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# INSTALLATION GUIDE



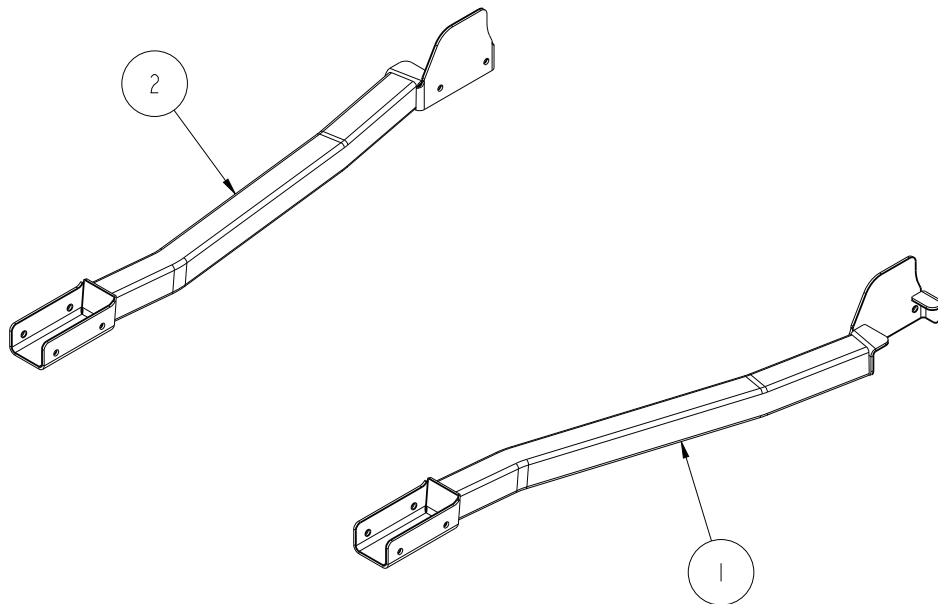
## TCP SUBFC-03

**Weld-in Subframe Connector (Hardtop Models)  
1960-65 Falcon, Comet, Ranchero**



**Description:** Weld-in subframe connectors; connects front and rear frame rails to increase chassis rigidity  
**Applications:** Falcon '60-65, Comet '60-65, Ranchero '60-65

ITEM	QTY	PART NO.	DESCRIPTION
1	1	7962-5096	SUBFRAME CONNECTOR, DRIVER, 1960-65 FORD FALCON
2	1	7962-5097	SUBFRAME CONNECTOR, PASSENGER, 1960-65 FORD FALCON



DESCRIPTION  
**SUBFRAME CONNECTORS, WELD-IN, HARDTOP,  
1960-65 FALCON, COMET, RANCHERO**

*Chris Alston's* **CHASSISWORKS INC.**  
8661 YOUNGER CREEK DRIVE  
SACRAMENTO, CA 95828  
(916) 388-0288 FAX 388-0295

PART NO.

**TCP SUBFC-03**

10/17/22

DWG: TCP\_SUBFC-03

# PARTS LIST

## TCP SUBFC-03 - Subframe Connectors '60-65 Falcon

Qty	Part Number	Description
1	7962-5096	Connector weldment driver side hardtop
1	7962-5097	Connector weldment passenger side hardtop

## INSTRUCTIONS

*NOTE: A 1965 Mustang was used for the following images and may show slight differences from the Falcon platforms. The installation procedure is identical.*

### Remove OEM Components

1. Remove carpet, insulation and wiring from areas of floorboard that will be affected by heat from welding. This is done to reduce the risk of damage and potential fire.
2. Temporarily relocate fuel and brake lines that are near the installation area. Some installations may require lines to be rerouted, modified, or the subframe connectors to be notched.
3. Be sure there is adequate clearance between the fuel line and the welding area to prevent potential fire.
4. If there is jack damage to the frame rails, the metal will need to be straightened enough for the subframe connector to seat properly.

### 5. Vehicle Modifications:

Any obstructions that prevent the subframe connector from fully seating will require modification to the connector or vehicle for installation.

The emergency brake cable bracket may have to be modified on some vehicles. Grind away the spot welds on the rear of the bracket. With a cut-off wheel, remove the section of the bracket that lies against the frame rail. Grind a notch in the bracket wide enough to slip the front cup of the subframe connector into. The front cup should seat on the frame rail without interference from the bracket.



6. Position the frame connector under the vehicle and support it using a jack. The front cup fits over the end of the front frame rail and the rear plate seats along the inside of the frame rail just forward of the leaf-spring bolt.



7. Using a marker or scribe, trace the outline of the frame connector plate along the inside of the frame rail.



8. Trace the frame connector outline along the bottom of the frame rail





- Trace the front frame connector cup outline onto the front frame rail.



- Use a disc sander or steel brush attachment and drill to remove any coating or grease that may be along the weld area of the front factory frame rails.



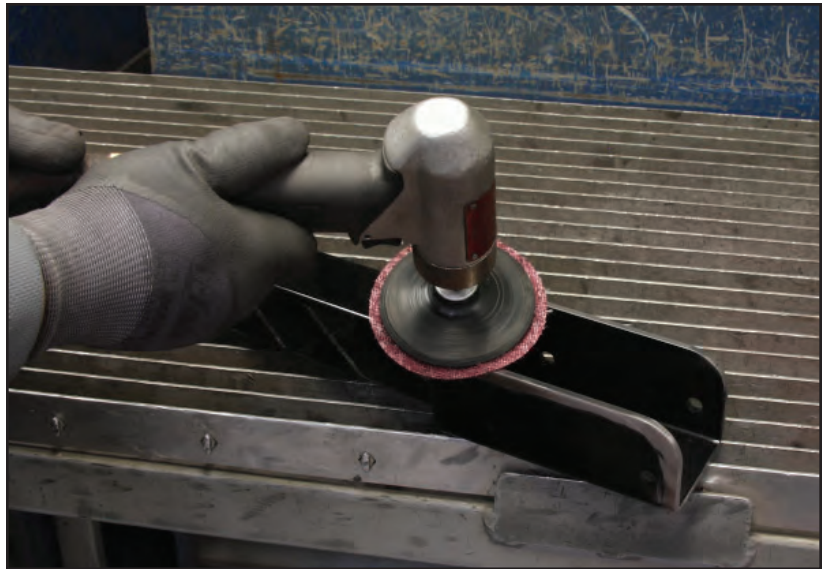
- The marked area must be ground to bare metal to ensure a good clean weld.



12. The rear frame rail must also be ground to bare metal along the marked line.



13. Remove the powder coating from the edges of the subframe connector where welds will be made.



14. Bare metal must be exposed approximately 3/8" from all edges of the front cup.





15. The rear connector bracket must be sanded around the large plate and along the smaller bent tabs that will sit underneath the frame rail.



16. Raise the frame connector into position under the car and support it with a jack. The subframe connector is designed to seat directly against the floor pan for maximum ground clearance. It will take some pressure to fully seat the connector.



17. The front cup of the subframe connector must be seated tightly against the bottom and back edge of the factory frame rail.

18. Clamp the rear connector bracket tight against the factory frame rail.

19. Tack weld the front and rear brackets of the first connector.

DO NOT fully weld the connector at this time.



20. Raise the second frame connector into position and support with a jackstand.
21. Check the connectors for squareness by measuring diagonally from the front cup of one connector to the rear bracket of the opposite connector. Measure in both directions. The lengths should be within 1/8". Adjust the position of the connector, if needed.



22. Once the connectors are square, tack weld the front and rear brackets of the loose connector.
23. Measure the distance between the insides of the front cups. The minimum distance required to mount the bolt-in connector support is 26-5/8". If the measurement is less than 26-5/8", use a mallet and wooden block to increase the distance.



24. Once the connectors are the correct distance apart, weld the connectors to the frame rails.





25. The rear bracket is welded along the top corner of the inside of the frame rail.



26. The bent brackets are welded along the bottom of the frame rail and a bead is ran along the backside of the connector plate.



27. After the welds are completely cool, lightly scuff the bare areas with a scotch-brite pad and paint to protect from rust.



28. The subframe connector installation is complete. The connector support center section TCP SUBCS-04 can now be installed.



**NOTES:**



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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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# INSTALLATION GUIDE



## TCP SUBCS-04 Torque Arm Center Support (Hardtop Models) 1960-65 Falcon, Comet, Ranchero

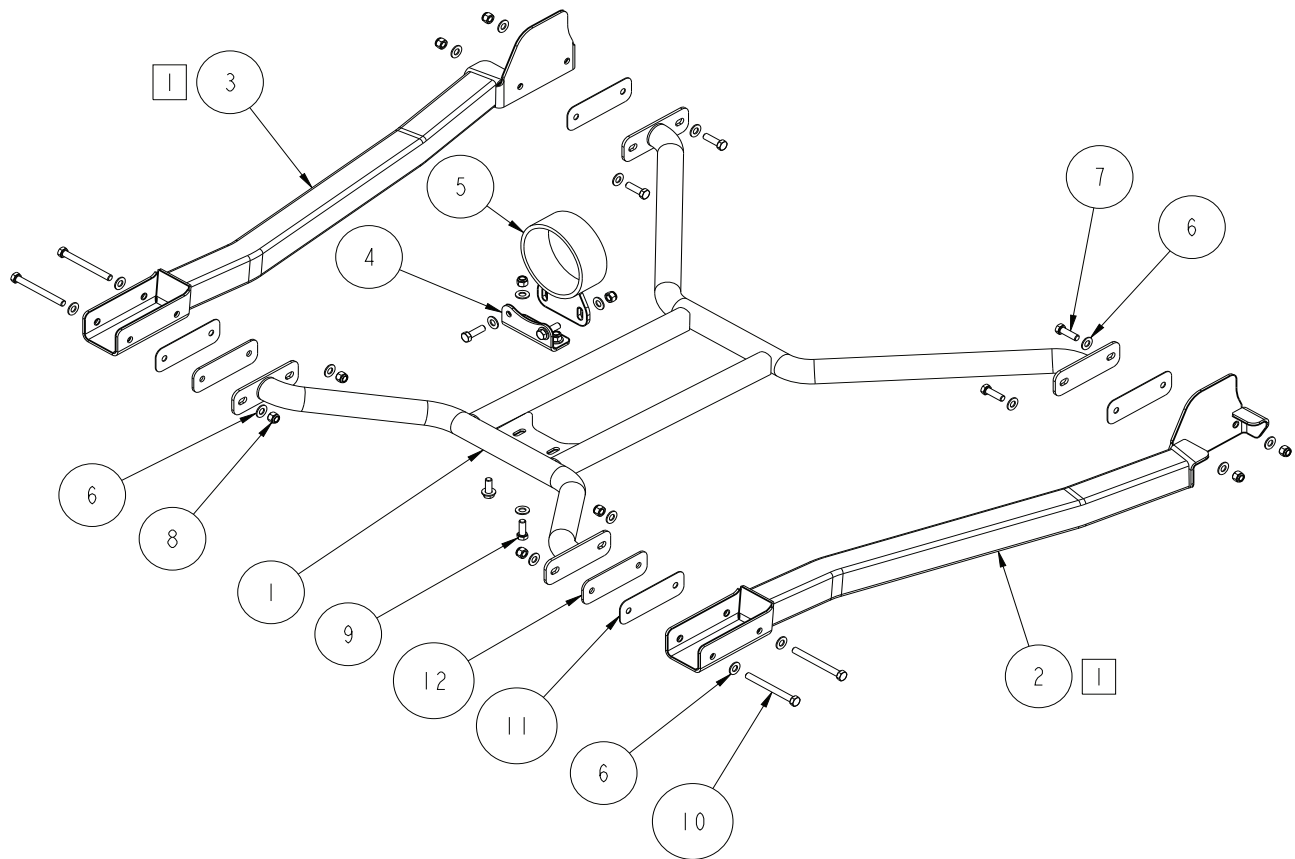


**Description:** Bolt-in subframe center support connects left and right weld-in subframe connectors

**Applications:** Falcon '60-65, Comet '60-65 and Ranchero '60-65

**Notes:** Installation of TCP SUBFC-03 weld-in subframe connectors required; modification to exhaust may be required for clearance.

ITEM	QTY	PART NO.	DESCRIPTION
1	1	7962-5103	CENTER SUPPORT WELDMNT, Ø1 1/2 TUBE, 1960-65 FORD FALCON
2	1	7962-5096	SUBFRAME CONNECTOR, DRIVER, 1960-65 FORD FALCON
3	1	7962-5097	SUBFRAME CONNECTOR, PASSENGER, 1960-65 FORD FALCON
4	1	7908-061	ADJUSTER BRACKET, 1 1/4, DRIVESHAFT LOOP, TCP
5	1	7959-0268	DRIVESHAFT LOOP WELDMNT, 5.00 OD x 2.00 WIDE x .250
6	24	3120-038S-Y	FLAT WASHER, 3/8 SAE, HARDENED, YELLOW ZINC
7	6	3100-038C1.25Y	HEX BOLT, 3/8-16 x 1 1/4, GRADE 8, YELLOW ZINC
8	12	3101-038-16C	LOCKNUT 3/8-16, GRADE 5, NYLON INSERT, CLEAR ZINC
9	2	3100-038C1.00Y	HEX BOLT, 3/8-16 x 1, GRADE 8, YELLOW ZINC
10	4	3100-038C3.75Y	HEX BOLT, 3/8-16 x 3 3/4, GRADE 8, YELLOW ZINC
11	4	7908-058	SHIM, 1/16 CENTER SUPPORT, TCP
12	2	7908-062	SHIM, 10 GA CENTER SUPPORT, TCP



NOTES:  
 1 NOT INCLUDED

DESCRIPTION		<b>CENTER SUPPORT, BOLT-IN, HARDTOP, 1960-65 FALCON, COMET, RANCHERO</b>	
<i>Chris Alston's CHASSISWORKS INC.</i> 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		PART NO. <b>TCP SUBCS-04</b>	
		10/17/22	DWG: TCP_SUBCS-04



# PARTS LIST

## TCP SUBCS-04 - Torque Arm Center Support '60-65 Falcon

Qty	Part Number	Description
1	7962-5103	Center support weldment hardtop
1	7918-030	Hardware Bag

### 7918-030 - Hardware Bag

4	3100-038C1.25Y	Bolt 3/8-16 x 1-1/4" hex head cap screw
4	3100-038C3.75Y	Bolt 3/8-16 x 3-3/4" hex head cap screw (use with TCP SUBFC-03)
8	3101-038-16C	Locknut 3/8-16 nylon insert
16	3120-038S-Y	Washer 3/8 hardened flat SAE
4	7908-058	Center support shin 1/16 thick
2	7908-062	Center support shin 1/8 thick

## INSTRUCTIONS

*NOTE: A 1965 Mustang with TCP SUBCS-01 is shown in the following images and may show slight differences from the Falcon platform. The installation procedure is identical.*

1. The weld-in subframe connectors (TCP SUBFC-03) must be installed before proceeding.
2. Raise and safely support the vehicle with the subframe connectors unobstructed and with enough room to work underneath.
3. Measure the distance between the insides of the subframe connector front cups. The minimum distance required to mount the bolt-in center support is 25-5/8". If the measurement is less than 25-5/8", use a mallet and wooden block to increase the distance.
4. **Exhaust Modification:**  
If the exhaust is currently installed on the vehicle, test fit the center support to check for clearance. If the center support does not clear, the exhaust must be modified. There is sufficient room available with the center support installed to use long tube headers with 'H' or 'X' pipe and dual 3" exhaust.



5. Remove exhaust and proceed with installation. Center support must be installed during exhaust fabrication.
6. Using a 3/8" bit, drill through each side of the front frame rail using the forward box of the subframe connectors as a jig.



### TCP SUBFC-03 (SHOWN)

- Check hole clearance by inserting the 3/8-16 x 3-3/4" mounting bolt through each of the four through holes.
- Place a flat washer over two of the long bolts.
- Raise the front of the center support into position and insert one bolt through subframe connector front cup and then through the center support tab.



### REAR FRAME (SEE DIAGRAM)

- Use 3/8" x 1" bolts with flat washers. Apply Loctite® or similar threadlocker to threads.
7. Swing the center support up until the rear tabs are in line with frame connector brackets.





- Slide a flat washer onto the 3/8-1-1/4" hex bolts and insert them through the rear mount from the outside.



- If the side clearance between the center support and the subframe connectors is greater than 1/16", use the supplied shims.

- The shims can be easily installed by backing out one bolt at a time and inserting the shim.

- Once any necessary shims are in place, slide flat washers over the hex bolts followed by locknuts and tighten to 35 lb-ft.

- The installation is complete.





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# INSTALLATION GUIDE



## TCP DSL-02 Bolt-in Center Support Driveshaft Loop



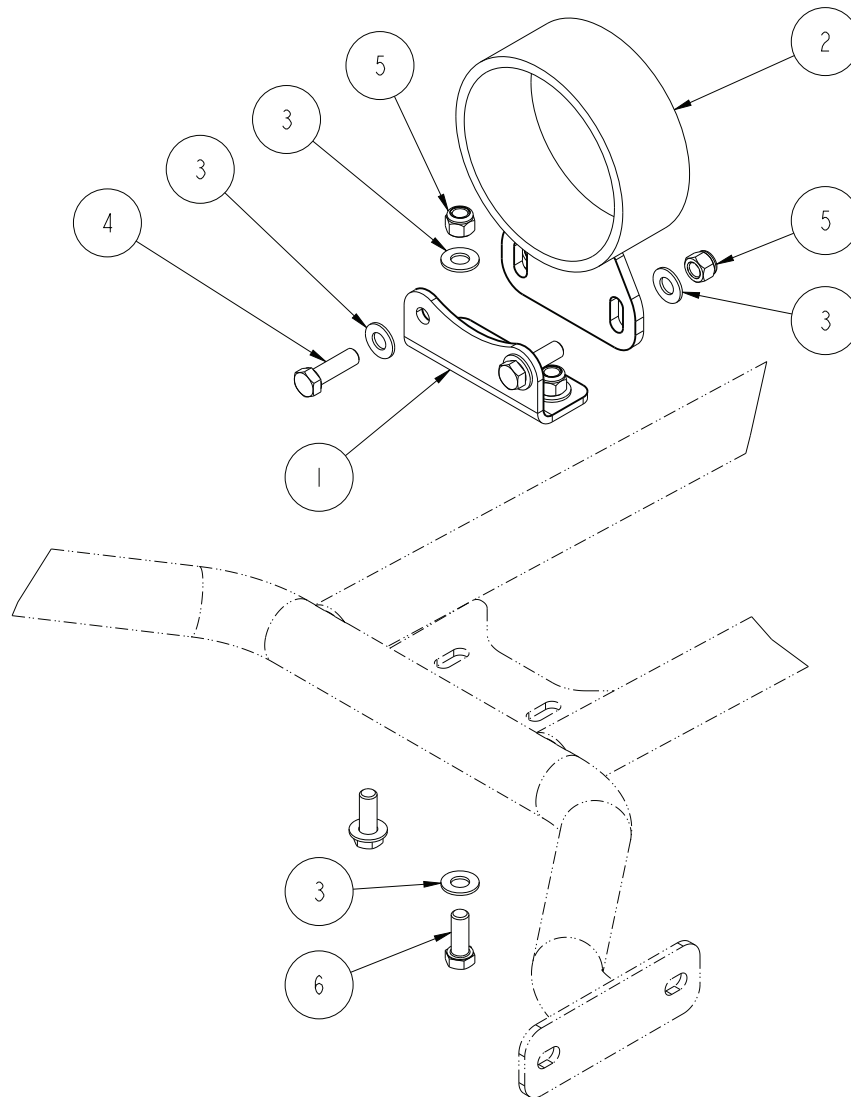
**Description:** Center support driveshaft loop 2" wide x 1/4" thick x 5-1/2" diameter for TCP SUBCS-04

**Applications:** Falcon 60-65, Comet 60-65, Ranchero 60-65

**Notes:**

Installation of TCP connector support (TCP SUBCS-04) required, modification to exhaust may be required.

ITEM	QTY	PART NO.	DESCRIPTION
1	1	7908-061	ADJUSTER BRACKET, 1 1/4, DRIVESHAFT LOOP, TCP
2	1	7959-0268	DRIVESHAFT LOOP WELDMENT, 5.00 OD x 2.00 WIDE x .250
3	8	3120-038S-Y	FLAT WASHER, 3/8 SAE, HARDENED, YELLOW ZINC
4	2	3100-038CI.25Y	HEX BOLT, 3/8-16 x 1 1/4, GRADE 8, YELLOW ZINC
5	4	3101-038-16C	LOCKNUT 3/8-16, GRADE 5, NYLON INSERT, CLEAR ZINC
6	2	3100-038CI.00Y	HEX BOLT, 3/8-16 x 1, GRADE 8, YELLOW ZINC



DESCRIPTION		<b>DRIVESHAFT LOOP, CENTER SUPPORT, 1960-65 FALCON, COMET, RANCHERO</b>	
<i>Chris Alston's</i> <b>CHASSISWORKS INC.</b> 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		PART NO.	<b>TCP DSL-02</b>
		6/3/22	DWG: TCP_DSL-02



# PARTS LIST

## TCP DSL-02 - Center Support Driveshaft Loop 60-65 Falcon

Qty	Part Number	Description
1	7908-0268	Driveshaft loop weldment
2	3100-038C1.00Y	Bolt 3/8-16 x 1" hex head cap screw
2	3100-038C1.25Y	Bolt 3/8-16 x 1-1/4" hex head cap screw
4	3101-038-16C	Locknut 3/8-16 nylon insert
8	3120-038S-Y	Washer 3/8 hardened flat SAE
1	7908-061	Adjuster bracket drive shaft loop

## INSTRUCTIONS

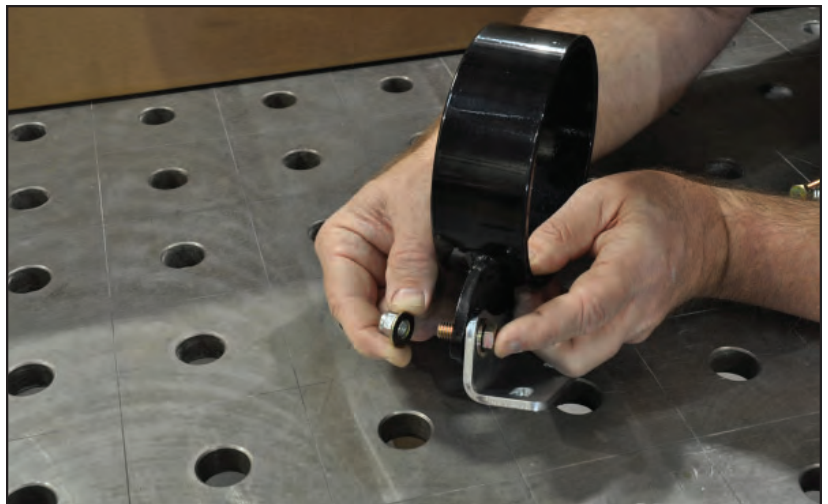
### NOTES:

- A 1965 Mustang was used for the following images and may show slight differences from the Falcon. The installation procedure is identical.
- **The adjuster bracket can be reversed and the driveshaft loop mounted to either side of the bracket to shift increase the fore/aft adjustment range.**

1. Raise vehicle by chassis into position with enough room to work underneath and so that rear suspension is at full extension.
2. Unbolt and remove driveshaft from vehicle.
3. The tail shaft of the transmission will need to be plugged to prevent fluid from draining.
4. Loosely bolt the adjuster bracket onto the drive shaft loop weldment.



5. Slide a flat washer over the 3/8-16 x 1-1/4" hex bolt and insert it through the bracket and weldment. Place a second flat washer on the bolt followed by the locknut.



6. Set the assembly on top of the center support as shown. The loop assembly should be positioned so the loop will be as close to the driveshaft front u-joint as possible.
7. Orientation of bracket and loop can be reversed to move driveshaft loop fore or aft.



8. Loosely bolt the loop assembly to the center support using the 3/8-16 x 1" hex bolts, flat washers and locknuts

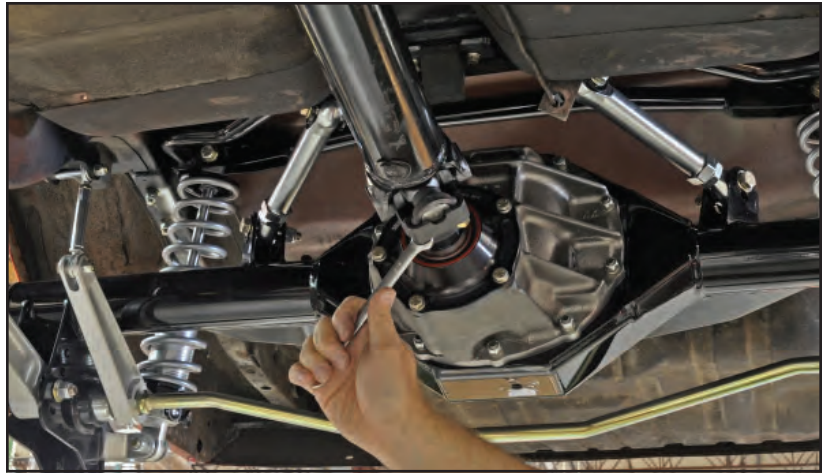


9. Reinstall the driveshaft before proceeding.





10. Install the rear u-bolts and hand tighten them only at this point.



11. Most sanctioning bodies require the driveshaft loop be positioned within 6" of the front U-joint. Slide the loop assembly to get it within this dimension if possible.



12. Tighten the vertical bolts to 35 lb-ft.





13. Center the loop around the driveshaft and tighten the bolts to 35 lb-ft.



14. The drive shaft loop is installed.



15. You can now tighten the rear driveshaft U-bolts to the factory torque spec.



16. The installation for the complete subframe connector package is complete.



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