

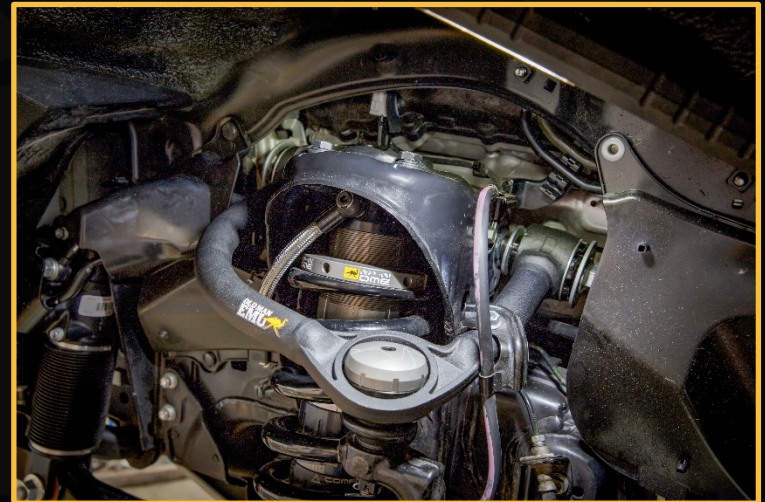
EMU SCHOOL

Upper Control Arms

Upper Control Arms (UCA's)

Why fit an Upper Control arm

- Lifting an Independent front suspension (IFS) vehicle
- What changes in the aftermarket UCA
- Benefits of changing UCA



Why Old Man Emu UCA's

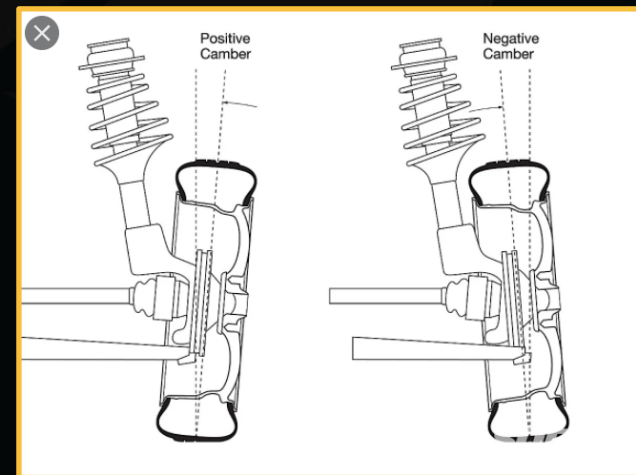
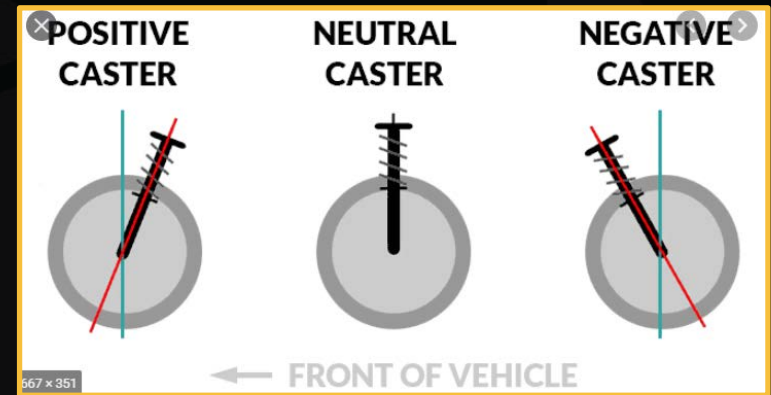
- Features and Benefits
- Wheel Alignment



Why fit an Upper Control Arm

Lifting an Independent front suspension (IFS) vehicle

- Original caster and camber results may be pushed outside the factory adjustment settings
- Generally only a few degrees of factory adjustment
- Lifting IFS can put wheel alignment into Neutral/Negative caster and Positive Camber



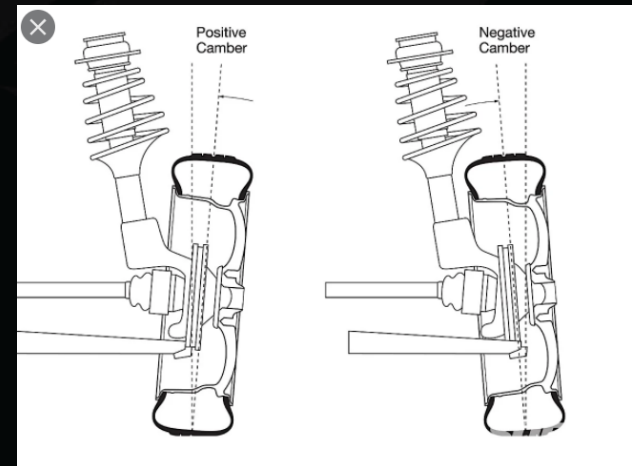
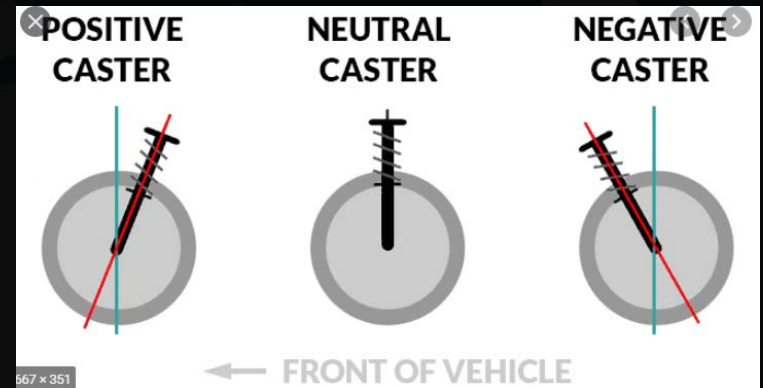
Why fit an Upper Control Arm

Neutral to Negative Caster

- Vague light steering, tends to wander
- Lack of stability
- Unable to keep straight path
- Positive caster tends to force wheels straight

Positive Camber

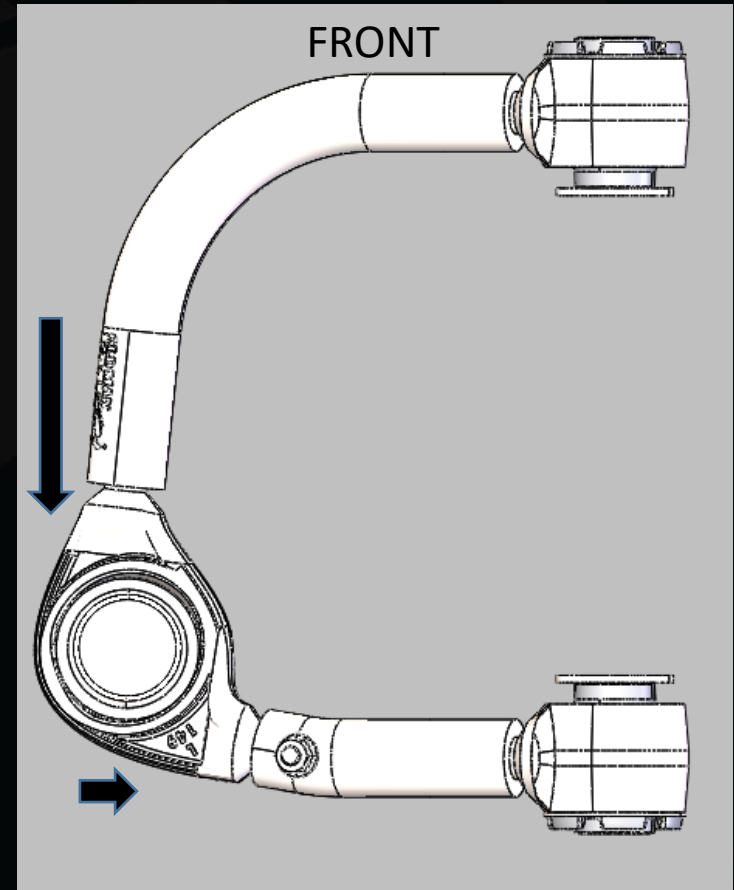
- Tire wear
- Less contact patch to road, affects braking, handling etc



Why fit an Upper Control Arm

What changes in the Aftermarket UCA

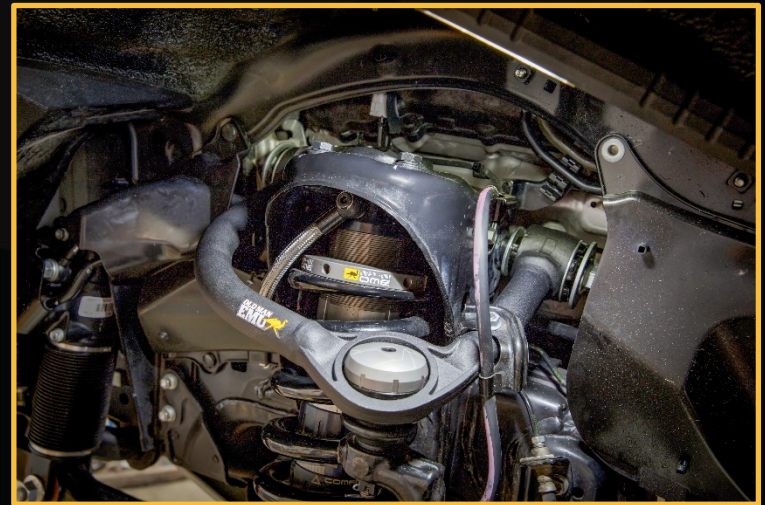
- Ball joint position changes to increase caster (positive) and increase camber (negative)
- Ball joint position is moved backwards and sometimes inwards
- Clearance critical inside and outside of the control arm to ensure no contact with other components



Why fit an Upper Control Arm

Benefits of changing UCA

- Aligns adjustment cams back into acceptable range for both caster and camber adjustment
- Better tire wear
- Better vehicle handling
- Creates clearance to strut assembly in some models

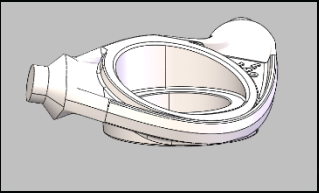
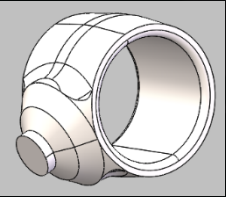
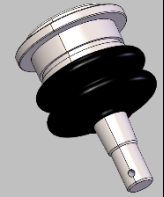
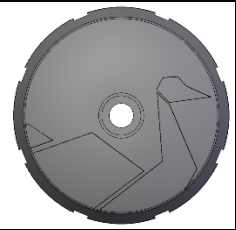


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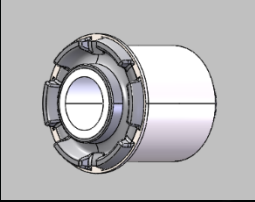
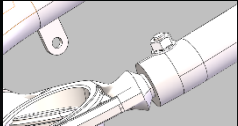

Why Old Man Emu UCA's



Why Old Man Emu UCA's

Diagram	Feature	Benefit
	<p>Forged Ball Joint Housing</p>	<ul style="list-style-type: none"> • Strength • Clearance
	<p>Forged Eyelets</p>	<ul style="list-style-type: none"> • Strength • Size consistency
	<p>Heavy Duty greasable Ball Joint</p>	<ul style="list-style-type: none"> • Serviceable • Full range of motion
	<p>OME Ball Joint protective cap</p>	<ul style="list-style-type: none"> • Keeps dirt and grit out • Integrated look with BP-51 • Storage for grease nipple

Why Old Man Emu UCA's

Diagram	Feature	Benefit
	GIIRO bushings	<ul style="list-style-type: none"> • Free Pivoting • Grease free • Maintenance free
	Mount provision for OE ABS wires	<ul style="list-style-type: none"> • Factory fitment
"GN354A"	ARB's Integrit powder coat finish	<ul style="list-style-type: none"> • Corrosion resistance
	Boxed in pairs with foam inserts	<ul style="list-style-type: none"> • Protection during transit • Well presented
<p>FITTING INSTRUCTIONS UCA0001</p>	Fitting instructions included	<ul style="list-style-type: none"> • Ease of fitment
<p>Vehicle Standards Bulletin 14</p>	Tested and passed to meet VSB14 and GVM requirements	<ul style="list-style-type: none"> • Strength • Compliant

Why Old Man Emu UCA's

Wheel Alignment

- Wheel alignment required after fitment of UCA
- If aftermarket tires/rims fitted, guard clearance should be checked
 - Additional caster may be required to clear
- OME UCA provide +2.5 and +3.5 degrees of caster and up to 1.5 degrees of negative camber
 - Approx 50mm lift

