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 LCA-04
Lower Control Arms

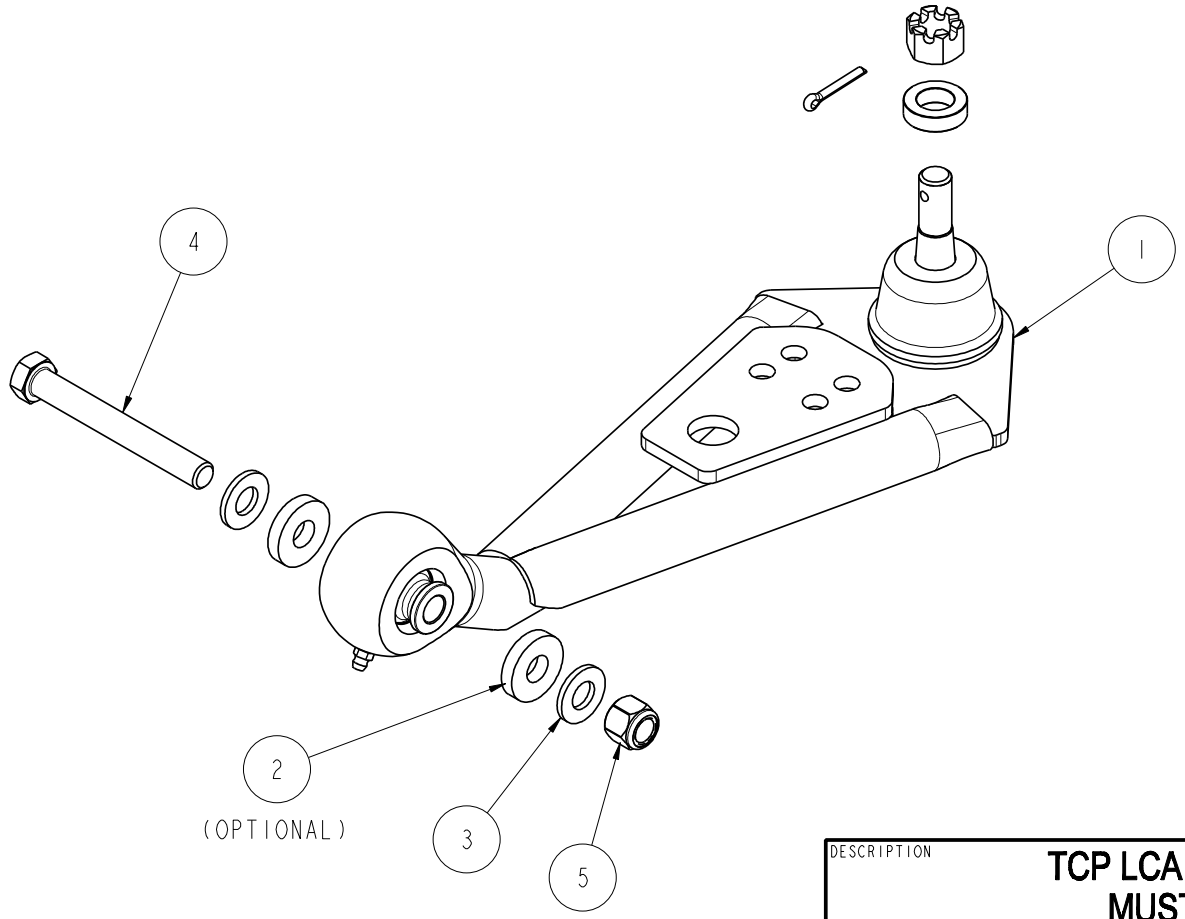
Description: Direct replacement lower control arms for use with OEM or TCP strut rods.

Applications: Comet ‘60-65, Cyclone ‘64-65, Falcon ‘60-65, Mustang ‘64-66, Ranchero ‘60-65

Note: Must upgrade to V8 spindle.

FITS:
COMET 60-65
CYCLONE 64-65
FALCON 60-65
MUSTANG 64-66
RANCHERO 60-65

ITEM	QTY	PART NO.	DESCRIPTION
1	1	7904-073	CONTROL ARM ASSEMBLY LOWER 13 1/4, 4-HOLE, 2nd DESIGN
2	2	7900-078	SPACER Ø.51 x Ø1.25 x .25 THICK
3	2	3120-050S-Y	FLAT WASHER, 1/2 SAE, HARDENED
4	1	3100-050C4.00Y	HEX BOLT, GRADE 8 1/2-13 x 4
5	1	3101-050-13C	LOCKNUT 1/2-13 NYLON INSERT PLATED



DESCRIPTION

TCP LCA 13-1/4" 4-HOLE
MUSTANG 64-66

Chris Alston's CHASSISWORKS INC.
8661 YOUNGER CREEK DRIVE
SACRAMENTO, CA 95828
(916) 388-0288 FAX 388-0295

PART NO.
TCP LCA-04

7/22/05 | DWG: 7903-LCA-04

PARTS LIST

TCP LCA-04-SVH - Lower Control Arms, 13.25” 4-Hole

Qty	Part Number	Description
2	7904-073-SVH	Lower control arm assembly, 13.25”
1	7918-019	Hardware bag

7918-019 - Hardware Bag

Qty	Part Number	Description
2	3100-050C4.00Y	Bolt 1/2-13 x 4” hex head cap screw
2	3101-050-13C	Locknut 1/2-13, nylon lock, plated
2	3120-050S-Y	Washer 1/2” flat SAE, hardened

INSTRUCTIONS

Remove OEM Components

1. Raise the front end of the car and secure with jack stands. Wheels must not be in contact with the ground.
2. Remove wheels, making note of which side of vehicle they were removed from.
3. Unbolt the anti-roll bar from the lower control arm.
4. Remove the cotter pin and castle nut from the lower-balljoint stud.
5. Using a pickle fork or similar tool, separate the lower balljoint from the spindle. A large hammer can also be used to strike upright near balljoint and unseat the balljoint stud.

6. Unbolt the strut rod from the lower control arm.

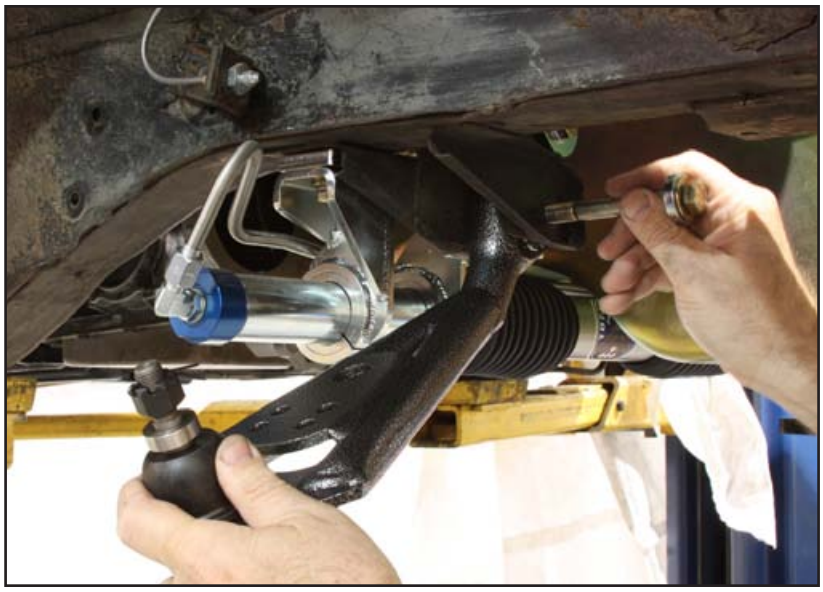
7. Unbolt the lower control arm from the frame mounting point.

Chassis Inspection

8. Clean the area to remove any grease or dirt so the metal and welds are clearly visible.
9. Look for cracks along the welds or tearing of the mounts in any way. If there is any damage present, repairs will have to be made before proceeding.

10. Install the TCP lower arm and secure using the 1/2” bolt and flat washer. The bolt should be inserted from the front side of the control arm mount.

The additional 1/4”-thick spacer below the bolt head is for installation with the TCP Rack and Pinion and is not required for installation with factory steering systems.



11. Tighten hardware to 65 lb-ft.

12. Loosely bolt the strut rod to lower control arm using the socket-head screws, flat washers, and locknuts.

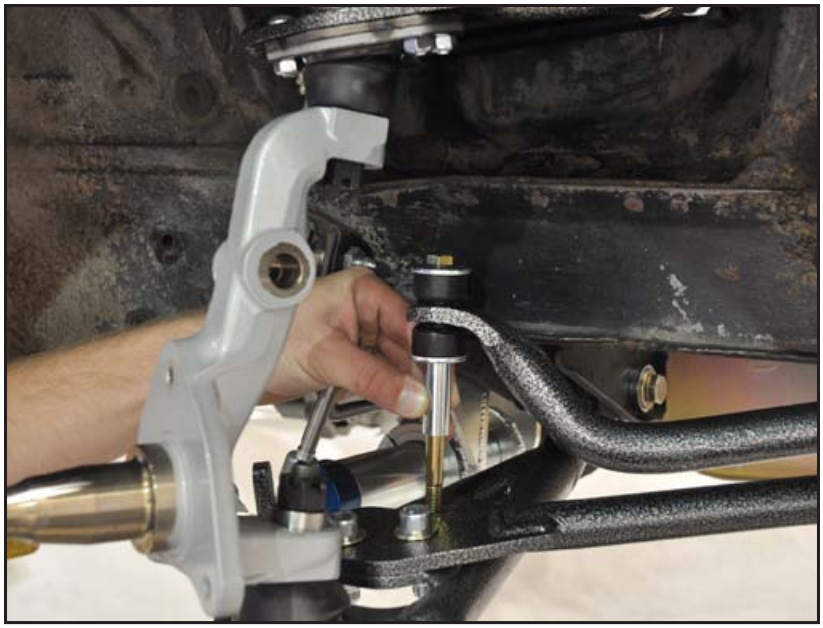
13. Remove cotter pin, castle nut, and spacer from balljoint stud, and then insert balljoint stud into tapered seat of the spindle. The stud should seat firmly with no looseness or rocking.
14. Place the spacer over the stud followed by the castle nut.

15. Tighten the castle nut to 60 lb-ft., and check the alignment with the cotter pin hole. Tighten the castle nut until the cotter pin can be inserted through the slots and the hole in the ball joint stud. Do not exceed 75 lb-ft.

    DO NOT LOOSEN THE CASTLE NUT TO ALIGN THE COTTER PIN.

16. Insert the cotter pin and bend the ends over flat against the threads.
17. If using TCP adjustable strut rod, see strut rod installation guide for information regarding initial adjustment.
18. Once the strut rod length has been adjusted, the socket head screws can be torqued to 60 lb-ft.

19. Install the anti-roll-bar end-link assembly.
20. Check all mounting hardware.



Torque Specifications

Fastener Description	Location	Torque Value
Hex Head Cap Screw, 1/2-13 x 4-1/2	Pivot Assembly to Frame Mount	65 lb-ft.
Lower Balljoint Castle Nut	Balljoint to Lower Spindle	60-75 lb-ft.
Hex Head Cap Screw, 7/16-14 x 1-1/2	Strut Rod Adapter Plate to Lower Control Arm	60 lb-ft.

Alignment

The vehicle must be professionally inspected and aligned prior to regular use.
If a trailer is not available, your alignment will need to be somewhat close to final specs in order to safely drive your vehicle to the alignment shop. Visually determine if the front wheels look straight. They should not appear to “toe” (left to right) -in or -out. The outside of the wheels should be very close to vertical. A few degrees of negative camber (leaning in) is acceptable.

	Street Performance		Road Course		Drag Strip	
	Manual	Power	Manual	Power	Manual	Power
Caster	2-1/2° to 3° pos.	3-1/2° to 4° pos.	2-1/2° to 3° pos	3-1/2° to 4° pos	4° to 6° pos	4° to 6° pos
Camber	0° to 1/2° neg	0° to 1/2° neg	1-1/2° to 2° neg	1-1/2° to 2° neg	0°	0°
Toe (total)	1/16” to 1/8” in	1/16” to 1/8” in	1/16” out to 1/16” in	1/16” out to 1/16” in	1/16” to 1/8” in	1/16” to 1/8” in

Our recommended alignment specs serve as a starting point for your particular application. Installed components, driver preference, and specific application will have a great affect on the correct settings for your vehicle.

WARRANTY NOTICE:
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