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.

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.

Applications

<table>
<thead>
<tr>
<th>Mustang 64-70</th>
</tr>
</thead>
</table>
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

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

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

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.

OPTIONS

<table>
<thead>
<tr>
<th>OPTIONS</th>
<th>Mini-Tub Leaf-Spring w/ Panhard Bar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anti-Roll Bar</td>
<td>Anti-roll bar (5868-M10-ARB)</td>
</tr>
<tr>
<td>Springs</td>
<td>Mid-eye (1” lower) or reverse-eye (1-1/2” lower)</td>
</tr>
<tr>
<td></td>
<td>4- (street), 4-1/2- (performance), 5- (race) leaf springs</td>
</tr>
<tr>
<td>Shocks</td>
<td>Billet-aluminum VariShock Bolt-Ins - factory-valved, single-adjustable, double-adjustable</td>
</tr>
<tr>
<td>Hardware</td>
<td>U-bolts 3”-ID x 6-1/2”</td>
</tr>
<tr>
<td>Spring Perches</td>
<td>2-5/8”, 2-3/4”, 3” axle tube diameter</td>
</tr>
</tbody>
</table>

Note: Images of optional components on page 6.
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.

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.

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
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.

<table>
<thead>
<tr>
<th>Model</th>
<th>Springs</th>
<th>Eye Style</th>
<th>Leaf Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>TCP LSM-M40</td>
<td>Mid-eye (1” lower)</td>
<td>4-leaf spring</td>
<td>street</td>
</tr>
<tr>
<td>TCP LSM-M45</td>
<td>Mid-eye (1” lower)</td>
<td>4-1/2-leaf</td>
<td>performance</td>
</tr>
<tr>
<td>TCP LSM-M50</td>
<td>Mid-eye (1” lower)</td>
<td>5-leaf spring</td>
<td>race</td>
</tr>
<tr>
<td>TCP LSM-R40</td>
<td>Reverse-eye (1-1/2” lower)</td>
<td>4-leaf spring</td>
<td>street</td>
</tr>
<tr>
<td>TCP LSM-R45</td>
<td>Reverse-eye (1-1/2” lower)</td>
<td>4-1/2-leaf</td>
<td>performance</td>
</tr>
<tr>
<td>TCP LSM-R50</td>
<td>Reverse-eye (1-1/2” lower)</td>
<td>5-leaf spring</td>
<td>race</td>
</tr>
</tbody>
</table>

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.

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

<table>
<thead>
<tr>
<th>Shocks</th>
<th>VariShock Bolt-Ins</th>
</tr>
</thead>
<tbody>
<tr>
<td>VAS 12042-515</td>
<td>SensiSet (SS) factory-valved shocks (pair) for street-performance apps</td>
</tr>
<tr>
<td>VAS 12142-515</td>
<td>QuickSet 1 (QS1) single-adjustable shocks (pair); 16-pos knob controls</td>
</tr>
<tr>
<td>VAS 12242-515</td>
<td>QuickSet 2 (QS2) double-adjustable shocks (pair); dual 16-pos knobs control</td>
</tr>
<tr>
<td></td>
<td>bump- and rebound-damping stiffness</td>
</tr>
</tbody>
</table>

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

OPTION - Leaf Spring Perches

Unlike OEM or standard reproduction leaf spring perches, Total Control Products spring perches have enclosed ends to form a stronger, boxed perch with greater weld contact area against the axle housing tube. Inside edges of each perch features grindable raised tabs, allowing perfect fit with weld recess on smaller diameters and flush fit against larger diameters once ground flush.

<table>
<thead>
<tr>
<th>Spring Perches</th>
<th>Axle Tube Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>TCP LSP-06</td>
<td>2-5/8” to 2-3/4”</td>
</tr>
<tr>
<td>TCP LSP-07</td>
<td>3” to 3-1/4”</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Mild Steel</th>
<th>4130</th>
<th>Housing End</th>
<th>Pinion Offset</th>
<th>Maximum Width</th>
<th>Minimum Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mustang</td>
<td>64-70</td>
<td>84M10-P01</td>
<td>84M10-P11</td>
<td>LBFS</td>
<td>0”</td>
<td>57-1/4”</td>
<td>55-1/4”</td>
</tr>
<tr>
<td></td>
<td></td>
<td>84M10-P0B</td>
<td>84M10-P1B</td>
<td>PTF</td>
<td>0”</td>
<td>57-1/4”</td>
<td>55-1/4”</td>
</tr>
</tbody>
</table>

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.