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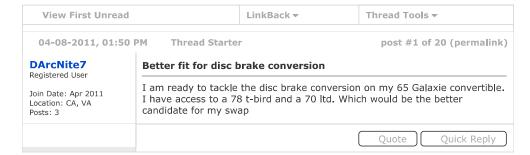
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Ford Muscle Forums: Ford Muscle Cars Tech Forum > Model Specific Forums > Galaxie Pages > Better fit for disc brake conversion



04-08-2011, 02:27 PM

post #2 of 20 (permalink)

mase_met

Registered User

Join Date: Nov 2007 Location: Lemoore, California Posts: 57 Garage

Re: Better fit for disc brake conversion

I would go with the LTD personally, I copied this from one of a previous post for a quick reference regarding spindle/rotor interchange for a 70 LTD brake

Rotor part #'s

"AIMCO Ref. 5405, Bendix Ref. 141016, Midas Ref. BR1033, Raybestos Ref. 6014, Wagner Ref. 60214. These rotor part numbers are for an 11 3/4" front rotor on the following models/years.

1970-1972 Ford Country Sedan / Squire / Ranch Wagon 1970-1972 Ford Custom / Custom 500 / Galaxie 500 / LTD 1970-1971 Ford Thunderbird 1970-1972 Lincoln Continental 1970-1971 Lincoln Mark III

1970-1972 Mercury Colony Park / Marauder / Marquis / Monterey

MP Brakes uses theese same spindles as the models/years listed above as well for thier conversion kit. There is also a tech article on this site called "Why settle for 11?... when you can have 12" that pretty much covered a rotor upgrade, but you could also use the info to upgrade from drum to disk for alot less then a "kit"

Scott 65 Galaxie 500 XL, 351W/C4

Quote

Quick Reply

post #3 of 20 (permalink)

post #4 of 20 (permalink)

04-08-2011, 03:01 PM

randy chesnutt Registered User

Join Date: Feb 2011 Location: humble tx Posts: 390

Re: Better fit for disc brake conversion

I uesed a 69.spindle and all. It was know problem at all. Raybeste has any parts you need.

Quote

Quick Reply

04-08-2011, 04:27 PM

Tex

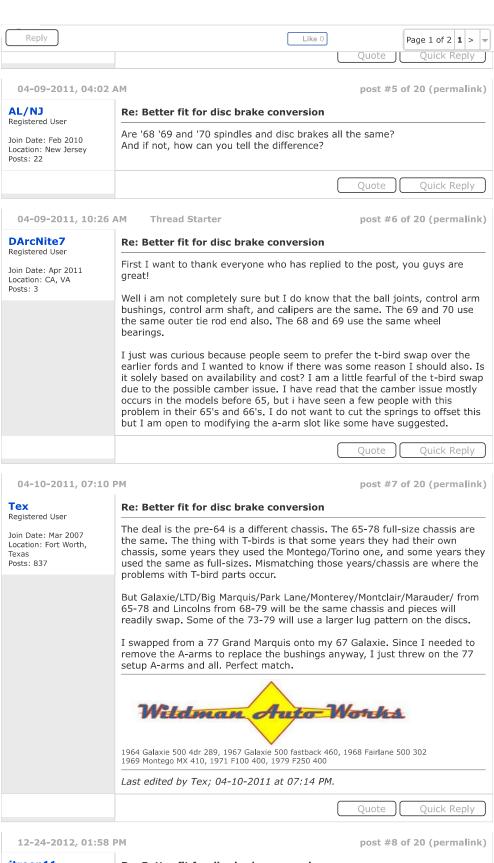
Registered User

Join Date: Mar 2007 Location: Fort Worth, Texas Posts: 837

Re: Better fit for disc brake conversion

70 LTD would be bolt-on, no fuss.





jtroop11 Registered User

Join Date: Dec 2012

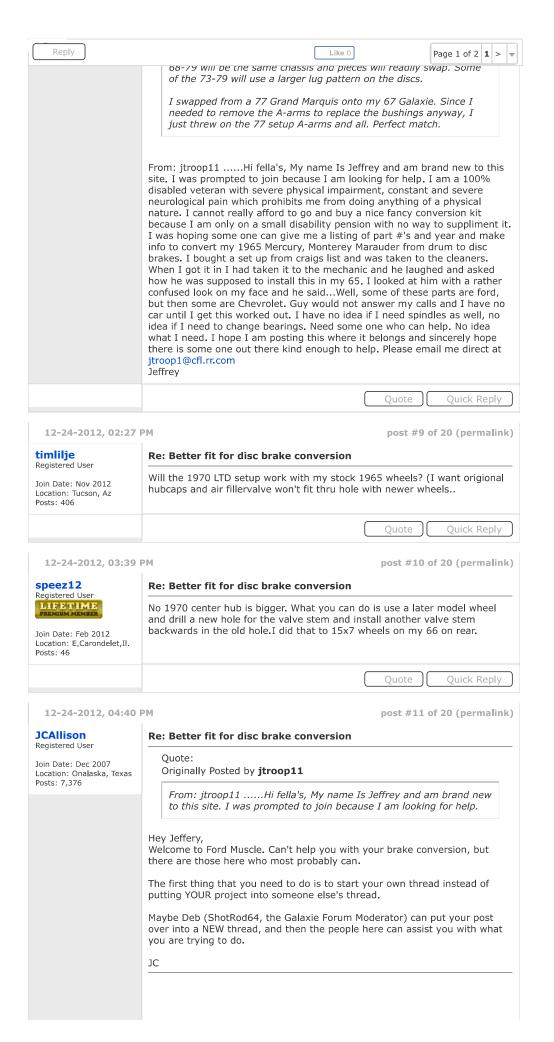
Join Date: Dec 2012 Posts: 1

Re: Better fit for disc brake conversion

Quote:

Originally Posted by Tex

The deal is the pre-64 is a different chassis. The 65-78 full-size chassis are the same. The thing with T-birds is that some years they had their own chassis, some years they used the Montego/Torino one, and some years they used the same as full-sizes. Mismatching those years/chassis are where the problems with T-bird parts occur.



Reply

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Page 1 of 2 1 >

Ms. American 3.14159 - 1964 Ford Galaxie 500 - Model: 64 4-Door Hardtop - Body: 57B 4-Door Fastback - Police Interceptor - 390 FE - 330 HP - 3 Speed + O/D - 4.11:1 - Chantilly Beige - Beige on Beige

Quote Quick Reply

12-24-2012, 06:15 PM

post #12 of 20 (permalink)

KULTULZ

Registered User

Join Date: Mar 2003 Location: W (BY GOD) V Posts: 5,337 Re: Better fit for disc brake conversion

Quote:

Originally Posted by DArcNite7

I just was curious because people seem to prefer the t-bird swap over the earlier fords and I wanted to know if there was some reason I should also. Is it solely based on availability and cost?

I am a little fearful of the t-bird swap due to the possible camber issue. I have read that the camber issue mostly occurs in the models before 65, but i have seen a few people with this problem in their 65's and 66's. I do not want to cut the springs to offset this but I am open to modifying the a-arm slot like some have suggested.

There are differences in the 72/79 intermediate spindles.

Here is the info I saved from another forum post years ago-

Quote:

This swap situation with some guys being able to align the front ends and then other people having camber problems just bugged me to death trying to figure out what was wrong. Same part number on the donor spindles, basically the same cars, same taper. Could it be sloppy workmanship at the Factory? But I don't think that was a major maybe just a minor contributing factor. BUT ALAST! I have found the problem! This will save you hours of grief and money! When you get your set of spindles I will tell you what to look for and the spindles to avoid so you WILL be able to align your car!

Quote:

In my shop yesterday as I was working on 4 sets of disc brake conversion spindles I noticed that the upper reamed ball joint hole was NOT in the same place as some of the other spindles. Some of the holes were closer to the disc side and some closer to engine side as much as .100 almost one 1/8 on just the four I had. This may be a large factor as to why some people have success and others having problems with their swap. I would suggest when looking for spindles that you inspect them prior to purchase and look for the spindles that have the hole drilled closer to the spindle end, this way when it comes to adjustment you won't have your wheels pointing out at the top.

This is the measurement from the 90 degree machined surface of the spindle directly behind the splash shield with the splash shield removed. Measurements were taken from only 3 spindles from the machined flat to the closest point of the tapered ball joint hole.

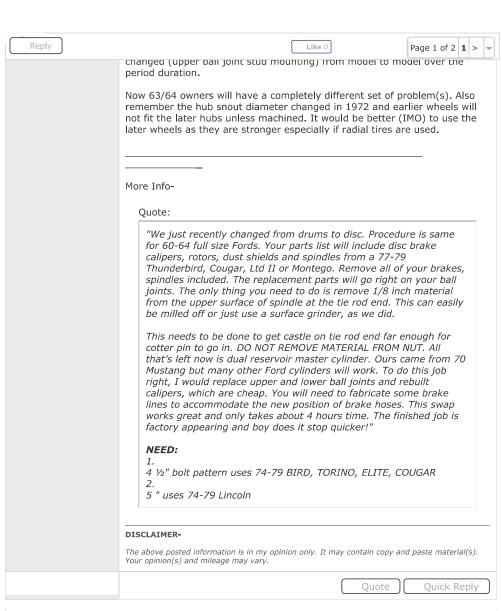
First spindle measured 3 3/4

Second spindle measured 3 11/16

Third spindle measured 3 7/8

You guys & gals need to look for spindles that have the least distance from the machined flat to spindle hole

These are spindles swiped from 74-79 Ford Intermediates, T-BIRD, LTD, COUGAR. Remember as per past posting, spindles have same part numbers according to Hollander Guide and will interchange. I just think that the mfg process might have been a little sloppy or tolerances were not that critical because of more adjustment with the mid 70's Fords.



12-24-2012, 06:19 PM

post #13 of 20 (permalink)

KULTULZ

Registered User

Join Date: Mar 2003 Location: W (BY GOD) V Posts: 5,337



Re: Better fit for disc brake conversion

Ouote:

Originally Posted by JCAllison

Hey Jeffery,

Welcome to Ford Muscle. Can't help you with your brake conversion, but there are those here who most probably can.

The first thing that you need to do is to start your own thread instead of putting YOUR project into someone else's thread.

Maybe Deb (ShotRod64, the Galaxie Forum Moderator) can put your post over into a NEW thread, and then the people here can assist you with what you are trying to do.

JC

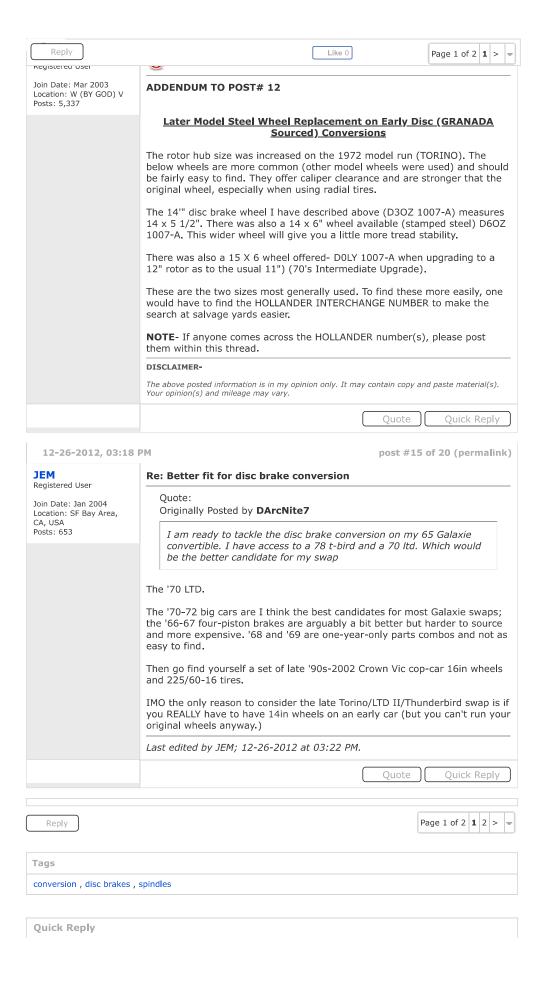
I sent them (modulators) a heads-up E-MAIL. Hopefully they will not be full of cheer and move it so we can help him.

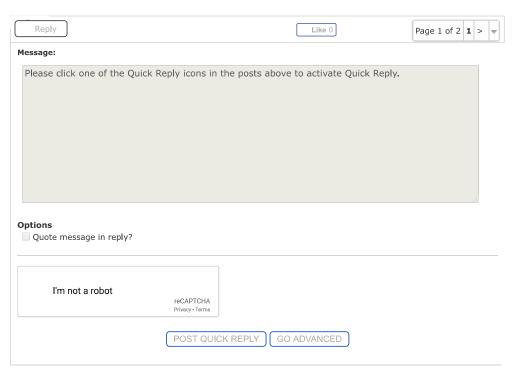
DISCLAIMER-

The above posted information is in my opinion only. It may contain copy and paste material(s). Your opinion(s) and mileage may vary.

Quote

Quick Reply





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