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

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<b>04-08-2011, 01:50 PM</b> Thread Starter <b>post #1 of 20 (permalink)</b>		
<b>DarcNite7</b> Registered User  Join Date: Apr 2011 Location: CA, VA Posts: 3	<b>Better fit for disc brake conversion</b>  I am ready to tackle the disc brake conversion on my 65 Galaxie convertible. I have access to a 78 t-bird and a 70 ltd. Which would be the better candidate for my swap	
	<input type="button" value="Quote"/>	<input type="button" value="Quick Reply"/>

<b>04-08-2011, 02:27 PM</b> <b>post #2 of 20 (permalink)</b>		
<b>mase_met</b> Registered User  Join Date: Nov 2007 Location: Lemoore, California Posts: 57 <a href="#">Garage</a>	<b>Re: Better fit for disc brake conversion</b>  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 setup.  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	
	<input type="button" value="Quote"/>	<input type="button" value="Quick Reply"/>

<b>04-08-2011, 03:01 PM</b> <b>post #3 of 20 (permalink)</b>		
<b>randy chesnutt</b> Registered User  Join Date: Feb 2011 Location: humble tx Posts: 390	<b>Re: Better fit for disc brake conversion</b>  I used a 69.spindle and all. It was know problem at all. Raybeste has any parts you need.	
	<input type="button" value="Quote"/>	<input type="button" value="Quick Reply"/>

<b>04-08-2011, 04:27 PM</b> <b>post #4 of 20 (permalink)</b>	
<b>Tex</b> Registered User  Join Date: Mar 2007 Location: Fort Worth, Texas Posts: 837	<b>Re: Better fit for disc brake conversion</b>  70 LTD would be bolt-on, no fuss.    1964 Galaxie 500 4dr 289, 1967 Galaxie 500 fastback 460, 1968 Fairlane 500 302

04-09-2011, 04:02 AM

post #5 of 20 (permalink)

**AL/NJ**  
Registered User  
  
Join Date: Feb 2010  
Location: New Jersey  
Posts: 22

**Re: Better fit for disc brake conversion**  
  
Are '68 '69 and '70 spindles and disc brakes all the same?  
And if not, how can you tell the difference?

Quote

Quick Reply

04-09-2011, 10:26 AM

Thread Starter

post #6 of 20 (permalink)

**DArcNite7**  
Registered User  
  
Join Date: Apr 2011  
Location: CA, VA  
Posts: 3

**Re: Better fit for disc brake conversion**  
  
First I want to thank everyone who has replied to the post, you guys are great!  
  
Well i am not completely sure but I do know that the ball joints, control arm bushings, control arm shaft, and calipers are the same. The 69 and 70 use the same outer tie rod end also. The 68 and 69 use the same wheel bearings.  
  
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.

Quote


Quick Reply

04-10-2011, 07:10 PM

post #7 of 20 (permalink)

**Tex**  
Registered User  
  
Join Date: Mar 2007  
Location: Fort Worth, Texas  
Posts: 837

**Re: Better fit for disc brake conversion**  
  
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.  
  
But Galaxie/LTD/Big Marquis/Park Lane/Monterey/Montclair/Marauder/ from 65-78 and Lincolns from 68-79 will be the same chassis and pieces will readily swap. Some of the 73-79 will use a larger lug pattern on the discs.  
  
I swapped from a 77 Grand Marquis onto my 67 Galaxie. Since I needed to remove the A-arms to replace the bushings anyway, I just threw on the 77 setup A-arms and all. Perfect match.



1964 Galaxie 500 4dr 289, 1967 Galaxie 500 fastback 460, 1968 Fairlane 500 302  
1969 Montego MX 410, 1971 F100 400, 1979 F250 400

*Last edited by Tex; 04-10-2011 at 07:14 PM.*

Quote

Quick Reply

12-24-2012, 01:58 PM

post #8 of 20 (permalink)

**jtroop11**  
Registered User  
  
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.*

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*I swapped from a 77 Grand Marquis onto my 67 Galaxie. Since I needed to remove the A-arms to replace the bushings anyway, I just threw on the 77 setup A-arms and all. Perfect match.*

From: jtroop11 .....Hi fella's, My name Is Jeffrey and am brand new to this site. I was prompted to join because I am looking for help. I am a 100% disabled veteran with severe physical impairment, constant and severe neurological pain which prohibits me from doing anything of a physical nature. I cannot really afford to go and buy a nice fancy conversion kit because I am only on a small disability pension with no way to supplant it. I was hoping some one can give me a listing of part #'s and year and make info to convert my 1965 Mercury, Monterey Marauder from drum to disc brakes. I bought a set up from craigs list and was taken to the cleaners. When I got it in I had taken it to the mechanic and he laughed and asked how he was supposed to install this in my 65. I looked at him with a rather confused look on my face and he said...Well, some of these parts are ford, but then some are Chevrolet. Guy would not answer my calls and I have no car until I get this worked out. I have no idea if I need spindles as well, no idea if I need to change bearings. Need some one who can help. No idea what I need. I hope I am posting this where it belongs and sincerely hope there is some one out there kind enough to help. Please email me direct at [jtroop1@cfl.rr.com](mailto:jtroop1@cfl.rr.com)  
Jeffrey

Quote

Quick Reply

12-24-2012, 02:27 PM

post #9 of 20 (permalink)

**timilje**  
Registered User

Join Date: Nov 2012  
Location: Tucson, Az  
Posts: 406

**Re: Better fit for disc brake conversion**  

---

Will the 1970 LTD setup work with my stock 1965 wheels? (I want original hubcaps and air fillervalue won't fit thru hole with newer wheels..


Quote

Quick Reply

12-24-2012, 03:39 PM

post #10 of 20 (permalink)

**speez12**  
Registered User

  
Join Date: Feb 2012  
Location: E,Carondelet,IL  
Posts: 46

**Re: Better fit for disc brake conversion**  

---

No 1970 center hub is bigger. What you can do is use a later model wheel and drill a new hole for the valve stem and install another valve stem backwards in the old hole.I did that to 15x7 wheels on my 66 on rear.

Quote

Quick Reply

12-24-2012, 04:40 PM

post #11 of 20 (permalink)

**JCallison**  
Registered User

Join Date: Dec 2007  
Location: Onalaska, Texas  
Posts: 7,376

**Re: Better fit for disc brake conversion**  

---

Quote:  
Originally Posted by **jtroop11**  

*From: jtroop11 .....Hi fella's, My name Is Jeffrey and am brand new to this site. I was prompted to join because I am looking for help.*

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

[Reply](#)[Like 0](#)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.*

Reply

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changed (upper ball joint stud mounting) from model to model over the period duration.

Now 63/64 owners will have a completely different set of problem(s). Also remember the hub snout diameter changed in 1972 and earlier wheels will not fit the later hubs unless machined. It would be better (IMO) to use the later wheels as they are stronger especially if radial tires are used.

---

More Info-

Quote:

*"We just recently changed from drums to disc. Procedure is same for 60-64 full size Fords. Your parts list will include disc brake calipers, rotors, dust shields and spindles from a 77-79 Thunderbird, Cougar, Ltd II or Montego. Remove all of your brakes, spindles included. The replacement parts will go right on your ball joints. The only thing you need to do is remove 1/8 inch material from the upper surface of spindle at the tie rod end. This can easily be milled off or just use a surface grinder, as we did.*

*This needs to be done to get castle on tie rod end far enough for cotter pin to go in. DO NOT REMOVE MATERIAL FROM NUT. All that's left now is dual reservoir master cylinder. Ours came from 70 Mustang but many other Ford cylinders will work. To do this job right, I would replace upper and lower ball joints and rebuilt calipers, which are cheap. You will need to fabricate some brake lines to accommodate the new position of brake hoses. This swap works great and only takes about 4 hours time. The finished job is factory appearing and boy does it stop quicker!"*

**NEED:**

1.  
4 1/2" bolt pattern uses 74-79 BIRD, TORINO, ELITE, COUGAR
2.  
5 " uses 74-79 Lincoln

---

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

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**

Quote:  
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

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Page 1 of 21 > ▼

Registered User

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

**ADDENDUM TO POST# 12**

**Later Model Steel Wheel Replacement on Early Disc (GRANADA Sourced) Conversions**

The rotor hub size was increased on the 1972 model run (TORINO). The below wheels are more common (other model wheels were used) and should be fairly easy to find. They offer caliper clearance and are stronger than the original wheel, especially when using radial tires.

The 14" disc brake wheel I have described above (D3OZ 1007-A) measures 14 x 5 1/2". There was also a 14 x 6" wheel available (stamped steel) D6OZ 1007-A. This wider wheel will give you a little more tread stability.

There was also a 15 X 6 wheel offered- D0LY 1007-A when upgrading to a 12" rotor as to the usual 11") (70's Intermediate Upgrade).

These are the two sizes most generally used. To find these more easily, one would have to find the HOLLANDER INTERCHANGE NUMBER to make the search at salvage yards easier.

**NOTE-** If anyone comes across the HOLLANDER number(s), please post them within this thread.

**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

12-26-2012, 03:18 PM

post #15 of 20 (permalink)

**JEM**

Registered User

Join Date: Jan 2004  
Location: SF Bay Area, CA, USA  
Posts: 653

**Re: Better fit for disc brake conversion**

Quote:

Originally Posted by **DArcNite7**

*I am ready to tackle the disc brake conversion on my 65 Galaxie convertible. I have access to a 78 t-bird and a 70 ltd. Which would be the better candidate for my swap*

The '70 LTD.

The '70-72 big cars are I think the best candidates for most Galaxie swaps; the '66-67 four-piston brakes are arguably a bit better but harder to source and more expensive. '68 and '69 are one-year-only parts combos and not as easy to find.

Then go find yourself a set of late '90s-2002 Crown Vic cop-car 16in wheels and 225/60-16 tires.

IMO the only reason to consider the late Torino/LTD II/Thunderbird swap is if you REALLY have to have 14in wheels on an early car (but you can't run your original wheels anyway.)

*Last edited by JEM; 12-26-2012 at 03:22 PM.*

Quote

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Page 1 of 21 2 > ▼

**Tags**

conversion , disc brakes , spindles

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