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INSTALLATION GUIDE

TCP TWRB-07
Tower Export Brace
1971-73 Mustang and Cougar

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

Applications: 1971-1973 Mustang and Cougar

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

PARTS LIST

TCP TWRB-07 - Tower Export Brace

Qty	Part Number	Description
2	7907-002	Export brace shock tower plate
1	7907-011	Export brace firewall bracket support
1	7907-013	Export brace firewall bracket
2	7907-38-13.25-S	Radius rod 3/8” thread x 13.25” long, aluminum, satin finish
1	7918-074	Hardware bag

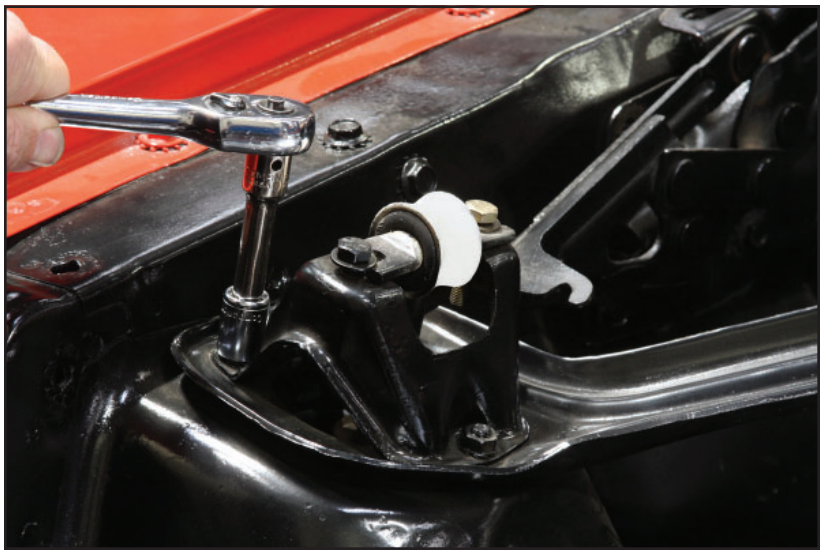
7918-074 - Hardware Bag

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
2	3104-038-C0.75C	3/8-16 x 3/4” button head cap screw
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	3108-038L-C	Lock washer 3/8” regular
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
22	3157-038S-C	Washer 3/8” flat SAE
2	7907-007	Tapered spacer
2	7907-009	Rod end clevis, 3/8”

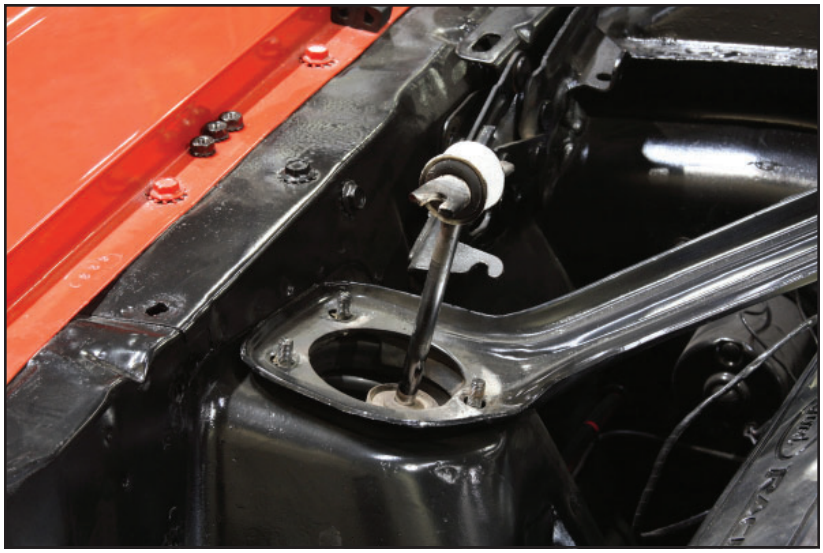
INSTRUCTIONS

The following installation photos were shot using a 1964-66 Mustang. Procedure is identical unless otherwise noted..

1. Remove the shock stem hardware and the three nuts holding the factory shock mount.



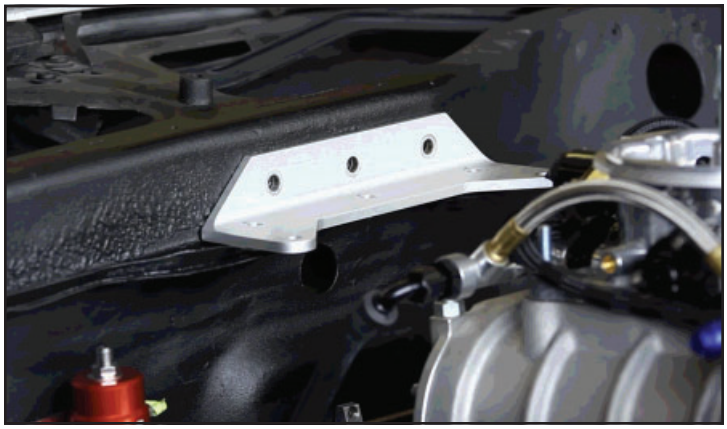
2. Remove the shock mount from the shock tower.



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.

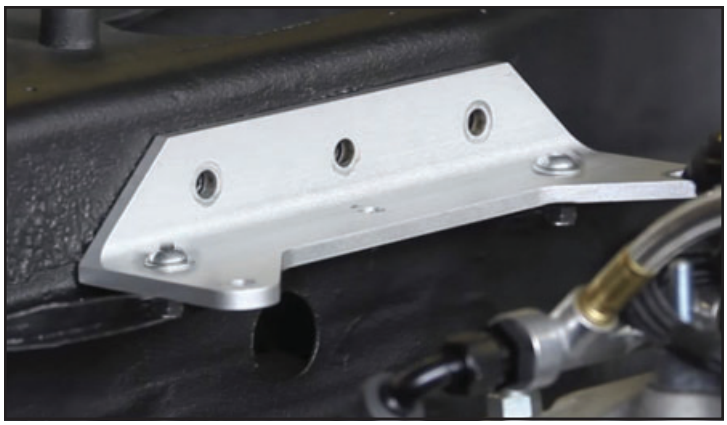
4. The factory brace (two braces on 71-73) can now be removed.
5. Any clean up work or painting in the areas from which the brace was removed must be done at this time.

6. The firewall bracket installs centered onto the top side of the firewall-to-cowl sheet metal seam that protrudes from the firewall.
7. Measure from the inner fenders to find center, then clearly mark. The center holes in the firewall bracket will align with this mark.



8. Use a hammer and dolly to flatten the lip until the bracket can fully seat.

9. Install hardware (1” button heads, flat washers, lock nuts) at the two outside holes through the firewall lip.
10. Remove the cowl vents and check to make sure the area behind the firewall bracket is free from wiring or lines.
11. Using the bracket as a jig, drill the remaining 3/8” holes (4 total).



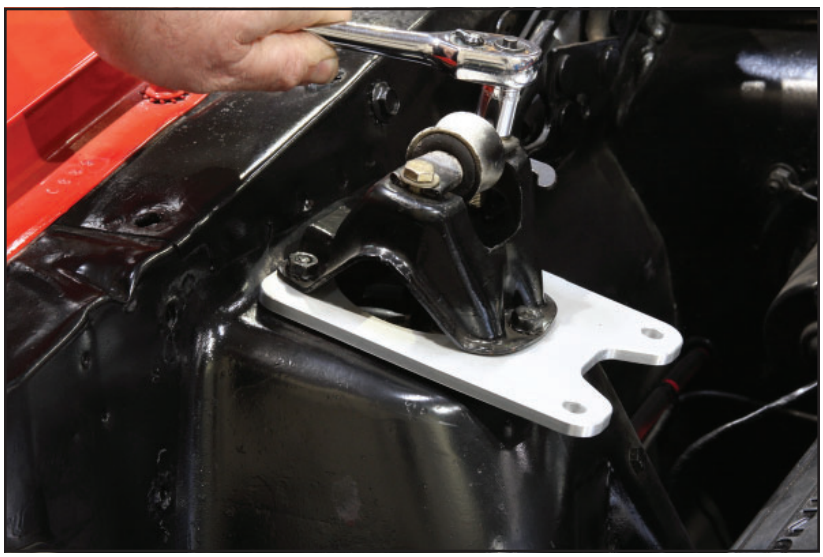
12. Position the reinforcement plate inside the cowl space behind the firewall bracket.

13. Continue installing the remaining hardware, then tighten to 30 lb-ft.

    1” long button head through firewall lip
    1-1/4” long button heads into cowl

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

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



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

19. 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.

20. Leave jam nuts loose.

21. Bolt the radius rod assemblies to the firewall bracket using the 3/8-16 x 1” button head bolts, and locknuts. 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.

22. Bolt the rod end clevis to the shock tower plate with the 3/8-16 x 3/4” button head bolt, lock washer, and flat washer. Lightly tighten to remove free play, but allow rotation to align with the rod end.

23. To line up the rod end with the clevis, turn the radius rod to adjust the length. Keep the thread engagement of each rod end equal.

24. Install the 3/8-16 x 1-3/4” button head bolt and locknut to secure the radius rod at the shock tower end.

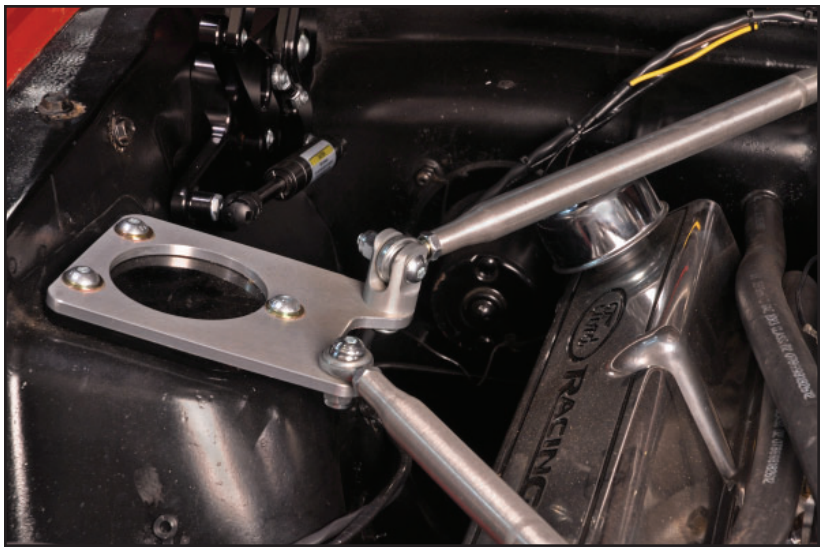
25. Tighten the clevis and through bolt to 30 lb-ft.

26. The rod ends that mount at the firewall bracket may require use of the tapered spacers to increase bearing misalignment.

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

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

29. Installation is complete.



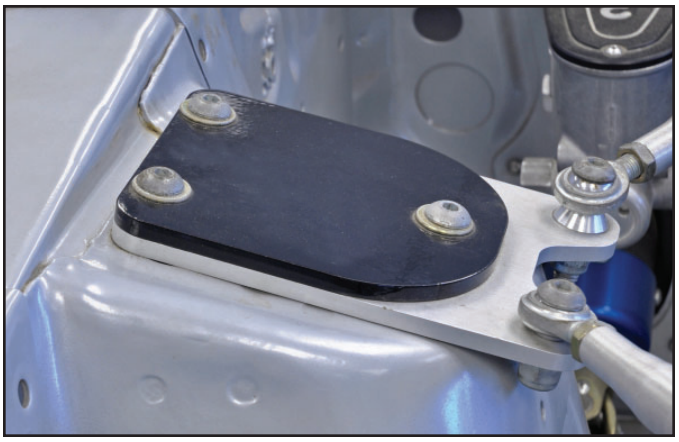
Ride-Height Variation (Coil-Over Only):

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

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