

REAR SUSPENSION

Leaf-Spring Suspension System

Total Controls' leaf-spring suspension system provides more responsive handling over standard OEM component based systems. The system includes everything needed to update your Mustang's rear suspension with improved leaf-spring technology. System options include: 4-, 4-1/2-, or 5-leaf springs; mid- or reverse-eyes; and single- or double-adjustable VariShocks.

Polyurethane bushings are supplied for front and rear spring eyes, heavy-duty spring shackles, and VariShock stem mounts. TCP leaf-spring plates with integrated tie-down loops, and shock mounts provide additional functionality compared to standard leaf-spring packages. Mounting hardware includes alloy-steel u-bolts, with model/year specific Grade 8 bolts. See individual component descriptions for additional information. Add TCP torque arm and QuickSet 2 bolt-in shocks for superior handling on a road course.

Part Number	Description	Price
TCP RLSS-MU	Rear leaf spring suspension system, 1964-73 Mustang	\$875-up
OPTIONS	QuickSet 2 double-adjustable shock upgrade, (pair)	add 200.00
	Adjustable rear anti-roll bar	add 239.00
	Torque arm for 9" housing	add 389.00
SPRING OPTIONS	Mid-eye springs, lowers 1" from stock height	
	Reverse-eye springs, lowers 1-1/2" from stock height	
	4-leaf spring set, street	
	4-1/2-leaf spring set, performance/street	
	5-leaf spring set, performance	



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.

Part Number	Description	Price
TCP LSM-M40	Mid-eye, 4-leaf spring, 1964-73 Mustang	\$229 ⁰⁰
TCP LSM-M45	Mid-eye, 4-1/2-leaf spring, 1964-73 Mustang	249 ⁰⁰
TCP LSM-M50	Mid-eye, 5-leaf spring, 1964-73 Mustang	269 ⁰⁰
TCP LSM-R40	Reverse-eye, 4-leaf spring, 1964-73 Mustang	239 ⁰⁰
TCP LSM-R45	Reverse-eye, 4-1/2-leaf spring, 1964-73 Mustang	329 ⁰⁰
TCP LSM-R50	Reverse-eye, 5-leaf spring, 1964-73 Mustang	279 ⁰⁰

Leaf-Spring Selection Tips:

Eye style determines car height. Leaf count determines ride quality and performance level. Four-leaf springs provide a ride slightly firmer than stock GT leaf springs, and are the correct choice for mostly street driven vehicles. Four and one-half-leaf springs are recommended for moderate performance and spirited street driving. The extra half leaf provides additional stiffness between the forward eye and axle, better resisting spring wrap-up. Five-leaf springs provide the firmest ride and resistance to wrap up, and are primarily used for performance driving.



Mid Eye - Adding a counter bend at the base of each eye repositions the mounting bolts to sit along the centerline of the spring stack. This brings the axle closer to the chassis, lowering the vehicle roughly half the diameter of the spring eyes, or approximately 1".



4-1/2 Leaf Mid Eye



Reverse Eye - Coiling the spring eyes in the opposite direction from stock, places the mounting bolts below spring-stack centerline, resulting in a ride height roughly 1-1/2" below stock. The ultra-low stance creates a sleek vehicle profile, and lowers the vehicle's center-of-gravity for improved handling.



5 Leaf Reverse Eye



Standard Eye - OEM leaf springs position the eyes above the centerline of the spring stack. This places the axle at its furthest distance from the chassis, commonly referred to as the stock ride-height position.

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Leaf-Spring Bushings

Total Control leaf-spring, polyurethane-bushing sets provide a more stable interface between the leaf springs and the chassis. Poly material has a significantly higher durometer making it more difficult to compress, resulting in reduced deflection and better handling. Front set includes black poly bushings for leaf spring front eyes with sleeves, and hardware. Rear shackle set contains black poly bushings for leaf spring rear eye and chassis mounts, heavy duty shackle set and Grade 8 hardware. Multiple tubes of Teflon® impregnated assembly lube are also included with each set. Each set will fit 1964-1/2 to 1973 Mustangs and many other '60s and '70s classic Fords.



TCP LSP-04
Front-eye bushing set



TCP LSP-05
Rear-eye shackle set

Model	Year	Front-Eye Bushing Set	Rear-Eye Shackle Set
		\$39. ⁰⁰	\$89. ⁰⁰
Comet	1964-1977	TCP LSP-04	-
Cougar	1967-1970	TCP LSP-04	-
	1971-1972	TCP LSP-04	TCP LSP-05
	1973	TCP LSP-04	-
Cyclone	1964-1965	TCP LSP-04	-
Fairlane	1965-1971	TCP LSP-04	-
Falcon	1964-1970	TCP LSP-04	TCP LSP-05
Maverick	1970-1977	TCP LSP-04	-
Montego	1968-1971	TCP LSP-04	-
Mustang	1964-1973	TCP LSP-04	TCP LSP-05
Ranchero	1964-1971	TCP LSP-04	-
Torino	1968-1971	TCP LSP-04	-

U-bolt Set

Total Control's u-bolts are much stronger because they are manufactured from larger, 1/2"-diameter, alloy steel instead of stock 7/16" material. Gold irradiated for durability and formed to fit 3"-diameter axle tubes. These u-bolts will fit with 4- through 5-leaf springs and axle housings, with 2-13/16" through 3"-diameter axle tubes. Included are hardened alloy steel washers and Grade 8 nylon-insert locknuts. Recommended to use LSP-01 or LSP-02 as the stock leaf-spring plates will not accept these larger-diameter u-bolts.



Part Number	Description	Price
TCP LSP-03	U-bolt set, 1/2 x 6-1/2" for 3" axle tubes	\$39. ⁰⁰

Leaf-Spring Plates

Our direct-replacement leaf-spring plates feature an integrated tie-down loop for added convenience when securing a vehicle to a trailer. The oversized loop measures 1.5x3.7", allowing plenty of clearance for heavy-duty strap hooks. The plate is manufactured from 3/16" plate steel with CNC-press-brake-formed sides, creating the strongest welded joints possible. Radiused gussets extend downward to support the loop at its lower corners and improve structural stability at the shock-mount tab. To give more clearance for brake lines on common 9"-housing conversions, the shock-mount position has been moved slightly forward. The shock tab uses heavier, 1/4"-thick steel and features a 0.85"-diameter mounting hole for use with aftermarket-shock urethane bushings. The plates are designed for 2-1/2"-wide leaf springs and can be installed on various make-and-model vehicles. Slotted holes enable the use of 7/16" or 1/2" u-bolts and 2-1/4" to 3-1/4"-diameter axle tubes. For appearance, all corner welds are ground smooth, adding to the overall curved, flowing design. Zinc plating enhances the quality finish and provides protection against corrosion.



Part Number	Applications	Price
TCP LSP-01	Standard shocks	\$135. ⁰⁰
TCP LSP-02	Staggered shocks	135. ⁰⁰

9" Housing Torque Arm

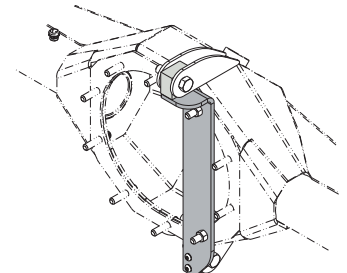
The TCP torque arm is a bolt-on, pinion-angle-adjustable traction device that can be used with our rear pushrod or factory leaf-spring suspensions. Similar to traction bars, the arm converts torque to downward force at the tires, but has the benefit of providing improved traction during both straight-line and cornering acceleration. Direct bolt-on installation has been designed for vehicles lowered 1-1/2 to 2", using our subframe-connector system (1964-1970 Mustangs, 1967-1970 Cougars) and specific bolt-in FAB9™ fabricated 9" housing. Torque arms can also be installed on most Ford 9"-equipped vehicles, but will require an additional weld-in bracket kit (TCP TABKT-2 or TCP TABKT-3) and crossmember fabrication. A bolt-on welding fixture (TCP TABKT-1) is also available to correctly position the mounting tabs.

Model	Year
Mustang	1964-1970
Cougar	1967-1970



Shown with leaf-spring FAB9™ housing

Weld-on brackets and fixture available



Bolt-on weld fixture TCP TABKT-1

How It Works

The arm is mounted at three points: a swiveling connection at the chassis, and two fixed mounts at the rearend housing. As torque is applied to the rear wheels, the arm (now fixed to the housing) rotates to push upward at the chassis mount while simultaneously pushing downward onto the wheels. Downward force creates additional traction that is equally distributed to each tire regardless of current body-roll or suspension-travel state. The arm's rigid construction provides instant torque control. Leaf-spring movement and bushing compliance are left available for ride-quality and suspension control. As a result, throttle response and acceleration are immediate due to an increase in available traction and lack of leaf-spring "wrap-up," a common source of wheel hop.

Bolt-On Installation

Installation is a direct bolt-on when using our subframe-connector system and specific FAB9™ bolt-in housings. Housings and connector supports include welded mounting tabs to greatly streamline installation and save time. An optional bracket set and welding fixture are available for installation with your existing 9" housing. Additionally, fabrication of a chassis-mounted crossmember with torque-arm front mount is required. Grade-8 hardware, mounted double shear, secures the arm at each of its three attachment points: the top and bottom of the housing, and front chassis mount. Direct attachments welded to the housing provide a stronger, more-secure torque-arm assembly than torque arms that bolt to the drop-out case. Additionally, the newer style provides larger mounting hardware, plus a wider torque arm for increased rigidity.

Pinion Angle

Correct pinion angle during acceleration is key to eliminating unwanted vibrations and additional friction caused by misaligned drivetrain components. The addition of a torque arm provides two significant, pinion-angle-related benefits: greatly reduced housing rotation (which causes pinion-angle changes from acceleration to deceleration) and a means to precisely adjust pinion angle. Only 1-1/2 to 2 degrees of negative pinion angle is required, versus 4-7 degrees when relying on leaf springs for torque control. The driveline remains closer to its ideal, most-efficient position at all times. A double-adjustment coupler located along the lower arm tube provides a simple means of precise pinion angle adjustment within a 6-1/2-degree range.

Description	Part Number	Price
Torque arm, 1964-1970 Mustang	TCP TA2F9-33	\$389 ⁰⁰
Torque arm, 1967-1970 Cougar	TCP TA2F9-36	439 ⁰⁰
Bracket-installation tool - Ford 9" (bolt-on welding fixture)	TCP TABKT-1	70 ⁰⁰
Bracket set for OEM 9" housing (requires welding)	TCP TABKT-2	50 ⁰⁰
Bracket set for FAB9™ housing (requires welding)	TCP TABKT-3	50 ⁰⁰

Bolt-in installation requires TCP subframe-connector system and specific FAB9™ housing. Includes: torque arms, dogbone end link, and mounting hardware.