INSTALLATION GUIDE

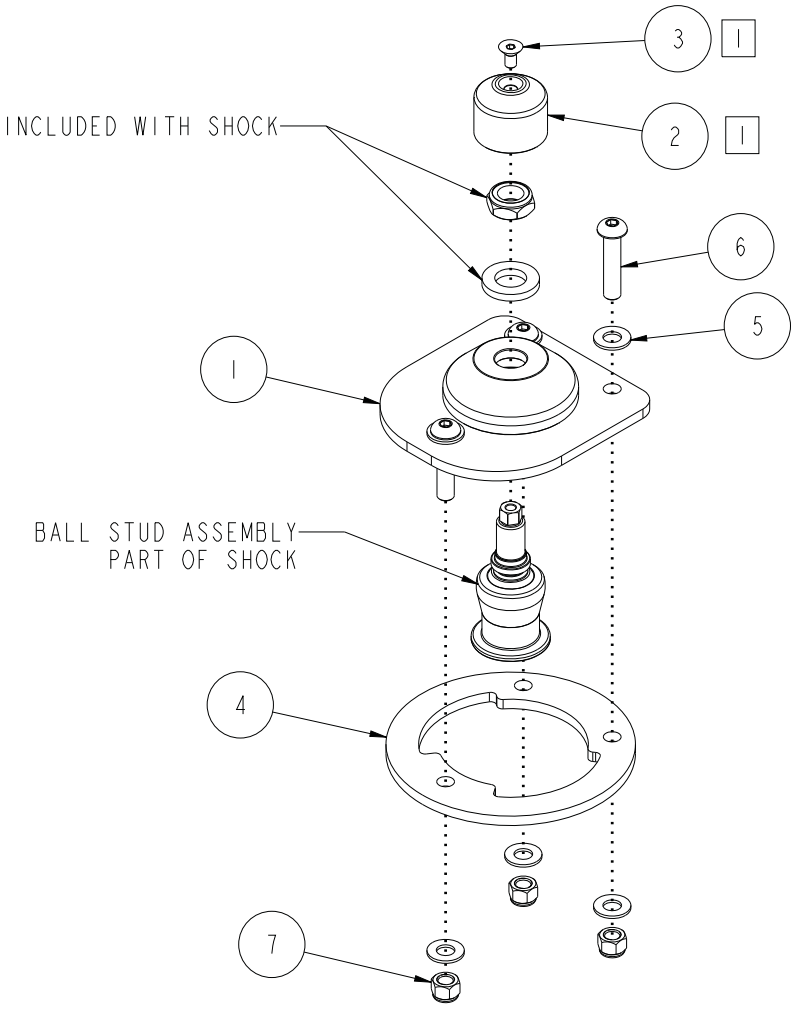
TCP COLVF-14

1”-Offset Shock Tower Adapter

Description: Adapter plate mounts to factory shock tower to allow bolt-on use of stem-style upper mount of TCP Bolt-In Coil-Over or ShockWave™ front suspension. Includes 1”-offset shock tower adapter plate, backup plate, and mounting hardware.

Applications: Comet ‘60-67 and ‘71-77, Cougar ‘67-73, Cyclone ‘64-71, Fairlane ‘66-71, Falcon ‘60-70, Maverick ‘70-77, Montego ‘68-71, Mustang ‘64-73, Ranchero ‘60-71, Torino ‘68-71

ITEM	QTY	PART NO.	DESCRIPTION
1	2	7909-059	TOWER ADAPTER WELDMENT, 1.00 OFFSET, 60-73 FORD/MERCURY
2	2	7909-055	CAP, TOWER ADAPTER, POLISHED STAINLESS
3	2	3105-025F0.50-H	FLAT HEAD SOCKET SCREW, 1/4-28 x 1/2, STAINLESS STEEL, POLISHED
4	2	7909-032	SHOCK TOWER BACKUP PLATE EARLY STYLE
5	12	3120-038S-Y	FLAT WASHER, 3/8 SAE, HARDENED
6	6	3104-038C1.75C	BUTTON HEAD CAP SCREW, 3/8-16 x 1 3/4, CLEAR ZINC
7	6	3101-038-16C	LOCKNUT 3/8-16, GRADE 5, NYLON INSERT, CLEAR ZINC



NOTES:
[1] NOT INCLUDED IN THIS PART NUMBER. PART OF TCP COLVF-12

DESCRIPTION
TOWER ADAPTER, 1.0 OFFSET, BALL STUD MNT, 60-73 FORD/MERCURY

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PART NO.
TCP COLVF-14

8/20/10 | DWG: 7903-TCP_COLVF-14

PARTS LIST

Qty	Part Number	Description
2	7909-032	Shock Tower Backup Plate
2	7909-059	Shock Tower Adapter, 1” Offset

7918-063 Hardware Bag

Qty	Part Number	Description
6	3101-038-16C	Locknut 3/8-16 Nylon Insert Clear Zinc
6	3104-038C1.75C	Button Head 3/8-16 x 1-3/4” Cap Screw Clear Zinc
2	3109-063-S-2-Y	Aircraft Washer 5/8”, Small OD
12	3120-038S-Y	Washer 3/8” Hardened Flat SAE Yellow Zinc
1	7909-051	Spot-Weld Removal Drill Bit 3/8”

INSTRUCTIONS

Removal of factory shocks, springs, and upper shock mount should be complete before proceeding. Specific instructions are provided in the installation guide packaged with your VariShock coil-over (VAS 16XMS-425) or ShockWave air suspension (VAS 13XMS-350).

Do not install springs onto coil-over shocks or inflate air spring until after suspension has been checked for adequate travel clearance.

Chassis Inspection
With factory components out of the way, this is a good time to inspect sheet metal for signs of fatigue. Clean the area to remove any grease or dirt so metal and welds are clearly visible. Look for cracks along welds or tearing of mounts in any way. If there is any damage present, repairs will have to be made before proceeding.

Installation

1. Remove OEM coil spring isolator; positioned on upper spring seat of shock tower.

   Step 2 and Figure 3-1 describe removing the upper spring seat and apply <u>only</u> to vehicles with carriage bolts at the upper shock mounts. (Includes ‘67-73 Mustang, ‘66-71 Fairlanes, and others.) <u>Hex-bolt equipped vehicles</u> (‘65-66 Mustang and others) have upper spring seats that seat flat against the bottom-side of the shock tower. They do not require removal and may skip to Step 3 of these instructions.

2. Using the supplied bit, drill out the three spot welds securing the upper spring seat to the shock tower (Figure 3-1). Once you have drilled through the spring seat material, use a pry bar to break the remaining bit of material. Any remaining material must be ground flush and painted.


Figure 3-1

Figure 3-1 applies only to vehicles using carraige bolts to secure the factory upper shock mount.

3. Position the tower adapter on top of the shock tower (large radiused edge closest to engine) and the backup plate underneath to sandwich the factory sheet metal. Use the three button-head bolts, flat washers, and locknuts supplied to secure the mount and backup plate. Refer to page 2 for illustration.

   Note: Fairlane shock towers use a slightly different bolt pattern and must be drilled to match the adapter and backup plates. Structural integrity is maintained through use of the backup plate.

4. Insert the stem of the shock pivot stud into the tower adapter mount hole from underneath.

5. Place the thicker stem washer over the shock pivot stud, followed by the 5/8”-OD aircraft washer, and finally the 5/8-18 half locknut supplied with your VariShock coil-over.

6. Tighten the stem hardware, holding the locknut with a 15/16” open-end wrench and turning the pivot stud counter-clockwise with a 7/16” deep-well socket. Torque to 45-50 lb/ft.

7. The zerk fitting can now be installed to grease the pivot-stud. If installing optional shock tower adapter cap (TCP COLVF-12), remove zerk fitting after pivot stud has been greased.

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