F1/F100 Brake Parts (*Note: Drums listed is for F1 only NOT F100 hub) **[most of the photos are NOT mine]**

Part	Year Range	Supplier	Part No.	Notes	Price
Wheel Cylinders	F100 65-67	Raybestos	R WC37083 L WC37084	1 1/16 Bore 3/8-24 Fitting	
	F1 48-52 F100 53-67	Centric	R 13468012 L 13468011	1 1/16 Bore 3/8-24 Fitting	$5.30 ea Rock Auto $5.28 ea Rock Auto
	F1 48-52 F100 53-60	NAPA	R UP9091 L UP9090	1 1/16 Bore 3/8-24 Fitting	$10.80 ea NAPA
Brake Shoes	F1 48-52 F100 53-66	Raybestos	228PG	2 x 11	$15.82 Set Rock Auto
	(same)	Bendix	228	(same)	$29.79 Set Rock Auto
	(same)	Centric	11102280	(same)	$16.55 Set Rock Auto
	(same)	NAPA	TS10A UP10AR	(same)	$14.13 Set Profomer NAPA $37.35 Set Ultra NAPA
Brake Hose	F1 48-52	Centric	15061086		$6.36 ea Rock Auto
	F1 48-52 F100 53	Dorman	H11146 H6560 (R) H84517 (F)	M/F 3/8-24 18 inches	$6.90 ea Rock Auto
	F1 48-52 F100 53-60	Centric	15068007	M/F 3/8-24 16 inches	$7.00 ea Rock Auto
	F1 48-52	NAPA	UP5784	M/F 3/8-24 16 inches Long	$12.60 ea NAPA
Brake Drum*	F100 76-83 F150 76-86	Raybestos	2677R	3 x 11 Rear	$30.79 ea Rock Auto
	(same)	Bendix	PDR0479	(same)	$33.79 ea Rock Auto
	(same)	Centric	12365022	(same)	$29.99 ea Rock Auto
	(same)	NAPA	ND4401455	3 x 11	$46.80 NAPA
Spring/HW Kit	F1 48-52 F100 53-67 Bronco 67-75	Bendix Carlson Raybestos	H7144		$11.22 Set Rock Auto $4.33 Set Rock Auto $5.94 Set Rock Auto
	(same)	NAPA	UP2247		$6.75 NAPA
Adjustor Kit	F100 64-76 Bronco 67-75	Carlson	R H2540 L H2541		$5.39 ea Rock Auto
	(same)	Raybestos	R H2540 L H2541		$7.68 ea Rock Auto
	(same)	NAPA	L UP80691 R UP80690		$9.00 ea NAPA
Wheel Stud		Dorman	610-109	Serrated 1/2-20 x 1 5/8	$1.03 ea Rock Auto
Hub Bearings					
Outer Bearing	F1 & F100	TIMKEN	09067		
Outer Race	F1 & F100	TIMKEN	09195		
Inter Bearing		TIMKEN	14116	Requires Mod	
Inter Race		TIMKEN	14276		
Seal		National	450461		

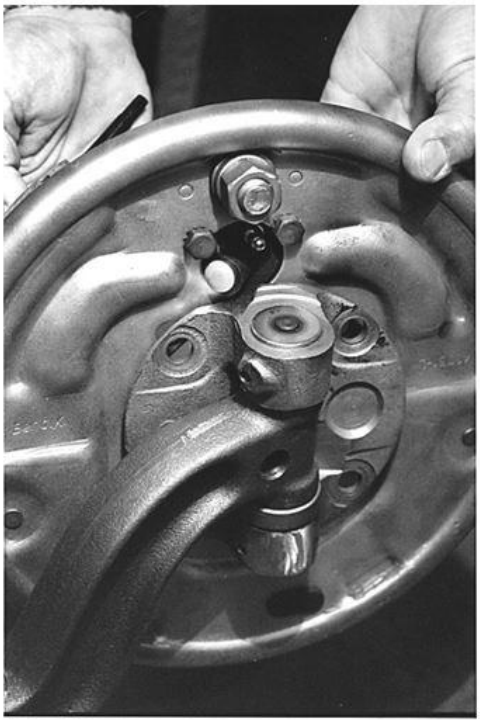
Note: Same procedure for F1 or F100 Brakes, the difference is the Hub and Brake Drum.

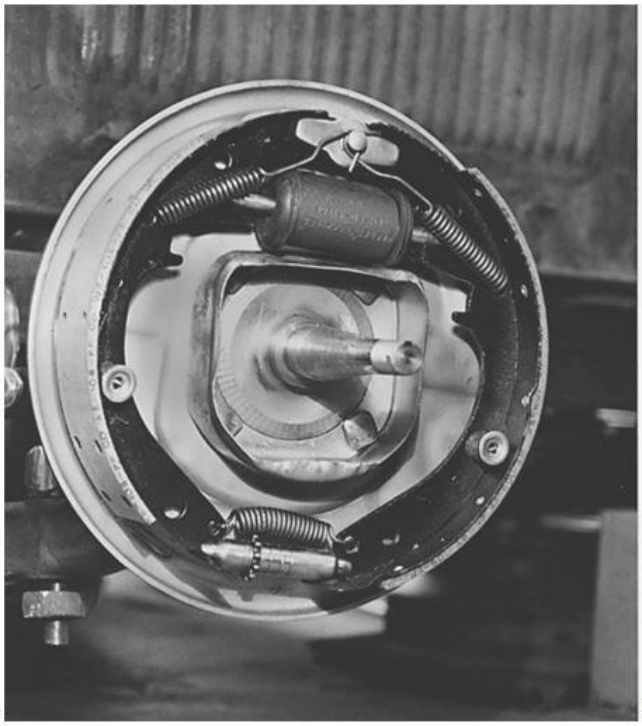
F100 Brakes

All that is used in this conversion from the early Ford system is the spindle from either the '37-'41 or '42-'48. The '37-'41 spindle has a round flange and uses a slightly shorter kingpin (5.480 inches long). The '42-'48 spindle has a square backing plate mounting flange and uses a longer kingpin (5.960 inches long). Either will work with the F-100 brake assembly. The only modification necessary on the spindle is the grinding of the kingpin boss to provide clearance for the wheel cylinder.

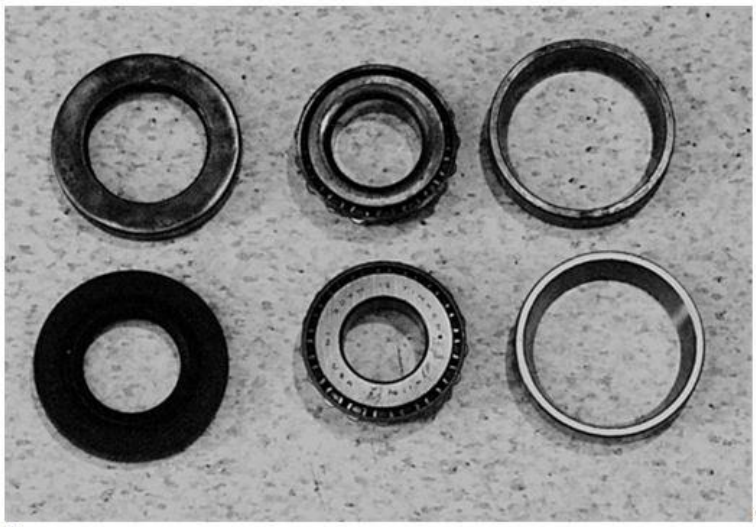


Spindle is ground off at the top where indicated by the pen pointing to the ground area. View from rear of backing plate shows clearance created between the wheel cylinder and spindle. The backing plate requires no modifications. It simply bolts in place the same as the early Ford units.





Shown is the F-100 backing plate and brake assembly with its self-energizing design and star-wheel adjuster at the bottom. The F-100 hub also requires no modification. A different bearing and seal are substituted to compensate for the difference in spindle size between the early Ford and F-100. The early Fords and the F-100 use the same outer bearing and cup (Timken bearing 09067, Timken cup 09195). The inner wheel bearings are different because the F100 has a larger diameter spindle at the inner bearing mounting point than the early Ford. The new bearing needed is Timken 14116. It has the inside diameter of the early Ford spindle and the outside diameter of the F-100 bearing. The F-100 cup is used (Timken 14276) along with a Victor seal 49195 or National 450461. All tapered bearings use a standardized numbering system that makes it easy to cross-reference between brands of bearing by using the same number.





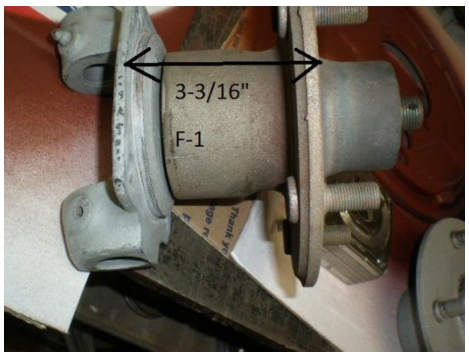
At top are the F-100 seal, inner bearing and cup. Below are the new seal, inner bearing and same F-100 cup. The Ford spindle has a rounded radius where the bearing seats so the inner edge of the bearing needs to be ground with a die grinder to match the radius on the spindle or the bearing will not seat fully.

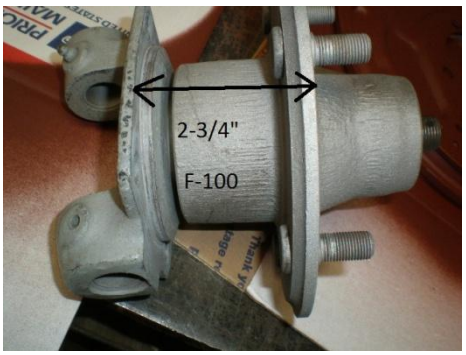




The high angle photo of the spindle shows the gap between the bearing and spindle mating surface. The bearing should be wrapped with tape to keep out contamination while the desired radius is created inside the edge of the inner bearing with a die grinder.

Differences in the F1 & F100 Hubs:





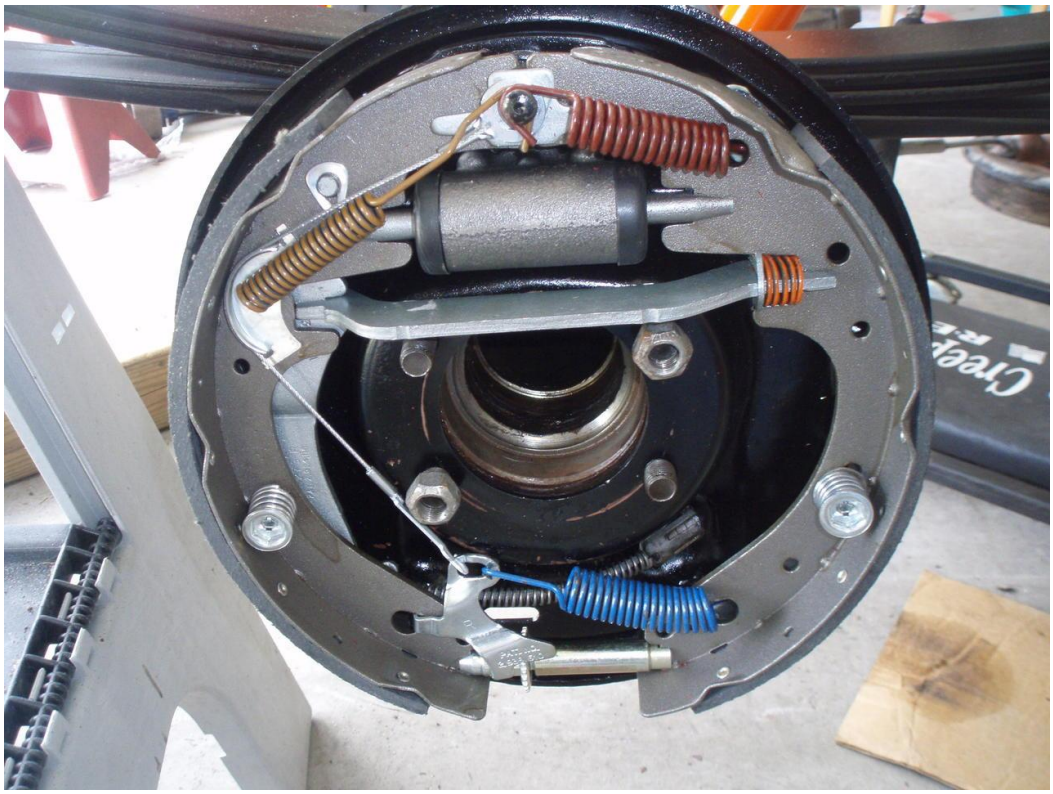


Most of the parts I have listed are for the later model self-adjusting brakes. The brakes can be setup with the earlier (like the original F1/F100) parts using the pieces that are listed for those years.

Original F100 brake parts:



Later Model Self-Adjusting Setup (this is a rear wheel, but if you overlook the spreader bar and e-cable it is the same:



Original F1 Brake Drum
(Shoe contact area is 2 inches wide)



Later F100/F150 Drum (must use the rear drum even though it is for front)
(Shoe contact area is 3 inches wide, so you end up with 2 in shoe on 3 in drum)





Spring Kit (self-adjusting)
One Kit does both sides



Adjuster Kit (self-adjusting)
Need R & L Kits



Wheel Stud (original studs are fine)
5 per hub (if you need to replace)



Wheel Cylinder
Need a R & L



Brake Hose (you can get various lengths)



Brake Hose Male End
3/8-24



Brake Hose Female End
3/8-24



Use a shop manual for the year brake parts you are using:

48-52 F1 for original F1 setup and 53-60 for the F100

or 64-76 for F100 with self-adjustors (This is what I use)