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Double-Adjustable Tubular Upper Control Arms for Vintage Mustangs and Other Classic Fords



Features

- Improved camber gain geometry
- Reduced vehicle roll rate
- 1/4" increase in suspension travel
- Double-adjustment couplers
- Length adjustment range of 1.1"
- Caster range - 6 degrees
- Camber range - 5-1/2 degrees
- Linear resistance does not affect spring rate

Upper Control Arms **Mark II**

The most notable feature of our upper control arms is the double-adjustment couplers. Adjustment range is 1", with travel centered at the stock control-arm length. Caster can be varied within a 6-degree range and camber within 5-1/2 degrees. Alloy-steel rod ends feature low-friction, polymer-bearing races, eliminating deflection and the increasing resistance found with rubber and polyurethane bushings. New dropped pivot shaft, Mark II design eliminates the need to drill the shock tower to obtain the advantages of higher camber gain. Grade-8 fasteners secure the rod ends to the aluminum pivot shaft. The 1"-lowered mounting position improves negative camber gain and vehicle roll rate. Shim sets are provided to compensate for any major chassis variances. Each arm is constructed of 1x.156"-wall steel tubing with direct threads to the adjustment coupler. The broad, crimped end is robotic-spray-arc-welded to a 1/4" steel bracket. The 4-bolt balljoint relocates the zerk fitting for easier access and allows a lower-profile bump cap to net a 1/4" increase in suspension travel. New dropped style UCA and original straight pivot shaft UCA are available. Arms are shipped fully assembled and include all necessary mounting hardware.

Multiple Arm Styles

Coil-Spring Arms

Coil-spring arms are a direct replacement for the stock upper control arm and can be used with a factory coil spring, spring perch, and shock absorber. These arms are packaged with our Front Coil-Spring Suspension (TCP FCSS-FD), Control-Arm Core System (TCP FACS-FD), ShockWave® Air Suspension (TCP FSWS-FD), or sold separately (TCP UCA-XX). Available with straight or dropped pivot shafts, and 3.75" or 4.75" bolt patterns.



Coil-Over Arms

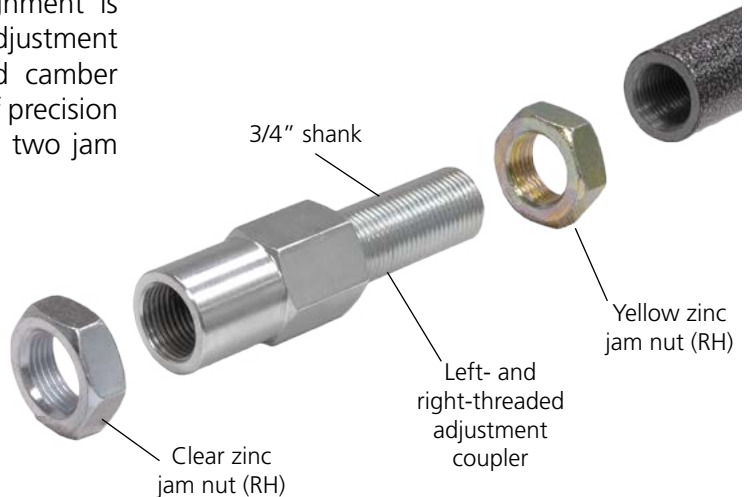
Coil-over arms are for use with the TCP front coil-over suspension system. The factory spring perch mounts are removed to increase clearance, allowing the VariShock coil-over to be routed directly through the control arm. Arms are packaged with the Front Coil-Over Conversion (TCP FCOC-FD), Front Coil-Over Upgrade (TCP FCOU-FD), or sold separately. Available with straight or dropped pivot shafts, and 3.75" or 4.75" bolt patterns.



Double-Adjustment Mechanism

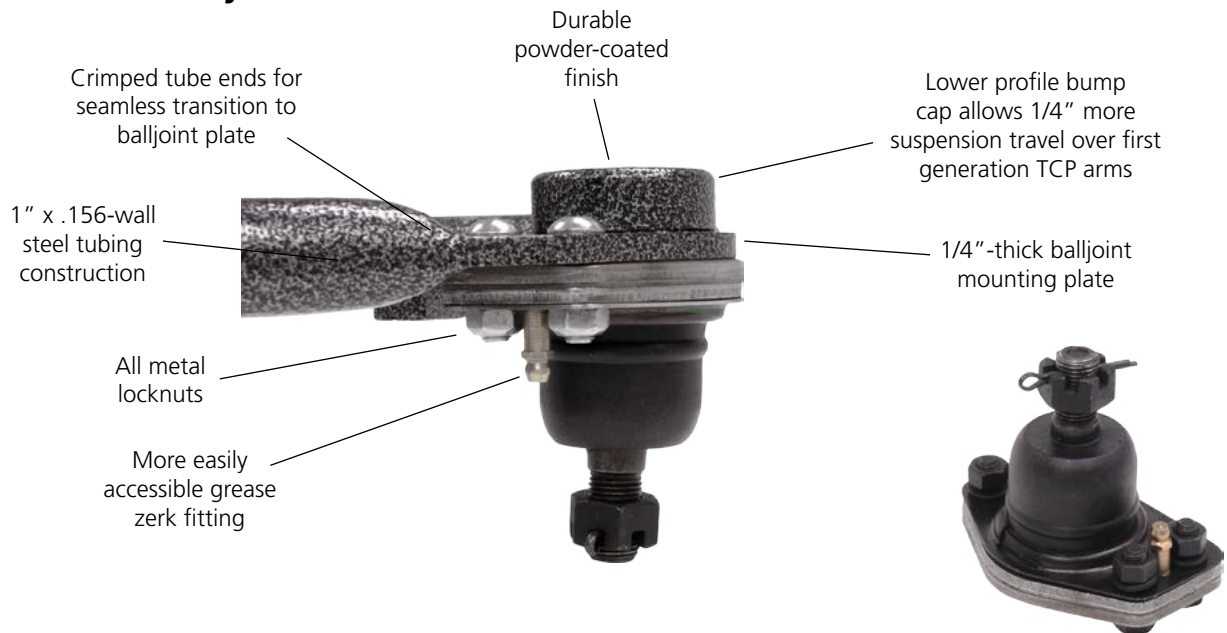
The ability to set your front suspension's alignment is greatly enhanced by our simple to use double-adjustment mechanism. Both caster (6-degree range) and camber (5-1/2 degree range) can be adjusted to a level of precision not possible with standard shims, by loosening two jam nuts and simply turning the adjustment hex.

Control arms ship completely assembled



Part Number	Description
3112-075X063-R	Replacement rod end (each)

Mark II Balljoint Revisions

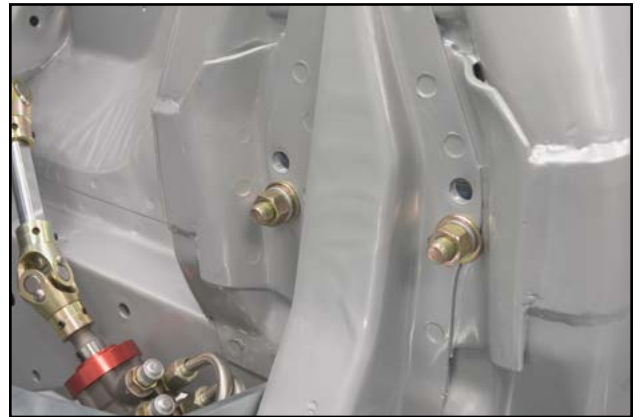


Benefit to Lower Mounting Position

Lowering the mounting position of the upper control arm to our specifications has two distinct advantages over the stock position; camber gain and roll center height.

Stock Position

Many auto manufacturers design the front suspension of their vehicles to introduce positive camber during hard cornering. As the body rolls and suspension compresses, the top of the wheel is pushed outward, lifting the inside edge of the tire contact patch. The smaller contact area reduces front end traction allowing the front end to push toward the outside of the turn. A vehicle tuned to understeer is less likely to spin-out but at the cost of cornering ability and driver satisfaction.



Straight-pivot-shaft TCP arms and OEM arms require the mounting holes to be redrilled 1" below the factory location.

Lowered Position

The lower mounting position at the shock tower places the upper arm at an inclined angle which draws the top of the wheel inward as the suspension compresses. This is known as negative camber gain and the improved geometry now keeps the tire in better contact with the road. The inclined angle of the upper control arm also moves the roll center of the front suspension upward, closer to the center of gravity of the vehicle. The closer these two points (roll center and center of gravity) are together, the more effective the stabilizer bar and springs are at controlling the vehicles tendency to roll when cornering. Reduced body roll also helps to keep the tire in better contact with the road, increasing traction and greatly improving cornering ability.



The greater incline created by the lower mounting position increases negative camber gain and reduces body roll.

Upper-Arm Drill Jig

Lowering the mounting position of the upper control arm to improve the handling of classic Fords has been a common performance modification done since the 1960s, but never with the accuracy and ease that are now possible with our precision-laser-cut, steel drill jig. Previous methods involved drilling pilot holes using lightweight, flimsy templates or marks derived from a common ruler, leaving a large margin for error.

Our in-house, computer-controlled laser cutter makes perfect parts every time, so measurement errors are a thing of the past. Each drill jig is marked to show correct orientation and simply bolts to the factory mounting location. Heavy-gauge material is used to securely guide the full-size drill bit, so you only drill once for each hole. It's the perfect tool for the do-it-yourselfer and a great timesaver for shops that perform this modification frequently.

Part Number	Description
TCP TOOL-01	3.75" drill jig, 1964-66 Mustang
TCP TOOL-02	4.75" drill jig, 1967-73 Mustang

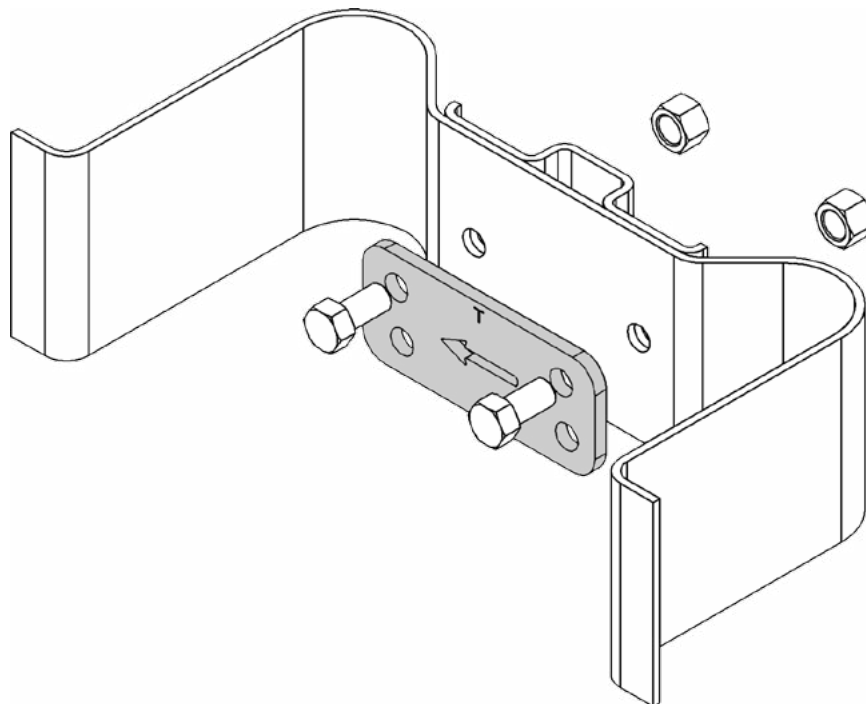
Drill jigs are for use with standard pivot shaft control arms to accurately relocate suspension mounting holes for improved geometry.



TCP TOOL-01 - 3.75" bolt pattern, lowers upper arm pivot axis and shifts mounting position rearward for improved caster

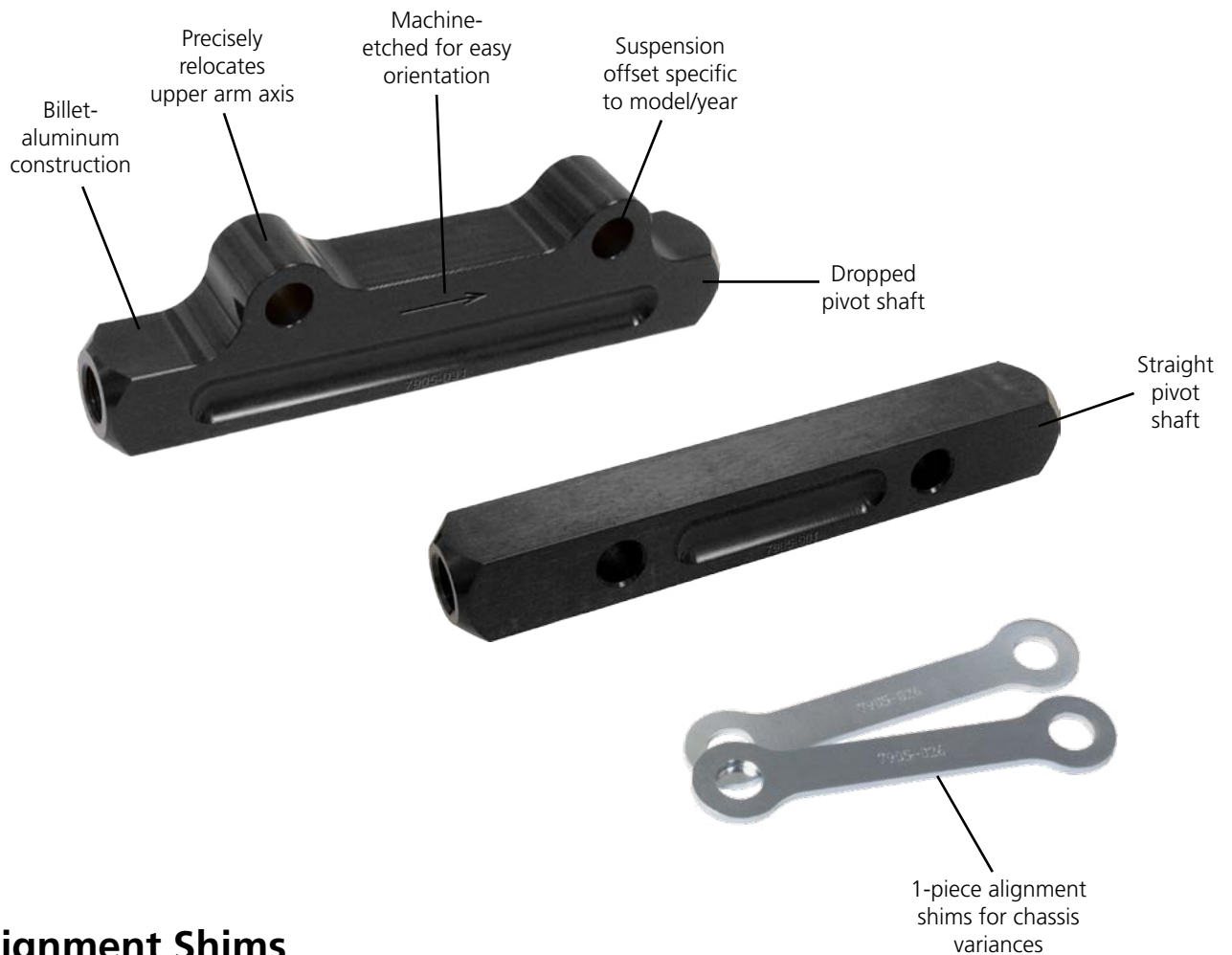


TCP TOOL-02 - 4.75" bolt pattern, lowers upper arm pivot axis (rearward offset is not necessary due to later chassis revisions)



Dropped Pivot Shafts

To gain the geometry benefits of the lower pivot axis without having to drill holes through the shock tower, we offer our billet aluminum, dropped pivot shafts. This is an excellent option for collectible vehicles, already painted engine compartments, or those looking for the quickest bolt-on solution for improved handling. Pivot shafts are CNC-machined from high-grade aluminum billets, then anodized for a protective, quality appearance. Early ('64-66), 3.75" shafts feature a built-in rearward offset to improve caster as well as camber gain. An arrow is clearly machined into the face of the shaft and must be pointed toward the front of the vehicle to ensure correct orientation. Later ('67-73) shafts are symmetrical. Dropped shafts are available in pre-assembled arms and can also be purchased separately to retrofit your existing straight shaft TCP arms.



Alignment Shims

To compensate for chassis variances, a pair of one-piece alignment shims are included with each set of arms. Shims are .100" thick and can be used individually or stacked together to correct larger differences in shock tower position.

Upper Control Arm Pricing

Model	Year	Straight Pivot Shaft		Dropped Pivot Shaft		Replacement Dropped Pivot Shaft ³	Lowering Drill Jig
		Coil-Spring Arms	Coil-Over Arms	Coil-Spring Arms	Coil-Over Arms		
Comet	1960-1965	TCP UCA-01 ¹	TCP UCA-03 ¹	TCP UCA-06 ¹	TCP UCA-08 ¹	7905-031	TCP TOOL-01
	1966-1977	TCP UCA-02	TCP UCA-04	TCP UCA-07	TCP UCA-09	7905-032	TCP TOOL-02
Cougar	1967-1973	TCP UCA-02	TCP UCA-04	TCP UCA-07	TCP UCA-09	7905-032	TCP TOOL-02
Cyclone	1964-1965	TCP UCA-01	TCP UCA-03	TCP UCA-06	TCP UCA-08	7905-031	TCP TOOL-01
	1966-1971	TCP UCA-02	TCP UCA-04	TCP UCA-07	TCP UCA-09	7905-032	TCP TOOL-02
Fairlane	1966-1971	TCP UCA-02	TCP UCA-04	TCP UCA-07	TCP UCA-09	7905-032	TCP TOOL-02
Falcon	1960-1965	TCP UCA-01 ¹	TCP UCA-03 ¹	TCP UCA-06 ¹	TCP UCA-08 ¹	7905-031	TCP TOOL-01
	1966-1970	TCP UCA-02	TCP UCA-04	TCP UCA-07	TCP UCA-09	7905-032	TCP TOOL-02
Maverick	1970-1977	TCP UCA-02	TCP UCA-04	TCP UCA-07	TCP UCA-09	7905-032	TCP TOOL-02
Montego	1968-1971	TCP UCA-02	TCP UCA-04	TCP UCA-07	TCP UCA-09	7905-032	TCP TOOL-02
Mustang	1964-1966	TCP UCA-01 ¹	TCP UCA-03 ¹	TCP UCA-06 ¹	TCP UCA-08 ¹	7905-031	TCP TOOL-01
	1967-1973	TCP UCA-02 ²	TCP UCA-04 ²	TCP UCA-07 ²	TCP UCA-09 ²	7905-032	TCP TOOL-02
Ranchero	1960-1965	TCP UCA-01 ¹	TCP UCA-03 ¹	TCP UCA-06 ¹	TCP UCA-08 ¹	7905-031	TCP TOOL-01
	1966-1971	TCP UCA-02	TCP UCA-04	TCP UCA-07	TCP UCA-09	7905-032	TCP TOOL-02
Torino	1968-1971	TCP UCA-02	TCP UCA-04	TCP UCA-07	TCP UCA-09	7905-032	TCP TOOL-02

Footnotes

1	Six-cylinder spindles must be upgraded to V8 spindles.
2	Excludes Boss 429.
3	Dropped pivot shaft for use with TCP upper control arm only.

Replacement Components

Part Number	Description
3164-FA418G	Replacement 4-bolt balljoint (each)
3112-075X063-R	Replacement rod end (each)



3164-FA418G



3112-075X063-R

All prices subject to change. Current pricing available at www.totalcontrolproducts.com.



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