

Granada Conversion Front Brake Parts

The installation of Granada front disc brakes on early Mustangs has become a very popular way to convert drum brake Mustangs to disc. But, as with most swaps, it is not a slam dunk, as most people have been told. If you are considering this swap, be aware of these minor problems you will have to deal with. All are easy to take care of and should not stop you from doing this conversion.

GVM* Front Disc Brake installation Tech Tips *Granada, Versailles, Monarch

1968 - 1973 Mustang, Torino, and other Ford front disc brake setups will also work. Almost everything detailed below will apply to many other Ford setups. Don't count them out when trying to add disc brakes!

Lincoln Versailles spindles are not a direct bolt on like the Granada and Monarch units. Although all of the other parts such as rotors and calipers are the same, the Versailles spindles have a larger hole for the lower control arm ball joint. This hole either has to be filled and then re-drilled to the correct size and correct taper for the smaller diameter ball joint or you have to adapt the Versailles lower ball joint to the Mustang lower control arm. Both of these options are doable, but can cost a lot more money than just using Granada or Monarch spindles.

Your outer tie rod ends will need to be changed, in most cases, to the ones that are connected to the GVM spindles. Mustang outer tie rod ends have the wrong stud diameter and taper to be used with the GVM spindles. You'll need to change them to make the swap. In most cases, the old tie rod ends, if they are in good condition, will work just fine. If you don't have them, Mustangs Plus has new ones in stock at very low prices. If you are the owner of a 1964 1/2 to 1966 and are doing this swap, you'll have no problem if you have a V8 with manual steering. If you are wanting to keep the power steering, you'll need our special left side outer tie rod as described on the opposite page. If you have a 1964 1/2 to 1966 6 cylinder Mustang, it is usually easier to convert it over to V8 steering then to try and salvage any of the 6 cylinder steering parts.

Style Steel Wheels and some other factory and aftermarket wheels will not fit on the front rotor. The diameter of the snout on the front rotor is too large to fit up into the factory and reproduction Style Steel Wheels. This problem also effects many stock factory steel wheels and aftermarket wheels with small center holes. The result is that you have to take the rotors to a machine shop and have the snout turned down to fit the wheels. Before doing the installation, check your wheels on the rotor. This does not apply to 1968 to 1973 Mustang, Torino, and many other Fords setups. The snouts on these rotors work just fine with stock wheels. However, these rotors are more expensive.

Brake lines have to be adapted for 1965 to 1967 Mustangs. The caliper sits on the back of the spindle instead of on the front like the factory set up. This means that the brake hose is pointed towards the front of the car instead of the rear. But this is a simple matter to take care of. The brake line has a large mount on the end opposite the caliper. Loop the brake line around the sway bar end link and attach it to the frame right under the upper control arm. Then, using a 8" to 12" section of hard line, make an adapter line to go from the factory hard line to the brake hose. Connect the two hard lines with a double female adapter.

Granada/Monarch Front Calipers



75-79	RH Granada/Monarch Caliper		
	Core Charge*: \$40.00 per caliper..... #4113	\$ 62.95	ea
75-79	LH Granada/Monarch Caliper		
	Core Charge*: \$40.00 per caliper..... #4114	\$ 57.95	ea

**Refunded when rebuildable unit is returned.*

Caliper Rebuild Kit



For either the right or left side GVM front calipers. Includes the seal and dust boot. Be careful not to scratch the piston (or puck, as they are called) when removing it.

75-79	Granada/Monarch Caliper Rebuild Kit.....#5127	\$ 10.95	kit
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Front Brake Pads



75-79	Semi-Metallic..... #4233	\$ 62.95	set
75-79	Carbon Kevlar #2839	\$219.95	set

GVM Front Brake Hose



Screws into the caliper. Factory style replacement hose. Use with our Pre-Bent Hard Line Adapter Kit for 1964 1/2 to 1966 conversions.

75-79	Front Brake Hose #4115	\$ 31.95	ea
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Brake Hose Washer



75-79	Copper washer Granada caliper..... #10377	\$ 1.25	ea
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