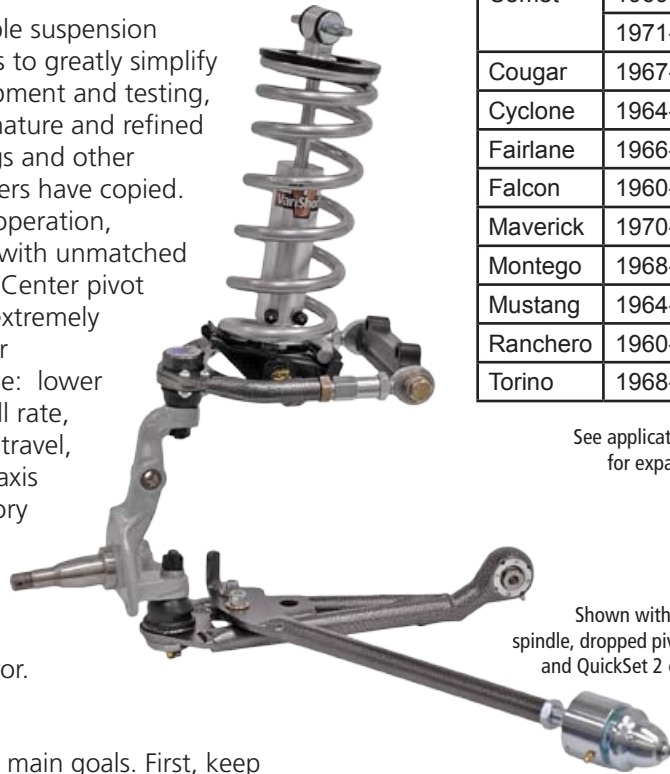


FRONT SUSPENSION

Front Coil-Spring Suspension

The TCP front coil-spring suspension is a fully adjustable suspension system that utilizes the key factory mounting locations to greatly simplify installation. With over 10 years of production, development and testing, the TCP suspension components comprise the most mature and refined front suspension system available for vintage Mustangs and other classic Fords; moving past our original design that others have copied. You can be assured of exact-fit installation, bind-free operation, effective and predictable suspension-tuning changes, with unmatched strength and performance. Our all-new, exclusive TrueCenter pivot sockets and tubular suspension components provide extremely precise control over the spindle's travel arch with linear resistance. Suspension-geometry improvements include: lower center of gravity, higher roll center, reduced vehicle roll rate, quicker negative-camber gain, increased compression travel, reduced rebound travel to limit body roll, and correct axis and length of lower arm assembly when utilizing factory mounting positions. A brand new, Total Control exclusive, billet-aluminum, offset-pivot-shaft option, enables precise relocation of the upper-control-arm pivot axis, for improved camber gain geometry without the need to drill holes, or risk of error.



Model	Year
Comet	1960-1967
	1971-1977
Cougar	1967-1973
Cyclone	1964-1971
Fairlane	1966-1971
Falcon	1960-1970
Maverick	1970-1977
Montego	1968-1971
Mustang	1964-1973
Ranchero	1960-1971
Torino	1968-1971

See application chart for expanded list

Shown with optional spindle, dropped pivot shaft, and QuickSet 2 coil-over.

Five Main Suspension System Goals

Our front coil-spring suspension design focused on five main goals. First, keep the tires' contact patch flat on the road surface. Second, maintain precise control of suspension-travel arcs and spindle position. Then, control wheel movement without a harsh ride. Also, reduce the amount of body roll and pitch and, provide adjustability for tuning purposes. Our suspension achieves these goals to significantly improve performance without chassis modifications.

Optimize Tire Contact with Road

The most important job of a suspension system is to keep the tire's contact patch flat on the road. Factory suspension geometry allows the tire's inside edge to lift as the suspension compresses and body rolls during cornering. This reduces the size of the tire-contact area and available traction, most commonly realized as front-end "push" or understeer. Our modified suspension geometry uses a relocated upper-control-arm-mounting position that causes the wheel to lean inward as the suspension compresses; known as "negative camber gain." This geometry offsets the effect of body roll, keeping the tire in better contact with the road surface, and provides more available traction and cornering ability.

Precise Control of Suspension-Travel Arcs and Spindle Position

A key to creating a stable and predictable-handling vehicle is precisely controlling the spindle position. Soft, rubber bushings and weak, stamped components of the factory suspension do a poor job of this, allowing erratic handling during braking and cornering. The biggest improvement comes from deflection-free TrueCenter pivot points, a TCP-exclusive design.

Incompressible polymer races are used at each chassis pivot to allow precise movement of the spindle along the correct path without the increasing resistance of rubber bushings. Control arms and strut rods are constructed from tubular steel to create deflection-free, rigid suspension components and further enhance accuracy.

Part Number	Description	Price
TCP FACS-FD	Control-arm core system (upper and lower arms, and strut rods only)	\$1595-up
TCP FCSS-FD	Coil-spring system, QuickSet 1, single-adjustable	\$2259-up
OPTION	Drill jig (for use with standard pivot shaft)	49 ⁰⁰
OPTION	Dropped "no-drill" pivot shaft	60 ⁰⁰
OPTION	Anti-roll bar	269-up
OPTION	QuickSet 2, double-adjustable shocks, Save \$75	200 ⁰⁰
OPTION	Forged spindles (TCP SPND-01)	359 ⁰⁰

FRONT SUSPENSION

Better Control of Chassis Movement

A noticeable handling difference between 1960s' and more-modern vehicles is the amount of chassis movement, such as body roll and brake dive. By relocating suspension-mounting points and lowering ride height approximately 2 inches, the front roll-center height is moved closer to the vehicle's center of gravity. A shorter distance between these two points allows the shocks, springs and anti-roll bar to better control chassis movement, resulting in better handling.

Adjustability for Suspension Tuning

Adjustment of caster, camber, toe, and shock valving enable fine tuning to meet the specific needs of your vehicle. Caster and camber are controlled by adjusting the upper arm, lower arm and strut rod to various lengths. The available adjustment range exceeds the limits of factory suspension, allowing more-aggressive alignment specs for high-performance applications. Toe adjustment is made with our optionally available, heavy-duty, billet tie-rod-adjuster sleeve. VariShocks feature single or dual 16-position adjustments, enabling a wide range of settings.

VariShock Bolt-Ins, Adjustable Shocks

To take full advantage of the factory mounting position, a complete custom shock absorber was developed by our sister company, VariShock. Installed height, travel, valving range and mounting configuration are built to our exact specifications, whereas other manufactures are forced to compromise with "off-the-shelf" products. QuickSet 1 single-adjustable shock is standard, offering 16 settings at which both bump and rebound are adjusted simultaneously. This offers a good compromise between the ultimate tuneability of the QuickSet 2 and affordability of the QuickSet 1. Optionally available is our double-adjustable QuickSet 2, which allows individual control of vehicle separation (rebound) and settling (bump) independent of each other. This gives the ability to tune your suspension for desired ride quality or specific track conditions for ultimate performance.

VariSpring VR Series - Progressive Rate Coil Springs

Total Control's new VR series of progressive rate coil springs offers you the best way to get the ride and handling you want for your classic Mustang. The unique design advantages of progressive springs provides a stock like, but firm ride during normal driving. As your vehicle is driven harder, the suspension will travel into the higher-rate range of the spring, providing increased stiffness and handling performance improvement. Made from high strength alloy steel and wound on a specialized CNC spring coiler, VR springs are the best you can buy. Silver-powder-coat finish for a lasting appearance.

