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Mini-Tub Leaf-Spring Rear Suspension for 1964-70 Mustangs



- **Additional 2-3/4" tire clearance**
- **Stronger offset frame rail inserts**
- **Adjustable suspension geometry**
- **Choose spring rate and ride height**

Mini-Tub Leaf-Spring Rear Suspension

The mini-tub leaf-spring suspension from Total Control Products allows substantially greater clearance for extremely large tire and wheel combinations. Relocated shocks and springs combined with the additional mini-tub clearance allow 2-3/4" more tire clearance on each side of the vehicle. Systems include all mounts, offset frame rail inserts, leaf springs, spring plates and shock absorbers. A panhard bar version of the suspension is also offered for sharper and more predictable handling. Optional components include a narrow-width, adjustable-rate anti-roll bar and fabricated Ford 9" housing (FAB9™). Currently available for all styles of 1964-70 Mustangs.

Applications	
Mustang	64-70



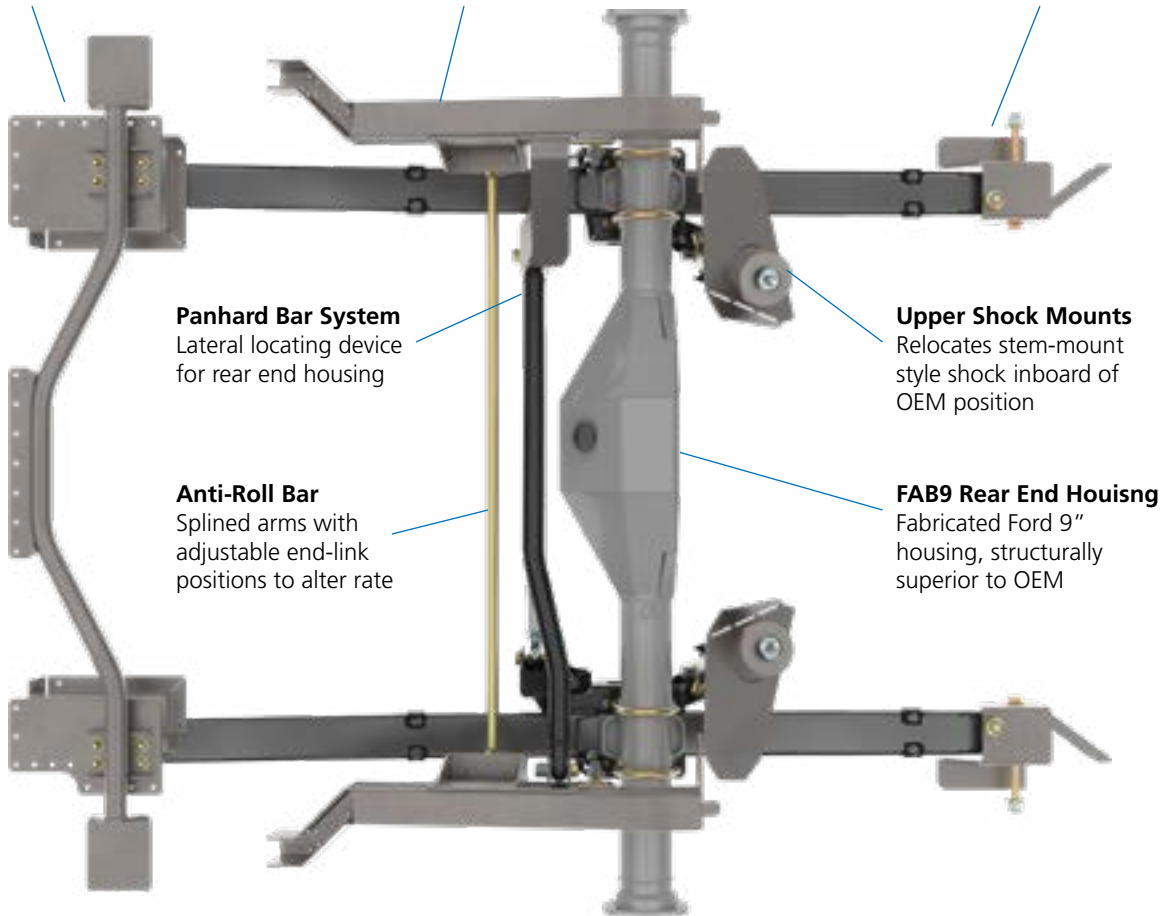
NOTES: Requires narrowed gas tank due to relocated frame rails.
New spring hanger position interferes with exhaust alignment through GT-style rear valances; all years.



Rear Spring Mounts
Relocated mount with supporting crossmember

Offset Frame Rail Insert
2-3/4" additional tire clearance per side

Front Spring Mounts
Welds inboard of OEM frame rail



Panhard Bar System
Lateral locating device for rear end housing

Upper Shock Mounts
Relocates stem-mount style shock inboard of OEM position

Anti-Roll Bar
Splined arms with adjustable end-link positions to alter rate

FAB9 Rear End Housing
Fabricated Ford 9" housing, structurally superior to OEM

Mini-Tub Leaf-Spring Suspension



Shown with optional Anti-Roll Bar and FAB9 Rear End Housing



Mini Wheel Tubs (Included)

5868-M10	Mini-Tub Leaf-Spring Suspension
Includes	*Mini wheel tub set (weld-in)
	*Offset frame rail inserts (weld-in)
	Front spring mounts with gusset (weld-in)
	Rear spring mounts and crossmember (weld-in)
	Leaf-spring plates with lower shock clevis
	Upper shock mounts (weld-in)
	Poly spring bushings and shackle set
Note	* - Mini tubs and frame rail inserts may be omitted for vehicles with tubs already installed.

OPTIONS	Mini-Tub Leaf-Spring Suspension
Anti-Roll Bar	Anti-roll bar (5868-M10-ARB)
Springs	Mid-eye (1" lower) or reverse-eye (1-1/2" lower) 4- (street), 4-1/2- (performance), 5- (race) leaf springs
Shocks	Billet-aluminum VariShock Bolt-Ins - factory-valved, single-adjustable, double-adjustable
Hardware	U-bolts 3" -ID x 6-1/2"
Spring Perches	2-5/8", 2-3/4", 3" axle tube diameter
Note	Images of optional components on page 6

Mini-Tub Leaf-Spring Suspension with Panhard Bar



Shown with optional Anti-Roll Bar and FAB9 Rear End Housing



Mini Wheel Tubs (Included)

5868-M10-PB	Mini-Tub Leaf-Spring w/ Panhard Bar
Includes	*Mini wheel tub set (weld-in)
	*Offset frame rail inserts (weld-in)
	Panhard bar mount, mount brace, spring plate, aluminum bar assembly and hardware
	Front spring mounts with gusset (weld-in)
	Rear spring mounts and crossmember (weld-in)
	Leaf-spring plates with lower shock clevis
	Upper shock mounts (weld-in)
	Poly spring bushings and shackle set
Note	* - Mini tubs and frame rail inserts may be omitted for vehicles with tubs already installed.

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Panhard Bar

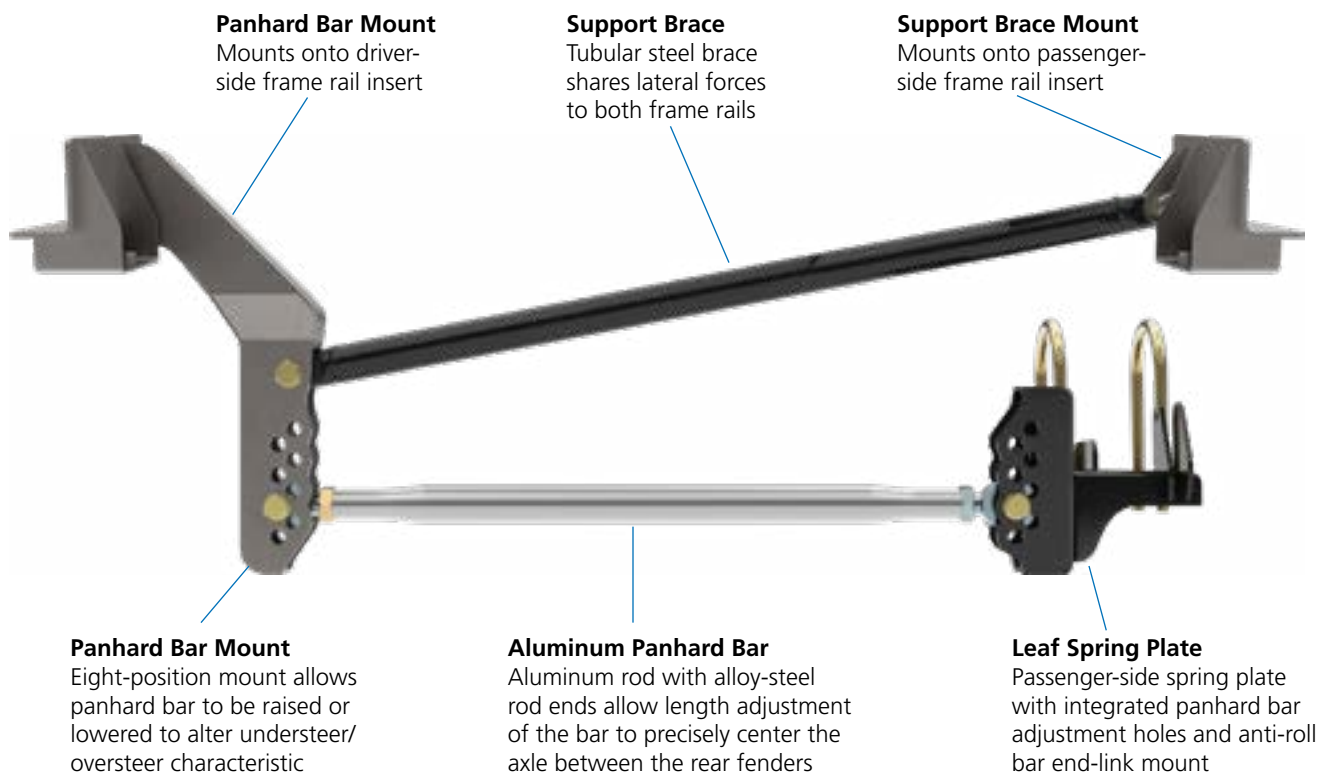
Our panhard bar system for the mini-tub leaf-spring suspension greatly improves vehicle handling response by providing superior control over side-to-side movement of the rear-end housing. Installation and proper setup provides a noticeable change in vehicle handling with a more direct and connected feel during cornering. Minimizing the nervous tendencies of leaf spring suspensions with the TCP panhard bar makes driving at or near the vehicle's performance limit much easier.

Features

- Controls side-to-side axle movement
- Improves cornering stability
- Predictable handling characteristics
- Adjustable roll center geometry
- Integrated anti-roll bar mounts, shock mounts, and tie-down loops

Adjustable Geometry

Multiple mounting holes for each end of the panhard rod allows the system to be used at multiple ride heights and provides adjustment of the vehicle roll center. Altering the roll center affects the understeer and oversteer characteristics of the car and is a quick and easy method to achieve better handling performance.



OPTION - Splined-End Anti-Roll Bar

Our unique splined bar end adapter provides a larger contact surface that reduces stress and wear on the polymer bearing. The billet arm attaches with a groove-locked pinch bolt, creating a play-free joint with that is extremely narrow. Three end-link positions to enable suspension tuning through bar rate adjustments.

5810-M10-ARB	Splined-End Adjustable Anti-Roll Bar
	5/8"-diameter tubular bar with splined ends
	Billet-steel arm with multiple end-link positions
	Billet-aluminum Delrin®-bushing mount
	Adjustable end links with spherical-bearing ends
	Axle end-link clevis located on leaf spring plate
	Adjustable bar rate



OPTION - Leaf Springs

Total Control leaf springs are manufactured from the finest alloy steel to provide the best possible performance for your Mustang. Our leaf springs are available in two modified-eye styles and three-separate spring configurations, providing lower-than-stock ride height, with three levels of ride quality and performance.

Springs	Eye Style	Leaf Count
TCP LSM-M40	Mid-eye (1" lower)	4-leaf spring (street)
TCP LSM-M45	Mid-eye (1" lower)	4-1/2-leaf (performance)
TCP LSM-M50	Mid-eye (1" lower)	5-leaf spring (race)
TCP LSM-R40	Reverse-eye (1-1/2" lower)	4-leaf spring (street)
TCP LSM-R45	Reverse-eye (1-1/2" lower)	4-1/2-leaf (performance)
TCP LSM-R50	Reverse-eye (1-1/2" lower)	5-leaf spring (race)



Mid-Eye - 1" lower



Reverse-Eye - 1-1/2" lower

OPTION - Shocks

VariShock Bolt-Ins are a versatile line of high-end performance shocks that overcome the major shortcomings of traditional gas shocks and low-end twin-tube shocks.

- **More usable adjustment range (QS1, QS2)**
- **Improved heat dissipation**
- **Lightweight billet-aluminum construction**

Shocks	VariShock Bolt-Ins
VAS 12042-515	SensiSet (SS) factory-valved shocks (pair) for street-performance applications
VAS 12142-515	QuickSet 1 (QS1) single-adjustable shocks (pair); 16-position knob controls overall damping stiffness
VAS 12242-515	QuickSet 2 (QS2) double-adjustable shocks (pair); dual 16-position knobs control bump- and rebound-damping stiffness



OPTION - U-Bolt Set

Total Control Products U-bolts are manufactured from larger, 1/2"-diameter, alloy steel instead of stock 7/16" material, making them substantially stronger than standard U-bolts and better suited for large-tire applications. These u-bolts will fit with 4- through 5-leaf springs and axle housings, with 2-13/16" through 3"-diameter axle tubes. Includes hardened alloy steel washers and Grade 8 nylon-insert locknuts.



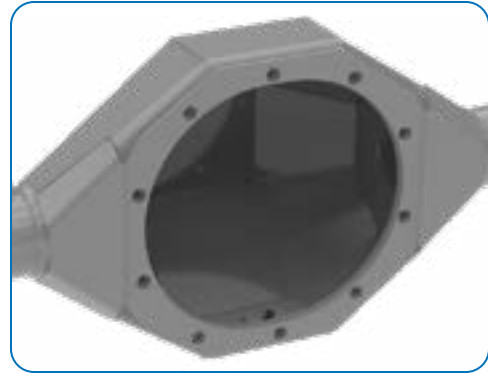
TCP LSP-03	U-bolt set, 1/2" x 6-1/2" for 2-13/16" to 3" axle tubes
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Mini-Tub Leaf-Spring FAB9™ Housing

Direct-fit FAB9™ fabricated housings are structurally superior to OEM-style stamped housings and are highly recommended in large-tire performance applications. Heavy-duty, leaf-spring pads are clocked for correct pinion angle and perfect alignment with our relocated leaf-spring position.

Narrowed Housing Widths

Housings can be narrowed to accommodate wider tire and wheel combinations. Widths can be narrowed in 1/4" increments to a wheel-to-wheel minimum of 55-1/4" (2" less than factory for 1965-1966 Mustangs, and 4" less for 1967-1970 Mustangs). Complete correct length axle packages and third members are also available. Ask our sales representatives for details.



Robotic spray-arc welded center section with internal tube gussets



OPTION - Pro-Touring Floater

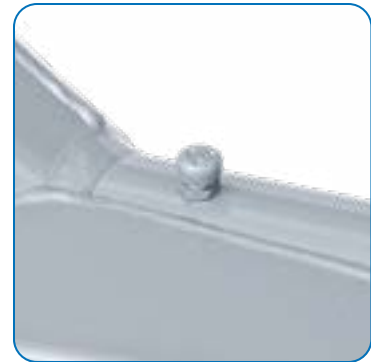
Unit-bearing 35-spline axle system available with 5-lug or center-lock hubs



Housing hardware includes: billet cap, magnetic drain plug, 12-point studs, hardened washers, locknuts, and vent



Fill/inspection hole with billet-aluminum, o-ring sealed, cap



Screw-in axle vent eliminates seal damage from pressure build up.

Model	Year	Mild Steel	4130	Housing End	Pinion Offset	Maximum Width	Minimum Width
Mustang	64-70	84M10-P01	84M10-P11	LBFS	0"	57-1/4"	55-1/4"
		84M10-P0B	84M10-P1B	PTF	0"	57-1/4"	55-1/4"
Notes:	LBFS = Late Big-Ford Sealed - 2-1/2" axle flange offset						
	PTF - Pro-Touring Floater Axle - 1-3/4" hub flange offset						
	Maximum and Minimum Widths measured wheel-to-wheel using 1/4" thick brake hats						

All prices subject to change. Current pricing available at www.totalcontrolproducts.com.



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