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OEM- and Granada-Style Direct-Replacement Disc Brake Spindles for Early Mustangs and Classic Fords

TCP SPND-02	Spindle Hardware

Large-Bearing Ford Spindles

TCP now offers direct replacement disc-brake spindles for early Mustangs and other classic Fords. Spindles are manufactured using modern steel alloys with improved durability and strength over the original OEM pieces. We offer two types of spindles each with silver powder coat finished for long lasting, quality appearance.

1970-73 OEM-Style Disc Brake Spindles

New manufactured spindle shares Ford's identical geometry, and can be used with 70-73 OEM disc brakes or aftermarket brakes. Installation with other 1960's and 70's Ford/Mercury vehicles requires '70-73 outer tie rod. Mix-matched tie-rod and bump-steer conversion sets are available to complete your installation.

TCP SPND-01	OEM-Style 70-73 Mustang Disc Brake Spindles (pair)

1970-1973 Granada-Style Disc Brake Spindles

As an improvement over the OEM Mustang spindle, this specialized spindle design takes advantage of the larger Granada outer-tie-rod taper to increase durability and reliability. For use with Mustangs and many 1960's and 70's Ford/Mercury vehicles. Granada tie-rod and bump-steer conversion sets are available to complete your installation.

TCP SPND-04	Granada-Style 70-73 Mustang Disc Brake Spindles (pair)

Design/Construction

Spindles are created from modern steel alloys, then finish machined for consistent geometry and mounting positions. The overall design is based on Ford's proven '70-'73 disc brake spindle, known for it's stouter, flowing design with minimized stress concentration areas. The later disc brake spindle style was chosen for its preferable caliper mounting arrangement and large bearing size. In addition to the strength of the reinforced areas around the caliper mounting bosses, the caliper bracket also acts as a diagonal brace, triangulating the spindle assembly. We offer aftermarket disc brake systems to best utilize this mounting configuration.

Installation/Compatibility

The spindle can be used with most compact and intermediate sized 60's and 70's Ford/Mercury vehicles due to common upper and lower balljoint tapers and spindle height. However, the larger spindle pin and outer tie rod taper, redesigned axle flange, and caliper mounts require brake system upgrades for earlier vehicles. OEM disc brakes from '68-'73, with upright-to-steering arm caliper bracket, can be used. (Granada-style spindle modification required) OEM hubs from '68-'69 must change to '70-'73 wheel bearings, with larger 1.377" and .865" bore sizes. The use of '70-'73 Mustang or '75-80 Granada outer tie-rods or bumpsteer kit is required. Six-cylinder tie-rod adjusting sleeves prior to 1965, measuring .500" OD (1/2-20), must convert to TCP rack and pinion or OEM V8 steering systems with .688" OD (11/16-18) sleeves.
(See applications chart for specific listings.)

Applications

Model	Year	Installation Requirement
Comet	1960-1977	**Balljoints:** Factory or aftermarket interchangeable upper and lower balljoints. Direct bolt-on for all applications listed. **Outer Tie-Rods:** Requires TCP Bumpsteer Kit (TCP TIER-13) or 1970-1973 Mustang outer tie-rod (MOOG ES387R) **Brake Options:** **Aftermarket** (Wilwood): 13" Performance (WW 140-9189), 11-3/4" Street (WW 140-9054) **OEM** (Disc): Cougar 68-73, Comet 68-71, Fairlane 68-70, Falcon 68-70, Montego 68-71, Mustang 68-73, Torino 71 (68-69 hubs must change to 70-73 wheel bearings) **Wheel Bearings:** 1970-1973 Mustang - Large/Inner Bearing: 1.377" bore, Small/Outer Bearing: .865" bore
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	
Comet	1960-1965	**6-cylinder Vehicles:** Must upgrade to TCP Rack & Pinion or OEM V8 steering system.
Falcon	1960-1965	
Mustang	1964-1966	
Ranchero	1960-1965	

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

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