Canted-4-Bar Suspension Conversions

The g-Bar and g-Link are bolt-in, canted 4-bar suspension systems directly replace the OEM leaf springs and shocks for remarkably improved handling and performance. Each can be used with our vehicle-specific bolt-in FAB9™ housing or the vehicle's existing housing. Additional welding is required for installation with all housings other than our bolt-in FAB9™. Total Control's second generation g-Bar and g-Link suspension systems represent the current state-of-the-art in canted 4-bar design.

Part Number	Descriptions	Price
58XX-MXX	Canted-4-Bar Suspension Conversions	**$1839-up**
OPTION	FAB9™ direct-fit rearend housing	**1039-up**
OPTION	Anti-roll bar, sliding link style, chassis mounted	**349-up**
OPTION	Anti-roll bar, spline end style, housing mounted	**439-up**
OPTION	QuickSet 2, double-adjustable shock upgrade	**200.00**

Available for 1964 to 1970 Mustangs and 1967 to 1970 Cougars. The g-Bar system consists of three different combinations of upper and lower link bars with your choice of coil-over or air-spring shocks. These options create six different variations to better suit your particular performance application. See the following pages for individual photos of each system.

Upgrade to QuickSet 2!
$100 each with system purchase
Save $75

Newly Updated!
g-Bar and g-Link
Canted-4-bar
Coil-Over Suspesnion

Also available with VariShock air springs

g-Bar & g-Link Street & Performance Systems

g-Bar and its variant, g-Link, dramatically improve ride quality and performance over the stock leaf-spring suspension. The canted 4-bar design is a proven suspension system commonly used in later model American muscle cars of all makes. Four individual arms precisely position the rear axle, better defining the correct suspension travel path. A panhard bar is not required with this style of suspension. This enables spring rates to be easily changed without altering suspension geometry or allowing changes in pinion angle and lateral movement. Lighter spring rates can be used for better ride quality without allowing leaf-spring wrap-up, a common source of wheel hop. Our links are available with premium urethane or, pivot-ball ends to create controlled ride quality that inspires more confident performance driving.

g-Bar and g-Link includes VariShock QuickSet 1 single-adjustable coil-over shocks (DA pictured) with spring rates (per your vehicle's rear weight) ranging from 110-350 lbs/in. VariShock features 16-position valving adjustment within our specifically designed range. The VariShock QuickSet 2 double-adjustable shock (shown) is also available to truly unlock the tuning potential of the g-Bar. QuickSet 2s are available at a substantial discount when purchased with g-Bar.

Self-Positioning Installation

Installation requires no fabrication, with only minimal welding and trimming required for certain applications. The g-Bar chassis cradle uses a "self-positioning" system utilizing existing pinion snubber and top shock mount factory bolt holes for precise location. Our 3-piece cradle design allows for variations in OEM chassis component locations. It is then welded to structural components of the vehicle, such as frame rails or reinforced sections of sheet metal. Multiple attachment points and tubular construction successfully create an effective chassis-stiffening cradle as well as a stable suspension-mounting crossmember. The cradle has a black-powder-coat finish and the frame adapters are clear-zinc plated to prevent rust and to make them easier to stitch weld into the chassis. They are easily painted after installation.

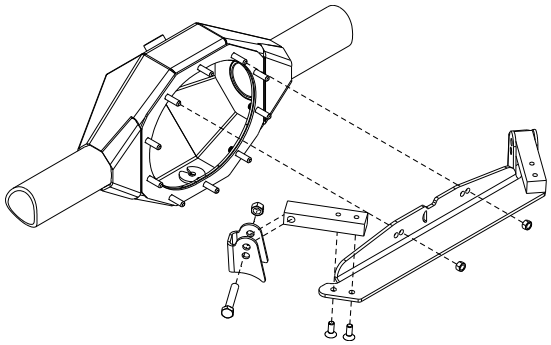
"Self-positioning" system utilizes existing pinion snubber and top shock mount factory bolt holes.

Chassis-attachment points for upper link bars and shocks are provided on the g-Bar cradle. The front of the lower link bars utilizes the factory front-leaf-spring mounting brackets. When using the stock rearend housing, our lower link bars and shocks fasten to our bracket assembly and are securely u-bolted directly to the existing leaf-spring pads. The rear of the upper-link-bar attachment points require mounting tabs be welded to the housing. An easy-to-use weld fixture (part no. 6716) is available to facilitate this task. Anti-roll bars are also available. A preassembled, fabricated 9" housing (FAB9™) complete with welded bracket assemblies is also available, streamlining installation and saving time. The FAB9™ housing accepts standard 9" Ford components.

Lower links mount at OEM leaf-spring brackets.

g-Bar axle bracket assembly.

Simple to use upper bracket weld fixture.



Accurate weld-fixture placement.

REAR SUSPENSION

Adjustable Suspension Geometry

Upper and lower control arm attachment points have multiple mounting holes to adjust chassis anti-squat to optimize your Mustang's handling. Both upper bars are length adjustable to set pinion angle and preload. g-Link lower arms are also adjustable for wheelbase variations. Some vehicles are worn enough that the wheelbase will not be correct without using a wheelbase adjustable lower link.

4-position FAB9™ lower arm bracket

2-position chassis and housing arm brackets

Multiple Link Bar Styles

Lower Link Bars

There are three lower link styles and two upper link styles. Their proper selection depends on the intended use of your Mustang.

Poly-Bushing Lower Bar

Included in the g-Bar system is the lower fixed-length-tubular link with poly bushings in each end. It is best for vehicles seeing mostly street use because it provides a quiet ride and improved handling.

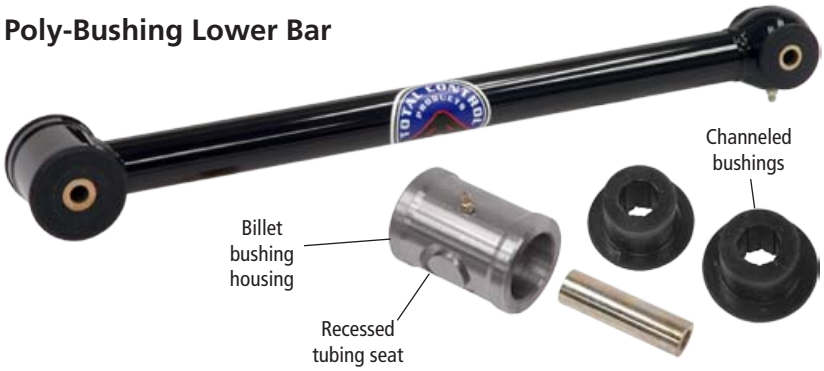
Pivot Ball Lower Link

Included in g-Link system is the lower adjustable-length-tubular link with pivot ball mechanisms in each end. This is our ultimate performance link for use on performance driven street or track applications.

Billet Pivot Ball Lower Link

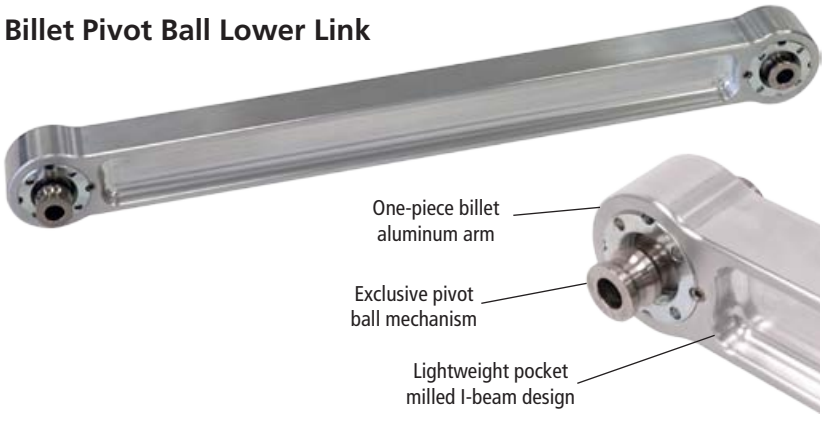
Included in billet g-Link system is the lower fixed-length billet I-beam link with pivot ball mechanism in each end. The billet link features all radius corners for reduction of stress risers and a pocket area for lower weight. This ultimate link is for those who want to set their g Machine apart from the crowd. It combines the characteristics of our fixed-length link (which is easier install) with the best performance links and, adds a custom built g-Machine look. All link bars are externally greasable at each end. Pivot ball mechanism can be rebuilt and tightened to remove play as they wear. Lower link bar fronts attach to the front leaf-spring eye in the chassis.

Poly-Bushing Lower Bar



Pivot Ball Lower Link

Billet Pivot Ball Lower Link



Upper Link Bars

Both styles of upper links are constructed of billet alloy steel and clear zinc finished for corrosion resistance. They are length adjustable, and feature a Total Control exclusive - massive 7/8"-shank billet alloy steel rod ends.

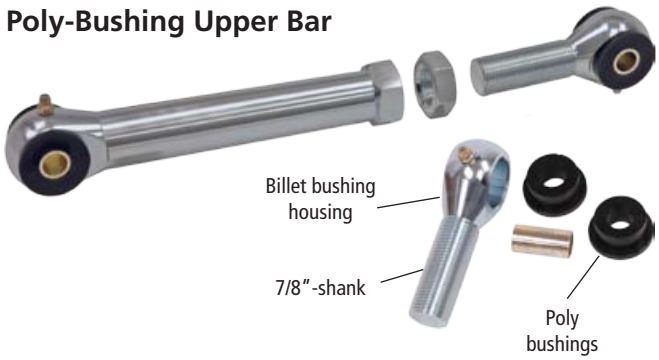
Poly-Bushing Upper Bar

Poly links use urethane bushings in both ends for a firm but stiffer-than-stock ride. They are included in g-Bar system.

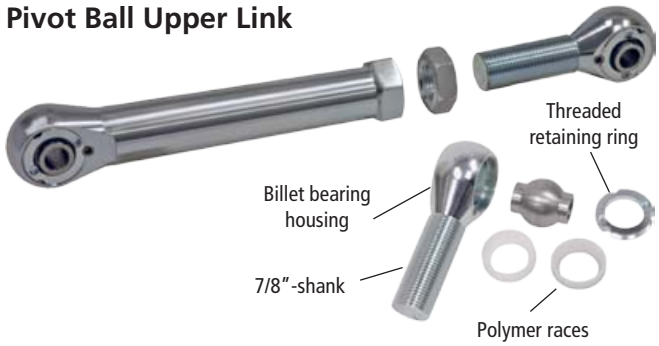
Pivot Ball Upper Link

Pivot ball links are included with g-Link and billet g-Link systems and are used when no-compromise handling is required. The high misalignment and non-compressible nature of these links will guarantee your Mustang goes where you point it.

Poly-Bushing Upper Bar



Pivot Ball Upper Link



Adjustable Shock Mounts

Billet aluminum double shear lower shock mounts bolt directly to the back of the lower control arm bracket and provide 4-1/2 inches of ride height adjustments. The upper shock mount has three positions to allow additional ride height and shock angle adjustment. You can adjust the shock angle in at the top to provide increased stability during hard cornering.

Stock Rearend Housing

System is compatible with 8- or 9-inch stock axle housings with at least a 2-13/16" diameter axle tubes. The 1-piece formed UCA axle mount is easier to install than 2-piece styles. Upper control arm brackets weld on and lower control arm brackets attach to the housing on the leaf spring pad using included u-bolts.

Exhaust Clearance

The rear section of the factory exhaust is not compatible with g-Bar. Although space is limited, there is room to run a custom built exhaust system over the housing. Easier solutions include turn-downs before the housing or routing the exhaust underneath the housing.

VariShock Coil-Over Equipped g-Bar Systems

To take full advantage of the outboard mounting position, a complete custom shock absorber was developed by our sister company, VariShock. A revolutionary adjustment mechanism, smaller than any previous design, allows our billet-aluminum body to be both shorter and lighter. The urethane eyes have up to 350% more urethane material than other brands, for superior load distribution, yet no less clearance around the eye. We also chose a premium urethane that has much higher load capacity (for improved life) than the poly bushings from other manufacturers. Urethane ends are 1-1/4" wide and accept 1/2" bolts. Installed height, travel, valving range, and mounting configuration are built to our exact specifications, whereas other manufactures are forced compromise with "off-the-shelf" products.

High-Travel VariSprings

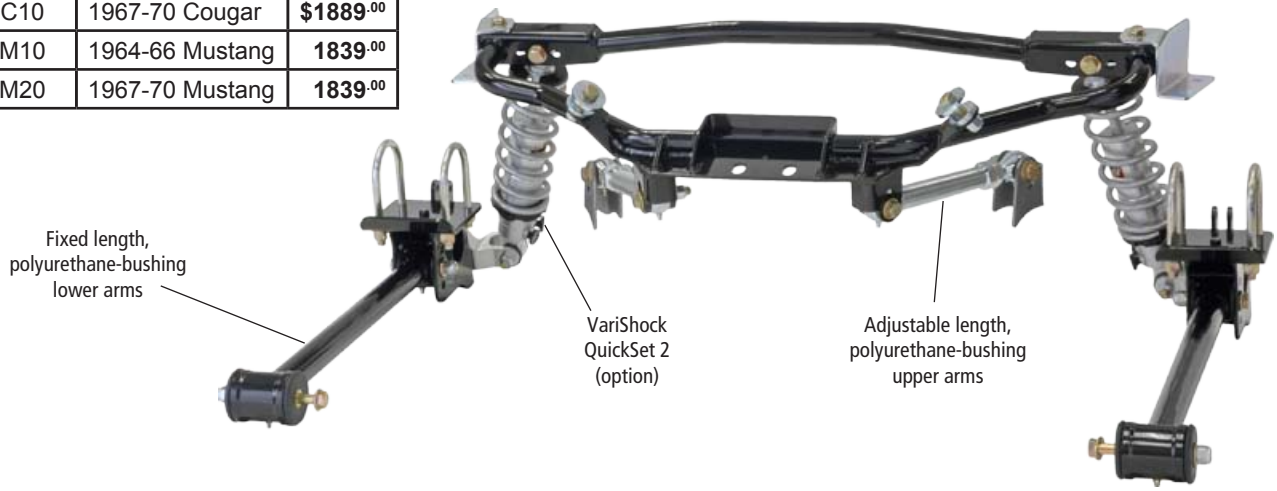
The new VariSpring line of springs was designed to complement the VariShock family. Once again, we used higher technology to resolve application limitations. These springs are manufactured using a new chrome-silicon, ultra-high-tensile wire. This allows the springs to "set solid." The springs can compress until the coils touch without damaging the spring or causing it to take a set, which ultimately changes the ride height. Since this wire can flex more than conventional wire, these springs have greater travel than our competitors' springs of the same rate. These springs will allow your shocks to travel their full range of motion without going solid. This gives you greater traction and control at full bump, plus additional suspension travel for tuning. VariSprings have a silver-powder-coat finish.

Spring Rate Selection

Spring rate affects ride quality, ride height, roll rate, and performance handling characteristics. Differences in vehicles such as aluminum engine components, vehicle weight distribution, fiberglass body parts, chassis stiffening as well as wheel-size and offset and the specific performance application, should be taken into consideration. Additional tuning springs are available at a discount when purchased with a system. A good spring-rate baseline for Mustangs with rear g-Bar or g-Link, and with a small-block engine seeing regular street use would be 175-200 lbs/in., depending upon desired ride quality. A good baseline is for every 100-lb. change in rear vehicle weight, the spring rate needs to change by 25 lb/in.

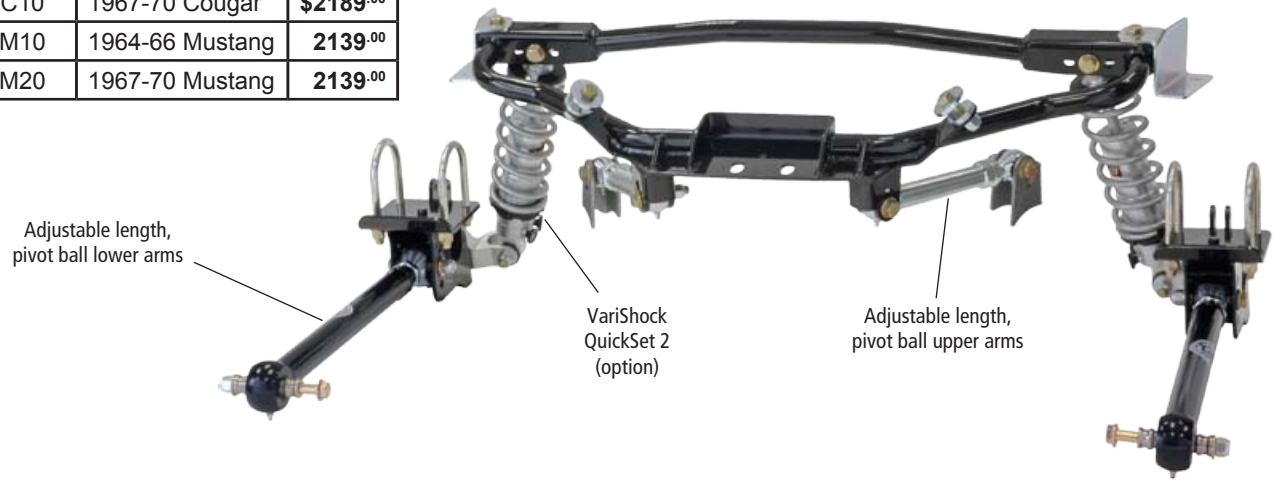
g-Bar Poly Eye

Part Number	Application	Price
5800-C10	1967-70 Cougar	**$1889.00**
5800-M10	1964-66 Mustang	**1839.00**
5800-M20	1967-70 Mustang	**1839.00**



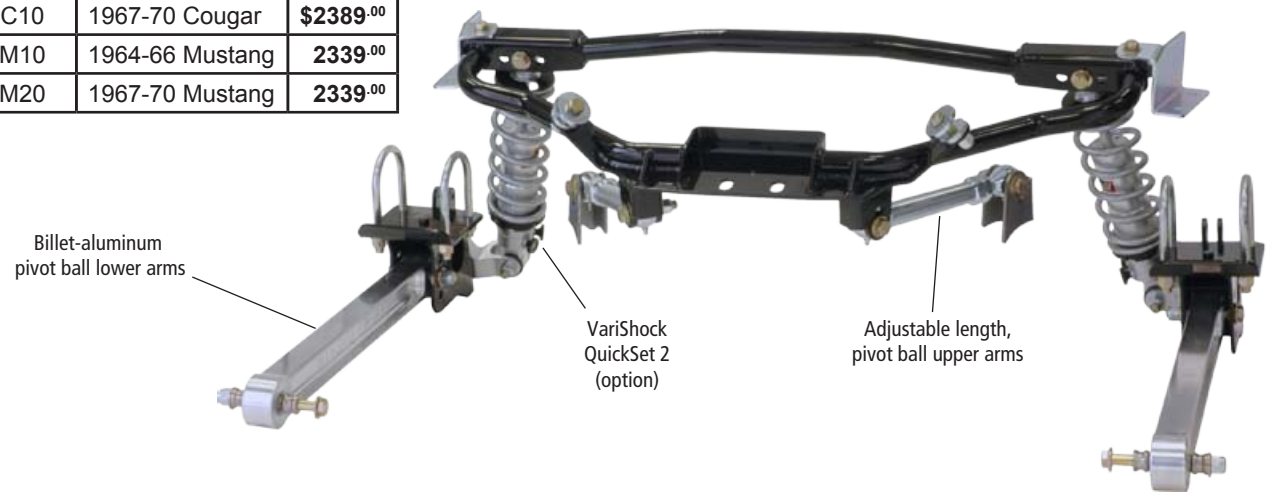
g-Link Pivot Ball

Part Number	Application	Price
5804-C10	1967-70 Cougar	**$2189.00**
5804-M10	1964-66 Mustang	**2139.00**
5804-M20	1967-70 Mustang	**2139.00**



g-Link Billet Pivot Ball

Part Number	Application	Price
5813-C10	1967-70 Cougar	**$2389.00**
5813-M10	1964-66 Mustang	**2339.00**
5813-M20	1967-70 Mustang	**2339.00**



REAR SUSPENSION

Varishock Air-Spring Equipped Systems

The air-spring system enables instant ride-height and ride-quality adjustment, with VariShock single- or double-adjustable valve mechanisms. When fully deflated, the vehicle rests 5-6" inches below stock ride height and can be raised to driving height at the push of a button. A suitable air-management system (available separately) is required for operation.

VariShock Air Spring

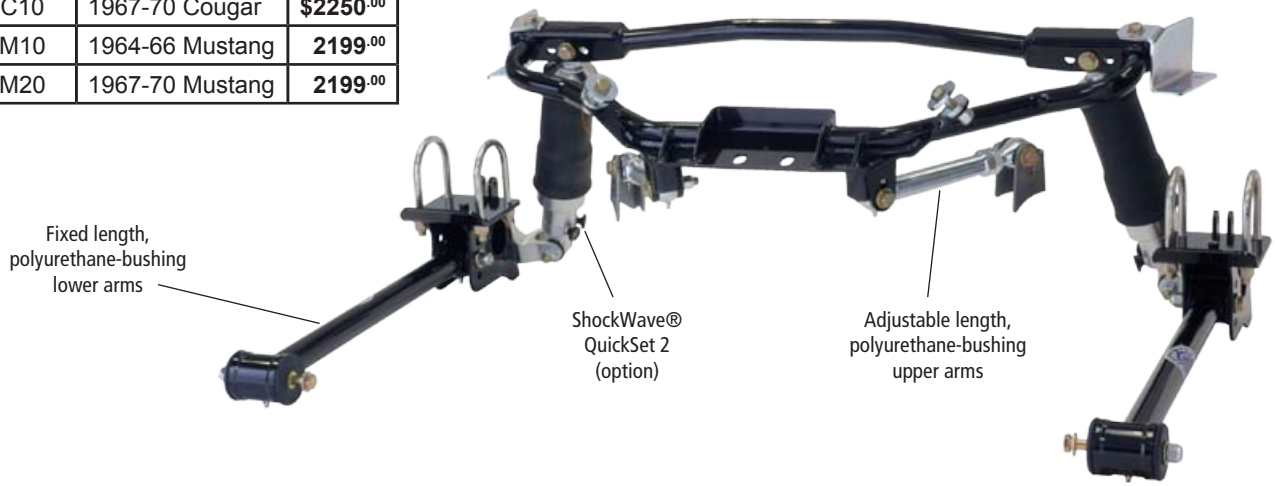
VariShock air springs are a unique product line that combines VariShock shock absorbers with durable air bag springs and control sets. Air-spring units feature the same revolutionary adjustment mechanism found in our VariShock coil-overs but revalved to meet the special requirements of an air spring configuration. This combination of technologies gives you complete ride control as well as adjustable ground clearance. For the ultimate in driving performance and ride height adjustability, we recommend the VariShock air-spring.

Compressor Systems

To enable care-free operation of your VariShock air-spring suspension, we offer various electronic control and compressor systems. For additional information contact our sales staff.

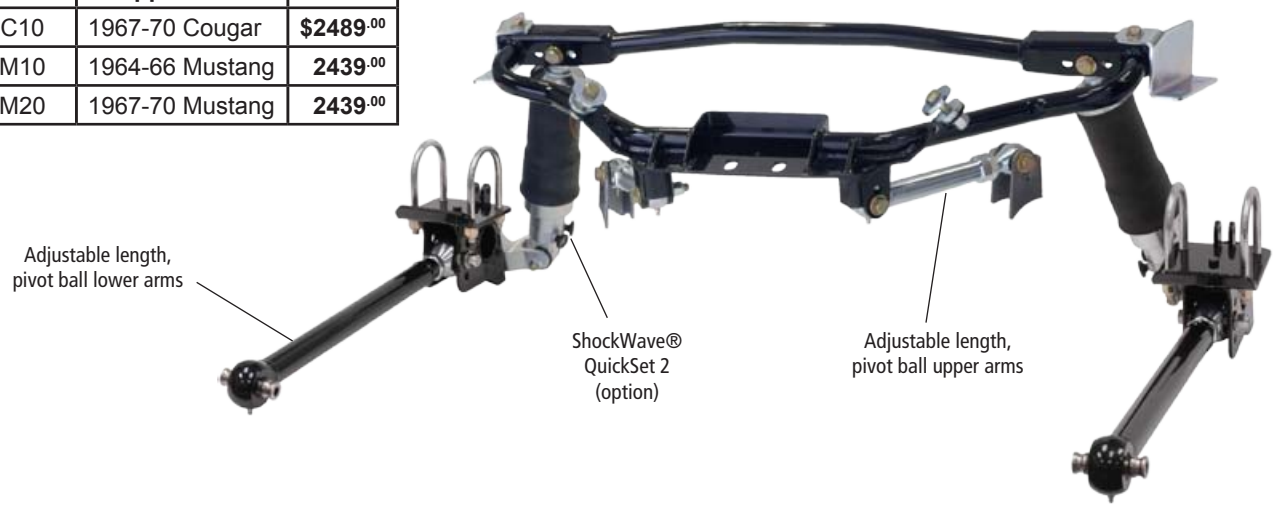
g-Bar Air Spring Poly Eye

Part Number	Application	Price
5801-C10	1967-70 Cougar	**$2250.00**
5801-M10	1964-66 Mustang	**2199.00**
5801-M20	1967-70 Mustang	**2199.00**



g-Link Air Spring Pivot Ball

Part Number	Application	Price
5805-C10	1967-70 Cougar	**$2489.00**
5805-M10	1964-66 Mustang	**2439.00**
5805-M20	1967-70 Mustang	**2439.00**



Billet g-Link Air Spring Pivot Ball

Part Number	Application	Price
5814-C10	1967-70 Cougar	**$2799.00**
5814-M10	1964-66 Mustang	**2699.00**
5814-M20	1967-70 Mustang	**2699.00**