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 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" Rear Drag System w/out Park Brake

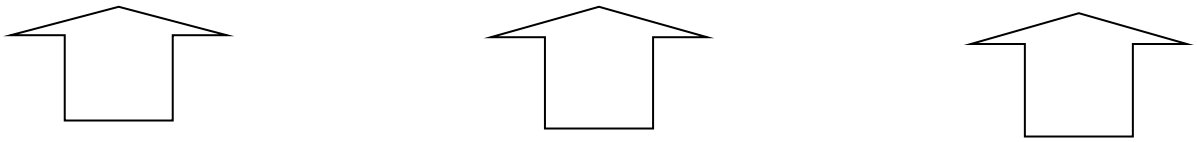
Instruction Part Number: 6000445

Vehicle

Make: Ford (8.8")
Model: Mustang
Year(s): 79-93

Revision Date: 23 December 2016

***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

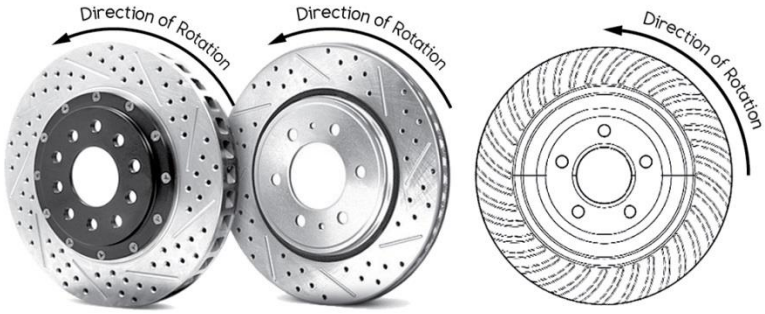
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the "left" side of the vehicle correlate to the driver's side of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

- 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.

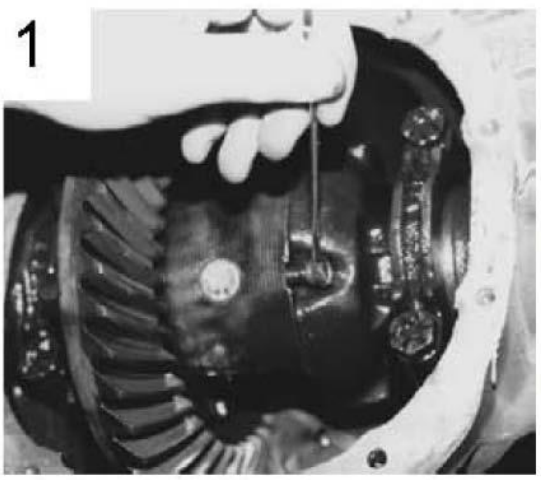
INSTALLATION:

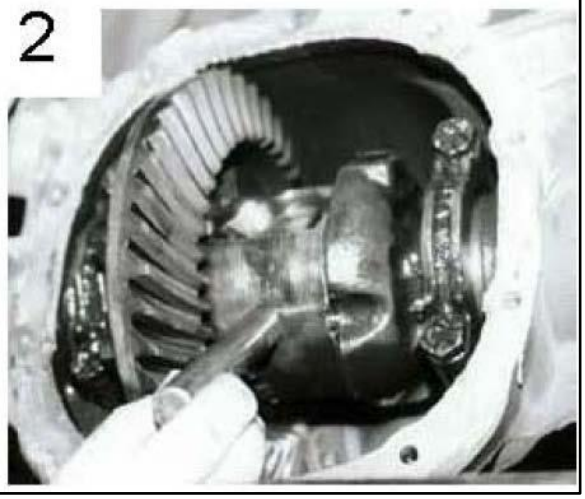
1. Support the vehicle with properly rated jack stands and remove the rear wheels. Place a drain pan under the differential and remove the cover.

2. Remove the drums. Sometimes the drums will adhere to the axles from rust. If this is the case, tapping on the outer edge of the drum with a hammer will shock this loose and allow removal of the drum.

3. Remove the differential pin lock bolt from the carrier (photo 1). Ford uses a 5/16" bolt. It is best to use a 6 point wrench on this as it may be very tight.

Remove the pin (photo 2) and slide axles inward to remove c-clips.





4. Remove the axles, taking care not to damage the seals. This is a good time to inspect the seals, axles and bearings, replacing as necessary. Also, measure the outside diameter of the axle flange. **To properly seat in the rotor, the flange diameter cannot exceed 5.75".** If yours is larger, a machine shop can turn these down for proper fit.

5. Disconnect the fluid lines from the backing plate and cap with supplied vinyl caps. Next, disengage the park cable from the frame and front primary cable.

6. Install the steel plate onto the shaft flange using the existing bolts. ****NOTE:** The side of the plate that is completely flat (no cutout) faces outboard. See the photo on continued page for reference:

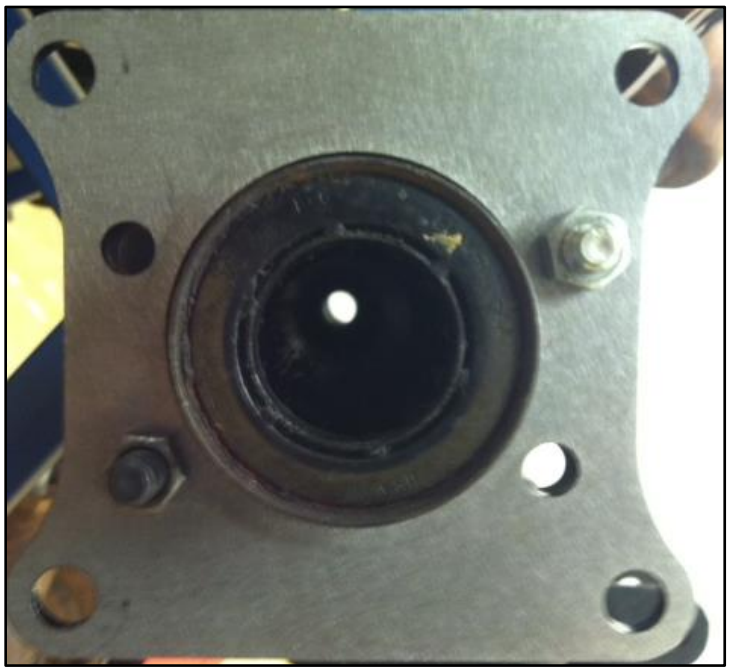
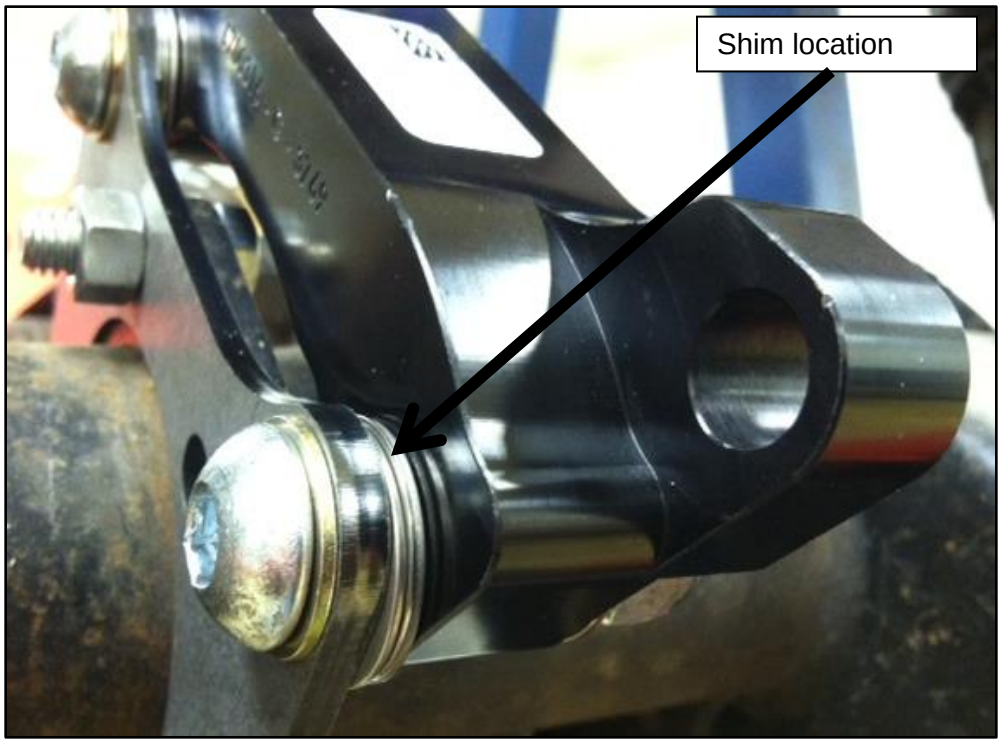


Photo shown with only two of the four existing bolts for mounting reference only

7. Next, install the intermediate bracket onto the steel plate using the supplied M12-1.75x45 button head bolts, 7/16" washers, and Nylock nuts. Place about .100" thickness of shim between both brackets so that the caliper install will be easier; more shim may need to be added. Each button head bolt will contain two washers (one on each side of the bracket). For now, simply tighten the bolts snug as more shimming will need to be completed in the latter portion of installation. ****NOTE:** The intermediate bracket will mount with the step cutout facing the inboard side of vehicle. See photos below and on continued page for reference:

Photo taken from inboard side of shaft facing towards the outboard side



Shims placed between both brackets

Baer, Incorporated 2222 W. Peoria Ave, Suite C Phoenix, Arizona 85029
Ph: (602) 233-1411 Fax: (602) 352-8445 Email: Brakes@baer.com Website: www.baer.com

8. Reinstall axle, c-clip, and differential pin so that the rotor can be mounted and measurements can properly be taken for shimming.

9. Install the correct side rotor using three washers and lug nuts so as not to scratch the rotor hat and to also provide proper force distribution.

10. Install the correct side caliper onto the intermediate bracket (bleed screw always points upward) using the supplied M12-1.75x35 hex bolts and 7/16" washers. Snug these bolts for now as shimming will occur next in the installation.

11. Perform the Shimming Procedure which is located on the last page. When the procedure has been completed continue with the Step 12.

12. 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. *****IMPORTANT: 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.

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

Shimming Procedure

Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside. 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 .865", outside of .905" 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 intermediate 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, remove the caliper so that there is enough room to torque the button head bolts. Torque the button head bolts to 75 ft·lbs. Reinstall the caliper using the supplied M12-1.75x35 bolts and 7/16" washers. Torque the caliper bolts to 75 ft·lbs.

   ****NOTE:** 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.

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