

#6165TCA-KS & 6165TCA-KB Instructions

for 1961-65 Falcon Mini Sub Frame

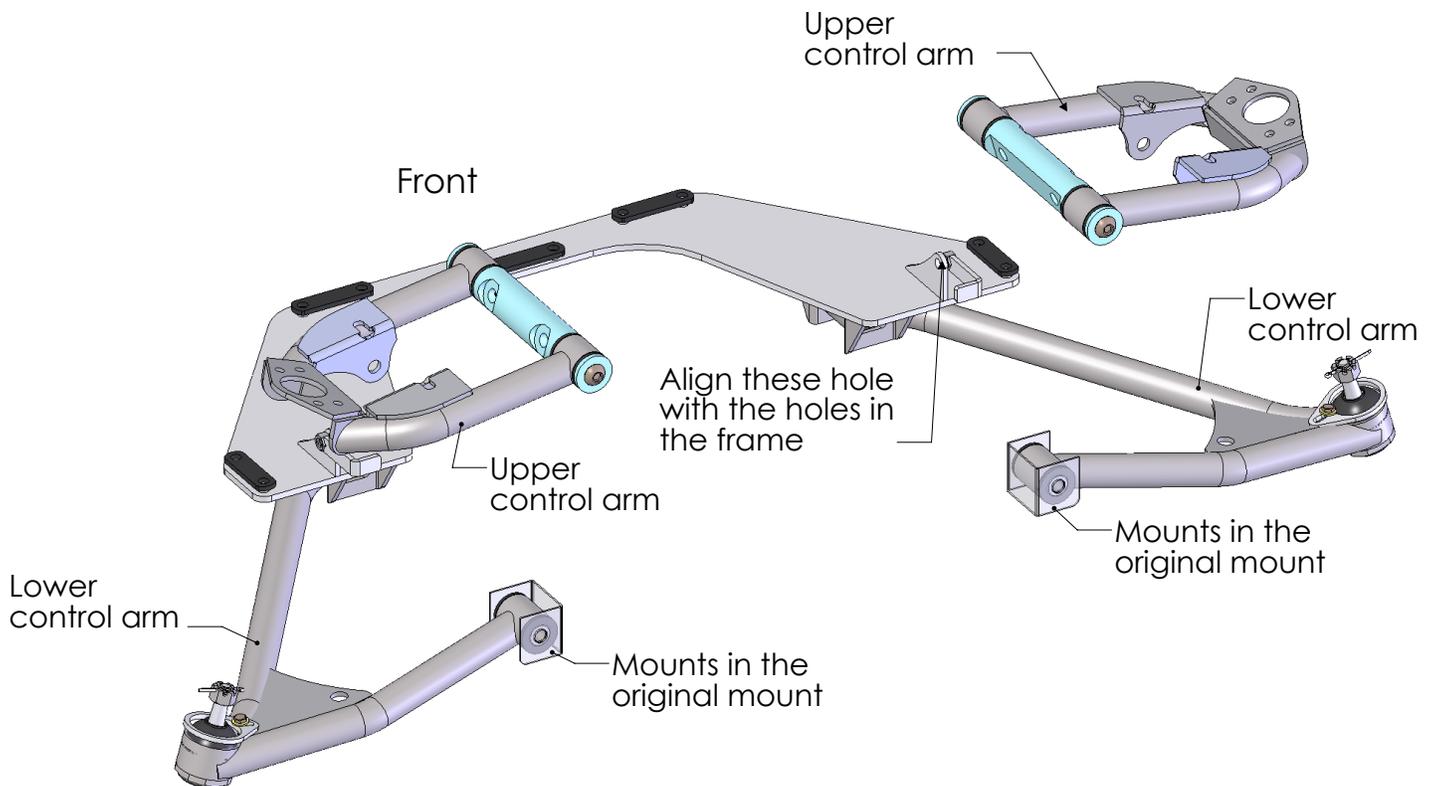
Note:

Some drilling will be required.

This kit will add a forward adjustment to the lower control arm. This adjustment will allow the caster to be adjusted at the lower control arm as well as the upper control arm.

Instructions:

1. Remove the lower ball joints from the spindles.
2. Cars with sway bars will need to remove the sway bar end links.
3. Remove the control arm pivot bolts from the frame.
4. Remove the strut rod bushing nuts. Remove the lower control arm and strut rod assemblies from the car.
5. Remove the spot welds that secure the strut rod mount to the frame and core support. A common method is to use a spot weld drill bit and drill the spot welds in the strut rod mounting bracket. Do not drill into the core support or the frame! Remove the strut rod mounts from the frame.
6. Clamp the new cross member to the bottom of the frame. The edges of the frame should line up with the edges of the cross member. Loosely install the lower control arms into the crossmember and the original arm mount. If the arm is not fitting correctly adjust the position of the cross member.
7. Using the cross member as a template drill 3/8" holes thru the frame and core support. Place the doubler plates on the top side of the chassis and bolt the cross member to the chassis as you drill each hole. The doubler plates and cross member will sandwich the chassis.



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(Continued)

8. Install the new lower control arms. The rear arm pivots will mount where the original control arm mounted. The front arm pivots will mount in the new cross member.
9. Cars with sway bars will need to reattach the sway bar end links.
10. Install the lower ball joints into the spindles. Use the washer under the ball joint nuts.
11. Have the car professionally aligned.



PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

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GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.