READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.
CALL TOTAL CONTROL PRODUCTS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

INSTALLATION GUIDE

TCP ISFT-11

Intermediate Shaft Set
For use with TCP Frame Clip Power Rack-&-Pinion and 3/4”-DD Steering Column Shaft (high misalignment)

Description:
Intermediate shaft set 16.8mm-DD x 3/4-DD x 18” high misalignment

Applications:
Fits ‘64-70 Mustang/Cougar with TCP frame clip power rack and pinion and 3/4”-DD column shaft.

PARTS LIST

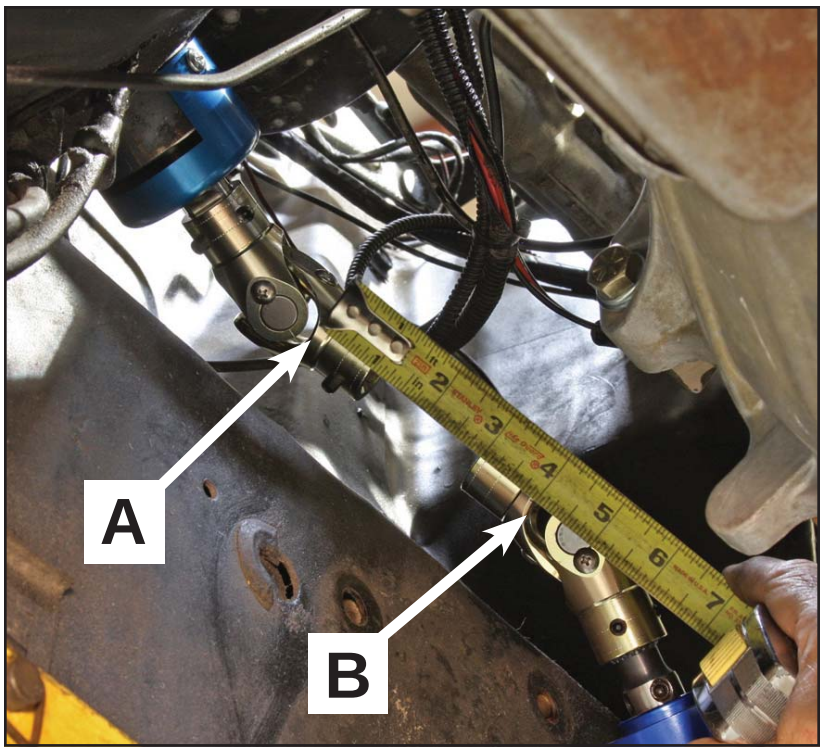
TCP ISFT-11 - Intermediate Shaft Kit 18” Long Shaft

Qty	Part Number	Description
1	204-024-017.900	Shaft 3/4-DD x 18” long clear zinc plated
1	3128-SNP-4945	U-joint 16.8mm-DD x 3/4-DD, 35 degree
1	3128-SNP-4949	U-joint 3/4-DD x 3/4-DD, 35 degree

INSTRUCTIONS

NOTE: The following images where shot using a different rack and pinion system for 1965-70 Mustangs. The installation procedure is identical.

1. To proceed, the instructions for the steering column must be completed and the rack and pinion bolted in place.
2. Place the 16.8mm-DD universal joint onto the pinion shaft at the rack. One inch of shaft engagement is required.
3. Temporarily tighten the setscrews just enough to hold the U-joint in place.
4. Place the 3/4”-DD universal joint onto the exposed steering shaft extending from the column.
5. One inch of shaft engagement is required.
6. Temporarily tighten the setscrews just enough to hold the u-joint in place.
7. Angle the U-joints toward each other.
8. Measure the distance from point “A” to point “B” as shown in the photo. This is your “cut to” length.
9. We recommend adding 1/4” to the measured length if you are unsure of the correct fit. The shaft can then be shortened after test fitting.
10. Place supplied intermediate steering shaft into a vise and cut square to the determined length.
11. File to remove any sharp edges.
12. Paint the cut end of the shaft to protect against rust.



13. Loosen the set screws on the two U-joints and slide them as far apart as they will go.
14. Insert the shaft into the upper U-joint.

15. Insert the shaft into the lower U-joint.
16. Slide the U-joints into position on the rack and the column before tightening the set screws.

17. Move the steering wheel through its complete travel. There should be any binding. If bind is detected in the steering wheel you may need to shorten the 3/4-DD shaft until the steering moves freely.
18. With the shaft now at the correct length, remove each set screw one at a time to drill a shallow 5/16”-diamemter landing recess into each shaft. Use each U-joint as a drill jig.
19. Reinstall and tighten each set screw after debris has been cleared from hole.

WARRANTY NOTICE:
There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY**. The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH**.

Total Control Products
A Chris Alston's Chassisworks, Inc. Brand
8661 Younger Creek Drive
Sacramento, CA 95828
Phone: 916-388-0288
Technical Support: tcptech@cachassisworks.com