

Install a TCP Export Brace

STIFFEN UP YOUR MUSTANG'S **FRONT END** WITH THIS ADJUSTABLE SYSTEM FROM TOTAL CONTROL PRODUCTS

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By the very nature of their unitized construction, classic Mustang bodies are pretty solid as grocery getters and weekend cruisers. However,

when we put them to the test with hard driving, vintage Mustangs struggle with design weaknesses. The shock towers need all the structural support they can get, which is why

Ford installed export braces on Mustangs headed for rough roads outside the United States. Carroll Shelby understood the benefits of export braces and installed them on his





1 Because Project Reclaim has already been fitted with a TCP coilover front suspension, we're going to have to remove the shocks to install our TCP export brace. Billet brackets sit on top of TCP shock brackets. Allen screws retain the export brace brackets along with locknuts underneath.



2 The billet firewall bracket is next, with screws kept loose until installation is complete. Keeping them loose allows for adjustment when it's time to drill the firewall.



5 Underneath, this support bracket should be installed as shown. Once it is secure, the top bolt holes are drilled, first as 1/8-inch pilot holes, then the full 3/8-inch.



3 Monte Carlo bar installation calls for close attention to detail because it must be spot on. Because inner fender aprons can vary in how they were stamped, especially reproductions, bracket positioning can get tricky.



6 Follow the same procedure on the left-hand side, with the Monte Carlo bar bracket located with the forward bolt hole at approximately 10 1/2 inches from the trailing edge of the radiator support.



4 On the right-hand side, you want the Monte Carlo bar bracket parallel with the top of the battery apron with the front bolt hole around 10 1/2 inches from the trailing edge of the radiator support. Bracket should be approximately 1/8 to 3/16 inch below the top of the apron.



7 Perform a test fit before drilling holes for the left side Monte Carlo bar bracket. Make sure your bar will be dead straight end to end.

GT350s and GT500s as an important factory mod.

While a factory export brace serves to firm up Mustang front ends, it doesn't always fit today's vintage Mustangs, especially those that have been wrecked. That's one reason companies like Total Control Products started making fully adjustable 6061-T6 aluminum export braces for classic Mustangs and other Fords.

TCP offers a couple of options depending upon budget. The Tower

Export Brace, an adjustable brace that ties shock towers and firewall, is quite affordable at \$198 suggested retail plus shipping. Take it a step further with the Monte Carlo Bar for \$149. You can tie it all together with the Truss Brace kit for \$139. On Project Reclaim from Mustangs Plus and The Restomod Shop, we're installing all of these components as the Assembled System for \$459. With the Assembled System, you get the complete package for unequalled front-end strength.





8 Drill a pilot hole first as a guide, then drill $\frac{3}{8}$ -inch holes.



9 Bolts are installed next along with the support bracket underneath.



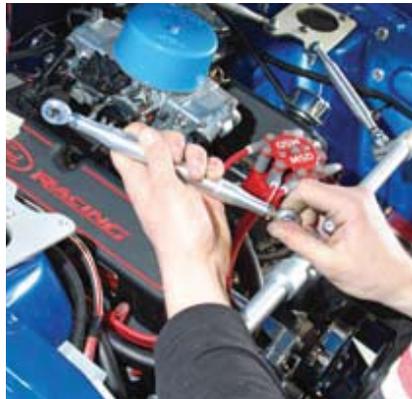
10 Using the underside support bracket as a guide (pilot holes drilled first from underneath), $\frac{3}{8}$ -inch bolt holes are drilled next from the top.



11 After screwing in the Heim joints, the Monte Carlo bar can be installed. Adjust Heim joints for stiffness, but don't overdo it. Lock down the stop nuts.



12 Here's the final installation of the Monte Carlo bar.



13 Truss braces are next, which do not get spacers at the shock towers. The Heim joint is flush with the shock tower.



14 The firewall brace is set up like this, with the reinforcement plate located behind the firewall.



15 Installation of the firewall brace is performed by feel with one person inside underdash and someone on the engine compartment side to run bolts. The reinforcement plate offers firewall rigidity and solid structural integrity.



16 The truss braces can be tightened at this time. Note the correct location of the shock tower brace spacer. The spacer goes between the shock tower Heim joint and bracket, not between the truss brace and bracket. This is an easy mistake to make.



17 The TCP export brace and Monte Carlo bar improves Project Reclaim's structural integrity and looks sharp. What's more, it is fully adjustable. 

Sources

MUSTANGS PLUS
800/999-4289
www.mustangplus.com

TOTAL CONTROL PRODUCTS
888/388-0298
www.totalcontrolproducts.com