

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-03 Tower Truss Support Brace



Description: Truss brace secures shock towers to fender brace straight aluminum tube; includes radius rods; rod ends; & tube clamps.

Applications: Comet '60-'65, Cougar '67-'70, Cyclone '64-'65, Falcon '60-'65, Mustang '64-'70, Ranchero '60-'65; Requires installation of tower export brace (TCP TWRB-01 OR TCP TWRB-04) and fender Monte Carlo brace (TCP TWRB-02 OR TCP TWRB-05)

PARTS LIST

TCP TWRB-03 Tower Truss Brace

Qty	Part Number	Description
2	7907-003	Truss brace 1" tube clamp
2	7907-38-08.00-S	Radius rod 3/8" thread x 8" long aluminum, satin finish
1	7918-027	Hardware bag

7918-027 - Hardware Bag

Qty	Part Number	Description
8	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
2	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
2	3111-038x038-R	Rod end RH 3/8" thread x 3/8" bore

OPTION: TCP TWRB-06 - Tower Brace Tapered Spacer Set (provides additional engine clearance)

2	3104-0381.75	Button head 3/8-16 x 1-3/4" cap screw
2	7907-007	Export brace tapered spacer

INSTRUCTIONS

Installation of the truss brace clamps requires one end of the Monte Carlo brace to be disassembled.

1. Make note of how many threads are visible before the jam nut, so the radius rod can be reassembled to the same length.
2. Unbolt one end of the Monte Carlo brace from the fender bracket.
3. Loosen the jam nut and unscrew the rod end from the radius rod.



- Slide both tube clamps over the end of the Monte Carlo brace.



- Screw in the rod end to the previous length.



- Bolt the rod end back onto the fender bracket. Tighten to 40 lb-ft.
- Tighten the jam nut.



8. Thread the jam nuts onto the rod ends. The yellow zinc jam nut indicates left-hand thread.
9. Apply a small amount of anti-seize to the rod end threads.
10. Thread the rod ends completely into the radius rods. Knurled end of radius rod indicates left-hand threads. Jam nuts will be tightened after the radius rod assemblies are installed onto the vehicle.



11. Bolt the right-hand threaded end of the radius rod assembly (clear-zinc jam nut end) to the shock tower plate. Use a 3/8-16 x 1" button head bolt and locknut.
12. Tighten to 30 lb-ft.



If you need additional clearance for the valve covers or other accessories the optional TWRB-06 misalignment kit can be installed. Use a 3/8-16 x 1-3/4" button head bolt, supplied in the kit, and locknut.

Tighten to 30 lb-ft.



13. Bolt the opposite end of the rod to the bottom of the tube clamp, using a 3/8-16 x 1-3/4" button head bolt and locknut.



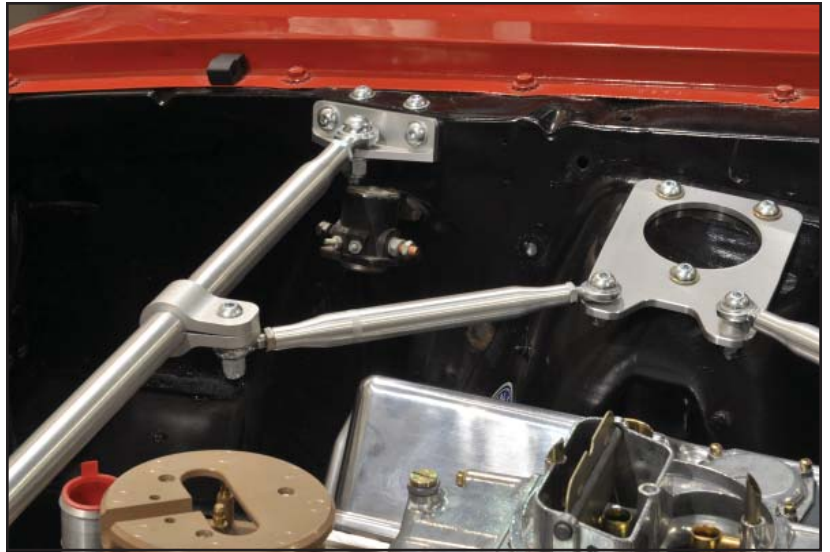
14. Tighten to 30 lb-ft.



15. Tighten jam nuts.
16. Repeat procedure for the opposite side of the vehicle.



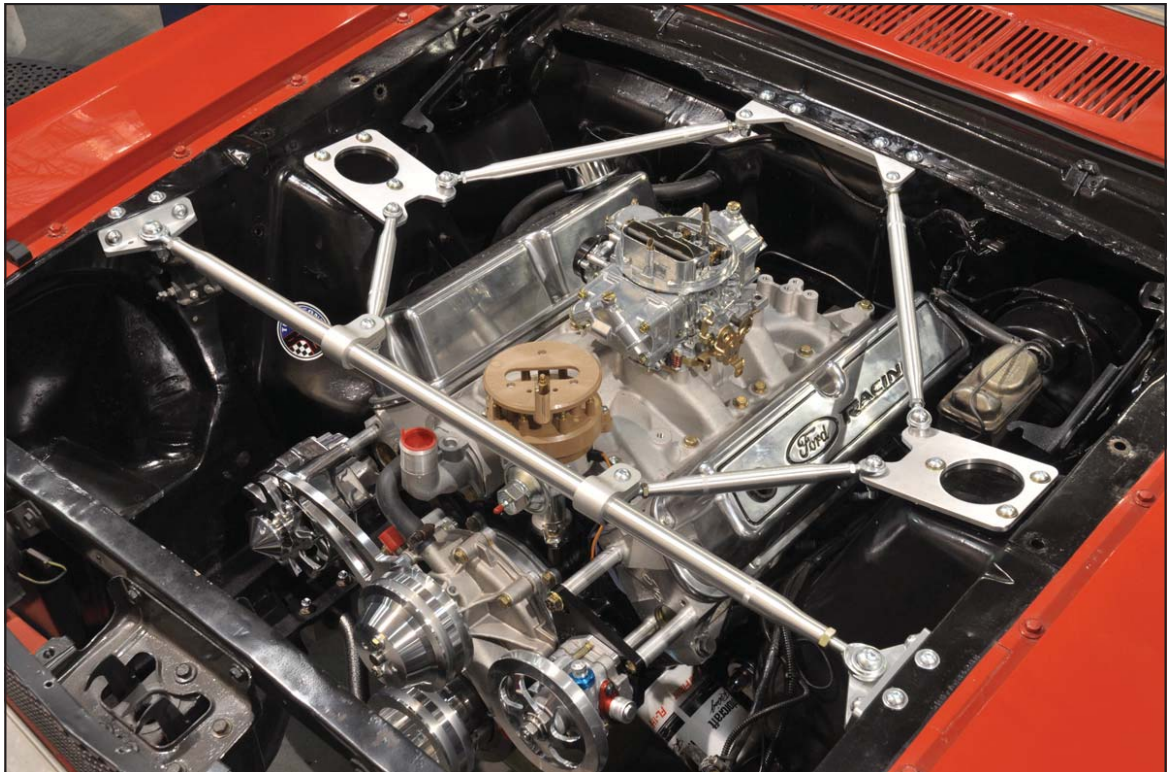
17. The install is complete.



Here the install is complete with the optional misalignment spacer kit TWRB-06.



18. This shows the complete tower brace package installed.



NOTES:

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.**

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