

DISCovery

Installation

We were glad to be out of the salvage yard. Now it was time to pull the Gran Torino rear end and install our boneyard pearl.



1 Removing the Gran Torino rear was much the same as pulling the Lincoln rear, only now we had the convenience of jacks and the garage.



2 We wanted to use the 3.25:1 third member from the Gran Torino so we pulled that before we ditched the housing. Both cars used 28 spline axles. We considered keeping the combination junction/flexible brake hose, but it was brittle. We discarded hard brake lines since we'd be making new ones.



3 Side by side, we could see there was very little difference between housings. However, the Lincoln Housing (close) uses a larger axle flange with a wider bolt pattern than the Gran Torino housing (far). The bearing bores are also different. The Lincoln housing also has a thru-hole for the parking brake cable.



4 The Lincoln rear-end was now complete with our original third member and reinstalled Lincoln axles. We slipped the unit under the car with a floor jack and attached the upper control arms. We were eager to test fit the springs in order to confirm the perches were the same. As we hoped, they were.



5 Next, we were ready to attach the trailing arms. They took a bit of coaxing



6 We installed the rear shocks. The mounting point on the axle housing was

with the new polyurethane installed. If you look closely, you can see we boxed the trailing arms with a 1-1/2" wide piece of strip iron and two long welds. A simple upgrade. [See photo.](#)



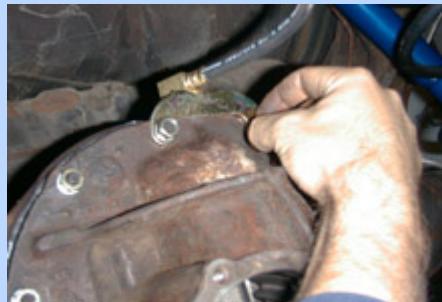
7 We installed new calipers and rotors. We picked up these rotors from Napa for about \$30 a piece. After some shopping around we found these "unloaded" A1 Cardone rebuilt calipers for \$49 each and pads for both left and right were \$19. Don't be fooled, the same caliper was being sold "loaded" for \$90 each at most automotive parts chain stores.



8 We installed the flexible brake hoses that we picked up at the salvage yard.



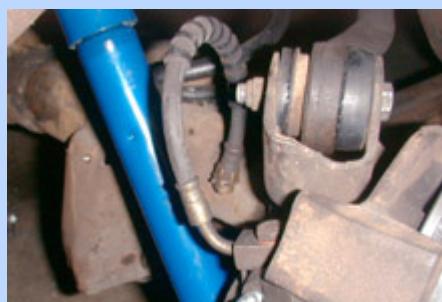
9 The junction/flexible brake hose we used here is not required for the Lincoln since its' rear brake lines run along the frame rail. However, the rear brake lines on the Torino run from the hose to hard lines that run along the axle. The hose was unusually expensive for what we got. About \$40.



10 We installed the junction/flexible hose to the top of the third-member. Yes, this meant we were going to have three flexible lines for our rear discs. The other option was to run custom hard lines along the frame rail.



11 We attached the flexible brake hose to the hard line mounted to the underside of the tub.



12 We now needed to estimate where on the axle housing to mount the bracket which would fix the caliper-side flexible brake hoses.

almost identical to the Gran Torino.

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