

DISCovery

Installation (continued)

Next, we needed to plumb the new rear discs using existing hardware and a few new parts.



13 This is one of the flexible brake line-to-frame brackets we pulled from the Lincoln. We decided to reuse it by welding it to the axle housing, but first we needed to remove the location tabs.



14 The key to successful welding is the same as successful painting. Thorough prep work.



15 We cleaned up the axle housing where we intended to weld the bracket.



16 We cleaned up a nice spot under the spring perch for good connectivity. Next, we taped down the bracket so it would rest flush against the housing for a good weld.



17 Secure the flexible brake lines to the newly attached brackets. We chose this location because it gave the line a good buffer between moving parts.



18 With all three of our flexible brake lines mounted we could install our hard lines to run along the axle. We bought (2) 30" lines from the parts store and templated the bends with a piece of bailing wire.



19 With the hard lines bent correctly, we connected them to the junction/flexible brake hose.



20 We secured the hardlines with the mounting hardware pulled from the original Gran Torino axle housing.



21 The Lincoln rear-end with disc brakes was now installed and plumbed. It was time to move to the motor compartment to install the Lincoln master cylinder and proportioning valve.

Next (Installation continued)

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