

9" Housing Torque Arm

The TCP torque arm is a bolt-on, pinion-angle-adjustable traction device that can be used with our rear pushrod or factory leaf-spring suspensions. Similar to traction bars, the arm converts torque to downward force at the tires, but has the benefit of providing improved traction during both straight-line and cornering acceleration. Direct bolt-on installation has been designed for vehicles lowered 1-1/2 to 2", using our subframe-connector system (1964-1970 Mustangs, 1967-1970 Cougars) and specific bolt-in FAB9™ fabricated 9" housing. Torque arms can also be installed on most Ford 9"-equipped vehicles, but will require an additional weld-in bracket kit (TCP TABKT-2 or TCP TABKT-3) and crossmember fabrication. A bolt-on welding fixture (TCP TABKT-1) is also available to correctly position the mounting tabs.

Model	Year
Mustang	1964-1970
Cougar	1967-1970

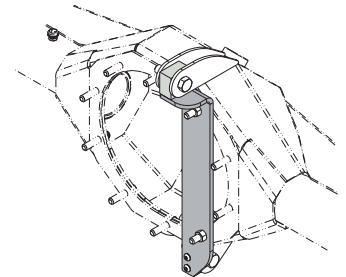


Shown with leaf-spring FAB9™ housing

Weld-on brackets and fixture available

How It Works

The arm is mounted at three points: a swiveling connection at the chassis, and two fixed mounts at the rearend housing. As torque is applied to the rear wheels, the arm (now fixed to the housing) rotates to push upward at the chassis mount while simultaneously pushing downward onto the wheels. Downward force creates additional traction that is equally distributed to each tire regardless of current body-roll or suspension-travel state. The arm's rigid construction provides instant torque control. Leaf-spring movement and bushing compliance are left available for ride-quality and suspension control. As a result, throttle response and acceleration are immediate due to an increase in available traction and lack of leaf-spring "wrap-up," a common source of wheel hop.



Bolt-on weld fixture TCP TABKT-1

Bolt-On Installation

Installation is a direct bolt-on when using our subframe-connector system and specific FAB9™ bolt-in housings. Housings and connector supports include welded mounting tabs to greatly streamline installation and save time. An optional bracket set and welding fixture are available for installation with your existing 9" housing. Additionally, fabrication of a chassis-mounted crossmember with torque-arm front mount is required. Grade-8 hardware, mounted double shear, secures the arm at each of its three attachment points: the top and bottom of the housing, and front chassis mount. Direct attachments welded to the housing provide a stronger, more-secure torque-arm assembly than torque arms that bolt to the drop-out case. Additionally, the newer style provides larger mounting hardware, plus a wider torque arm for increased rigidity.

Pinion Angle

Correct pinion angle during acceleration is key to eliminating unwanted vibrations and additional friction caused by misaligned drivetrain components. The addition of a torque arm provides two significant, pinion-angle-related benefits: greatly reduced housing rotation (which causes pinion-angle changes from acceleration to deceleration) and a means to precisely adjust pinion angle. Only 1-1/2 to 2 degrees of negative pinion angle is required, versus 4-7 degrees when relying on leaf springs for torque control. The driveline remains closer to its ideal, most-efficient position at all times. A double-adjustment coupler located along the lower arm tube provides a simple means of precise pinion angle adjustment within a 6-1/2-degree range.

Description	Part Number	Price
Torque arm, 1964-1970 Mustang	TCP TA2F9-33	\$389 ⁰⁰
Torque arm, 1967-1970 Cougar	TCP TA2F9-36	439 ⁰⁰
Bracket-installation tool - Ford 9" (bolt-on welding fixture)	TCP TABKT-1	70 ⁰⁰
Bracket set for OEM 9" housing (requires welding)	TCP TABKT-2	50 ⁰⁰
Bracket set for FAB9™ housing (requires welding)	TCP TABKT-3	50 ⁰⁰

Bolt-in installation requires TCP subframe-connector system and specific FAB9™ housing. Includes: torque arms, dogbone end link, and mounting hardware.