

# BAER

## BRAKE SYSTEM CATALOG



Greening Auto Company  
2019 Street Machine  
of the Year

QUALITY | SAFETY | PERFORMANCE | APPEARANCE

# ABOUT BAER BRAKES

Like others before him, Hal Baer wasn't born making high performance brakes. Ed Iskenderian didn't invent the camshaft, nor did Vic Edelbrock invent the aluminum intake manifold, but all brought innovation, dedication, and most importantly high quality, race-leading, affordable products that dramatically changed the high-performance aftermarket. In fact, in 2007, Baer was recognized by Hot Rod Magazine as one of Twenty Companies that Changed the World.

So, like all overnight success stories, Baer Brakes was twenty years in the making. Hal was one of millions of kids growing up in the late 60's and early 70's right along with the American Muscle car boom. He dove deeper than most, buying parts, learning on his own, and working on a series of Mustangs all while earning a living painting houses and modifying the occasional car in his native Arizona.

He informally drag raced the Mustangs right out of high school becoming an early adopter of nitrous oxide garnering a reputation for building cars that ran way better than they looked. Within a few years he decided to try road racing with his '69 Mustang building something that hadn't been seen before. It was an unusual mix for the time, a car that went quick in a straight line, but also could now turn and stop better.

In 1985, Baer made a life-changing decision to move to Dallas, Texas where he had a core group of friends. To pay the bills, Hal and his small team installed parts, worked on muscle car restorations and helped their small

customer base with suspension set-ups; roll bar/cage installations, and increasingly complex fabrication. Whatever the business that came through the doors, the goal remained the same, go racing. And that meant IMSA Firehawk, Escort Endurance Challenge, Corvette Challenge and World Challenge. That is how this smallish new business became Baer Racing.

## BRAKE THROUGH

Through a series of relationships, breakthrough's and lady luck, Hal was hired by Ford to do developmental mule work on a series of Ford-supplied vehicles including an early production version of the 1987 Mustang.

More breakthroughs and more road racing began to unfold ultimately winding up with an entry (a '91 Fox-body Mustang based Saleen SC) in SCCA's World Challenge in 1992. The driver? Boris Said III – the king of carving up twisty tracks. At the time, Corvettes (and their new large front brakes) were major players in the class. Back when Baer had run Firehawk

and the Escort Endurance Challenge, it had become clear that the Fox-body Mustang's cast iron calipers and tiny rotors were insufficient in slowing at race speeds, Hal, ever the hot rodder, adapted the Corvette C4 brakes (manufactured by Australia's PBR at the time) as well as aftermarket Brembo calipers onto the Saleen SC. With Said driving and sponsorship from Blue Blocker sunglasses, the car began to dominate. The brakes made all the difference. Baer Brakes was born.



A calculated move back to Phoenix, AZ in 1993 accelerated the company's success as it moved into full production on brake systems, not 'kits', as the complete systems approach allows the customer to easily replicate Baer's track and street success. Baer also phased out managing race teams and schedules and focused on manufacturers including GM, Ford and Volvo, along with skunk works operations like Gulstrand, Metalcrafters, and the Archer Bros. With their convenient Arizona proving ground operations along with producing

specialized vehicles like the Bondurant School cars, Shelby Mustangs and Chip Foose customs – things got real busy real fast for Hal and his wife Gabi.

## BIGGER IS BETTER

American auto manufacturers began implementing low profile tires and bigger wheels in the 1990's (as did hot rodders), the need for larger calipers and rotors also increased. Those puny cast calipers so common on American production cars looked downright awful behind the larger rolling stock.

Hal and Baer Brakes had the solution. Baer was at the forefront of the movement and were the first manufacturer to offer high quality, handsome looking big brake kits for the Detroit's latest offerings as well as the hot rod and muscle car market. It didn't matter what the make was, Baer offered a kit for it. Through rapid growth, extensive R&D and their American based manufacturing, Baer Brakes began to clearly emerge as the industry leader.

The aftermarket industry then adopted the term big brake kit (BBK) as standard for a brake upgrade package that included larger diameter rotors, and improved calipers along with some of the associated parts needed for the conversions. Then came the new millennium and the beginning of the Pro-Touring explosion.

# BRAKES WITHOUT LIMITS

## STOPPING THE SUPERCARS

Baer products proved you can have show and go. From the early days, R.J. Gottlieb's Big Red Camaro has been equipped with Baer 6-piston brakes and no wonder as only Baer has offered forged mono-block calipers, the kind used for NASCAR, LeMans and Sebring, for American muscle cars. Made from 2618 the same alloy used in high end racing pistons, Baer's mono-block calipers are one piece, not two halves bolted together, for far greater stiffness and strength at temperatures where 6061 and 7075 can't go.

When multiple builders followed the path Hal had blazed with his black '69 Mustang, developing road race-worthy Camaros, Challengers and Mustangs for the One-Lap of America, the phrase "Pro-Touring" entered the aftermarket lexicon and Baer Brakes market share was about to explode. In addressing a better-handling, better performing American muscle car to move beyond the Pro Street beasts of the 19th century, the new Pro-Touring movement gathered so much steam it eventually became the new landscape of hot rodding. Baer's proven methods of bigger, better brakes and superior craftsmanship put them on the minds of younger and established builders seeking show awards but more importantly, performance and handling. Baer had the supply necessary to meet the new demand.

The now-standard red caliper was introduced by Baer as were drilled, slotted and zinc-washed rotors with lightweight aluminum hats. Baer's Custom Shop was the first to offer thousands of custom colors and specialized coatings like electroless nickel as well as custom milled logo's like those used by Chip Foose, Detroit Speed, Goosby Customs, Greening Auto, Pure Vision, The Roadster Shop, the Ringbrothers, and dozens more. Baer equipped cars continue to dominate the Riddler competition and Great 8 as well as Street Machine of the Year, the Optima Challenge and GoodGuys Auto-Cross series.

Through the 90's, 2000's and today, Baer has continued to innovate, developing a full line of brake upgrades like the Sport and EradiSpeed rotors to systems ranging from affordable four piston S4's through the king of the hill mono-block XTR as well as the massive GR6 Grizzly which fits a large range of domestic cars, trucks and Jeeps with factory 15" wheels through 22's and beyond.

You will find Baer Brakes on nearly every prominent car in hot rodding, Pro-Touring and of course at auto-cross events and on the racetrack where this entire journey began. Baer brakes - track tested performance, engineered and priced for hot rodders and racers of all genres. To equip your ride with Baer, get started here. [\\_\\_\\_\\_\\_>](#)

Hal Baer's 1969 Ford Mustang at NoFlyZoneARIZONA



Baer Brakes 6P caliper



# WHY BAER BRAKES

## COMPLETE SYSTEM

We pride ourselves on delivering complete and detail-oriented performance brake solutions to our consumers. We do not cut any corners. To give an example of this, we assemble the hubs prior to sending them to you; installing all the bearings and races, packing them with Redline synthetic grease. When we send you your brake system everything is already installed, all you have to do is bolt it onto the control arms.

## A ABUTMENT & CLIPS

All of the calipers manufactured by Baer feature stainless steel abutment and anti-rattle (spring tension) clips. These provide protection (a wear surface) for the caliper so over time the pad backing plate does not damage the caliper body. The spring tension clips keep pressure on the pad so any pad movement is limited and does not create noise.

## D BANKSIA PARK BRAKE

The Banksia park brake is regarded as one of the most advanced developments in car braking systems and its performance capabilities makes it an essential component of Baer rear brake systems. The Banksia is a more refined and extremely simple design of the drum in hat model, with just nine parts compared to the thirty in the conventional park brake.

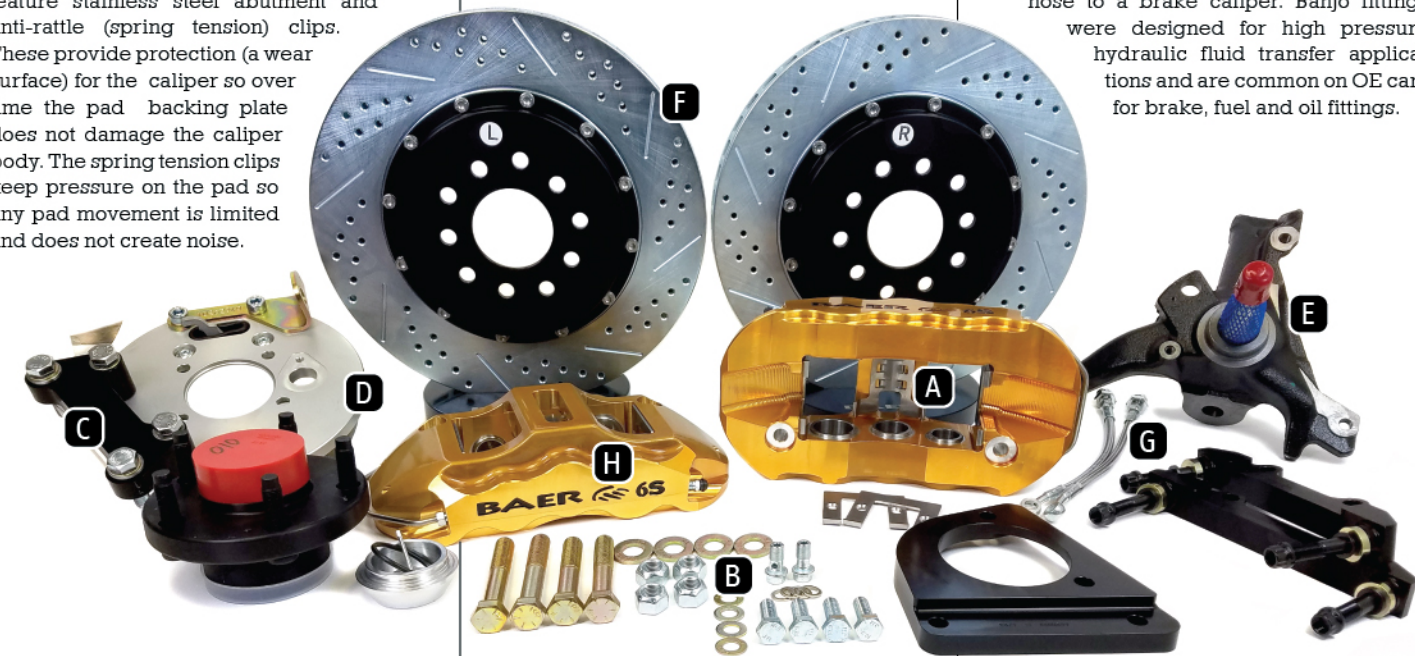
Furthermore, the backing plates (also acting as the caliper mount) are machined in house using 6061-T6 aluminum and are purpose built specific per application.

## F ROTORS

All of Baer's systems feature directionally vaned (curved vane) rotors. A curved vane has a couple of key benefits. By design the curved vane is longer which adds more stability and mass to the rotor. Most important, a curved vane rotor acts like a centrifugal pump when rotating, pulling air into the center (eye) of the rotor and pumping it out the outer edges. Additionally, all of our high performance rotors are slotted, drilled, and zinc-plated creating a radiant work of art behind the wheels.

## G BANJO FITTINGS

All of Baer's calipers feature banjo fittings; pipe thread fittings are never used. This is a much cleaner and correct way to connect a hose to a brake caliper. Banjo fittings were designed for high pressure hydraulic fluid transfer applications and are common on OE cars for brake, fuel and oil fittings.



## B HARDWARE

High grade, quality certified hardware (grade 8 or better) used throughout all of our components and all of our 2-piece rotor hats use captured nuts (we never screw directly into aluminum). These fine thread stainless (U286) NAS (National Aerospace Standard) fasteners are the same pieces used to bolt formula one cars and airplanes together!

## C VERISLIDE

Baer's proprietary Verislide technology is revolutionary in the aftermarket brake industry. These self centering brackets come standard on Baer's rear systems for C-clip axles, and allow the caliper to move with the axle as your turn keeping it centered over the rotor.

## E SPINDLE MODIFICATION

Occasionally installing aftermarket brake system require modification of the stock spindle. These mods can include having to cut, grind, drill, and tap the spindle in order to make it compliant with the aftermarket system, and most brake manufacturers leave this harrowing task to the customer.

At Baer, when you order a system that requires spindle modification we actually make the modifications in house with a CNC machine and include the modified spindle in your order. Saving the customer from having to do this themselves in only one of the advantages, by cutting with a CNC machine we ensure precise conversions are made eliminating the risk of misalignment occurring.

## H DUST & WEATHER SEALS

Because Baer realizes you may want to show your car off on the streets as well as the track, we install correct weather and dust seals to meet DOT specifications. This helps to keep dirt and dust from the brake pads from building up in the caliper pistons keeping them clean and working effectively.

## SAME LOOK FRONT & REAR

Baer is the only aftermarket brake manufacturer to offer the same aesthetic look for the front and rear of your vehicle. Traditionally the rear requires less brake to keep the car balanced, therefore the rear brake systems are usually smaller. However, we actually use smaller piston sizes in the rear end calipers allowing us to offer matching front and rear systems for that killer eye popping appearance!

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# GR6 | GRIZZLY

**FRONT** With today's modern performance vehicles being equipped with bigger, and better brakes Baer's answer is the all new GR6 (Grizzly) brake system. The Grizzly is the next generation in Baer's line up and features a large format mono-block caliper and is the largest caliper built by Baer to date.

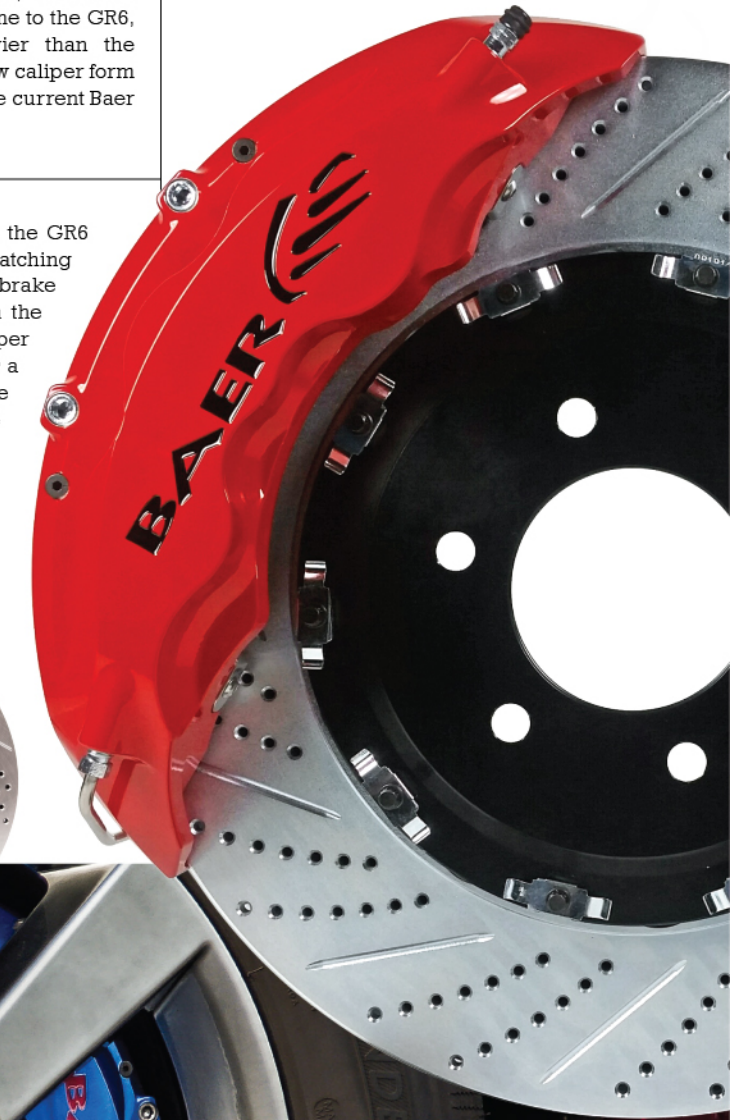
With the use of FEA analysis, additional machining and pocketing is done to the GR6, making it only slightly heavier than the current 6S caliper design. In raw caliper form the GR6 is 2 lbs heavier than the current Baer 6S (Extreme+) caliper.

## Caliper Features

- | Large format Mono-block design
- | Fully machined out of Aerospace grade aluminum
- | Staggered castellated pistons
- | Bolt in bridge (allows for top loaded pads)
- | Radial mount design
- | Dust and Weather seals

**REAR** For customers purchasing the GR6 check out the 6S as a matching rear option with park brake designed to be used with the GR6 front. Featuring the 6S caliper mounted to a 14" rotor and has a banksia (drum in hat) park brake assembly or Baer's Verislide self-centering brackets for c-clip style axles include.

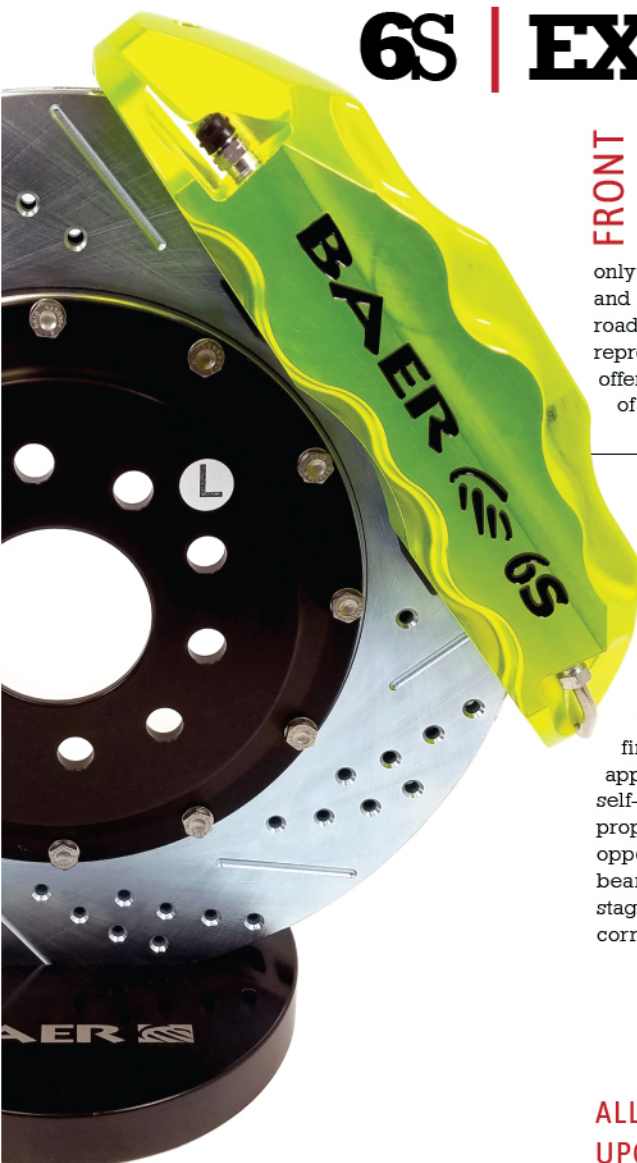
SEE PAGE 4 FOR SYSTEM INFO



Hal Baer's  
2018 Ford F150



## 6S | EXTREME / EXTREME+



**FRONT** The Extreme+ is Baer's flagship offering, featuring a forged mono-block caliper that is mounted to a 14" or 15" 2-piece rotor. The Extreme+ employs current state of the art race technology usually only found in very expensive race calipers, and Baer now brings that technology to the road going/ street market. The 6S line represents Baer's most aggressive road offering and is suitable for virtually any level of track use.

**REAR** Extreme+ rears are also available for that exact same looking brake front and rear (a Baer exclusive)! Don't be fooled by competitors that claim a 6-piston rear caliper is too much brake. Since Baer builds all its own calipers, we can spec the rear piston sizes to function properly while also allowing the use of a standard 2 port firewall-mounted master cylinder. In c-clip applications, Baer's patent pending Verislide self-centering brackets provide the only proper engineering solution to mounting opposed piston calipers on "c-clip" bearing-in-housing style axles. We also stagger the rear piston size (like the front) to correctly minimize pad taper issues.

### Caliper Features

- | The only forged 6-piston offered to the road-going/street market!
- | 6S calipers are proudly built in Phoenix, AZ from US sourced material. Made in the USA!
- | 6-piston, radial mount, 1-piece forged mono block caliper
- | Stainless steel pistons, abutments and noise suppression springs
- | Staggered piston sizes to minimize uneven pad wear
- | Dual seals (dust/weather and pressure) to meet D.O.T specifications
- | Available in 14" and 15" rotor diameters (2-piece rotors)
- | Standard in Red, Black or Silver Powder Coat finish (custom colors available)
- | Uses the common DR11 race pad backing plate shared by many other competition calipers
- | Available in Front or Rear for that same cosmetic matching look
- | Rear systems incorporate a drum in hat park brake
- | Rear systems for c-clip style axles include Baer's Verislide self centering brackets



ALL EXTREME+ SYSTEMS CAN BE UPGRADED TO THE XTR VERSION: SEE PAGE 11 FOR MORE INFO

Ringbrother's SPLITR Mustang



## 6P | PRO / PRO+

**FRONT** The Pro+ is Baer's best-selling brake system! The front kits include a 6-piston caliper on a 13" or 14" diameter 2-piece rotor. Our Pro system is identical to the Pro+ except that it includes a 1-piece rotor instead of a 2-piece. Both systems will allow you to have the exact same looking brake front and rear! (Note: this is a Baer exclusive).

The Pro+ is Baer's intermediate 6-piston caliper. Compared to the Extreme (6S), it is slightly smaller, a 2-piece caliper design and uses a slightly smaller pad. It is a great choice, at a more affordable price, and is also available in a complete cosmetically matching rear like the Extreme+.

In c-clip applications, Baer's patent pending Verislide self centering brackets provide the only proper engineering solution to mounting opposed piston calipers on c-clip bearing-in-housing style axles. We also stagger the rear piston size (like the front) to correctly minimize pad taper issues.

**REAR** If you like the Pro+ 2-piece look, but don't have the budget to purchase a Pro+ rear, look at our SS4+ 13" rear system option. This is cost effective, cosmetically matching system features all the benefits of our larger brake systems, just in a smaller package.

### Caliper Features

- | 6-piston, radial mount, 2-piece caliper
- | 6P calipers are proudly built in Phoenix, AZ from US sourced material. Made in the USA!
- | 6 cross-bolts
- | Stainless steel pistons, abutments and noise suppression springs
- | Staggered piston sizes to minimize pad wear
- | Dual seals (dust/weather and pressure) to meet D.O.T specifications
- | Available in 13" (2-piece) and 14" (1 & 2-piece) rotor diameters
- | Standard finish in Red, Black or Silver Powder Coat (custom colors available)
- | Uses the same pad as the C5 (1997-2004) and C6 (2005-2012) Corvettes for easy, cost effective pad replacement
- | Available in Front or Rear for that same cosmetic matching look
- | Rear systems incorporate a drum-in-hat park brake
- | Rear systems for c-clip style axles include Baer's Verislide self centering brackets



SEE PAGE 7 FOR SYSTEM INFO



Ridetech 48hr Camaro



## T4 | TRACK4

**FRONT** The Track4 front offering was designed to replace the very popular Track 2 piston systems we offered for years with the PBR based calipers. It is only available with 13" 1-piece rotors and is a great brake upgrade for customers looking to fill their 17" wheels, updating their car to a modern brake and have a great visual impact!

Like all our other systems this will come complete with everything needed to mount to the corners on the car. The Track4 is a large brake, at a budget friendly price.

**REAR** For customers purchasing the Track4 check out the SS4 as a matching rear option with park brake. The SS4 12" is the rear brake system that is designed to be used with the Track4 front. Featuring the SS4 caliper mounted to a 12" rotor and has a banksia (drum in hat) park brake assembly.

SEE PAGE 7 FOR SYSTEM INFO

### Caliper Features

- | 4-piston, radial mount, 2-piece caliper
- | T4 calipers are proudly built in Phoenix, AZ from US sourced material. Made in the USA!
- | 6 cross-bolts, machined out of billet extrusion
- | Stainless steel pistons, abutments and noise suppression springs
- | Staggered piston sizes to minimize pad wear
- | Dual seals (dust/weather and pressure) to meet D.O.T specifications
- | Available in a 13" rotor diameter (only available with 1-piece rotors)
- | Standard in Red, Black or Silver Powder Coat finish (custom colors available)
- | Uses the same pad as the 1998-2002 Camaro (F-body) for easy, cost effective pad replacement



Holohan's Hot Rod Shop  
1969 Camaro



## S4 | SS4 / SS4+

**FRONT** The SS4+ front system features all the benefits of our larger brake systems, just in a smaller package to fit 15" wheels. This is a perfect system for the customer looking to retain a factory type 15" wheel, or the enthusiast that wants to have a larger wheel with the option to go back to that stock look.

**REAR** Can be used with a stock drum brake rear, or matched with one of our rear offerings. If park brake is not a concern, for a number of the fixed bearing rear ends (NON c-clip), Ford 9", 10/12 bolt with a 3.150 bearing a SS4+ 11" rear is an option that will cosmetically match the front.

If you are looking for a park brake check out the SS4 rear, this features a 12" 1-piece rotor (larger and 1-piece due to a drum in hat park brake).

The SS4+ 13" rear is a great option for a customer looking at the Pro+ front, or Extreme+ front that doesn't need or want that big of a brake on the rear.

### Caliper Features

- | 4-piston, lug mount, 2-piece billet aluminum construction
- | S4 calipers are proudly built in Phoenix, AZ from US sourced material. Made in the USA!
- | Utilizes 4 cross-bolts for maximum stiffness
- | Features aluminum hard anodized pistons, and stainless abutments
- | Dual seals (dust/weather and pressure) to meet D.O.T specifications
- | Standard finish is Red, Black or Silver Powder Coat (custom colors available)
- | Front systems feature an 11" directionally vaned 2-piece rotor and fit most 15" wheels
- | Rear 13" features a drum in hat park brake with full billet backing plate
- | Rear 11" will match the front SS4+ and is our smallest rear offering (no park brake)



Metalworks Classic and Speed  
1965 Lincoln



# The brake that started it all



You have asked, and we have answered! Baer is bringing back the original Baer Claw Brake System that started it all, with the introduction of the Classic Series. The Classic Series is a direct bolt on for early GM, Ford and Mopar applications, features front and rear packages, red powder coated calipers, braided brake hoses, slotted and drilled rotors and best of all, at an affordable price!

Want to modernize your early muscle car, still fit stock wheels, have access to replacement parts easily, not break the bank, and have the brand that is known for top quality products? Baer Classic is your answer!

### Caliper Features

- | Front & Rear Packages Available
- | Powder Coated Red Calipers
- | Modern Brakes For Small Wheels
- | Stainless Braided Brake Hoses
- | Slot, Drill, Zinc Plated Rotors
- | Affordable Prices



FRONT

13"

- | Aluminum 2-piston caliper
- | Powder-coated Red
- | 13" slot, drill, zinc plated rotors
- | Aluminum hubs
- | Braided brake hoses



11"

- | Aluminum 2-piston caliper
- | Powder-coated Red
- | 11" slot, drill, zinc plated rotors
- | Braided brake hoses



REAR

10.5"

- | Single-piston caliper
- | Powder-coated Red
- | 10.5" slotted & drilled rear rotors
- | Integral park brake in the caliper

# TRACKER

## Full Floating Axle Conversion System

Baer Brakes Tracker Full Floating Axle Conversion System is purchased as an upgrade to a variety of our brake systems. When the tracker is purchased it does not include any brake parts, just the parts needed for the floater conversion.

Though we didn't invent the floater, we were the first to refine it for Pro-Touring market. Ours is built completely from the ground up for street cars, and is 100% USA built.

### PROBLEM

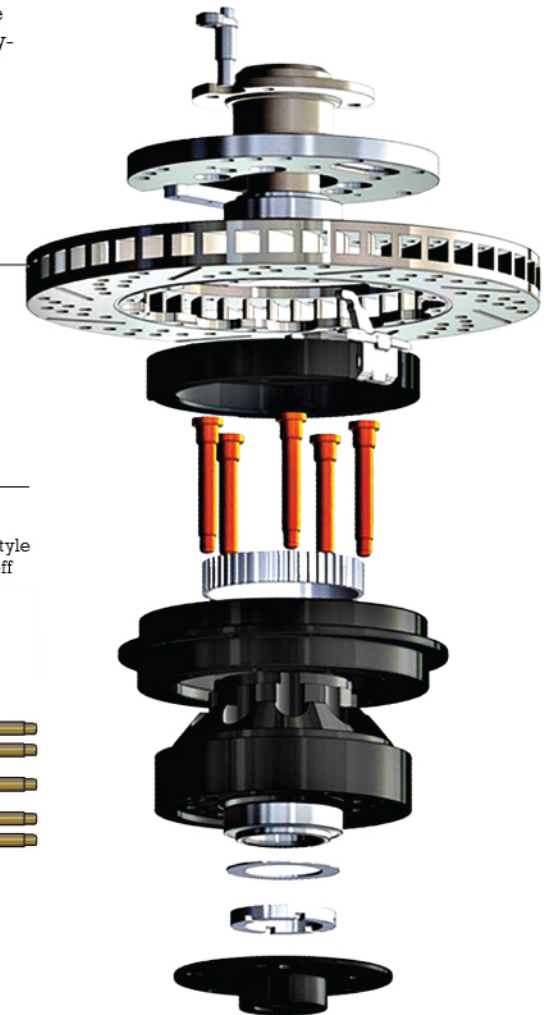
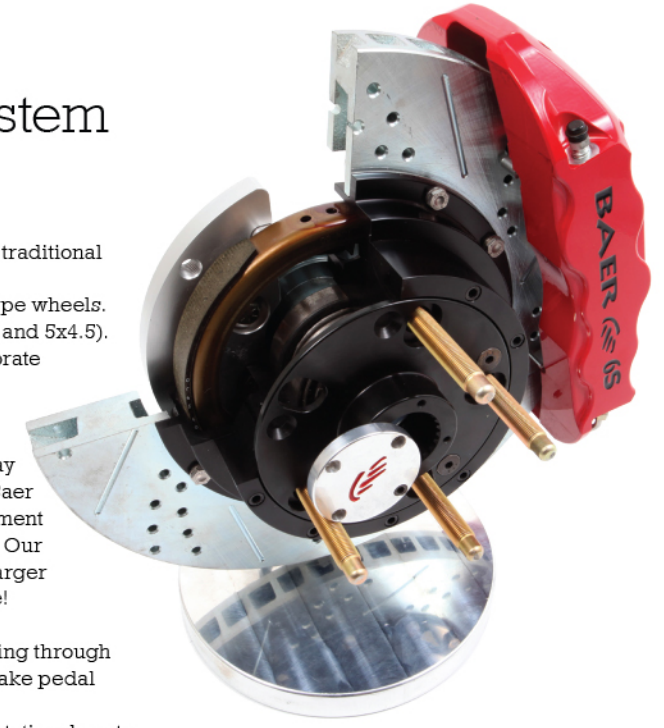
Traditional flanged-axes employ a single axle-bearing and together they support the weight of the vehicle, when cornering the flanged-axle is levered by lateral forces. Axle deflection, "bowing" or "bending" occurs as lateral forces rise with cornering speeds.

### AFFECTS

"Knock Back" results when the axle flange and the brake rotor to which it is attached deflect causing the rotor to "knock" the pad "back" displacing brake fluid in the caliper piston(s). The driver must then "pump the pedal" to move fluid back into the caliper and re-establish a firm brake pedal.

### System Features

- | Much narrower footprint than traditional floater designs.
- | Smaller register to fit street type wheels.
- | Standard car patterns (5x4.75 and 5x4.5).
- | FIRST EVER floater to incorporate park brake!
- | Fully ABS compatible for Ford and GM configurations.
- | Drive plates built by Speedway Engineering specifically for Baer that uses a 24-spline arrangement based off the NASCAR specs. Our 24-spline drive plate is .050 larger than a standard 35 spline axle!
- | ARP 1/2 x 20 race studs.
- | Dramatically improved handling through predictable and consistent brake pedal height and tire contact patch.
- | Longer service intervals on rotational parts, bearings and axles.
- | First floating axle conversion with fully integrated park brake assembly (1-piece shoe design has 35% greater break-away-torque than conventional 2-piece shoe configurations).
- | Design is fully ABS compatible.



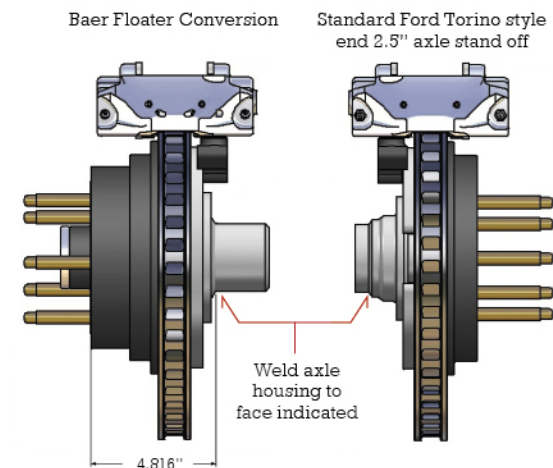
**BEST ENGINEERED  
NEW PRODUCT AWARD**



### FLOATER CONVERSION

When converting to the full floater, an additional .640 will need to be removed from the axle tube in order to maintain wheel location.

The snout has a machined flange to allow systems with late model big Ford ends (Torino) to bolt onto the snout. This is a complete bolt on once installed with no need to weld brake brackets onto the rear end. If you have an existing brake system with a backing plate other than Torino, new plates will need to be ordered.



# DEEP STAGE DRAG RACE

## FRONT BRAKE SYSTEMS

This system features the S4 4-piston caliper mounted to a 11" 2-piece slot, drill, zinc plated rotor. The SS4+ is designed just like Baer's larger systems, but in a smaller package for 15" wheels. This is the first drag race system designed specifically for heavy, fast cars that might see street use. Rotors are vented, and calipers have dust seals.

### System Features

- | Rotor Size & Type: 11" 2-piece
- | Piston Count: 4-piston
- | Pad Type: Common 4 piston pad shared on the aftermarket (#DR1 or Hawks #HB100)
- | Minimum Wheel Size: 15"
- | Includes: Calipers, 2-piece rotors, -3AN fittings with copper crush washers (hoses not included)

## SINGLE OR DUAL BRAKE SYSTEMS

Baer's 11" rotors are small enough in outside diameter to fit 15" bead lock wheels. The 1" curved directional design is stout enough to stand repeated pounding. Dual caliper "Staging" packages have been designed, tested and proven to lock tight with 2,000+ hp turbo motors. Unsure what you need, the rear bracket is the same in either kit, so upgrade from single or dual is not just easy, it's clean!

## REAR BRAKE SYSTEMS

This system is designed as a Drag Race only part, and features (4) S4 4-piston caliper mounted to a 11" x 1" directional (2-piece) slot, drill, zinc plated rotor. Designed specifically for heavy, fast drag cars that rely on their brake to launch or stage the car. Systems are specific to the housing end being used,

Systems are available in a variety of piston sizes. The larger piston area (1.75") will provide maximum clamping force, but can cause long pedal issues due to large volume requirements. A smaller (1.375") piston option was introduced, and has been a very popular option in classes such as NMRA True Steet where the cars will see limited street use.

If system is used on the street (due to brake bias change) be sure to spend some time to make sure adjusted correctly.

### System Features

- | Rotor Size & Type: 11" 2-piece
- | Piston Count: 4-piston
- | Pad Type: Common 4 piston pad shared on the aftermarket (#DR1 or Hawks #HB100)
- | Minimum Wheel Size: 15" (Use template to verify fitment, link below)
- | Includes: Calipers, 2-piece rotors (drilled for 5/8" drive pin studs - 11/16" Holes), brackets, 10mmx-3an Fittings (hoses not included)

# MUSTANG S550 SS4+ 2.0

Baer has added a NEW SS4+ system to accommodate the Fastest S550's that are used in street/strip applications.

### Caliper Features

- | S4 4-piston caliper
- | 12" x 1.10" slot only, directional rotor
- | Increased diameter from 11.6" to 12"
- | Increased thickness from .705" to 1.1" (front and rear)
- | Slot only finish
- | Still a direct bolt on, and still significantly less weight than the stock brakes



COMPARISON

VEHICLE SYSTEM	WEIGHT		
	CALIPER W/PADS	ROTOR	TOTAL SYSTEM
Baer SS4+ 1.0	Front/Rear = 4.3 lbs	Front/Rear = 9.7 lbs	28.1 lbs
<b>Baer SS4+ 2.0</b>	<b>Front/Rear = 4.4 lbs</b>	<b>Front/Rear = 15 lbs</b>	<b>38.8 lbs</b>
GT Front	Front = 14.6 lbs	Front = 28.4 lbs	86.0 lbs
GT Front w/ Perf Pack	Front = 13.8 lbs	Front = 33.3 lbs	94.2 lbs
GT Rear	Rear = 13.45 lbs	Front = 20.0 lbs	66.9 lbs

**MORE ROBUST & STILL LIGHTER | TOTAL SAVINGS: UP TO 83.5 lbs**

# CHOICE of CHAMPIONS

## FASTEST TRUE STREET RACING

Racers running Baer SS4+ Drag brakes completely dominate in the fastest true street racing. For ultra high powered full weight street cars there is simply no other option.

### Need proof? See below

**Mike Jovanis | 10X True Street Champion**  
2018 NMRA Bradenton Outlaw True Street Champion  
2018 NMRA Maple Grove True Street Champion  
Outlaw True Street Champion

**Chris Escobar | 16X True Street Winner**  
2015 NMRA Commerce GA Champion

**Cal Hayward | 4X True Street Winner**  
2015 & 2017 Drag Week Super Street Small Block Power Adder Champion  
NMRA True Street Record Holder

**Jeff Sias | 2X Drag Week Champion**  
2015 Drag Week Super Street Small Block Naturally Aspirated Champion

**Anthony Leone | 3X True Street Winner**  
2015 NMRA Nationals MIR True Street Champion

**Randy Seward | 9X True Street Winner**  
2018 NMRA Bradenton True Street Champion  
2018 NMRA Bradenton Spring Break Shoot Out Champion

**Dusty Bradford**  
Outlaw 275 Drag Radial  
Limited Drag Radial

Alex Corella  
True Street Mustang



Josh Baker  
Mustang



# RACETRACK

## XTR

The XTR is Baer's flagship offering, featuring a forged mono-block caliper that is mounted to a 14" or 15" 2-piece rotor. It employs current state of the art race technology usually only found in very expensive race calipers, and Baer brings the same technology to



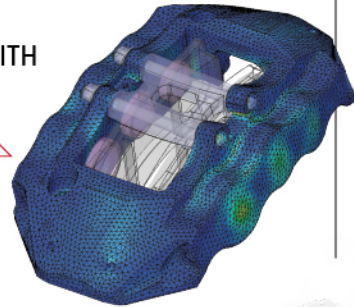
### Caliper Features

- | Bolt in bridge or quick change pad retainer
- | Stainless crossover pipe
- | Optional titanium piston cap
- | Two piece pistons with aluminum main body and standard stainless cap
- | Knock-back springs
- | Internal dust/weather seal

- | Popular pad shape available in variety of compounds from street to full race
- | Coarse thread high tolerance bleeder
- | Wide range of piston sizes
- | Can be easily used as trailing or leading mounting
- | Modeled with latest FEA software
- | Top and bottom stainless stud inserts prevent mushrooming of stud holes
- | Available in hard coat, electroless nickel or other custom finishes

**MONO-BLOCK DESIGN**  
MACHINED OUT OF ONE SOLID PIECE OF 2618 ALUMINUM FOR THE ULTIMATE IN RIGIDITY, AND WEIGHT REDUCTION

MODELED WITH LATEST FEA SOFTWARE



AVAILABLE AS INDIVIDUAL CALIPERS, OR AS AN UPGRADE TO ANY EXTREME+ BRAKE SYSTEM

Brian Finch-Camaro



## R-SPEC

The R-Spec rotor is a proprietary casting done to Baer's specifications from a foundry in Europe known for casting some of the highest quality cast iron race rotors. This project was in development for almost 2 years with the end goal of building a purpose built, race rotor that was lighter than our current offerings (3 lb savings per rotor) yet offered a substantial improvement in rotor life. The R-Spec rotors come in a slot only finish and are available as an upgrade to any of our 14" Extreme+ systems and feature a unique hat (this is a floating rotor).



# ERADISPEED

## PREMIUM PERFORMANCE ROTORS

Baer has redeveloped its EradiSpeed line of premium performance rotors.

Featuring slotted, cross-drilled, zinc-coated and directionally vaned units that are purpose-cast with quality iron materials for performance far beyond the factory units they replace. Furthermore, EradiSpeed's curve-vaned design provides greater airflow and heat dissipation.

The EradiSpeed are a direct-bolt-on system with simple installation and no bleeding of the brakes. The EradiSpeed+ is a 2-piece design, with an anodized black 6061-T6 aluminum center hat bolted to the rotor ring, is specific to the EradiSpeed+ & EradiSpeed+1.

## LIGHTER WEIGHT ADVANCED COOLING ENHANCED APPEARANCE



## PRODUCTS

All Rotors: Slotted / Cross-Drilled / Zinc Plated / Directionally Vaned



- ● 2-piece
- 1-piece
- Stock size replacement
- ● Larger than stock (size will vary)\*
- ● Increased mass in the "firepath"
- ● Direct bolt on system
- ● Billet or forged aluminum hats
- ● NAS stainless hardware
- ● Simple installation, no bleeding of brakes required
- ● Brackets included to relocate stock calipers

## STOCK VS BAER / 2015-2019 MUSTANG ERADISPEED

Rotors	Stock Rotor Weight	EradiSpeed Rotor Weight	Savings Per Rotor	Total Savings	Part Number
Mustang Rear	17.3 lbs	11.55 lbs	5.75 lbs	11.5 lbs	#2262023
GT Performance Package (with Brembo brakes)	32.9 lbs	22.45 lbs	10.45 lbs	20.9 lbs	#2261042
Ecoboost Performance Package & GT	28.5 lbs	24.1 lbs	4.4 lbs	8.8 lbs	#2261041

STOCK

BAER



# BAER SPORT

Ever increasing wheel diameters and open spoke designs have made brakes an integral part of vehicle styling and Baer's Sport offer the state-of-the-art performance solution.

## Premium Brake Rotors & Pads



Premium direct replacement rotors with cross-drilled, slotted and zinc plated surfaces, that deliver brilliant appearance and performance.

Coupled with Baer Sport Pads, Baer Sport Rotors produce an unparalleled combination of dynamic performance, appearance and durability.

**| SLOTTED & CROSS DRILLED  
| SIMPLE INSTALLATION**



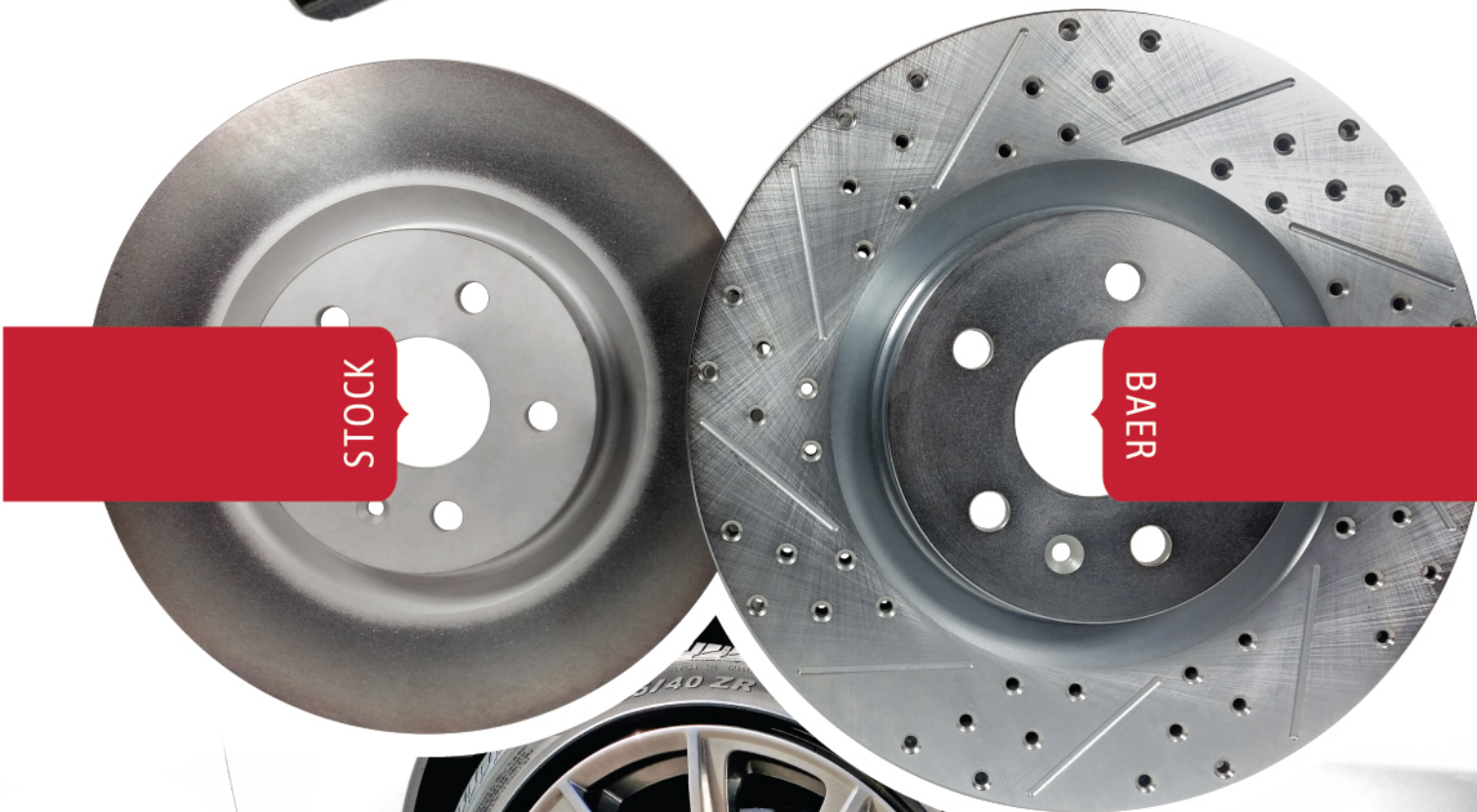
The highest-friction ceramic pad available today with features that deliver the best balance between maximum performance and road-going civility.

Common Ceramic Pad Benefits:

- | Low Noise (under 10 dba)
- | Nonabrasive, light colored dust
- | Great cold response
- | Performance Stability at high temperature

Baer Sport Pads:

- | Highest friction level\* (.45mu) available from a ceramic performance pad!
- | Exceptional onset bite
- | Smooth progressive modulation
- | Long pad life
- | Low rotor wear



# REMASTER

## Billet Aluminum Master Cylinder



Remaster is a fully machined billet aluminum master cylinder unlike any other available today. Baer engineered the Remaster with a compact design to make fitment easier in a variety of applications. Renowned for our performance braking systems, we applied the same engineering expertise to the Remaster. Our engineering team started with a blank sheet of paper to develop a master cylinder that solves fitment and performance issues faced by builders of street-driven performance cars and race vehicles alike.

### BUILT to ORDER

The Remaster is a direct-replacement for other master cylinders, and is available with Ford, GM and Mopar bolt patterns. It has either a 15/16", 1" or 1 1/8" bore, providing an optimum balance between pressure and volume for great braking performance with reasonable brake-pedal effort for most street and performance braking systems.

### Flange Types

- | GM/Ford
- | Mopar: Early Mopar 4-bolt flange
- | 99-04 SN95: Mustang Hydroboost

### Port Position: Based from drivers seat

- | Left Port
- | Right Port

### Bore Size: Below is Baers general recommendation. Contact us for other applications

- | 15/16" for Manual Brake
- | 1" for Power Brake
- | 1/8" for Hydroboost

### OPTIONAL: Proportioning Valve

- | Remaster Only: No proportioning valve block or hardware
- | Remaster with block proportioning valve & hardware
- | Remaster with Remaster block proportioning valve & hardware

### OPTIONAL: Hardlines

- Also available with hardlines for:
- | Standard block proportioning valve
  - | Remaster specific block proportioning valve

### Features & Benefits

- | Compact billet body makes fitment easier while providing the high performance Baer is known for
- | Engineered for optimum balance between pressure and volume for great braking performance with reasonable brake-pedal effort
- | Fully machined body with bolt-on mount and machined screw in caps for easy access to fill (no tools needed)
- | Compact short design which allows this master to fit in a wide variety of applications
- | GM and Ford will use the same master (Firewall mount is designed to fit both)
- | Adjustable bolt-on proportioning valve available
- | Bolt on Firewall mount bracket. This master can be reused in other projects with a change of the bolt on bracket
- | Laser etched logos and part numbers for a finished look (on anodized version)
- | Designed, developed, machined and assembled in-house in Phoenix, AZ



# TRACKER TIE-ROD ENDS

## WHAT IS BUMPSTEER?

Bumpsteer occurs when intentional changes to steering geometry, such as caster, camber, or static ride height result in undesired dynamic changes to toe settings.

This happens when the initial angle of the tie rod (due to altered geometry) is such that when the suspension is articulated through range of motion, the tie rod is not able to travel in the same arc as the steering arm on the spindle. At this point the steering arm and the tie rod arcs become different, unwanted steering input results.

In driving, this normally shows up when the suspension is already "loaded" (as in hard cornering, and particularly when simultaneously braking) and a change in rotor surface (pothole, bump) is encountered. In such cases, the car darts sharply and unexpectedly. In the extreme, this can cause total loss of control, and at a minimum this is unsettling, unsafe and undesirable.

Baer Trackers features hardened chrome moly tie rod pins with a threaded extension at the base of the taper. This fits through a Teflon lined chrome moly rod end and is height adjustable with the use of machined spacers. The rod end is mounted to the rack or drag link with an intermediate sleeve that is fully machined 6061 T-6 aluminum.

## Features & Benefits

- | Direct bolt on upgrade
- | Fully adjustable
- | Simple installation
- | Tapered pin for NO spindle modifications
- | Vehicle specific



## HOW IT'S MADE

- A** Fully machined 606T-6 aluminum sleeve, anodized and laser etched
- B** High quality, nylock hardware
- C** Machined and plated spacers allow for .800" shim adjustment
- D** Chromoly, Teflon lined heim joint. Baer only uses Aurora or FK joints
- E** Chromoly machined pin, heat treated and black-oxide finish. The machined pins are vehicle specific, with the correct pin taper to match each vehicle application. They are machined completely in house in AZ, and Baer does not require or recommend any drilling or modifying of the spindle steering arms

# WHEEL SPACERS

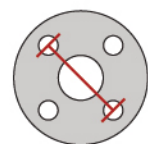
## Features & Benefits

- | Improve Appearance
- | Widen Track
- | Increase Brake Clearance
- | 6061-T6 Aluminum\*
- | Sold in Pairs
- | Proudly Made in the USA

\*1/8" are steel and zinc plated

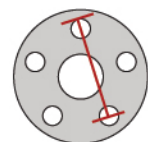
## INSTALLATION CHECK LIST

Ensure that there is enough thread engagement on studs before adding spacers. In many cases most cars can not take more than 1/4" (.250) with stock studs (and this is not always the case). Double check to ensure the proper length studs, and also pay attention to fender clearance, and tire rubbing.



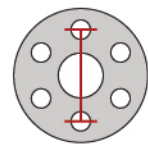
### 4-LUG

Middle of two holes directly across from one another



### 5-LUG

Back of hole to the center of the second bolt hole



### 6-LUG

Middle of two holes directly across from one another



The Baer wheel spacer is a great tool to get a desired brake system to fit inside a wheel. The Baer wheel spacer's are fully machined in house from US sourced 6061-T6 aluminum to ensure they are flat and true to form. They are available in a wide variety of bolt patterns and sizes to ensure the perfect fitment for your application.

**NOW** in **STOCK**

BAER HIGH PERFORMANCE  
**BRAKE FLUID**



Baer Brake's, specially formulated, high temperature brake fluid has a minimum dry boiling point of 608°F making it able to withstand any condition from daily driving to the extreme conditions seen in high performance applications. Baer DOT4 brake fluid meets or exceeds SAE J1704 & FMVSS 116 specifications for DOT4 brake fluid and mixes safely with all SAE DOT3, 4 and 5.1 brake fluids.

Available in a single 16.9 oz bottle or in 3 or 10 bottle packs.



**BAER**   
BRAKE SYSTEMS

602.233.1411 | [www.BAER.com](http://www.BAER.com)