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 TWRB-01
Tower Export Brace
64-70 Mustang/Cougar

Description: Tower export brace includes firewall mount, shock tower mounts, and adjustable aluminum rods with rod ends.

Applications: 1964-70 Mustang and 1967-70 Cougar

Note: Product will not fit late model fuel injection plenum.

PARTS LIST

TCP TWRB-01 - Tower Export Brace 1964-70 Mustang

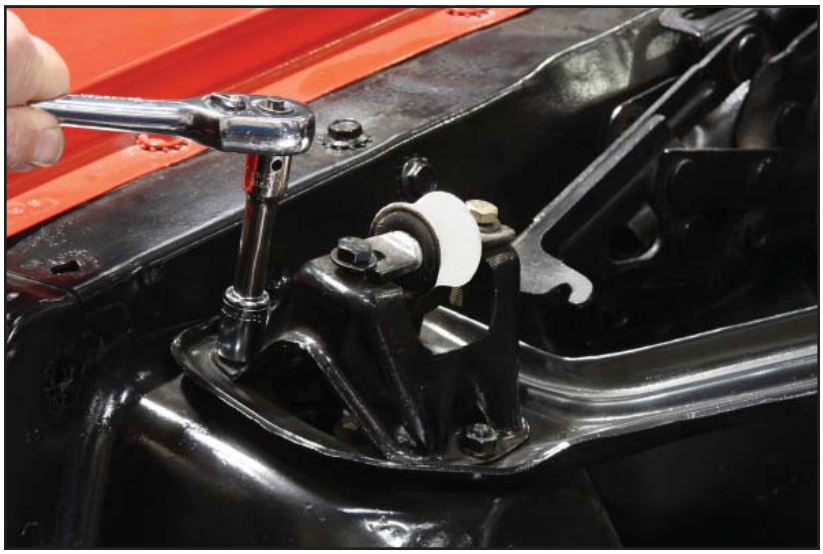
Qty	Part Number	Description
1	7907-001	Export Brace Firewall Bracket 9.56” Long
2	7907-002	Export Brace Shock Tower Plate
1	7907-006	Export Brace Firewall Bracket Support 9.56” Long
2	7907-38-13.25-S	Radius Rod 3/8 Thread x 13.25” Long Aluminum Satin Finish
1	7918-025	Hardware Bag

7918-025 - Hardware Bag

Qty	Part Number	Description
11	3101-038-16C	Locknut 3/8-16 Nylon Insert
2	3102-038-24LY	Jam Nut 3/8-24 LH, yellow zinc plated
2	3102-038-24RC	Jam Nut 3/8-24 RH, clear zinc plated
4	3104-038-C1.00C	3/8-16 x 1” Button Head Cap Screw
5	3104-038C1.25C	3/8-16 x 1-1/4” Button Head Cap Screw
2	3104-038C1.75C	3/8-16 x 1-3/4” Button Head Cap Screw
2	3111-038x038-L	Rod End LH 3/8 thread x 3/8 Bore x 1/2 ball width
2	3111-038x038-R	Rod End RH 3/8 thread x 3/8 Bore x 1/2 ball width
14	3157-038S-C	Washer 3/8 Flat SAE
2	7907-007	Export Brace Tapered Spacer

INSTRUCTIONS

1. Remove the two bolts at the shock crossbar and the three nuts holding the factory shock mount.



2. Remove the shock mount from the shock tower.

3. Unbolt the factory export brace from the firewall. Some OEM braces may be spot welded to the firewall lip. The spot welds will have to be ground or drilled out to remove the brace.

4. The factory brace can now be removed.
5. Any clean up work or painting in the areas from which the brace was removed must be done at this time.

6. Bolt the firewall bracket to the firewall lip using the existing mounting holes. Secure with 3/8-16 x 1” button head cap screw, two flat washers and locknuts (4x). Bolts should only be snug to allow the bracket to shift with light force.

7. Using a 3/8” bit, drill through the firewall, using the aluminum bracket as a drill jig.

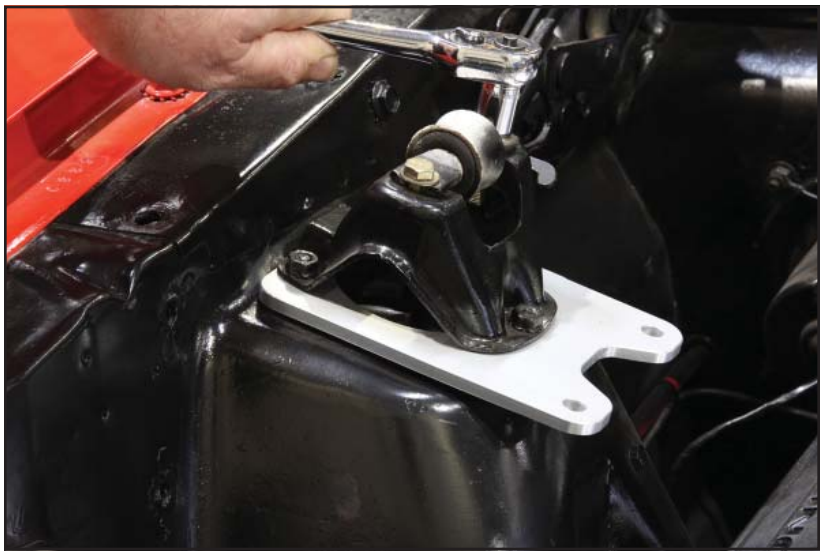
   IMPORTANT: Before drilling, make sure the area behind the hole location is clear of any wiring or insulation. Any obstructions will need to be temporarily moved to complete installation.

8. Secure with 3/8-16 x 1-1/4” button heads, two flat washers and locknuts (3x). You will need someone on the other side of the firewall to help.

IMAGE: Insulation normally runs up to the top of the firewall and ends at the sheet metal seam. The insulation can be easily pulled down to install the support plate, flat washers, and locknuts.

9. Use flat washers under the bolt head and locknut.
10. Tighten the three bolts that go through the firewall to 30 lb-ft.
11. Tighten the four bolts at the firewall lip to 30 lb-ft.

12. Place the aluminum shock tower plate over the shock and onto the OEM bolts.
13. Place the factory upper shock mount on top of the aluminum shock tower plate.



14. Use OEM hardware to secure the shock mount and shock crossbar.
15. Repeat procedure for opposite side of vehicle.

16. Thread the jam nuts onto the rod ends. The yellow zinc jam nut indicates left-hand threads.

17. Apply a small amount of anti-seize to the threads of each rod end and thread them into the radius rods. The knurled end of radius rod indicates left-hand threads.

18. Leave jam nuts loose.

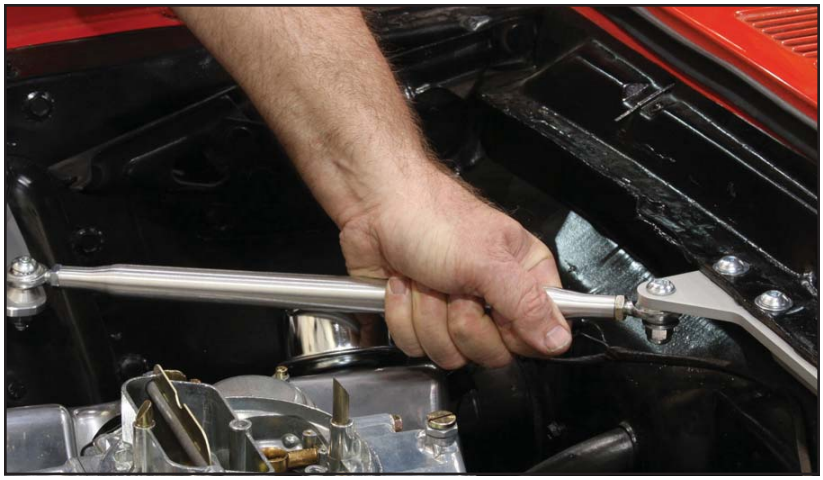
19. Bolt the radius rod assemblies to the firewall bracket using the 3/8-16 x 1-1/4” button head and locknut (2x). The rod end mounts below the bracket. Tighten to 30 lb-ft.

    NOTE: The knurled end of each radius rod should be closest to the firewall.

20. To line up the rod end at the shock tower, hold the loose rod and and turn the radius rod to adjust the length. Keep the thread engagement of each rod end equal.

21. Place the tapered spacer on the shock tower plate between the rod end and the plate. Secure with 3/8-16 x 1-3/4” button head and locknut (2x). Tighten to 30 lb-ft.

22. After both rod ends have been mounted, adjust the rod end so that it is not preloaded and can rotate freely.



23. Tighten the jam nuts to 30 lb-ft.

24. Installation is complete.

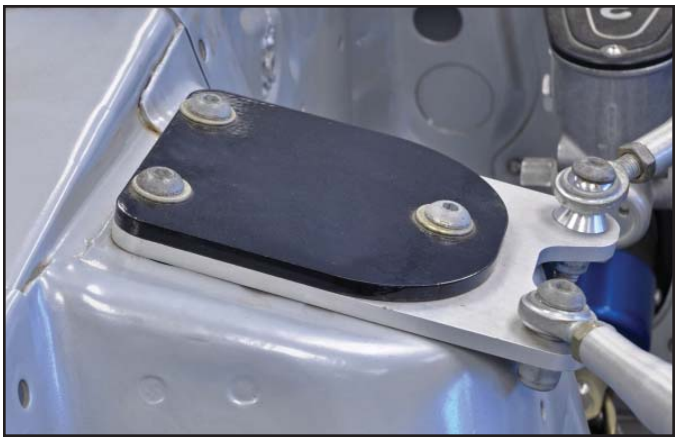
Ride-Height Variation (Coil-Over Only):

The TCP tower-brace plate can be used with either of the two styles of coil-over suspensions from TCP; bolt-on coil-over or full coil-over conversion. In each style of suspension, the top shock mount directly affects the ride-height.

Placing the **coil-over mount BELOW** the tower-brace plate is the standard ride-height position.

Placing the **coil-over mount ABOVE** the tower-brace plate lowers the ride height approximately 1/2”.

Bolt-On Coil-Over mounted BELOW - standard ride height



Full Coil-Over mounted ABOVE - lowered ride height

Full Coil-Over mounted BELOW - standard ride-height

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