

DISCovery

Parking Brake

Before we raised our pom poms in victory there was one "no glory" job that remained. We needed to install the parking brake cables. The existing Gran Torino cables were the right length, but they were not meant to mount directly to the axle housing like the Lincoln cables.



1 The Lincoln had different size cables running to each caliper. One long and one short. The Gran Torino was set up with two equal size cables. The shorter Lincoln cable was almost the same length as each of the Gran Torino cables. We needed an additional short cable from another Mark series car with disc brakes. Fortunately, there were two in the yard so we acquired the second cable.



2 The cable on the left is one of the Gran Torino cables, it is meant to mount to the drum backing plate. The Lincoln cable mounts to the axle housing just above the shock. Even though they were nearly the same length, the Gran Torino cable would not work.



3 The shorter Lincoln cables were still a little long to fit the intermediate frame of the Gran Torino. Again, the Gran Torino cable is shown on the left. With a little modification to two short Lincoln cables we made them fit.



4 We cut down both the short Lincoln cables to match the length of the original Gran Torino cables.



5 Obviously, cutting down the cables meant we would lose the ferrules. We opted for the quick and dirty route. This nut was about the same diameter as the ferrule. We planned to simply weld one to each cable after giving them a quick wire brushing.



6 We also wire brushed both cable ends to ensure a strong hold.



7 A little crude but the welds were strong and made both cables as functional as stock.



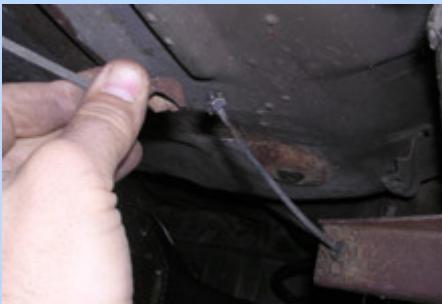
8 We attached the parking brake cable brackets to the back each caliper. This is a view of the rear driver side caliper. We had pulled the brackets from the original calipers we ditched at the salvage yard.



9 We threaded the caliper end of the parking brake cables through holes on the shock mounting brackets.



10 More hardware we were sure to keep from our original salvage yard trip. These clips secure the parking brake cable to the frame and shock mounting bracket. We needed a total of four, two for each cable.



11 The shortened parking brake cables were now installed and ready to be connected to the main cables.



12 We tested the parking brake to confirm our welds would hold and activate the caliper pistons for a secure brake.

A working parking brake meant our conversion was complete. We were eager to test drive the new four-wheel disc brake Gran Torino but we were short one drivetrain. However, because we incorporated matching brake

components, we were confident the improved system would work perfectly.

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