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## Panhard Bar System for Leaf Spring Suspension with Adjustable Roll-Center Geometry

Model	Year
Mustang	1964-1973



Shown with optional sliding-link anti-roll bar and driver-side spring plate.

### 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 rearend 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**

## Panhard Bar

The essential components for functional use of the panhard bar are sold as its own kit and includes the two weld-on frame brackets, steel support tube, adjustable-length aluminum panhard bar, and passenger-side leaf-spring plate and panhard bar mount. This system can be used with the factory driver-side spring plate and existing anti-roll bar (clearance permitting).



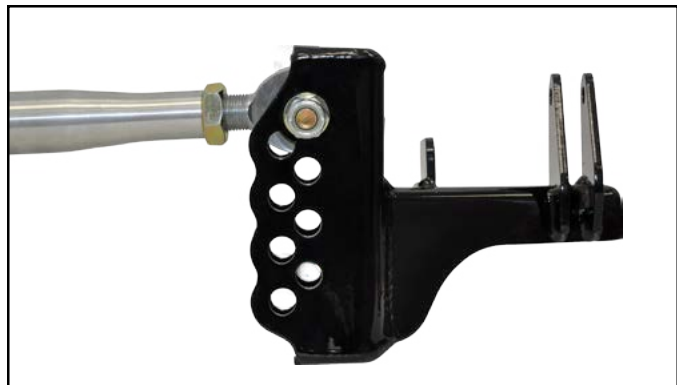
TCP PHL-M10 - Panhard Bar Kit



**Lower Positions (understeer)** - The lowest positions of adjustment tune toward a vehicle that understeers or pushes when cornering. This is considered to be a safe starting point.

### Benefits and Adjustment

The panhard bar provides positive lateral location beyond what the leaf springs and bushings can provide. Expect a noticeable improvement in cornering stability and more linear motion when transitioning into and out of turns. The panhard bar's location, specifically the center point of the bar, determines the rear suspension roll center and adjusting its height affects the understeer/oversteer characteristics of the vehicle. When adjusting bar height, both ends must be raised or lowered the same number of holes to maintain the bar's levelness.



**Higher Positions (oversteer)** - The higher positions of adjustment tune toward oversteer and should only be used by drivers with performance driving experience.

Many variables influence what the 'correct' panhard bar position will be for each vehicle. Front suspension and modifications, relative tire sizes, ride height, spring rates, driver ability, and more all affect which position makes the car faster or more importantly make the driver more comfortable and confident.

## Leaf Spring Plates

A specially designed leaf-spring plate replaces the OEM component to serve as the panhard bar axle mount with additional features to improve the system packaging and functionality.

### Passenger Side Plate (Included with Panhard Bar)

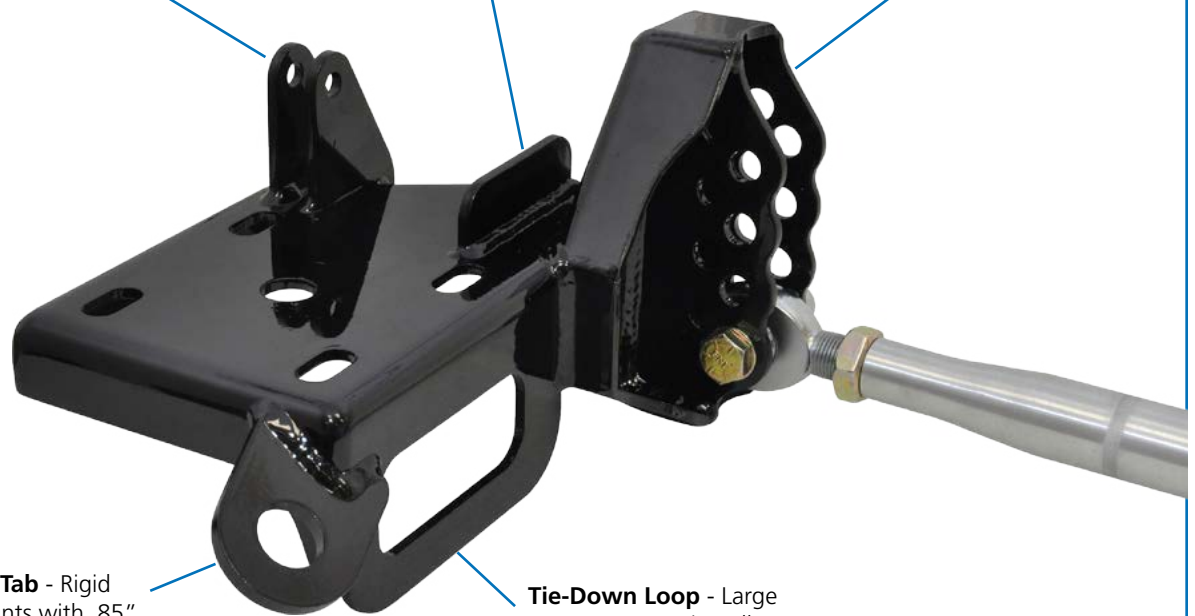
**Endlink Mount** - The welded clevis aligns the endlink just outboard of the leaf spring and provides the outboard spring guide.

**Spring Guide** - When cornering this extension provides a physical stop to remove side loads from the U-bolts created by the panhard bar.

**Panhard Bar Mount** - A double-shear mount with a highly gusseted structure to eliminate unwanted flex.

**Shock Mount Tab** - Rigid 1/4"-thick mounts with .85" bores, better suited for stiffer aftermarket shock valving.

**Tie-Down Loop** - Large 1.5 x 3.7" opening allows plenty of clearance for heavy-duty strap hooks.



### Driver Side Plate (Optional)

While not required for installation and operation of the panhard bar, the driver-side spring plate features the welded endlink clevis and is required for use of the sliding-link anti-roll bar.



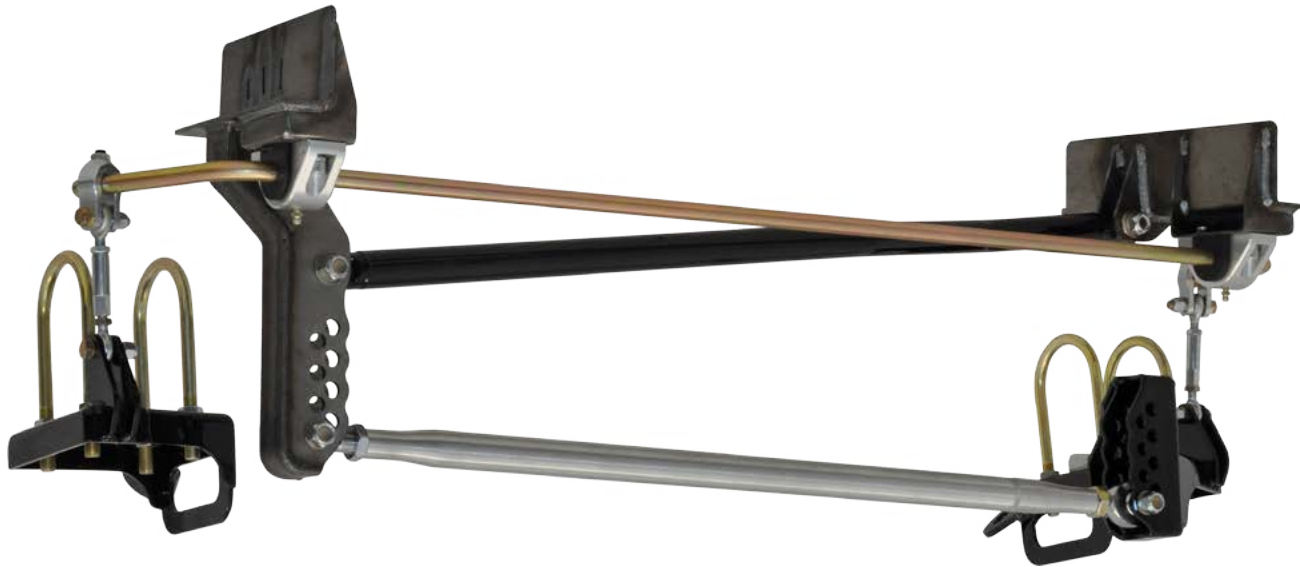
Driver Side



Passenger Side

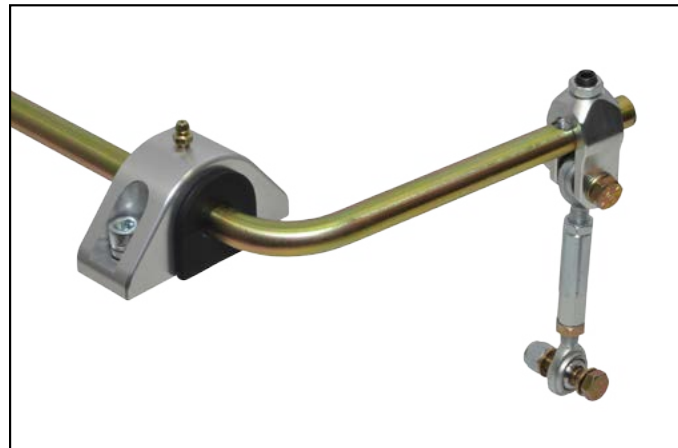
**TCP PHS-M10** - Driver-Side Spring Plate

# Sliding-Link Adjustable Anti-Roll Bar



The sliding-link anti-roll bar features a 5/8" -diameter, solid bar with chassis mounts integrated into the panhard bar frame brackets and housing mounts located on the panhard bar leaf spring plates. Billet-aluminum bushing housings feature a grease-zerk fitting, and black-polyurethane bushings with internal grease passages. Our unique sliding-link mechanism, utilizes three distinct indents at each end of the anti-roll-bar lever to create six incremental adjustments. The CNC-machined clevis is locked into each detent by a set screw and jam nut, preventing unintended sliding or twisting of the assembly. Links consist of 3/8" rod-ends, allowing the anti-roll bar to be precisely set to a neutral, non-preload condition.


**Note:** Panhard bar and driver-side spring plate are required for installation of this product.



TCP PHA-M10 - Anti-Roll Bar

## Pricing

(Click line item for price information.)

E-Store Category	E-Store Item	Item Description
	TCP PHL-M10	Panhard Bar System for 1964-73 Mustang / Cougar
	TCP PHS-M10	Driver-Side Leaf-Spring Plate
	TCP PHA-M10	Sliding-Link Anti-Roll Bar

All prices subject to change. Current pricing available at [www.totalcontrolproducts.com](http://www.totalcontrolproducts.com).



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