

The Choice of **Champions**



Dusty Bradford

| 1987 Buick Regal | ORSCA EZ-Street & Outlaw Drag Radial
| 1/8 mile - 4.26 @ 175 mph | 60 ft - 1.06



Chris Escobar

| 1986 SVO Mustang | 16 time True Street
| 1/4 mile - 7.86 @ 176 mph | 60 ft - 1.22



Mike Jovanis

| 1989 Mustang LX | 6 time True Street
| 1/4 mile - 8.11 @ 175.09 mph | 60 ft - 1.27



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SS4+

Deep Stage Drag Race System /

Brakes

without **Limits**

Features & Benefits

Baer caliper pistons are deeper than most competitors, allowing for road going dust seals that are recessed in the bore (never in direct contact with the back of the pad). Square shoulder seals as opposed to O-rings produce maximum retraction for minimum drag and eliminate need of residual pressure (read "drag inducing") valves. Deeper (longer) pistons also prevent "cocking" in the bore. Remove the pad completely from an S4 and even with a rotor at minimum thickness; the piston will not fall out of the bore!

S4 pads are installed from the underside of the caliper. The pad can not exit through the top of the caliper. Stainless abutment plates eliminate wear of the aluminum body and minimize pad movement and noise. Each S4 caliper is built to a specific rotor thicknesses. Baer does not use spacers between the caliper halves.

NOTE: S4 units used in Deep Stage kits are configured for use with the 1.00" thick rotors, however S4 calipers are available in thicknesses from .400" to 1.375". Baer S4 calipers for a 1" thick rotor weigh 4.10-lbs (front) & 3.78-lbs (rear).

For comparison a popular caliper which takes the same pad shape fit with a spacer to accommodate a 1.00" thick rotor weigh 3.18-lbs (front).

As with all modern OE calipers, the fluid inlet on Baer S4 calipers employ a banjo fitting with crush washers. Baer uses a 10-mm fitting compatible with a large number of late model OE hoses. Although Deep Stage "kits" do not include application specific hoses, Baer offers a wide variety as options. To make sure your upgrade to Baer is easy, Deep Stage kits include a 10-mm to -3 AN male adapter (-3 AN is standard on many popular drag calipers so your hoses will fit or new hoses will be readily available).

Baer has designed these kits to safely and repeatedly stop the fastest and heaviest door slammers.

Baer's design goal is to deliver an end product that provides the greatest value for the dollar in the market.

Although Baer always, "reserves the right to learn more", we believe the SS4+ Deep Stage kits exceed our objective.

| Aluminum Hub

Baer hubs are hard anodized and races are installed on Deep Stage kits. Only US made bearings races and seals are employed. Screw in studs (optional ARP units available) and bolt on dust caps are included.

| Rotor/Hat/Hardware

Baer's 11" x 1.00" rotor is a high-silicon content cast iron unit featuring curved directional vane structure. For safety, Baer never screws hardware directly into aluminum hats. National Aerospace Standard (NAS) stainless bolts and mechanical lock nuts are used. A "step" machined into the Baer rotor and the tri-wing combine to allow the hat to recess flat and minimize iron/weight without structural compromise. Assembled rotor weight front or rear is 12.42-lbs (with deepest/heaviest hat).

| Single or Dual

Baer's 11" rotors are small enough in OD to fit 15" bead lock wheels. The 1.00" 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 to dual is not just easy, it's clean!

QUALITY | SAFETY | PERFORMANCE | APPEARANCE