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Performance Leaf-Spring Suspensions for 1964-1973 Mustangs



Leaf-Spring Suspension System

Total Control Products leaf-spring suspensions for 1964-73 Mustangs provide a marked improvement in vehicle handling over standard OEM components. Systems are offered in a variety of performance stages ranging from upgraded factory-style configuration to autocross or track day suited packages equipped with torque arm and panhard bar. All systems include mid-eye 4-1/2-leaf springs, polyurethane bushing and shackle sets, heavy-duty leaf-spring plates with built-in tie-down loops, and billet-aluminum VariShock direct-replacement shocks. System options include: 1/2" U-bolt set; factory-valved, single- or double-adjustable VariShocks; and adjustable anti-roll bar.

- **Improved handling over standard replacement parts**
- **Optional ride-height, spring rate, shock valving**
- **Adjustable anti-roll bar rate (if selected)**
- **Add panhard bar and torque arm for huge performance gains**

Stage 1 - Leaf Spring Suspension



TCP LSS-M11

Includes: mid-eye 4-1/2-leaf springs, shock absorbers, spring plates, bushing and shackle set.
Options: shock valving, staggered shock plates, U-bolts, anti-roll bar

Stage 2 - Panhard Bar Suspension



TCP LSS-M12

Includes: panhard bar, mid-eye 4-1/2-leaf springs, shock absorbers, spring plates, bushing and shackle set.
Options: shock valving, U-bolts, anti-roll bar

Stage 5 - Torque Arm Suspension



TCP LSS-M15

Includes: torque arm, mid-eye 4-1/2-leaf springs, shock absorbers, spring plates, bushing and shackle set.
Options: shock valving, staggered shock plates, U-bolts, anti-roll bar

Stage 6 - Torque Arm / Panhard Bar Suspension




TCP LSS-M16

Includes: torque arm, panhard bar, mid-eye 4-1/2-leaf springs, shock absorbers, spring plates, bushing and shackle set.
Options: shock valving, U-bolts, anti-roll bar

Stages 3 and 4 - Coming Soon

Pricing

(Click line item for price information.)

E-Store Category	E-Store Item	Item Description
	TCP LSS-M11	Leaf Spring Suspension
	TCP LSS-M12	Panhard Bar Suspension
	TCP LSS-M15	Torque Arm Suspension
	TCP LSS-M16	Torque Arm / Panhard Bar Suspension

VariShock Bolt-Ins

Consistency Through Quality

Our double-adjustable QuickSet 2 allows you to control vehicle separation (rebound) and settling (bump) independent of each other. This allows the ability to tune your suspension to the required track conditions for ultimate performance. In the single-adjustable model, you have 16 settings at which both bump and rebound are adjusted simultaneously. This offers a good compromise between the ultimate tunability of the QuickSet 2 and affordability of the single-adjustable QuickSet 1 or SensiSet factory-valved options.

Repeatability is unprecedented! By controlling the quality of the components, assembling them in-house and dyno-testing every assembly, TCP can deliver a pair of VariShocks that perform virtually identically — throughout the entire range of travel. Whereas other brands in this price range rely on cheaper offshore or OEM parts, American-made VariShocks are engineered systems of premium components, all designed to meet your specific needs.

Superior Durability

Durability was improved in three key areas. Internal shaft seals were specifically designed and manufactured for these shock absorbers, producing a longer-lasting seal that helps keep dirt out of the shock absorber. Internal connections and return paths use a unique, machined configuration and added seals to prevent bypassing. Racing shocks spend considerable time in low-piston-speed service. In the low-speed mode, the damping action of the shock is dominated by bypassing flows. VariShock eliminates the bypassing of internal leakage to give the shock repeatable control in the area within which it has to operate most frequently.

256 Adjustment Combinations

VariShock's double-adjustable design is also easier to tune: 256 different settings are attainable simply by rotating two fully accessible, 16-position knobs. All adjustments are made in seconds, without removing or unbolting the VariShock. One knob sets the bump (compression) range; the other sets rebound (extension). Both knobs are laser-etched with directional arrows and "plus/minus" symbols that clearly indicate which direction achieves the desired adjustment. Additional arrows etched into the QuickSet 2 base reveal which knob sets bump, and which sets rebound.

Revolutionary Adjustment Mechanism

The revolutionary adjustment mechanism is smaller than any previous design, allowing our billet-aluminum body to be both shorter and lighter. You get more clearance around the eyes, plus greater travel within any shock length. The shocks use "Deflective Disk Valving" in the pistons to eliminate spring fatigue. Piston rods are made from 5/8" centerless ground hard chrome steel for wear resistance and long service life. VariShock models are even "rebuildable" in the event they get bent or damaged. Custom valving is also available.

Premium Urethane Ends

We have chosen a premium urethane with much higher load capacity for improved life than the poly bushings from other manufacturers.



Part Number	Description
VAS 14044-715	SensiSet (SS) factory-valved shocks (pair)
VAS 14144-715	QuickSet 1 (QS1) single-adjustable shocks (pair)
VAS 14244-715	QuickSet 2 (QS2) double-adjustable shocks (pair)

1 - Shocks also sold separately.

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.

Model	Year	Front-Eye Bushing Set*	Rear-Eye Shackle Set*
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	-

* Items can also be purchased separately.



TCP LSP-04 - Front-Eye Bushing Set



TCP LSP-05 - Rear-Eye Shackle Set

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. Use of leaf-spring plates LSP-01 or LSP-02 is recommended. Stock plates will not accept our larger-diameter u-bolts.



Part Number	Description
TCP LSP-03	U-bolt set, 1/2 x 6-1/2" for 3" axle tubes

* Item can also be purchased separately.

Leaf-Spring Plates (without Panhard Bar)

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. Sides formed on our CNC press brake create seamless top-edge corners and precision fit side joints for the strongest welds 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
TCP LSP-01	Leaf-spring plates, standard shocks (pair)
TCP LSP-02	Leaf-spring plates, staggered shocks (pair)

* Items can also be purchased separately.

Adjustable Anti-Roll Bar (without Panhard Bar)

Our bolt-on anti-roll bar is designed for leaf-spring rear suspensions on Mustangs and Cougars from 1964 through 1973. The bar is mounted directly underneath the axle tube using bolt-on clamps for more exhaust clearance. The solid anti-roll bar measures 3/4" and features multiple endlink mounting holes for a total of three incremental rate adjustments. Bars are silver-with-black-vein powder coated and ship with all necessary hardware.

Part Number	Description
TCP ARRM1-12	Adjustable rear anti-roll bar, 3/4" adjustable



Panhard Bar

Our panhard bar system for leaf-spring suspensions 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 near the vehicle's performance limit much easier.

The panhard bar component is part of a fully-featured system with weld-on frame brackets integrating the anti-roll bar mounts, and bolt-on leaf spring plates with built-in 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.

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**



Related Products

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.



Description	Part Number
Torque Arm, 64-70 Mustang	TCP TA2F9-33
Bracket Installation Tool - Ford 9" (bolt-on welding fixture)	TCP TABKT-1
Torque Arm Axle Bracket Set OEM Ford 9" Housing (requires welding)	TCP TABKT-2
Torque Arm Axle Bracket Set FAB9™ 9" Housing (requires welding)	TCP TABKT-3

Leaf-Spring Direct-Fit FAB9™ Housings

Direct-fit FAB9™ fabricated housings are available for most models of leaf-spring equipped Mustangs, Cougars, Falcons, and Comets from 1960 through 1973. Heavy-duty, leaf-spring pads are clocked for correct pinion angle and perfect alignment with factory leaf-spring mounts.

Model	Year	Mild Steel	4130
Mustang	1964-1966	84M10-101	84M10-111
	1967-1970	84M20-101	84M20-111
	1971-1973	84M30-101 ¹	84M30-111 ¹
Options (installed)			
Folded back brace			
Torque-arm brackets			

Narrowed Housing Widths

Housings can be built to standard widths for OEM wheel offsets or 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 and Cougars). Complete correct length axle packages and third members are also available. Ask our sales representatives for details.



NOTES:

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



Total Control Products
8661 Younger Creek Drive – Sacramento, CA 95828
A Chris Alston's Chassisworks, Inc., Brand

Order: 800-722-2269
Tech: 916-388-0288
Fax: 916-388-0295

tcpsales@cachassisworks.com
tcpstech@cachassisworks.com
www.totalcontrolproducts.com