

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 ARFM1-18 1-1/8"-diameter Front Anti-Roll Bar 1964-66 Mustang



**Description:** Anti-roll bar 1-1/8" in diameter, includes billet aluminum mounts, urethane bushings, endlink assemblies, and mounting hardware. For use with TCP or OEM lower control arms.

**Applications:** Comet '63-65, Falcon '63-65, Mustang '64-66

# PARTS LIST

## TCP ARFM1-18 - 1-1/8"-diameter Front Anti-Roll Bar 1964-66 Mustang

Qty	Part Number	Description
1	7920-M1-18	Anti-roll 1-1/8" bar for 1964-66 Mustang

## 7918-055 - Hardware Bag

Qty	Part Number	Description
2	1406-1	Anti-roll bar bushing housing mount, black anodized
2	3100-038C6.00Y	Bolt 3/8-16 x 6" hex head, Grade 8
6	3101-038-16C	Locknut 3/8-16 nylon insert, plated
4	3103-038C2.50C	Socket head 3/8-16 x 2-1/2" cap screw, clear zinc
4	3120-038S-Y	Washer 3/8" flat SAE hardened
2	3140-1218-052	Sleeve 3/8 ID x 9/16 OD x 1-5/8" long
2	3144-25-28-0	Grease zerk 1/4-28 straight
2	3150-D-1.13-B	Sway bar 1-1/8" greaseable bushing
1	3151-5ML	Poly lube 5ml squirt tube
8	3153-38.70-37-B	3/8" stem mount bushing with .70 nipple
8	899-026-201	Endlink grommet washer 3/8 x 1-1/4", clear zinc

## INSTALLATION ORIENTATION



# INSTRUCTIONS

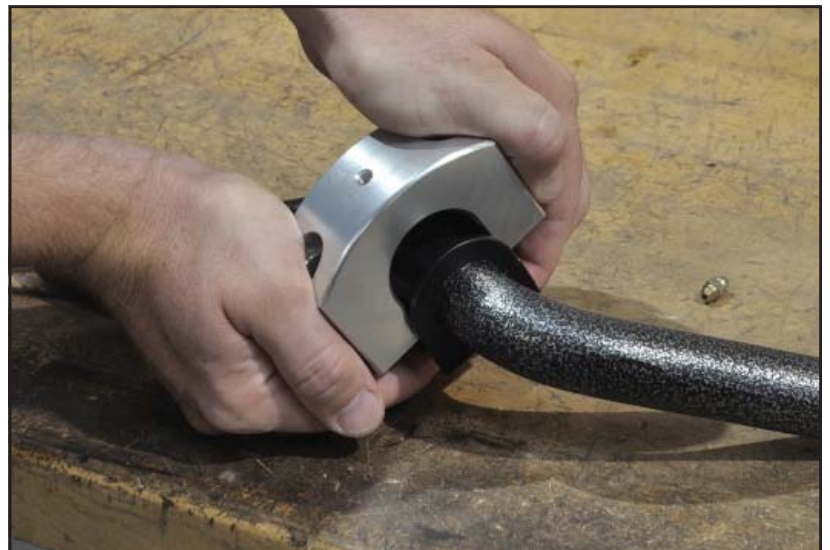
1. Raise the vehicle until front suspension is fully extended, then support using jack stands. Remove wheels and tires.
2. Remove existing anti-roll bar and endlinks. These parts will not be reused.
3. Use the tube of poly lube to grease the inside bore of each urethane bushing.



4. Slide a urethane bushing over each end of the anti-roll bar close to its final installation position along the short straight length of the bar.



5. Place the billet-aluminum housings over the bushings and apply pressure until the bushings are fully seated.



6. Install a zerk fitting into each billet bushing housing.



7. Place masking tape over the lower control arms to protect their finish before proceeding. The ends of the anti-roll bar will rest on top of the lower arms during the next part of the installation.



8. Raise the anti-roll bar with bushings and mounts into position against the vehicle.
  - The wide center bend of the bar must angle downward.
  - The bar ends must be inserted between the strut rods and vehicle frame rail as the bar is raised into position.



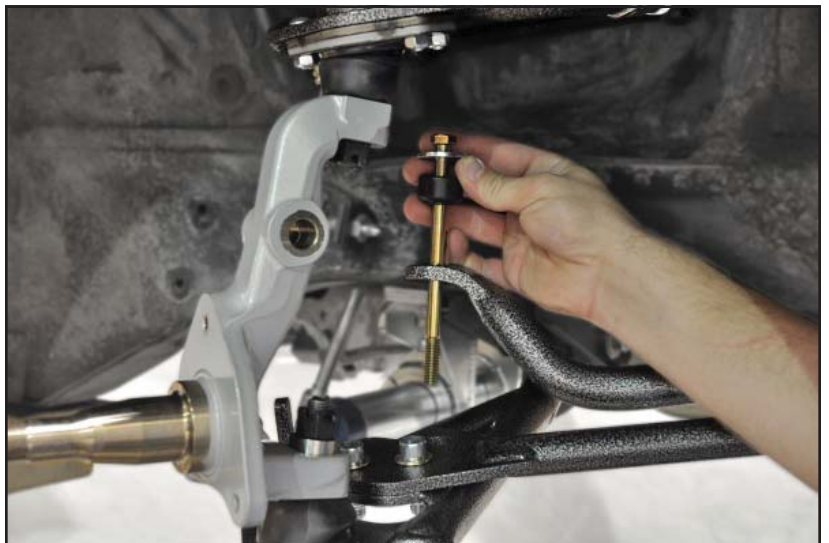
9. The billet bushing mounts attach to the factory location using 3/8" socket-head cap screws, flat washers, and locknuts.



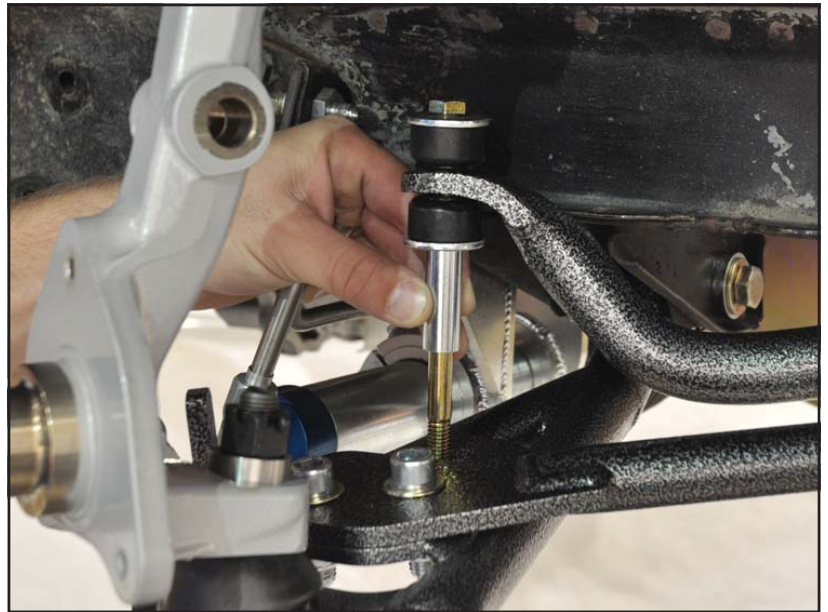
10. Verify that the anti-roll bar is centered in relation to the vehicle before tightening the mounting hardware to 30 lb-ft.



11. Slide one of the endlink washers over the bolt with the cupped side facing away from the bolt head.
12. The flat side of the bushing is placed against the washer, and then the assembly inserted, from the top side, through the anti-roll bar arm.



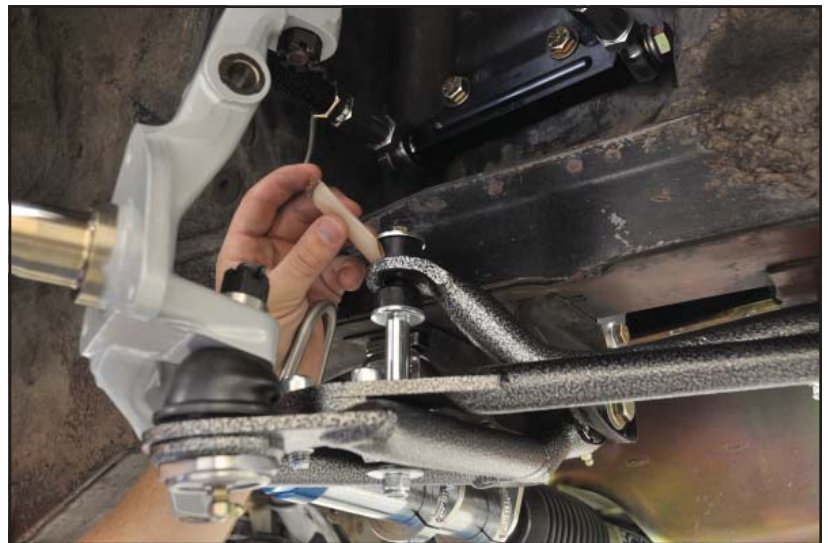
13. The raised inner shoulder of the next bushing is then placed against the anti-roll bar arm, followed by an endlink washer, with the cupped side facing toward the bushing.
14. Place the sleeve over the bolt.



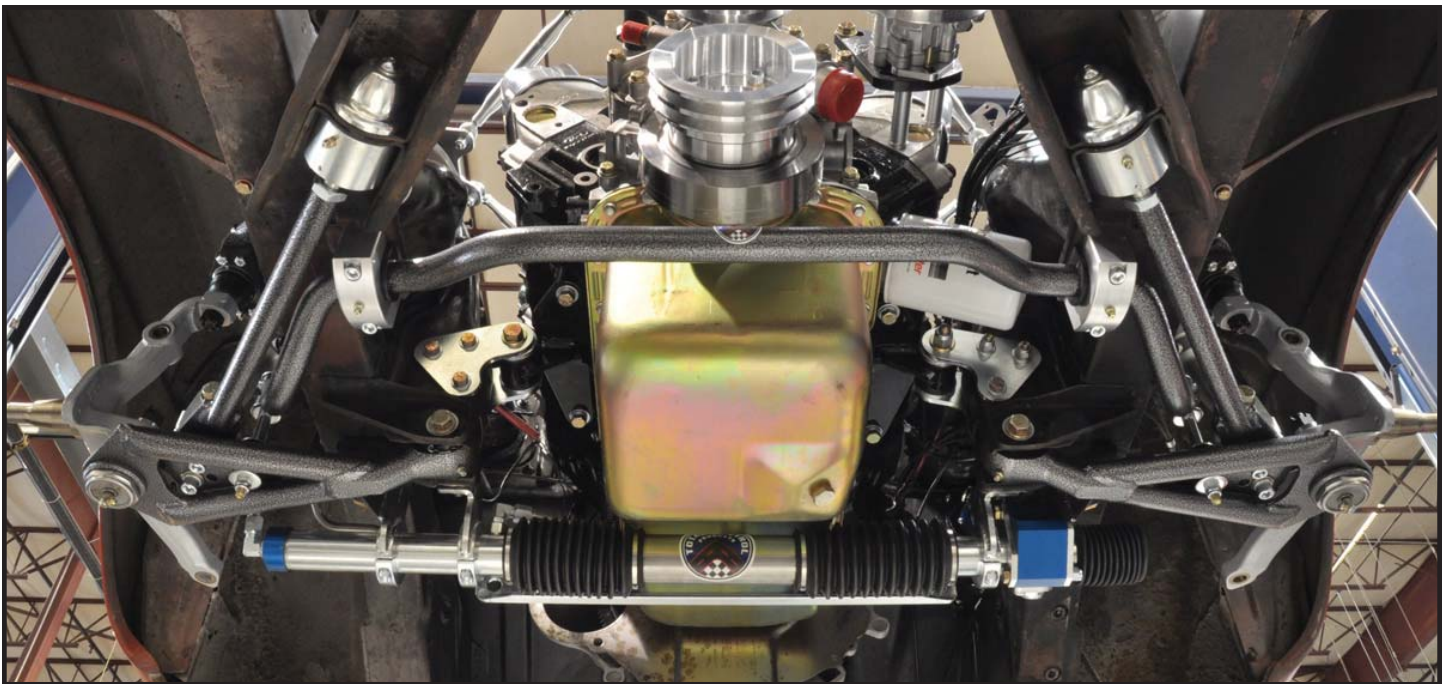
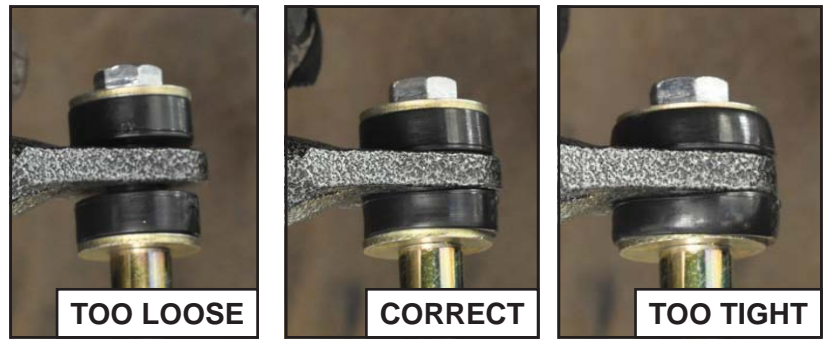
15. Duplicate the bushing/washer stack at the lower control arm mid-plate and loosely secure with a 3/8" locknut



16. Apply poly lube to the bushings where they contact the anti-roll bar and the lower control arm.



17. Repeat assembly procedure for opposite side before final tightening the endlink hardware.
18. Move the suspension to the ride-height position before tightening the endlink hardware.
19. Tighten the assembly until there is no free play in the link bushings and sleeves.
20. Continue to tighten two full turns to lightly preload the endlink bushings.
21. Use a common grease gun at each zerk fitting to lubricate the urethane bushings.



**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.**

Total Control Products  
A Chris Alston's Chassisworks, Inc. Brand  
8661 Younger Creek Drive  
Sacramento, CA 95828  
Phone: 916-388-0288  
Technical Support: [tcptech@cachassisworks.com](mailto:tcptech@cachassisworks.com)

