

**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 SLM2-60 1" Lowering Coil Springs for 1967-73 Mustangs



**Description:** 1" lowering front coil-springs (600 lb/in), 13" free length, ground top end with open bottom end, black powder-coat finish.

**Applications:** Comet 1966-1976, Cougar 1967-1973, Cyclone 1966-1968, Fairlane 1966-1970, Falcon 1967-1970, Granada 1975-1979, Maverick 1973-1977, Monarch 1976-1978, Montego 1968-1971, Mustang 1967-1973, Ranchero 1966-1971, Torino 1968-1971

**IMPORTANT:** The outer shock tower reinforcement plate and suspension bump stop must be reinstalled prior to operating the vehicle. Worn or damaged suspension bump stops must be replaced. Failure to provide a proper compression-travel suspension stop will cause unwarrantable damage to the shock absorber and possible structural damage to the chassis.

# PARTS LIST

Qty	Part Number	Description
2	7920-600	1" Lowering Front Coil-Spring 600 lb/in, 13" Free Length

## Correct Spring Isolators

Due to the stiffer spring rate, OEM spring isolators may be subject to premature wear. TCP SVM1-01 or TCP SVM1-03 urethane isolators are recommended for use with TCP springs.

## Ride Height

Prior to altering the ride height in any way, you must verify that all moving components will operate with proper clearance and without binding at the projected ride height. Failing to do so is unsafe and can potentially lead to component or tire failure. Check for adequate shock travel, balljoint travel, tire clearance throughout range of steering and suspension travel, brake clearance, steering system interference, and ability to achieve correct alignment.

If you wish to alter the vehicle ride height, you have the following options.

- **Spring Isolators**

- TCP SVM1-01 - Provides approximately 1"-below stock ride height
- TCP SVM1-03 - Can be used to raise ride height to approximately stock ride height

- **Trimming Coils**

- In order to lower ride height below our baseline height, equal sections of coils must be cut from the unground end of the springs. The number of remaining spring coils and the free-length of each spring MUST be the same to ensure balanced spring rates. Reducing the number of active spring coils increases spring rate, firmness of ride, and lowers ride height. KEEP IN MIND that due to the spring perch position along the upper control arm, a 1/2" shorter spring will lower your ride height approximately 1" or, about twice the height removed from the spring.
- We do not recommend altering the ride height more than one inch from our baseline height. You must allow for at least 2" of suspension down travel; measured between the upper-arm bump cap or top of balljoint and suspension bump stop.



# INSTRUCTIONS

*If also installing VariShock Bolt-Ons or Lower Spring Rockers (TCP SVM1-02), review their specific installation instructions before proceeding.*

1. Raise the vehicle until front suspension is fully extended, then support vehicle using jack stands. Remove wheels and tires.
2. Unbolt lower shock mount from existing coil-spring rocker assembly.
3. If reusing the existing shock, the shock mount base can be unbolted from the shock tower and removed with the shock as an assembly.
4. If replacing the shock, first unbolt the upper shock crossbar or stem, then the shock mount base, and remove from shock tower as separate components.
5. Using a spring compressor, remove the coil spring. Follow the tool manufacturer's instructions for safe use of the spring compressor.
6. Remove the existing spring isolator and any debris from the shock tower's upper spring seat.
7. Place new urethane spring isolator (TCP SVM1-01 or TCP SVM1-03) onto ground end of coil spring.
8. Use the spring compressor to compress the spring until it can be easily and safely installed.

Spring Orientation: The ground end of the spring (with isolator) must be placed against the shock tower's upper spring seat, and the open end of the spring in the lower spring rocker (perch). Once in position, the spring must be rotated until the coil end is seated against the rocker's stop tab.

9. Once the spring is correctly seated, the spring compressor can be removed and the shock absorber lowered into position through the top of the shock tower.
10. Secure the lower end of the shock to the spring rocker, install the upper shock mount base, and secure the upper crossbar or stem to the shock mount base.
11. Verify that all hardware has been properly tightened and there are no clearance issues or binding.

**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.**

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