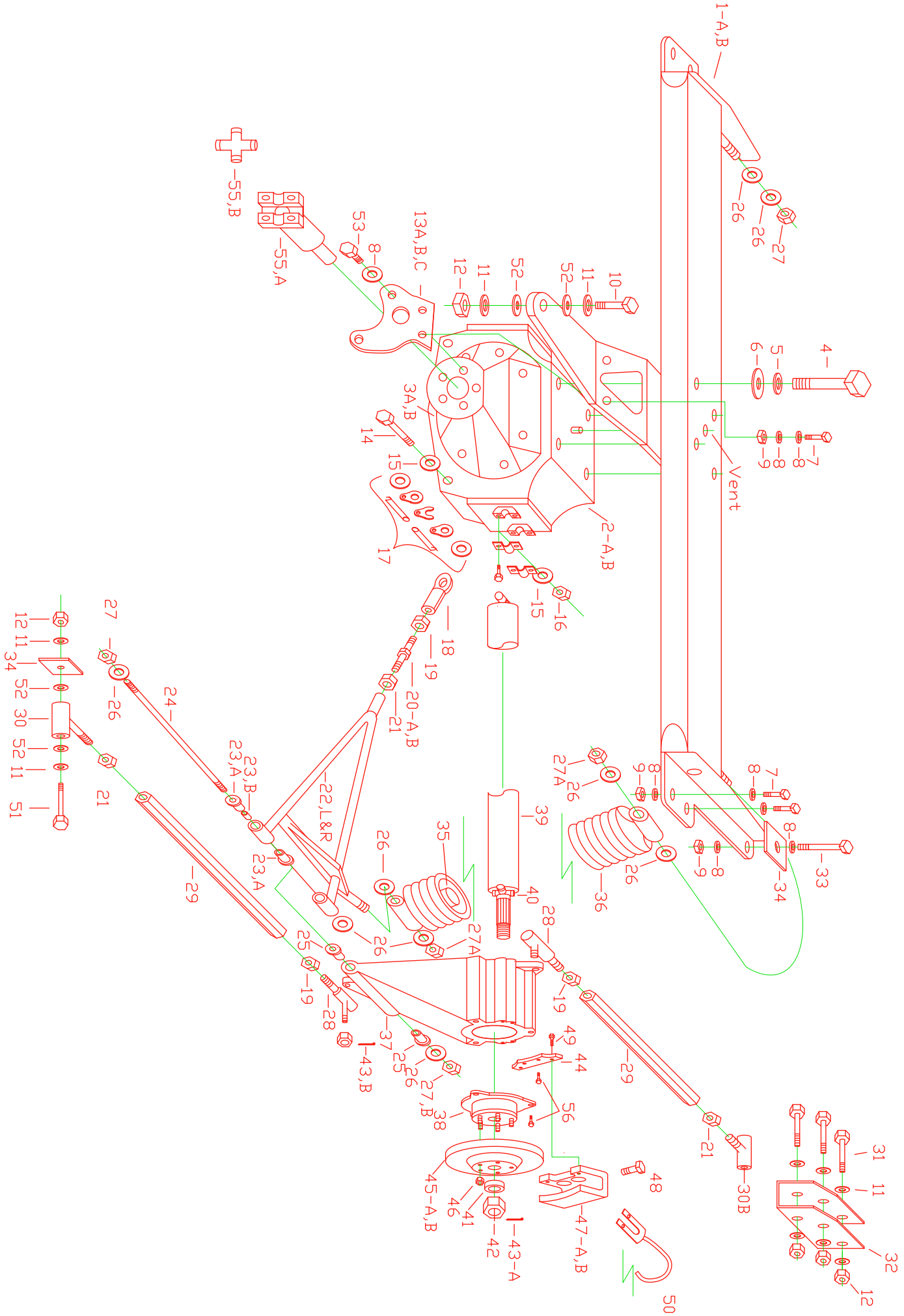


ALL HARDWARE GRADE 8

1 a	T-5 cross member	
b	cast aluminum on late model	
2 a	Dutchman brand alum. Housing	
b	8.8 Ford optional	
3 a	Strange Eng. Ford 9 inch	
b	8.8 Ford optional	
4	5/8 X 4 NC drilled	4
5	5/8 SAE	4
6	5/8 USS	12
7	3/8 x 1 NC	6
8	3/8 SAE flat	18
9	3/8 NC nylock	8
10	½ x 2 NC	1
11	½ USS	18
12	½ NC nylock	9
13	ABC pinion support	1
14	¾ x 5 NC	2
15	¾ USS	8
16	¾ nylock	2
17	toe shim & pin pkg. incl. 4 - ¾ USS washers	1
18	¾ x ¾ female L.H. heim	2
19	¾ L.H. jam nut	6
20 ab	¾ double adjuster	2
21	¾ R.H. jam nut	6
22	tubular A arms L & R	1ea.
23 a	poly bushings	8
b	steel sleeve	4
24	5/8 x 10 ground rod threaded both ends	2
25	5/8 I.D. bronze bushing	4
26	5/8 USS flat	12
27 a	5/8 NC R.H. nylock	8
27b	5/8 NF R.H. castle	4
28	¾ tie rod end L.H. #PCH-PES2848LT	4
29	16" control rod thread L&R	4
30a	¾ thd. x ½ hole strt. ends	2
30b	¾ thd. x ½ hole 10 deg. ends	2
31	½ x 3 ½ NC	6
32	2 x 4 sleeve	2
33	3/8 x 4 ½ NC	2
34	3 x 3 x ¼ reinforcement	4

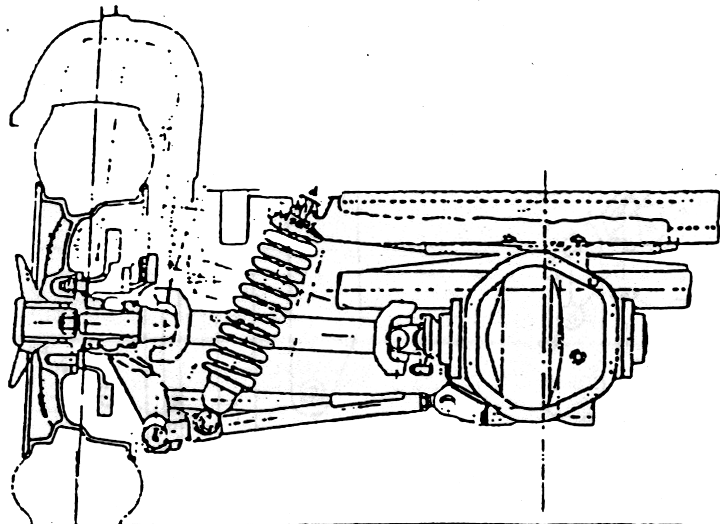
35	Carrera 12 in.adj. shocks 721-4855 ultra ride	2
36	10 in. 300 lb springs 255-10-300 chrome	2
37	steel hub carrier L & R	2
38	bearing/flange Timken #513059	2
39	steel shaft male 33 spline Spicer # 46901	2
40	U-joint Neapco #1-0105	2
41	1 ½ in. special flat washer	2
42	1 ½ nut Spicer #46085	2
43a	cotter pin	2
44	brake adapter w/ special bolts	2
45a	Ford design rotor #RAR-680318 stock Ford on late model	2
45b	modified Raybestos 96613 rotor on early model	2
46	lugs Dorman #610-126	10
47	GM calipers RAL-RC10459 RAL-RC 10460	1
	Stock Ford on late model..other designs & sizes avail. incl. Baer calipers & rotors	
48	GM barrel bolt #10286122	2
49	metric 12mmx1.75 thd.x 25 mm use hi-temp Loctite to assemble	4
50	optional Lokar E-brake cable	1
51	½ x 6 ½ NC	2
52	1 ½ x ½ x 1/16 poly washers use as required	16
53	3/8 x 1 ½ NF	2
54	optional powder coat	
55	Ford 9 inch or Ford 8.8 to Mustang drive shaft U joint	
56	½ X 1 NC allen head use hi temp Loctite	10

rev 01/15/09



Built by Ford (code named T-5) and tested by Carroll Shelby in 1964, the T-5 was to be the ultimate suspension option, but it never saw production. This I.R.S. was a bolt-in option with rear disc brakes, coil-over shocks and knock-off wheels. Based on a Jaguar center section (Dana 44) it was to be Ford's secret weapon. Unfortunately, the T-5 project died because it cost a few dollars more than the solid axle.

After years of searching, CTM Engineering has found the blue prints, original parts and after 24 months of design testing...

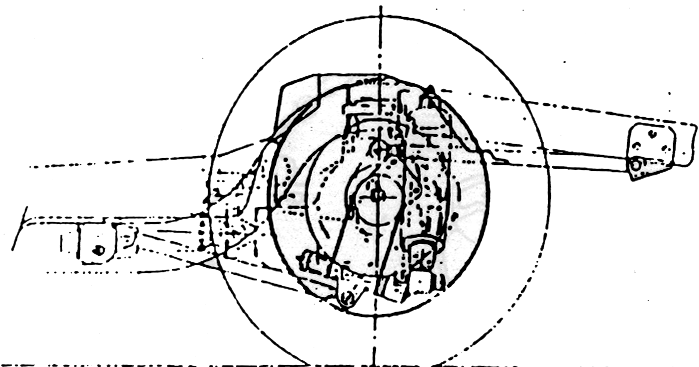


THE T-5 IS BACK AND READY FOR YOUR MUSTANG

In cooperation with the original designers and testers, CTM Engineering is offering this bolt in kit

Great handling, a modern ride and superior braking are all designed into the T-5 suspension.

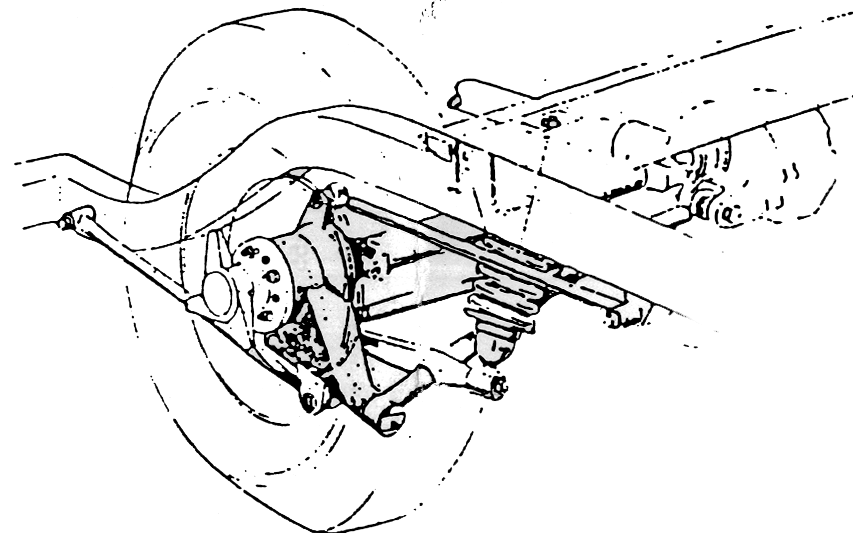
What Ford's Mustang should have been now can be yours.



ANNOUNCING



A FACTORY DESIGNED INDEPENDENT REAR SUSPENSION FOR 64 1/2-73 MUSTANGS



THE T-5 INDEPENDENT REAR SUSPENSION IS AVAILABLE IN THREE KITS:

BASIC

Includes all items unique to the T-5 I.R.S. such as coil-over shocks, hub carriers, control arms and new cross members.

DELUXE KIT

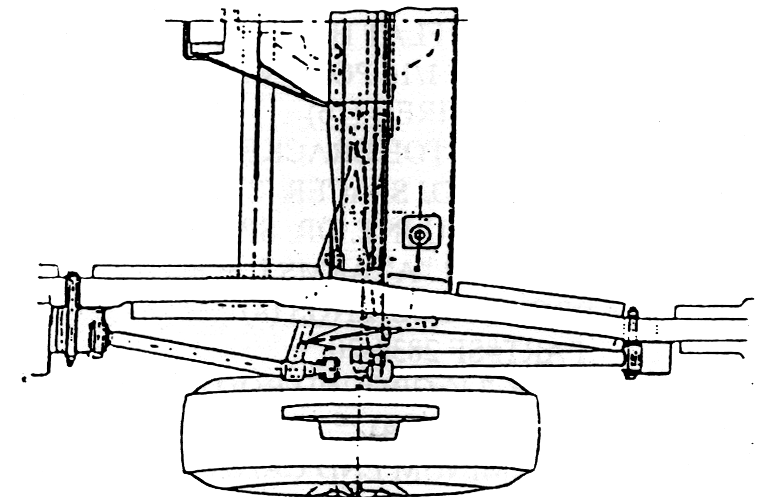
Includes CTM basic kit plus Ford brake discs.

PREMIUM

Includes CTM basic and deluxe kits, plus all the nuts, bolts and misc. hardware to make this a true bolt-in operation.

INFORMATIONAL & INSTRUCTIONAL VIDEO

Find out the complete history of the T-5 independent rear suspension and see what it can do for your Mustang.



FOR YOUR VIDEO OR KIT CALL:

CTM ENGINEERING

617 West 1900 North
Farmington, Utah 84025

801 725 7664 www.mustangirs.com

ORIGINALLY
DRAWN BY

CAA

ORIGINALLY
COMPLETED

11-14-63

ORIGINALLY
CHECKED

11-15-63

DO
NOT
SCALE

MATERIAL

SAE 1038 STEEL OR
SAE 1041 STEEL

NAME

T-5 INDEPENDENT
REAR SUSPENSION

NO.

IXRR-63T5