

INSTALLATION GUIDE



Upper Control Arms 01 For 1960-1966 Fords with Stock Style Suspension

P/N: TCP UCA-01

DESCRIPTION: UPPER TUBULAR CONTROL ARM, 3.75" HOLE SPACING, WITH SPRING PERCH TABS

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

NOTE: MUST UPGRADE TO V8 SPINDLE

IMPORTANT: The outer shock tower reinforcement plate and suspension bump stop must be reinstalled prior to operating the vehicle. Worn or damaged suspension bump stops must be replaced. Failure to provide a proper compression-travel suspension stop will cause unwarrantable damage to the shock absorber and possible structural damage to the chassis.

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 product. 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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PARTS LIST

Item	Part Number	Description	Qty
-	7905-017	Upper Assembly 3.75" with Tabs Control Arm	2
-	7918-021	Hardware Bag for TCP UCA-01, TCP UCA-02	1
Z	7905-023	Upper Balljoint, 4-Bolt (Subparts indicated as Items Z-1 through Z-9)	2

7905-017 Arm Assembly (Subparts list)

1	3100-063F1.75Y	Bolt 5/8-18 x 1-3/4" Hex Head Cap Screw	2
2	3108-063L-C	Lock Washer 5/8 Regular	2
3	3112-075X063-R	Rod End RH 3/4 thread x 5/8 Bore x 3/4 ball width	2
4	3120-063S-Y	Washer Hardened 5/8 Flat SAE	2
5	3102-075-16RC	Jam Nut 3/4-16 RH 1-1/8 Hex x .42 Tall	2
6	3102-075-16LC	Jam Nut 3/4-16 LH 1-1/8 Hex x .42 Tall	2
7	7905-001	Pivot Shaft 1" x 1", 1/2" Holes 3.75 Apart	1
8	7905-003	Coupler Male-Female 3/4-16 x 3/4-16 x 3-3/4 Length	2
9	7905-015	Upper Arm Weldment with Tabs	1

7918-021 Hardware Bag (Subparts list)

A	3100-038C1.75Y	Bolt 3/8-16 x 1-3/4" Hex Head Cap Screw	4
B	3100-050C2.50Y	Bolt 1/2-13 x 2-1/2" Hex Head Cap Screw	4
C	3101-038-16C	Locknut 3/8-16 Nylon Insert 9/16 Hex x .45 Tall	4
D	3108-050L-C	Lock Washer 1/2 Regular	4
E	3110-050-13C	Nut 1/2-13 Standard 3/4 Hex x .44 Tall	4
F	3120-038S-Y	Washer Hardened 3/8 Flat SAE	8
G	3120-050S-Y	Washer Hardened 1/2 Flat SAE	8
H	7905-026	Mounting Shim 1/2" Holes 3.75 Apart x .100 Thick	2
J	7905-029	Grease Zerk 1/4-28 x 45°	1

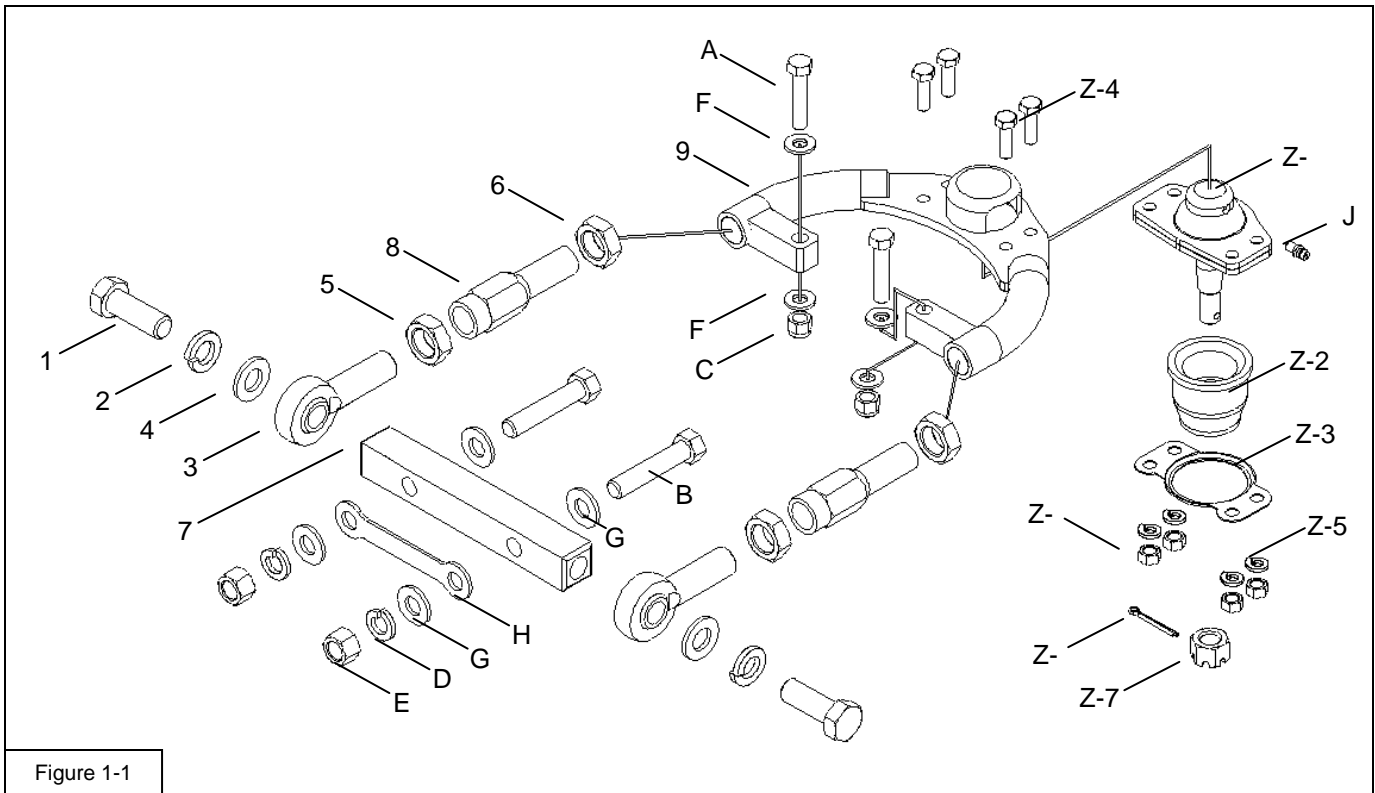


Figure 1-1

INSTRUCTIONS

1. Raise front end of car and secure with jack stands.
 - a. Wheels must not be in contact with ground.
2. Remove wheels, making note of which side of vehicle they were removed from.
3. Unbolt lower shock mount from spring perch (Figure 2-1).
4. Unbolt upper shock mount from shock tower (Figure 2-2).
 - a. If replacing the shock, unbolt shock from upper mount prior to unbolting mount.
5. Remove shock and mount from vehicle (Figure 2-3).



Figure 2-1

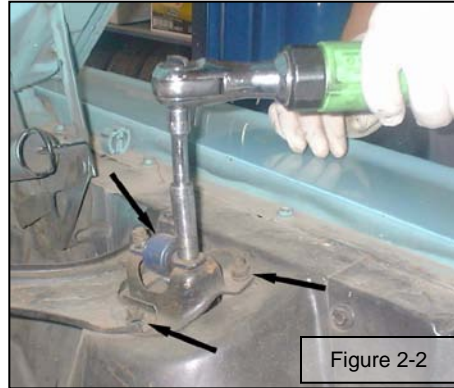


Figure 2-2



Figure 2-3

6. Using a spring compressor, remove the coil spring.
 - a. Follow the tool manufacturer's instructions for proper use of the spring compressor.
7. Unbolt lower spring perch from control arm.
8. Secure lower control arm and spindle assembly.
 - a. Place a jack stand under lower control arm.
 - b. Keep spindle assembly in upright position to prevent damage to brakelines. Heavy wire or tie down straps can be used.
9. Remove cotter pin from upper balljoint.
10. Remove upper balljoint castle nut.
11. Using a pickle fork, separate upper balljoint from spindle.
 - a. A large hammer can also be used to strike upright near balljoint. The jarring force will unseat the balljoint stud.
12. Remove upper arm pivot shaft nuts from engine side of shock tower, and remove upper arm.
13. New holes must be drilled to mount upper arm.
 - a. If TCP Drill Jig was purchased, proceed with instructions #7903-TOOL-01 included with Drill Jig #TCP TOOL-01.
 - b. If performing modification without TCP Drill Jig, drill holes as illustrated (Figure 2-4).
 - i. **.125" offset is toward rear of car for both sides.**

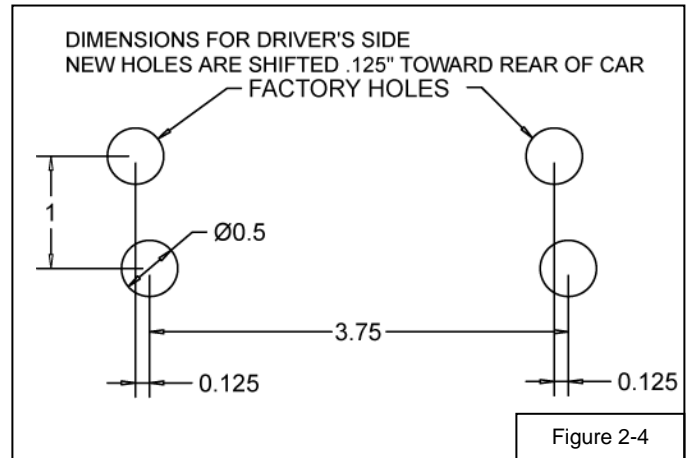


Figure 2-4

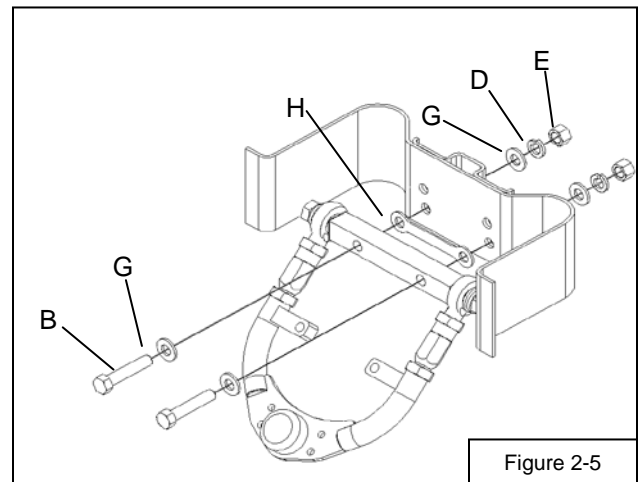
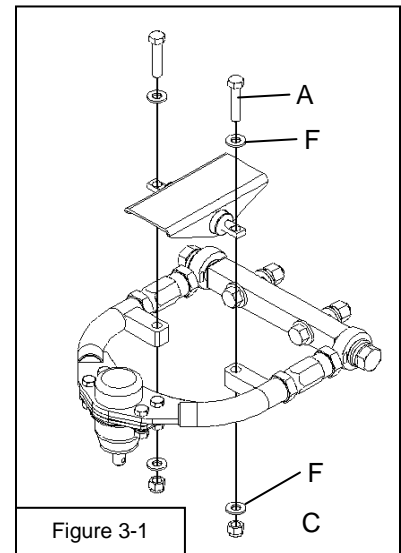


Figure 2-5

Once holes have been drilled proceed with Step 14

14. Bolt upper control arm pivot shaft to shock tower at lowered mounting location (Figure 2-5).
 - a. Mounting shim (Item H) is only needed to compensate for variances in shock tower alignment. It may be necessary to use both on one side or none.

- b. Torque hardware to 95 lb. ft.
15. Install spring perch onto control arm mounting tabs as shown in illustration (Figure 3-1).
 - a. Torque hardware to 25-35 lb. ft.
16. Place upper balljoint stud into spindle upright tapered seat.
 - a. Install castle nut.
 - i. Torque to 75-80 lb. ft.
 - b. Install cotter pin.
 - i. Bend ends in opposite directions so that they wrap around the stud.
17. Check all mounting hardware.
18. Using a spring compressor, reinstall coil spring.
 - a. Follow tool manufacturer's instructions for proper use of spring compressor.
 - b. Make sure spring is correctly positioned at upper and lower spring seats.
19. Install shock and upper shock mount.
 - a. Torque upper and lower mount hardware to 22-34 lb. ft.
20. Balljoints can now be lubricated using standard grease gun.
21. Install wheels to their original position and torque lug nuts.
22. Lower vehicle.



ALIGNMENT

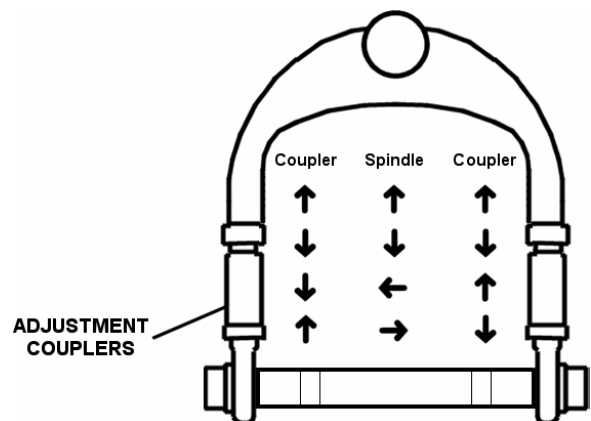
The vehicle must be professionally inspected and aligned prior to regular use.

Your alignment will need to be somewhat close to final specs in order to safely drive your vehicle to the alignment shop if a trailer is not available.

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 also be very close to vertical. A few degrees of negative camber (leaning in) are acceptable. Read below for specific instructions on making adjustments.

Tighten jam nuts when finished.

- Loosen jam nuts to allow adjustment of the couplers.
- A thread lubricant is recommended to make adjusting easier and to prevent damage to threads.
- Both Caster and Camber adjustments can be made at upper arm.
- Turning adjustment couplers in same direction equal amounts will adjust camber.
- Turning adjustment couplers in opposite direction equal amounts will adjust caster.



Application	Camber	Caster	Toe
Street	0° to -1/2°	2 1/2° to 3°	1/16" to 1/8" IN
Track	1° to 2°	2 1/2° to 3°	1/32" to 1/8" IN