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ECONonline Organization Newsletter April/May 1988

We're here, more or less on time for a change. Welcome, or welcome back, whichever fits you. The number of last year's members that renewed has been very encouraging. More supportive have been the letters and comments we've received. I know that I don't do much more to renew a membership to an organization than fill out the form and check, put them in an envelope, and send it on it's way. You people have taken the time to add a note or letter or photo. It's great! Those little bits of reward go a long way towards making us feel that we're making a difference and should continue to give this group our best. Hopefully we can keep it up for another year. Thanks a bunch for the letters; keep 'em coming!

On a related note (feedback), have any of last year's members done any of the modifications/changes that were in the articles? Since we've only had a few letters on technical stuff (mostly wondering about disc brakes), I have to assume that a) nobody's done anything, or b) those that did had something go wrong and are silently cursing us, or c) those that did have had everything go beautifully. Of the choices, of course, I like the last one best, but I know that no matter how thoroughly we try to cover all the variables, someone will run into something weird. It's those cases we'd like to hear from so that we can alert the rest of the members to be careful of whatever when doing a certain conversion. Please let us know if you do run into strangeness when doing something based upon one of our articles. Your response helps us keep up the high quality that we are trying to maintain.

In response to some of the suggestions that we have received for article ideas: yes. We are (or will try) to work something in as we get space, time, or info on said topic. We do have lots of things to cover, but your suggestions are sometimes on things we don't know and need to research to provide answers for the membership (and you). Some topics (such as parts availability) would be nice to have updates every month, but we're finding that after a major introductory article, there's only a little to update from then on. We'll try to handle some of that stuff in my column, here, or to do semi-annual update articles.

One article that will become a regular for this year is "Tips". Tidbits that were formerly jammed in with my BS here, will be on their own, easy to find (yes, we do have enough stuff to keep that one going). The rest of this month's articles reflect some of the input we received in the renewals. One topic stemmed from questions and/or suggestions about front end geometry, tire and wheel combinations, shocks, handling (or lack of it), sway bars, ballast weights, etc.. We decided to put together one big article to cover all these topics since they all work together on the truck, and since a change to one component affects the others. It's not an article on how to make an Econoline handle like a sports car, 'cause it never will (and forcing it won't work); rather it's an article to give you an idea about how the suspension was designed to work and how to maximize it's potential. The last article this month will reveal our long-kept secret about putting disc brakes on an early

Econoline. We got a lot of requests for this, and felt that we just couldn't keep you in the dark any longer. Just to cover our butts (read: disclaimer...), this article just tells you how we put our disc brakes on our Econolines, and isn't telling you to do this to yours. That way if you goof up and your next of kin comes a'sueing, 1) we didn't tell you to do this, and 2) they won't get any money because we don't have any left after shelling out for Mustang parts. We'll finish up this month with the usual Econoline Classifieds section.

Next month..... who knows. Since we'd like to get going with some of the intra-Econoline swaps that we've also had requests for, we'll have to do something. Before we can get into that though, we need to tell you what some more of the differences between years were, and how to spot a particular year when you go hunting. I was hoping to sneak Econoline trivia in before we printed the year-by-year changes, but alas, I'll have to wait until later when you've forgotten them. We may have a parts update and/or another story, and we'll definitely have a new roster. Happy reading. I'll talk at you next issue.

Tips

1) For those of you who like to know a bit more about what's going on under the hood, here's one we've mentioned before but this time we'll cover it in detail. Some of the Econolines, beginning in 1965, came with an optional ammeter and oil pressure gauge in place of the stock idiot lights. This is a fairly simple conversion to do and may save you an engine some day. Keep your eyes open when going through your local auto wreckers, and be sure to get the bezel that goes with the gauges.

The ammeter is a magnetic loop type which simply requires the wire carrying the charging current to pass through the loop. On the 1961-64 vehicles, the wire is the black one which connects the regulator to the starter relay. The ammeter should be connected inline with this wire. BE SURE to insulate all splices completely as this wire is hot all the time. This wire size should be #10. On the 1965-67 Econolines, it is the wire that connects the alternator "BAT" terminal to the starter relay. There is a plug-in connection in the middle of this wire below the voltage regulator. To connect the ammeter, pull apart the plug ons and run a length of #10 wire from the two connections through the ammeter loop. The other option is to put it inline at the starter relay. To do this, remove the wire from the relay and splice it to a length of #10 wire going through the ammeter loop and back to the relay terminal. Again, be sure to insulate all splices and use wire no smaller than #10. If the ammeter reads backwards, run the wire through the loop in the other direction. If you want, you can leave the "GEN" or "ALT" light in the circuit and mount it elsewhere as an additional warning.

To make the oil gauge work, you will need to connect the original wiring just as it was on the idiot light gauges except for the lights themselves. The oil light will have to be disconnected. The wire from the light to the oil sender is white and red. Put this back on the sender after replacing the light-type sender with the gauge-type. At the gauge, connect this wire to the sender side of the gauge. Connect a wire from the other side of the gauge to the black and green wire side of the temp gauge. That's it!

2) For those of you who have installed non-stock door upholstery or are tired of the door handles rattling or falling off, there is a cure. The door handles from a 1965 or 1966 Ford Custom or Galaxie sedan were held on with an allen screw through the center. They don't appear quite stock, but are not that far off, either. In fact, they are the same as the ones used on the 1967 Falcon Deluxe Club Wagons, except that the Falcon ones had a retaining clip rather than the screw. Anyway, the shafts in the Econoline door are surprisingly easy to drill and tap to take the screws. Just be sure to center the hole in the shaft. The sedan handles are offset and will accomodate a fairly thick upholstery panel and best of all, they won't fall off!

3) An optional goodie that some of you may be excited about is the tinted windshield that some Econolines came with. This came in two versions - both with and without the heavy

tinted band across the top. The tinted ones can be identified by the logo etched in the glass. The stock Ford (Carlite) ones said "sun-x" below the Carlite or Ford logo. The aftermarket ones were distinguished by the phrase - "EZ eye" or something similar. Another strange difference is that both the Ford and aftermarket tinted windshields seem to have quite a bit more "bow" or curvature than the plain ones. The vans and pickups also came optionally with all of the windows tinted, starting in 1966, although this was fairly rare, even here in sunny CA. For you trivia buffs, Ford glass through 1962 had the "Ford" logo etched on it. Starting in 1963 the logo was changed to "Carlite" so Ford could sell glass to other automakers and not embarrass them by having a "Ford" name on their cars. Therefore to be "correct" a pre-1963 Econoline must have the Ford logo on all of the glass. The first one of you to claim to have a full set of "Ford" glass including the tinted windshield, watch out! The rest of us will come sneaking around late at night since we are still looking! The tip here is just to be aware that these exist, and to interchange them like any other piece of glass if you are lucky enough to locate what you want.

Tires, Wheels, Sway bars, etc.

One of the most important, but most often overlooked and misunderstood areas of the Econoline is the suspension system. This includes wheels and tires, axles, springs, shocks, sway bar(s), and the steering system. We have seen countless trucks that would not handle, were all over the road, would not go over a speed bump or through a dip, and even a couple wrecked because of neglect or inappropriate modifications to the suspension.

The tires and wheels are the easiest thing to change, and therefore the easiest place to get into trouble. The Econolines came stock with 13 or 14 inch wheels and small narrow tires. The front end geometry was designed for these and any departure from the stock tires and wheels will compromise either stability or tire life, or both. The key here is what is called "scrub radius". What this term refers to is the distance between where the centerline of the tire and the centerline of the kingpin meet the road (see Figure 1). The smaller this distance is, the better the vehicle will behave. Think of it this way -- any force which is applied by the road to the tire will affect the front wheels. If the force is centered at the line of the kingpin, the steering will not be affected. If it is to either side, it will pull that wheel toward the respective side and cause the truck to wander. Wide tires with the same offset as the stock wheels will pull straight on an even surface. On an uneven surface, such as a seam in the road they will tend to pull or wander. Tires with the stock width, but offset (as many aftermarket wheels are) will be fighting each other constantly and will cause greatly increased wear on the tires, steering linkages, and kingpins. Wide and offset tires are the worst of all, and can make the truck unmanageable to the point of being dangerous. Also try to avoid using wheel adapters. These increase the offset and greatly increase the loading on the wheel bearings and kingpins. They are also the first thing to break if you hit a curb. Makes you feel kind of silly going down the road with a wheel missing.

The Econolines have a fairly high caster angle built in to the axle to keep the truck going straight on the road. This is a rearward tilting of the whole front axle which uses the weight of the truck to keep things stable. This works because as the wheels are turned, the truck lifts slightly and the weight of the truck will return the wheels to the straight ahead position. The caster angle and king pin angle also cause the wheels to tilt slightly when turned. With wide tires, this will cause the truck to be hard to steer and will accelerate tire wear on the edges of the front tires, in addition to being hard on the front end components.

Anything which affects the caster angle will affect the behavior of the truck. This includes adding or removing spring leaves, using longer or shorter shackles than stock, using different tire sizes front and rear, using spacer blocks to raise the front end, or raising or lowering the rear end of the truck in any way. I'll try and give you some numbers to work with (see below), but there are too many things to consider to allow everything to be taken into account. The key is to change one thing at a time and make sure it works before messing with anything else. It's real easy to put on large offset tires and air shocks, along with long shackles and end up with an undriveable truck and no idea where

to start to fix things. It is possible to make things work right with wide tires, provided you take things a step at a time. I have been running 245R60-14 tires on my truck for a while now, and can take both hands off the wheel on the freeway for long stretches, and I get 30,000 plus miles out of front tires without rotating. (The V8 makes sure that the rears don't last that long, however!)

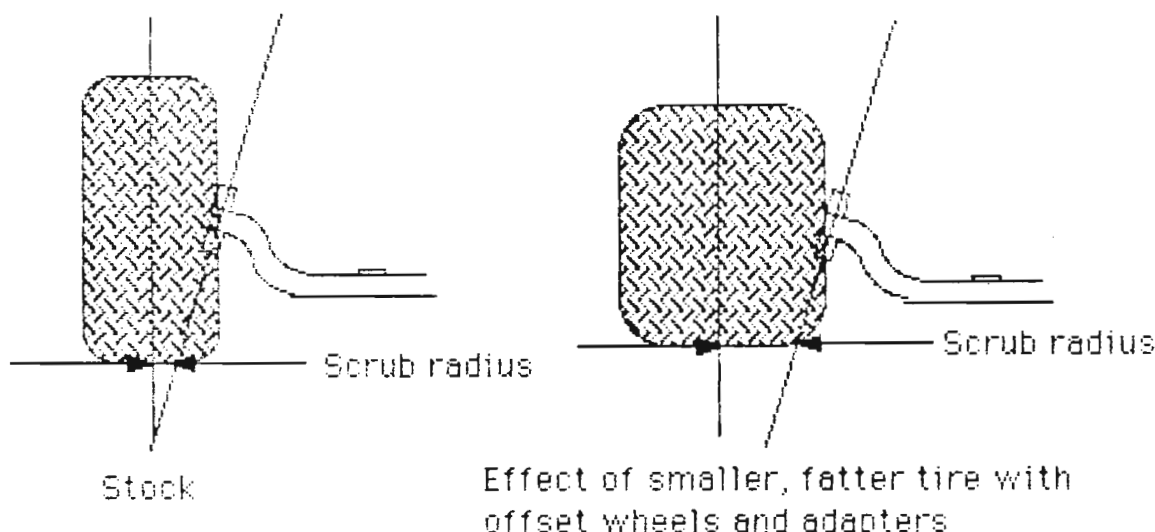
To throw some numbers at you, the Econoline spec for caster angle was 3-1/2 degrees plus or minus 1/2 degree on the early trucks, 5-1/4 plus or minus 3/4 on the later ones. Changing the height of the vehicle at front or rear will affect this angle. Raising the rear or lowering the front will decrease the caster angle, the result being less stability. Lowering the rear or raising the front will increase caster, meaning more stable but harder to steer. A change in height at one end of the vehicle of 3/4 inch will change the caster by 1/2 degree. This is the maximum change that will still keep things within specs, but even 1/2 degree is quite noticeable, especially with wider than stock tires. Much more than this, you are begging for problems. The caster can be corrected by installing tapered shims between the front axle and springs. These are available at most truck alignment shops in 1/4 degree increments. I found on my truck that with the wider tires it worked best at about 2-1/2 degrees caster. Any more than this it becomes tough to steer, any less it wanders. It is also much more sensitive to changes with the wide tires. Even a few pounds difference in the load (filling the gas tank!) is noticeable.

The shocks and sway bar (if so equipped) also have a significant effect on handling and behavior of the truck. For shocks, the best bet seems to be the extra heavy duty ones. I have used Monroes and Gabriels and have been happy with both. Brian is running KYB gas shocks and is even happier (next set I buy will be the KYB's). Note that KYB specifically instructs their dealers not to sell their shocks for non-listed applications (you guessed it, they don't list the Econoline in their charts) so when you go to buy them, ask for the numbers listed below and double check the numbers to make sure they're the right ones. The KYB numbers are: front - KG4026, rear KG5401. Just so you know, the front shocks for the Econoline are from Jeep CJ rear, and the rear for the Econoline are from Toyota Lenderuizer Wagon front. You may wonder about air shocks or load lifters (coil-overs). My experience with these is that they are made for one purpose only - for carrying heavy loads. I put coil-overs on my van to lift the rear a bit, which they did, but when I went over a bump or out a driveway sideways the shocks would "top out" - they reached the end of their travel and lifted the wheel off the ground with a bang as the mounting bolts bent. The only time I would recommend these is if I was hauling a heavy load 100% of the time. There is another type of coil-over shock known as a "four way" shock. These can be adjusted so that with no load there is no tension in the spring and the spring only comes into use as the truck is loaded or bounces up and down. These have the same effect as putting in heavier leaf springs, without changing the ride height. The word I have heard on these is that they work very well, although I haven't used them myself. As for air shocks, these are also intended as an assist for heavy loads. It is nice to have them adjustable, but they are not the answer for adjusting the height of the truck. I have a set which I put on when I have the camper on my truck, but they squeak horribly without a load and do strange things to the handling. It does help to run a separate air line to each shock, otherwise the air goes from one side to the other when turning hard (translates to sway and lean) which can be more than a bit irritating with a heavy load.

Another helpful device is the aftermarket steering damper. This is a horizontal shock absorber type device which bolts between the front axle and the tie rod. This is no substitute for a front end rebuild, but the dampers seem to help with wander caused by wind or uneven road surfaces.

Some of the Econolines came with a sway bar in front. Specifically, the window vans, 5 window pickups, and Heavy-Duty versions had it. This attaches to the frame with four bolts and to the axle at the shock absorber bolts. This will help handling quite a bit in any of the Econolines, so if you don't have one you should consider it. The bolt holes are already there in the frame, so the only change needed to install one is to use longer bolts on the

shocks. The sway bar came in two versions. The 1964 and before had straight ends and will fit all trucks from 1961 to 1964. The 1965 and up version had a twist in the ends to clear the Figure 1. Scrub radius explained.



brake hoses (which were rerouted in 1965). This bar will fit the 1965 to 1967 trucks. Both are the same size in diameter, so will work the same otherwise. We've had no problem getting Moog or TRW link kits for the sway bar at our local auto parts store. The temptation is to put a sway bar in the rear also, but unless you are hauling heavy loads, DON'T! This will cause the inside wheel to pick up on hard turns, and will make the handling worse rather than better. Since the Econoline is an inherently front heavy vehicle, the trick is to control the suspension where the weight is and to have the light end follow, which means heavy springs and sway bar in front, and light springs and no sway bar in the rear. Sure, a bar in the rear will keep the truck from leaning, but you'll just bounce the rear and slide sideways in a hard turn - a situation that often ends up with the truck on it's side. How do I know? I've done it. As with everything else, handling is a compromise.

The Econolines had heavy springs in back since, after all, they were trucks and were made to be driven with a load. They also had a heavy iron ballast weight above the gas tank to keep the rear in line with no load [Try driving an ex-phone company van sometime. Ma Bell ordered these without the weight since they were equipped with bins and racks, and when stripped and empty, they are a handful as the rear end tries to come around under heavy braking.] For springs, there are a few options. The Econolines came with many different spring options (see inset below). When swapping, there are a few things to watch out for. The 1961 and 1962 E100 had two overload leaves on each rear spring. These tend to be bouncy and are often bent from overloading. The 1963 to early 1965 springs work best in the 1961-62 trucks. The late 1965 to 1967 springs used shorter shackles, front and rear, than the early ones. The location of the spring eye in relation to the frame of the truck was the same, the location of the bushing hole in the frame member was different, so match the correct year shackle to the truck rather than to the spring when swapping springs. The 1963 to early '65 Heavy-Duty shackles were the same length as the 1961-early '65 standard ones, but are about twice as thick as the standard ones so use the Heavy-Duty ones in the 1961-early '65 trucks if you can find them.

Econoline Springs:

1961-62 (long shackles)

Front: two versions available - 4 and 5 leaves

Rear: two versions available - 5 and 6 leaves, not recommended since they have the flat overload leaves.

1963-early 1965 (long shackles)

Front: two versions available - 5 leaf, and 5 leaf heavy duty. The standard 5 leaf is the same as 1961-62, the heavy duty ones were found only on the Econolines with the "Heavy Duty" emblems on the front doors.

Rear: three versions available - 5 and 6 leaves, and 6 leaf heavy duty. The heavy duty ones were used only on the trucks equipped with the 9 inch axle, but will fit all.

Late 1965-1967 (short shackles)

Front: three versions available - 5 leaf, 5 leaf heavy duty, and 6 leaf. The 5 leaf heavy duty were used only on 170 equipped "Heavy Duty" models, the 240 equipped models all had the 6 leaf springs.

Rear: three versions available - 5, 6, and 7 leaf. The 5 leaf were standard on light duty models, the 6 leaf was for the "Heavy Duty" models, and the 240 equipped standard ones, the 7 leaf were for the long body "Supervans".

Disc Brake Conversion (Making my Econoline stop)

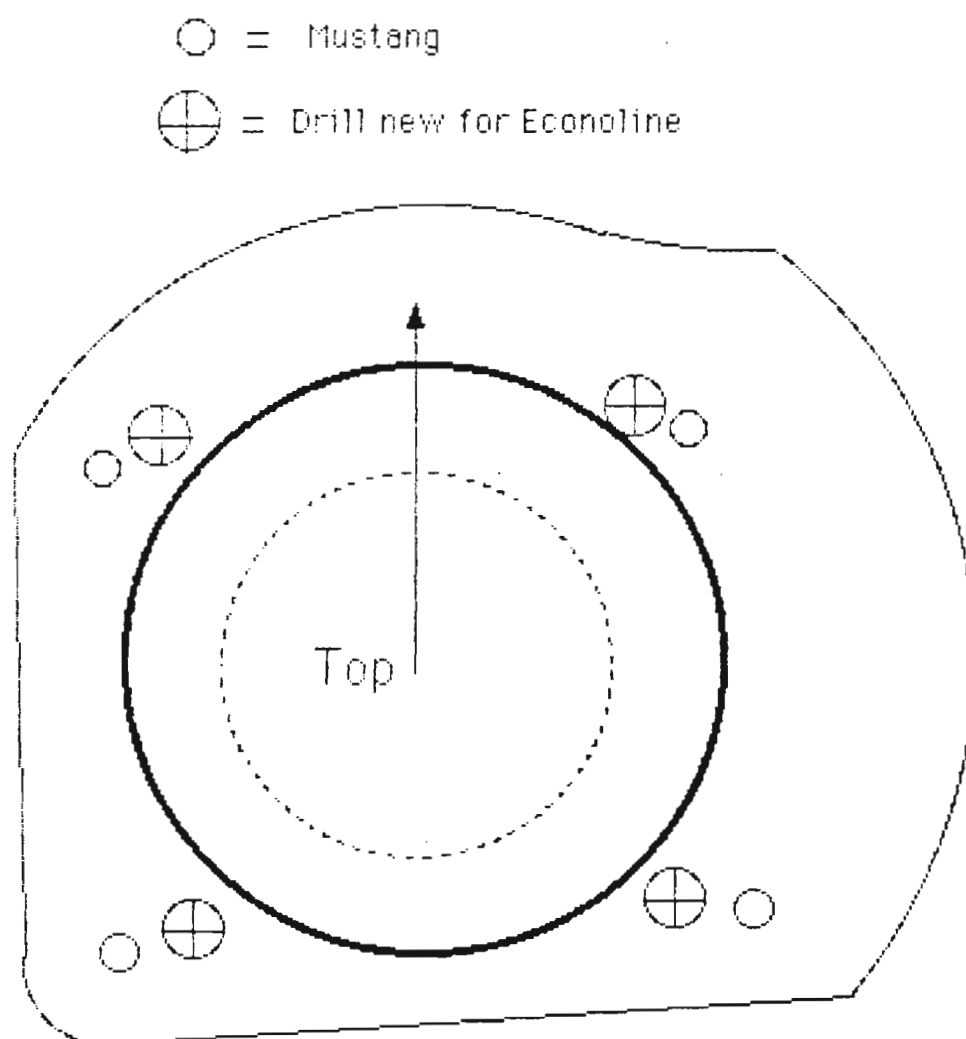
Anyone who has driven one of the early Econolines for a while has probably noticed that the stock drum brakes leave a bit to be desired. This becomes even more apparent if there is a V8 engine where the six used to be. If you are one of those people who, like me, tend to drive aggressively, if not competitively, you will definitely appreciate having a set of discs up front. There have been rumors of disc brake conversion kits for the Econoline spindles floating around from the days when the street rodders used Econoline spindles on the early Ford axles, but I haven't been able to catch up with any of these. One was a kit using a lightweight non-vented rotor which may be fine for a 1500 pound street rod but not even close to adequate for a 3000 pound V8-equipped, front-heavy van. The others are still only rumors since I haven't been able to find the companies for one reason or another. I'll list the names and addresses at the end of the article in case someone wants to try and follow up on them; let us know if you find anything good or bad.

The disc brakes that I used for my conversion are the ones from a 1966 Mustang. Ford used similar brakes on the 1965-67 Mustang and Fairlane and the 1967 Cougars. There are some important variations between some of these, but any of them can be used. The ones Brian used were from a 1967 Mustang and went on with a few differences as noted. All of the discs through 1967 have the Kelsey-Hayes 4 piston fixed calipers. The ones from 1968 and up are all the single piston type with sliding calipers. The advantage of the four piston calipers is that one can get by without a power assist unit. The single piston brakes have less piston area and would require some sort of a power booster to get the pedal pressure in the realm of reasonable. Parts for the early brakes were getting scarce until a couple of years ago, but every part for the early brakes is available new now, thanks to the growing interest of the Mustang enthusiasts. One can even get the calipers sleeved in stainless, but it's not cheap and not really necessary since the seal is fixed in the bore and the aluminum piston slides against the seal, not the seal against the bore like a drum-type wheel cylinder.

To let you know what you're in for if you plan to do the conversion, I'll give you the bad news first. It's not really that bad, but was not a bolt on by any means. The first step was to convert to a dual master cylinder. This part was a bolt in and was covered in the August/September 1987 Econ0 Newsletter. Rather than repeat the whole article, I'll give you only the parts that are different for disc brakes. For the second step I removed my spindles and took them to my best machinist buddy and told him to take off a bit here and there (more later). I took him the caliper mounts and the drilling template included below (Figure 1) and had him put the mounting holes where they need to go. While he was scratching his head over this I gathered the following parts: 1) rebuild kit for the 1967 Econoline master cylinder (Raybestos #MK 512, NAPA #512); 2) rebuild kits for the calipers; 3) two new front brake hoses for a 1965 or 1966 T-bird with discs; 4) two banjo fitting bolts for the T-bird hoses; 5) four new copper washers to seal the banjo fittings; 6) two grease seals for the

1961-67 Econoline drums of the non metal-lip type (CR #17392 - this is the brand carried by Krager's); 7) a set of new brake pads; 8) eight 7/16 x 1-3/8" grade-8 bolts and locknuts to mount the calipers; 9) Brian's calipers were from a 1967 vehicle, and he needed some 3/8"-24 HeliCoil inserts to use the T-bird hoses. Keep reading.

Figure 1. A full scale template of the Mustang disc brake caliper mount showing hole locations and orientation for use on early Econolines.



Some notes on the preceeding text: 1) Yes, I needed the rebuild kit for the master cylinder, even though it was in good shape, since I had to replace the seat after removing the residual pressure valve (see below). (note: this master cylinder was used one year only and the rebuild kit is getting hard to find); 6) the replacement grease seals for the Econoline drums are the ones needed for the Mustang rotors since the Mustang ones have the wrong inside diameter. Further, the Econoline seals come two ways - both with and

without the metal shielding lip that surrounds the seal area to keep grease out of the drum. The ones needed are the ones without the metal lip.

I also bought stuff to take care of the rear brakes as well - there's no point in putting new brakes in front if the rears are marginal.

The clearance between the rim and caliper was taken into consideration before doing anything silly. 13 inch rims will not work in any way, shape, or form. The stock 14's will not clear either. Later model stock 14 inch rims will clear, only if they are the disc brake ones. You can identify these as follows: Ford disc brake rims had four "nubs" to hold the hubcap while the drum type rims had three. With mags or other rims, "borrow" a Mustang and try them.

The spindles needed to be modified as follows. The inner bearing had to be moved inward (toward the kingpin) by 0.250 inch. The outer bearing, keyway, threads, and cotter pin hole needed to be moved inward by 0.500 inch and the extra length was cut off. Note that the Mustang used the same wheel bearings as the Econoline but that the Mustang hub is 0.250 inches shorter. The reason for moving the whole rotor inward is to center it in the caliper. Figure 2 tells all.

With the caliper mounts redrilled to match the Econoline spindles, I had to switch the caliper mounting plates and dust shields left-to-right and mount the calipers in front of the spindles. This was because the bleeder fittings on the calipers must point up. The splash shields had to be trimmed slightly to clear the tie rod ends and of course drilled to match the spindle bolt pattern. I installed the rotors and calipers and the brake pads and checked that everything was tight and fit correctly.

With everything mounted, it was time to do the plumbing. There are two different versions of the calipers. The 1965-66 has a 3/8"-24 thread in the inlet fitting, the 1967 ones have a slightly larger inlet. The T-bird banjo fitting bolt has a 3/8"-24 thread so it will fit the 1965-66 calipers. To use with the 1967 calipers (like Brian did) the trick was to use 3/8"-24 Heli-coil inserts. These fit the existing threads perfectly with no modification. We installed the T-bird hoses, using new copper washers on each side of the hose fitting. We also made sure that the hose clears the sway bar links and shock absorbers. Next, we attached the hoses to the frame at the stock location with the retaining clip and attached the steel line to the hose. We then checked that the hose did not kink or bind as the suspension traveled up and down or turned.

To install a proportioning valve in line with the rear brakes I had to break the line someplace. The easiest place to do this was at the junction block beneath the battery. I ran a length of 1/4" line from the master cylinder warning light valve to the inlet of the proportioning valve as the threads for both were for the 1/4" line. I connected the outlet of the proportioning valve to the existing 3/32" line. The proportioning valve I used was a fixed one from a 1969 Mustang. Brian's was the 1965-66 Mustang/T-bird/Lincoln one which is adjustable.

At the master cylinder the only modification needed was to remove the residual pressure valve from the front outlet. This valve is to keep the return springs on the drum brakes from collapsing the wheel cylinder when the brakes are released. Since the discs have no return spring the valve is not needed, and if left in will cause the brakes to drag. To remove the valve, I removed the rear line from the fitting, threaded a self tapping screw into the brass seat and pried the seat out. The valve and spring fell out with the seat. I installed a new seat and reinstalled the line. Next, I bled the lines and checked for a firm pedal. The pedal was solid and at least as far off the floor as with the drums. Lastly, I centered the warning light valve since the lamp was on (as we explained in the master cylinder conversion article). I was now ready to go.

Alternate parts sources and other notes:

Chrysler used the 4-piston Kelsey-Hayes brakes also on the mid-size cars in the late 1960's. The rotors and calipers had the same physical dimensions as the Ford ones but had some differences in mounting and plumbing. The Chrysler rotors have smaller wheel studs

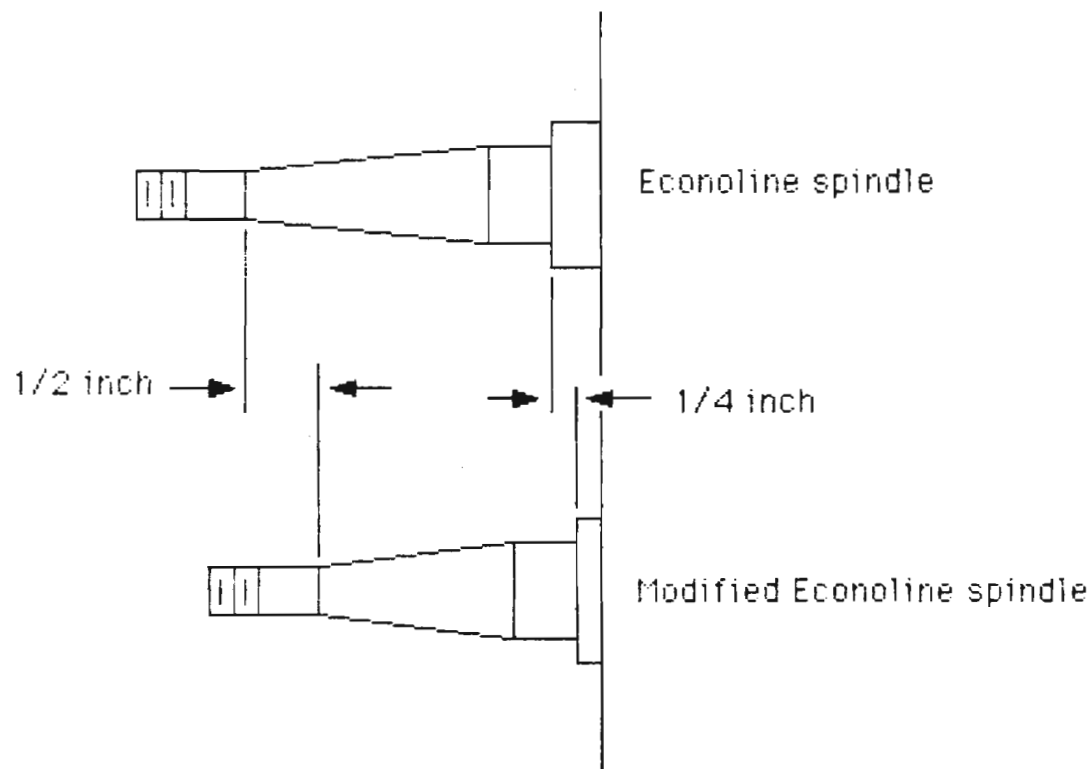
and come in right and left hand thread but are the same bolt pattern as Ford. The bearings and hub dimensions also appear to be the same.

AMC used several disc brake systems which can be adapted to the Econoline also. The Pacer brakes have a large vented rotor and have the same wheel bolt pattern. The spindle on the AMC brakes is a bolt-on one and believe it or not, the mounting pattern for the spindle and caliper mount are identical to the Econoline spindle. If you cut off the Econoline spindle close to the backing plate surface the Pacer spindle, rotor, and caliper will bolt right on. The disadvantages to this are that the AMC brakes are single piston type and require a power booster. Also, the AMC setup will increase the front track by about an inch on each side. There is another AMC system used on the Javelins which used a four piston caliper and a vented rotor, but I haven't been able to lay eyes or greedy hands on a set to see if they would work. There were quite a few AMC vehicles equipped with the four piston calipers and thin non-vented rotors, but I don't feel these are large enough for the Econoline.

A bolt-on rotor is available from the 1969 (only) full size Ford cars which will go right onto the Econoline spindles, but I haven't found a caliper that will work with these. They are too thick for the Mustang ones.

In conclusion, I feel that the Mustang discs are the best shot since they work well and parts availability should be good for years to come. The initial cost may be a bit higher than other systems, but it should pay off in the long run. The Mustang brakes sell for \$100 to \$200 a set at the local swap meets and \$60 to \$100 a set at the wrecking yards when you can beat the Mustang people to them. I would appreciate hearing from anyone who has used a different setup so we can pass the word, whether good or bad.

Figure 2. Modifications done to a stock early Econoline spindle to mount Mustang disc brakes.



Other sources:

- Stainless Steel Brake Corp., plus others in Mustang supply biz.
- Kit for Mustang Brakes on Econoline Spindles: Street Rod Shop
1140 N. Lemon St.
Orange, CA 92667

Note: I have not contacted these people so do not know what their kit entails or if it is still available. The article was published in Jan. 1974, Rod Action magazine.

- Kit for Discs on Econoline Spindles: Royal Metal Works
31240 LaBaya Dr.
Westlake Village, CA 91362
(213)-889-4630

Note: This kit used dual calipers and included all the hardware necessary. I have not contacted these guys either, this article was published in July 1983, Street Rodder magazine. My guess is that these are designed for light weight street rods and may not be suitable on an Econoline.

You may wonder why I'm not breaking down these guy's doors trying to get information. The reasons are 1) I discovered these articles after doing mine from scratch, 2) being a do-it-yourself type, the "kit" type stuff to me means that I'm paying someone else to put the off-the-shelf parts in a nice package and sell them to me at an extremely marked-up price. I'm not knocking these guys, it's just not the way I would do it.

Econoline Classifieds

Wanted:

Deluxe side trim for 1965 pickup (wide trim). Bill Williams, 6065 15 St. N., St. Petersburg, FL 33703. (813) 527-1439.
