

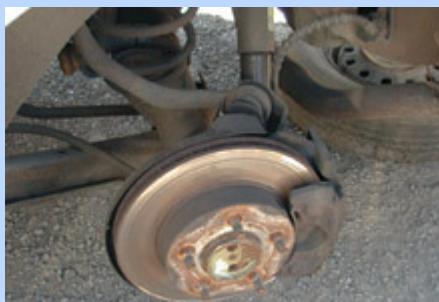
DISCovery

Lincoln Parts Removal

We were not equipped to pull the parts needed when we first located the Lincoln. We returned the following weekend to remove the rear axle housing, axles, and other necessary brake components from the '76 Mark IV.



1 Fortunately, on our return trip the '76 Lincoln Mark IV was still in the yard and unmolested. Northern California Pick N' Pull yards make it easy for customers to pull parts by keeping cars high off the ground and generously spaced apart.



2 Due to extreme wear, we had no intention of reusing the existing calipers and rotors. They were left behind since we certainly did want to be charged for junk. However, we did take any loose caliper hardware just in case the new calipers did not include everything required.



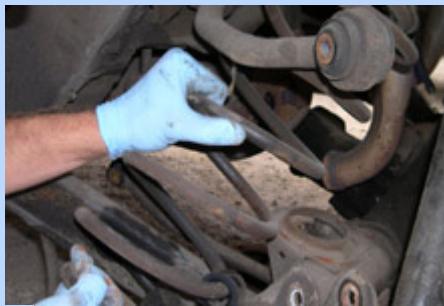
3 We did not toss the flexible brake hoses, they were both in good shape. These lines run about \$35.00 each at the parts store. We also took the brackets which secure the brake lines to the frame.



4 No jacks allowed at this wrecking yard, we threw a tire under the pumpkin for support. Since we had already tossed the calipers and rotors we went ahead and pulled the axles so we could manage the housing. Yes, we kept the axles! Once the shock was unbolted, we popped out the parking brake cable.

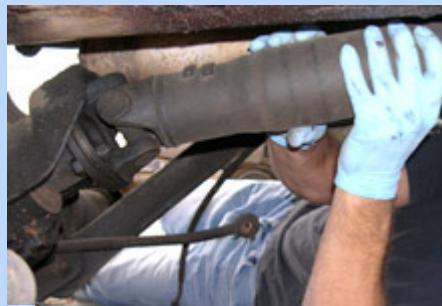


5 We removed the upper control arm-to-housing bolts. In hindsight, removing the trailing arm-to-housing bolts first would have been a better route. Regardless, we unbolted both, kept the hardware and kept moving.

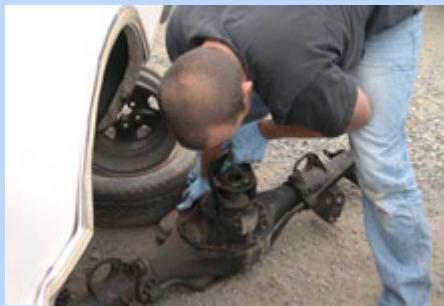


7 We pulled the springs and gave them a toss. Boinnngggg!

6 Unlike our Gran Torino, the Lincoln had a rear sway bar. We disconnected it from the frame in anticipation that it would fit our project car with little fabrication on a future project. Again, we took the brackets.



8 We removed the driveline. The yoke on the Lincoln is of a different design than the Gran Torino. In our case, we were not planning on using the Lincoln third-member anyhow.



9 The rear-end was now free and we pulled it from underneath the behemoth.



10 We were planning to reuse the original 3.25:1 dropout from the Gran Torino so we left the 2.50:1 Lincoln dropout behind.



11 To accommodate the rear discs we also needed the master cylinder out of the Lincoln. We chose to go ahead and buy a remanufactured unit from the parts store rather than take the time to pull the used piece. Take note of the larger rear brake reservoir used on the Lincoln master cylinder (right).



12 The Gran Torino proportioning valve would not be correct for the new disc brake rear either. We grabbed this valve out of the Lincoln. They are noticeably different. Mistakingly, we assumed the Torino master cylinder-to-proportioning valve lines would be the same. They were not. We cut the Lincoln lines to get to this valve out. Doh! Luckily there was another Lincoln in the yard with similar lines.



13 Finally, we took both parking brake cables. We later found that we actually needed two of the shorter (lower in photo) cables to make it work. We did not need the longer cable shown tied in a loop at the top of the photo.

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