

4 to 5 lug swap on a 1967 Mustang with I6 200

By: Jake Morris

Parts needed- 5 lug drums, backing plate from V8 and V8 brake setup. 8" rear end from a mustang. The 4 lug and 5 lug spindles are the same, so you can just swap everything over. The brake lines are also the same.

***Note: In step 9, if you cannot get the brake hose unconnected you can unbolt a bracket holding the metal brake line to the wall, making it able for you to move the line around.

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I started with the front brakes first. Put a 4x4 behind the rear wheels and pulled the ebrake. Then jacked it up and put the front end on jack stands. I place the jack stands on the frame rails. Also put the front tires under the car incase the mustang slips off the stands.

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Once that is done it is time to start on taking the drums and backing plate off the spindle.

1. Take off the grease cap.

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2. Pull out the pin that is in the spindle.

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3. Next pull off the cover that is on the nut.

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4. Then unscrew the nut off the spindle and put the drum forward so that you can get a hold of the front wheel bearing retainer washer and front wheel bearing. Take those out also.

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5. Take a hold of the drum and you can now pull it completely off.

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6. There are four bolts that are holding the backing plate to the spindle.

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7. To get to one of the bolts you have to take apart the lower brake setup. All you have to do is take off the spring that is just above the adjuster and then take off the hook piece if you have it. Then take off the piece both of those were connected to and you will have space to get to the last bolt.

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8. Now you can start to unbolt the backing plate from the spindle assembly. There are four nuts on the back side of the backing plate that have to be undone to even be able to get the backing plate off.

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9. Before you pull out all the bolts unbolt the brake lines so that you can just slide it off once you pull the bolts out. Use a line wrench and adjustable wrench to get it unscrewed from the rubber line. You will have brake fluid dripping from the line, so what I did was find some hose that would fit and have it run to a cup that help the fluid that dripped out. Then take some needle nose pliers or something along the line of that and pull the clip off that holds the soft brake line to the bracket. After all that is done, you can pull out the bolts and take the backing plate off the spindle.

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If you need to reuse the soft brake hose take a set of pliers and unscrew it from the wheel cylinder and screw it into the 5 lug wheel cylinder on the 5 lug backing plate. There is a gasket type material behind the plate that had the 4 bolts in it. I was able to peel it off and reuse it on the 5 lug setup.

Now that the old brakes are off you can put the 5 lug brakes on.

1. Slide the 5 lug backing plate on the spindle, put the gasket and plate on, and then put the bolts through in the correct locations(making sure the long bolt goes through the spindle).

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2. Once those are tightened up you can now reconnect the brake lines. First put the end of the soft line back through the bracket and replace the clip back on it so that it holds the line it. After that is done you can connect the metal line to it Then rebolt the bracket to the wall if you took it off.

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3. Now you can place the 5 lug drum on .

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4. Once on replace the front wheel bearing and bearing washer. Make sure the washer lines up and the piece goes in the notch in the spindle.

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5. Replace the nut tightening hand tight and replacing the nut cover over it.

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6. Replace the pin and bend it so that it does not come out. Finally replace the grease cap over and you have completed one side.

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Repeat the same steps for the other front brake

Now it is time to start on swapping over the rear end.

I bolted up some 5 lugs to the front so I could drop it down.

I placed the 4x4 under one of the front tires so that it would not roll. Jacked up the rear end on the back frame rails and put jack stands under it. Also as precaution I put the rear tires under so it would not fall far if it slipped off the jack stands.

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I then unbolted the driveshaft from the rear end and slid it out of the transmission.

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Next release the ebrake and take the ebrake setup apart so that the cables are not connected to it anymore. There should be one clip on each side hold the cables to the car, unclip them and get the cables out of the brackets.

After that I unbolted the shocks from the pieces under the leaf springs.

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After that I went and disconnected the brake lines. Disconnect the same way you did the front brakes and also the way you drain the lines.

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Then unbolt the u-bolts that hold the rear end to the leaf springs and take off the plates under the leaf springs.

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(A partner may be needed for the next steps)

Place a jack under the bottom of the rear end and jack up just enough to barely get the rear end off the leafs. Then unbolt the leafs from their shackles and lower them down so you can just roll the rear end out from under the car. (We were able to only drop one leaf and get it out, but I would recommend dropping both.)

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Keeping the rear end on the jack we lowered the jack and rolled the rear end out.

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For putting in the new rear end just repeat the steps backwards

Sorry for not having pics of putting the rear end back in, but it was simple.

The old I6 driveshaft has small u-joints and they are too small for the 8" rear end we had put it. So I took it down to a local driveshaft company and had them weld on a new rear yoke that holds a 1310 u-joint. Also had to go buy new u-joint u-bolts since the 8" rear holes were bigger.

Once the rear end is in, everything is put back together correctly, and your driveshaft is fixed and put in; bolt up your 5 lug rims and bleed the brakes and try it out.