platform/bench.
2. Carefully install the rubber boots into the new Big Claw anchor brackets. Ensure the lip of the boot is fully seated within the groove of the slide pin holes on the Big Claw anchors.
3. Carefully clean the factory caliper sliding pins with warm water and dish soap to prevent damaging the pins. Apply a thin, even coating of the supplied silicone grease to the clean pins. Pull the rubber boots down, close to the anchor and install the pins slowly, allowing any trapped air during installation to escape the sliding pin holes. Once the pins are fully installed, slip the lip of the rubber boots over the groove in the pins to ensure a nice, tight seal.
Clean your hands, or replace gloves if any lubricant residue is present to prevent contact with the friction surface of new brake pads during installation.

4. Install the abutment (brake pad) hardware to the Big Claw anchor brackets. The Big Claw anchor brackets were designed to use the factory abutment hardware, aftermarket brake pads typically come with new replacement abutment hardware. If you are using aftermarket replacement abutment hardware, it may require slight modification which can typically be performed with a pair of pliers. Modify or bend abutment hardware as necessary to fit into the Big Claw anchor brackets.

NOTE: Baer Claw pads for this system require slight modification. The springs attached to the pad must be bent with a pair of needle nose pliers to match the shape of the factory pad, see figures below. The springs will continue to pop off of the anchor during install with out performing this modification. Performance will not be affected if the springs pop off of the anchor during install, just ensure they do not contact any rotating components during operation of the vehicle.

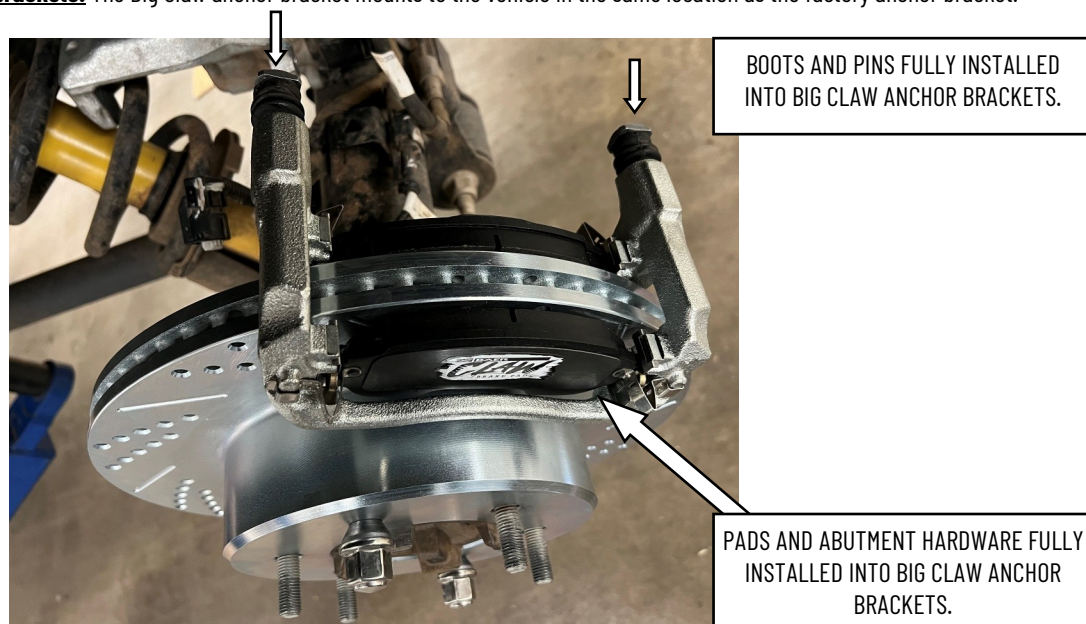


**BIG CLAW ROTOR INSTALLATION**

1. Install the correct side rotor to the wheel hub and temporarily secure with two lug nuts and washers to prevent scratching or marring the rotor hat face. Refer to the *"ROTOR DIRECTION AND INSTALLATION"* instructions contained within the promo packet provided with this system to ensure you install the correct side rotor.

**BIG CLAW ANCHOR BRACKET INSTALLATION**

1. Install the prepared Big Claw anchor bracket to the vehicle and secure with the factory M14-1.5 bolts. **Apply red Loctite 272 to the bolts before installing them into the anchor brackets.** The Big Claw anchor bracket mounts to the vehicle in the same location as the factory anchor bracket.



2. Torque the M14-1.5 bolts to 85 ft-lbs. to secure the prepared Big Claw anchor bracket to the vehicle.
3. Rotate the rotor multiple times to ensure there is no contact between the Big Claw anchor bracket and the rotor. The abutment hardware may contact

**CALIPER BODY INSTALLATION**

1. Press the brake pads on the prepared Big Claw anchor bracket firmly against the rotor and reinstall the caliper body to the prepared Big Claw anchor bracket. Secure with the factory hardware. It should be noted that the piston(s) will have to be retracted in order for the caliper body to be installed, the piston in the rear caliper must be rotated clockwise to retract in vehicles where the park brake is built into the caliper. There are tools available to perform this task.
2. Torque the mounting hardware to the recommended factory torque spec to secure the caliper body to the prepared Big Claw anchor bracket.



3. Remove the three lug nuts and washers that were previously used to temporarily secure the rotor to the wheel hub.
4. Reinstall the rear wheels and torque the lug nuts to the factory torque spec to properly secure the wheels.
5. **Remember to exit brake maintenance mode on the vehicle once both sides have been installed, prior to operating the vehicle.**
6. Refer to the "ROTOR SEASONING AND PAD BEDDING INSTRUCTIONS" contained within the promo packet provided with this system to ensure the rotors are properly seasoned and the brake pads are properly bedded for optimal braking performance.

NOTE: It is important to verify wheel fitment for spare wheels. This system is larger than the stock brake system and wheel fitment must be verified for spare wheels.