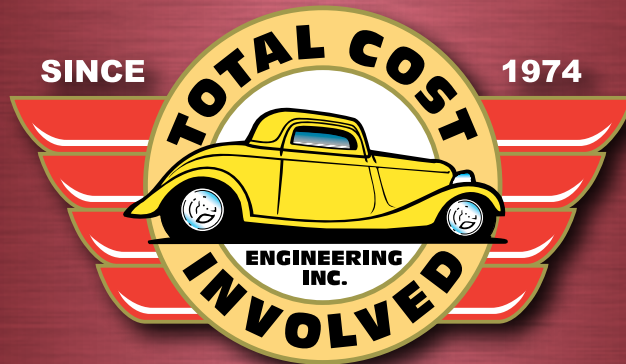
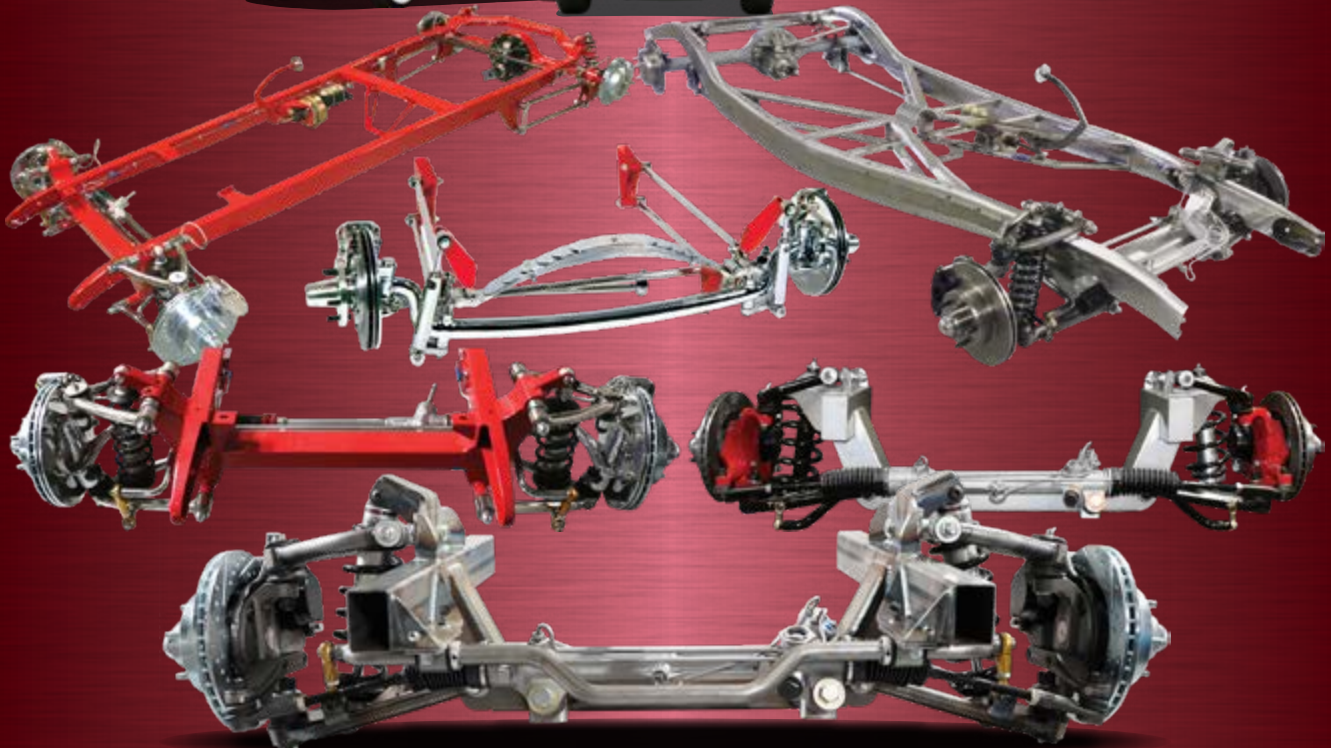


FORD & CHEVY STREET RODS

2020 CATALOG



45+ YEARS OF MANUFACTURING
SUSPENSION & CHASSIS



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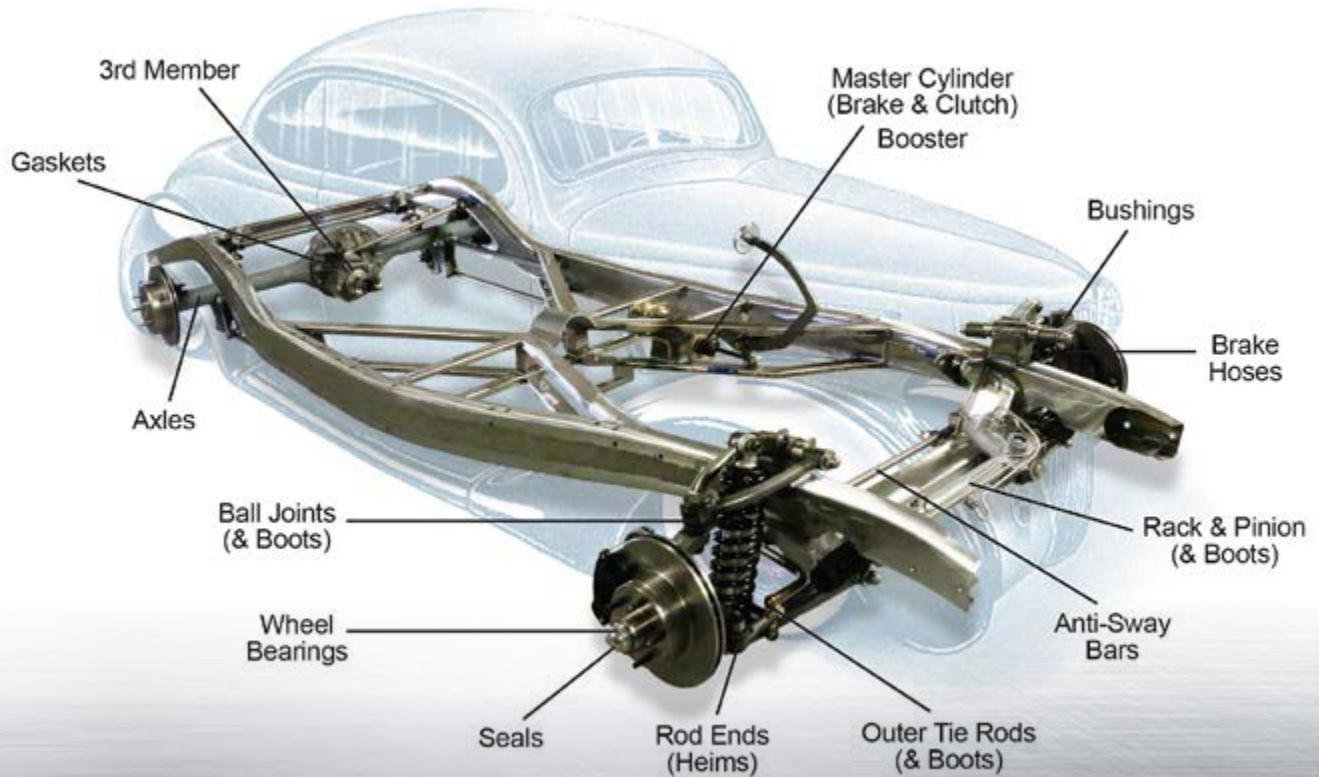
Click on list below for Quick Link

★ **DUAL WARRANTY** ★
LIFETIME WARRANTY ON TCI MANUFACTURED ITEMS
6 YEAR/60,000 MILE WARRANTY ON WEAR & TEAR ITEMS

Total Cost Involved Engineering provides another level of customer confidence and further confirms our commitment to customer service and we take quality very seriously. Total Cost Involved Engineering uses only the best materials and workmanship in the industry so to prove it we will stand behind these parts for 6 years or 60,000 miles (whichever comes first). Whether you spend \$600 on a leaf spring kit, \$10,000+ on a complete rolling chassis or anything in between we offer the Best Warranty in the hot rod

and classic car business. Don't be fooled by cheap prices on cheap parts that won't last. Quality doesn't cost, it pays. Total Cost Involved Engineering has manufactured high quality Ford & Chevy street rod, muscle car & classic truck suspensions parts for 45 years so buy from the company that makes great parts at modest prices. This new warranty is in addition to the existing Lifetime Warranty on items Total Cost Involved Engineering manufactures in-house. Call for details.

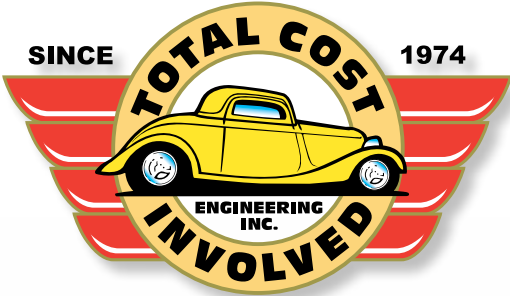
Wear & tear items include:
Link Bar Bushings, Anti-Sway Bar Bushings, Pedal Arm Bushing, Front Shocks, Front Shock Bushings, Torque Arm Slider Bushings, Torque Arm Slider Boot, Rack & Pinion Bushings, Axles, Bolt-On Anti-Sway Bar Brackets, Brake Line, Brake Line Clamps, Rear Axle Seals, Thru-Frame Fittings, Leaf Spring U-Bolts, TCI All American Coil-Over, Coil-Over Bushings, Coil-Over Spherical Bearings, Anti-Sway Bars, Booster, Master Cylinder (Brake & Clutch), Upper Control Arm Cross-shaft, Brake Hoses, Bushing Adjusters, King Pins, Vega Steering Box, Steering U-Joints, Steering Column, Engine/Transmission Mounts, Shocks, Springs (Coil & Leaf), Air Bags, Proportioning Valve, Check Valves, Hardware, Power Steering Hose Kit, Flow Valves, and Headers.



Only exclusions are Brake Rotors, Pads, Drums and Shoes.
*Must be the original purchaser of the product. Parts must be properly installed, used and maintained, unmodified, no damages and are subject to inspection. Free replacement parts only, non refundable. Labor and freight not included.

In 1974, Total Cost Involved Engineering began to set the standard for quality when we built one of the first model 'A' reproduction frames. It took the Classic Car restoration market by storm. Today, we own 32,000 square foot manufacturing facility, where we deliver a broad mix of products serving street rodders, hot rodders and muscle car enthusiasts nationwide, from builders of street rods, classic cars to muscle cars and trucks. We've earned numerous design awards, including the coveted 'Manufacturer of the Year' Award from SEMA-SRMA. Through a well-trained team of experienced engineers and machinists, we're still setting the highest standard for reliability and performance as we've done now for 45+ years and we promise to achieve this standard in all the products we deliver to you.

- Ed Moss, Founder & President



Ed Moss drag racing days circa 2003.
1937 Ford Drag Car,
446-inch Ford Boss Hemi,
204.40 mph, 6.716 sec



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Visit TCI Customer Showcase at www.totalcostinvolved.com/testimonials

Visit TCI Customer Showcase at www.totalcostinvolved.com/testimonials

"We have really appreciated the firm foundation and awesome customer service that TCI has provided us. My TCI complete chassis is working perfectly! Thanks to the entire team at TCI for being with us from the start to the finish line!"
- Michael & Linda Okuley,
1929 Ford Model A



"After 29 years and more than 200,000 miles, my '36 Chevy Pickup with TCI's front suspension is still fantastic! I tow a camping trailer with it, so the bigger brakes are nice to have. I just returned from a trip to Mt. Rainier. It worked great. Glad to have such a nice set up with all the tight turns and towing up and over 6,000 foot passes. The picture was taken at Mt. Rainier. Pays to have TCI quality."
- David Hopkins, 1936 Chevy Pickup



"I purchased a rolling 1931 Ford complete chassis from TCI, and couldn't believe how well this car handles; the ride is better than I ever expected. When I need a chassis, TCI's my choice."
- Ron Swaggart,
1931 Ford Model A



"We have been doing business with TCI for many years. Their products not only look bitchin' but they perform flawlessly while standing the test of time. Their staff is amazing and service is on point. We will continue to do business with them for many years to come."
- Junior, Trigen Street Rods, 1930 Ford Model A



"My '33 Ford Old Faithful has been cruizin' for 139,000 miles on my TCI chassis for 24 years!! Rockin' beside the stage of ZZ Top, Joan Jett, Bad Company, etc. Never on a trailer."
- Jim Mothershead,
1933 Ford Sedan



"The TCI suspension, it's in my opinion, the best on the market and that's all we use for all my builds personally and for customers."
- Chet Jackman,
1934 Dodge Pickup



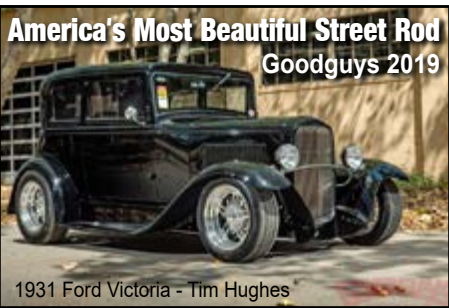
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1929 Ford Model A - Rick Green



1931 Ford Model A - Larry Barbier



America's Most Beautiful Street Rod
Goodguys 2019
1931 Ford Victoria - Tim Hughes



1932 Ford Roadster - John Leonti



1937 Chevy Woodie - Richard Harris



1939 Chevy Coupe - Harley Tucker

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1932 Ford Highboy Coupe - Jim Siegmund



1932 Ford Race Deuce - James Crosby



1933 Ford - John Schueler



1934 Ford Sedan - Ken & Lynn Seresun



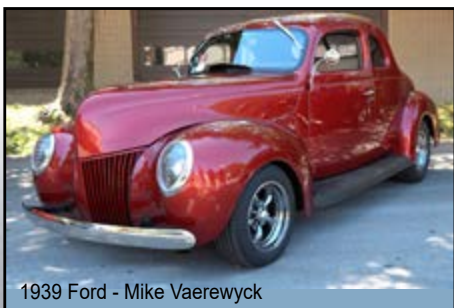
Street Machine of the Year
Goodguys 2018
1954 Buick Skylark - Randall Sartin



1954 Chevy Sedan - Nobody Customs



Builder's Choice Awards - Top 10
Goodguys 2019
1935 Ford Pickup - Ken Keyser



1939 Ford - Mike Vaerewyck



1940 Ford Pro Touring - Val King



1941 Ford Pickup - Bud Wolfe



1955 Chevy Sedan - Perez Flores



1955 Chevy Bel Air - Mark Lopez

'28-36 Chevy Suspension & Components

*Painting & Powder Coating
For Display Only



'28-36 CHEVY CAR & TRUCK **CUSTOM IFS**

Description	Part #	Price
'28-36 Chevy Custom IFS (Plain Package) (w/RideTech)	203-2202-00	\$3,778.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,326.00
Stock Height Spindles (Must Use Wilwood Calipers)	200-2920-00	\$432.00
Power Rack & Pinion	300-3910-00	\$135.00
RideTech Single Adjustable Coil-Over	400-4930-00	Included
RideTech Shockwaves	401-4241-00	\$683.00
11" Drilled, Slotted and Zinc Plated Rotors		\$125.00
Brakes Upgrade from GM to Wilwood Calipers	600-6902-03	\$432.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03	\$945.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03	\$1,859.00
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00	\$68.00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00	\$68.00

This Custom IFS is engineered for easy installation, enhanced drivability and broader range of alignment adjustments. This front end is based on our custom designed spindle with bolt on steering arms and proprietary geometry to maximize comfort and performance. One piece crossmember installs easier than the traditional 3 piece design. The offset stainless eccentric adjuster provides easy camber and caster adjustments. Rear mounted rack and pinion & anti-sway bar leaves the visible side of the crossmember open and clean. Available with dropped or stock height spindles to provide a ride height that matches your specific desires.

Included Products:

- Crossmember
- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated springs
- Manual rack and pinion (power available)
- 1½" x .156w U.S. DOM tubular upper & lower A-arms
- Custom spindles (stock height or 2" drop)
- Custom steering arms
- 3/4" Performance anti-sway bar
- GM Big bore disc brake kit (20% more clamping force)
- Greasable urethane bushings

Features & Benefits:

- This front end is engineered for a cleaner look and easy installation
- Lowered stance and center of gravity provide superior handling
- Custom spindle and bolt on steering arm provides superior performance and ride quality
- 3/16" heavy duty Cross member provides superior strength
- Offset eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy suspension bushings provide long lasting performance
- Performance anti-roll bar provides superior handling characteristics
- Ridetech coilovers provide 1,000,001 Mile Warranty



"I installed both the TCi Mustang II front clip and rear suspension to this build. I am very happy and plan to purchase TCi suspension for my new ride."
- Murray Greissel, 1951 Chevy Coupe



< 1931 Chevy
Steve Bica



Single Adjustable Coil-Over



Alignment Feature



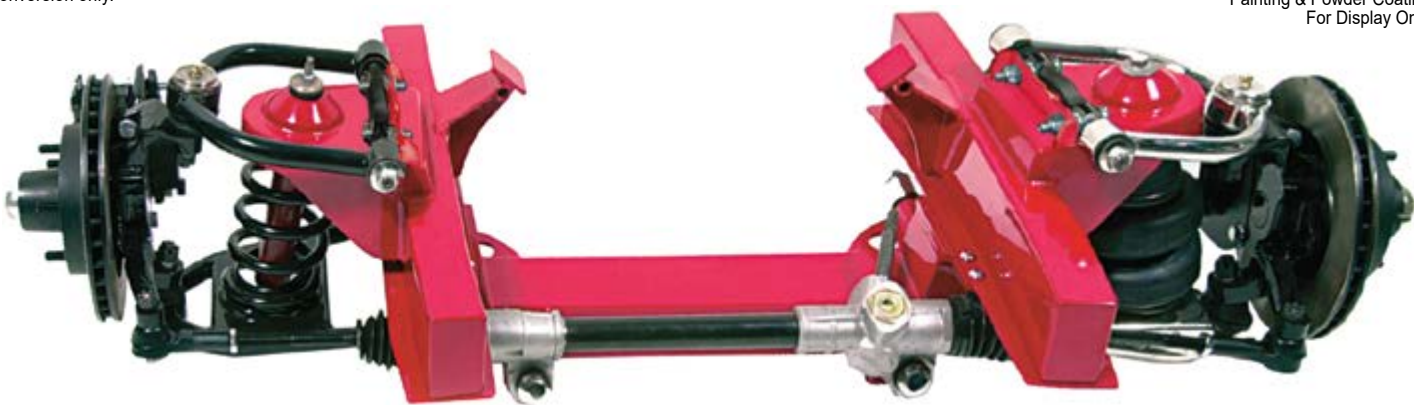
RideTech Front Shockwaves



12" with 4 Piston Calipers

'37-54 Chevy Car Suspension & Components

Passenger side shown with coil spring.
Driver side shown with air spring option.
This product is designed for a V-8 conversion only.



* See page 52 for steering columns, u-joints, power steering flow valves and power steering hose kits.

*Painting & Powder Coating
For Display Only

'37-54 CHEVY CAR **COIL-SPRING IFS**

This Coil-Spring IFS is engineered for easier installation, enhanced drivability and broader range of alignment adjustments. We have re-engineered the original spring towers to now utilize a vertical metal plate for mounting the upper control arms. This new design allows easy camber & caster adjustments via shims instead of alignment slots. This design eliminates the T-bolt design that was prone to slipping and throwing your alignment out when you hit pot holes.

Features & Benefits:

- This front end is engineered for a cleaner look and easy installation
- Lowered stance and center of gravity provide superior handling
- Moves the wheels back to the center of the wheel well
- Redesigned upper control arm mounting brackets provide easy alignment, tuning adjustability and control of camber and caster
- 3/16" Heavy duty cross member and boxing plates provide superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy suspension bushings provide long lasting performance
- Performance anti-roll bar provides superior handling characteristics

Included Products:

- Crossmember
- Coil-spring upper towers
- 7/8" Performance anti-sway bar
- 1" x .156w U.S. DOM tubular upper A-arms
- 1½" x .156w U.S. DOM tubular lower A-arms
- Spindles (stock height or 2" drop)
- Greasable urethane bushings
- Manual rack and pinion (power available)
- GM Big Bore disc brake kit (20% more clamping force)
- Black powder coated springs
- Painted shocks

Description	Part #	Price
'37-48 Chevy Coil-Spring IFS	222-2354-00	\$2,748.00
'49-54 Chevy Coil-Spring IFS	224-2354-00	\$2,748.00
'53-62 Corvette Coil-Spring IFS	225-2354-00	\$2,748.00
Options	Part #	Price
Power Rack & Pinion	300-3910-00	\$135.00
Air Spring Kit	400-4420-00	\$453.00
Stock Height Spindles	200-2920-00	Exchange
RideTech Coil-Over Shock with Spring (Plain)	400-4211-00	\$567.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black		\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished		\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red		\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6922-00	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6922-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6922-05	\$945.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6923-00	\$1,859.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6923-03	\$1,859.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6923-05	\$1,859.00
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00	\$68.00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00	\$68.00

1962 Corvette - Tim Rigby



ALL TCi PRODUCTS
ARE ENGINEERED WITH
US STEEL

"We used a full front and rear TCi suspension, it handles like a brand new car, and the customer service is really great, it sold me from the start."

- Aaron Watkins, 1950 Chevy Sedan



Coil-Spring F/E Air Spring Option



Coil-Over Retro Fit Kit



GM Brake



12" with 4 Piston Calipers



'37-54 Chevy Suspension & Components

'37-54 Chevy Car Suspension & Components



*Painting & Powder Coating
For Display Only



*Painting & Powder Coating
For Display Only

'37-39 & '49-54 CHEVY REAR AXLE ASSEMBLY

Description	Part #	Price
'37-39 & '49-54 Complete Assembly/Leaf Spring Brackets	522-5007-00	\$3,027.00
Options	Part #	Price
12" Smooth Rotors/Disc (Wilwood Pol. 4-Piston Calipers)	600-6906-03	\$764.00
12" Smooth Rotors/Disc (GM Calipers)	600-6930-00	\$348.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Tru-Trac	500-5964-00	\$888.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00

TCI Engineering fabricates all of its 1949-1954 Chevy Car 9 inch Ford Rearend housings in-house using only high quality 100% Curries 9-Plus rear end components. Modeled after the popular factory 9" Ford stock housing which is now nearly extinct, the 9-Plus Hot Rod housing is similar to the early style . The 9-Plus model is made of U.S. supplied premium grade formed steel. Strength and rigidity is increased by using thicker gauge steel. The housing comes with American Made 3" O.D. x .188" wall 1026 D.O.M. steel tubing. 100% new Billet steel 9-Plus late model large bearing (Torino style) housing ends. Exhaust routing is made easier and bracket clearance is increased due to the shape of the housing.

Features & Benefits:

- 9-Plus Hot Rod housing utilizes thicker gauge steel for increased strength and rigidity
- Your choice of gear ratios to match desired cruise RPM
- 100% brand new Nodular Iron case is Strong and Durable
- 31 Spline High Performance 1541 Forged Alloy axles are rated for 600 HP
- Commonly used Late/Large bearing housing ends makes finding replacement bearings/seals easy
- Tapered roller bearings provide the proper preload for long bearing life
- 1330 Yoke is commonly used and durable
- The 9-Plus Rear Drum Brake Kit comes complete with backing plates assembled

Included Products:

- Currie round back housing with late/large Ford bearing flanges (width of your choice)
- All TCI Suspension bracketry installed and fixture welded
- Nodular 3rd member with your choice of new gear sets ranging from (3:00 to 4:56)
- 31 Spline axles with new tapered bearings, seals and axle studs
- 11" Drum brakes
- Axle brackets fully welded
- 1330 Yoke (long)
- Your choice of 4.5" or 4.75" Bolt circles
- Gear lube and Posi lube (when applicable)

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ARE ENGINEERED WITH
US STEEL



1954 Bel Air - Tom Gleespen



1949 Buick Sedanette - Mike Young, built by Chris Carlson

'37-39 & '49-54 CHEVY PARABOLIC REAR LEAF KIT

These American made parabolic leaf springs are a modern implementation of traditional parabolic leaf springs. This design is characterized by fewer leaves whose thickness varies from center to ends following a parabolic curve. In this design, inter-leaf friction is unwanted, and therefore there is only contact between the springs at the ends and at the center where the axle is connected. The primary benefit of parabolic springs is better ride quality and not being as "stiff" as conventional "multi-leaf springs". As an added bonus there are less springs which offers 28% weight savings over the 5 leaf kit previously offered.

This '37-39 & '49-54 Chevy car leaf spring kit includes everything you'll need to install a brand new suspension into the rear of your vehicle. Everything that attaches to the chassis bolts into place. There is minimal drilling involved and we reuse factory holes as often as possible to make the installation all the more easy. The only welding required will be on your axle housing (unless a complete Currie 9" is purchased directly from us).

Description	Part #	Price
'37-39 Chevy Kit - Parabolic Rear Leaf Spring Kit	422-4610-00	\$779.00
'49-54 Chevy Kit - Parabolic Rear Leaf Spring Kit	424-4610-00	\$779.00

Features & Benefits:

- Parabolic springs offer greater flexibility which promotes ride quality
- 28% weight savings over conventional springs
- They will not rob your classic truck of performance
- 4" Lowered stance and center of gravity
- True bolt-in with no cutting into the bed required
- All heli-arc welded for the highest quality & strength

Included Products:

- Parabolic leaf springs
- Front frame brackets
- Shackle brackets
- 5 Hole plates
- U-bolts
- Axle brackets
- Painted shocks
- Dogbones
- Polyurethane bushings
- All required hardware
- Detailed installation manual

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL



Power Brake Pedal Assemblies

Description	Part #	Price
'37-48 Pedal & Bracket (Bolt-on)	622-6511-00	\$225.00
'37-48 Complete Assembly (Bolt-on)	622-6510-00	\$408.00
'49-54 Pedal & Bracket (Bolt-on)	624-6511-00	\$224.00
'49-54 Complete Assembly (Bolt-on)	624-6510-00	\$408.00
'37-54 Pedal & Bracket (Weld-on)	622-6511-56	\$198.00
'37-54 Complete Assembly (Weld-on)	622-6510-56	\$408.00
1" Power Master Cylinder	600-6521-00	\$101.00
Round Brake Pad	900-9214-01	\$101.00
Rectangular Brake Pad	900-9217-01	\$101.00



Crossmember Transmission Mount Kit

Description	Part #	Price
'37-39 Kit	722-7540-57	\$244.00
'49-54 Kit	724-7540-57	\$244.00
Trans Mount-GM T350 & 700R4	700-7604-00	\$36.00
Trans Mount-GM 400	700-7606-00	\$35.00
Urethane Trans Mts. (Multi-Fit)	700-7632-00	\$55.00
Urethane Trans Mts. (Chrome)	700-7632-01	\$68.00

Heavy duty 3/8" thick steel bolt in crossmember replaces stock x-member and mounts brake pedal assembly and TH350 or 700R-4 transmission and includes hardware and instructions.



Engine Mounts

Description	Part #	Price
'37-48 Weld-in Mounts (Plain Pair)	722-7012-00	\$121.00
'49-54 Weld-in Mounts (Plain Pair)	724-7012-00	\$121.00
Rubber Engine Mounts (Plain Pair)	700-7112-00	\$58.00
Urethane Engine Mts. (Plain Pair)	700-7132-00	\$98.00
Urethane Engine Mts. (Chrome Pair)	700-7132-01	\$128.00



Single Adjustable Coil-Over



Alignment Feature



RideTech Front Shockwaves



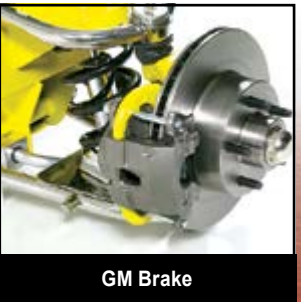
12" with 4 Piston Calipers



Coil-Spring F/E Air Spring Option



Coil-Over Retro Fit Kit



GM Brake



12" with 4 Piston Calipers

'28-34 Ford Car & Truck Suspension

*Painting & Powder Coating
For Display Only



'28-34 FORD CAR & TRUCK CUSTOM IFS

Included Products:

- Crossmember
 - RideTech Single Adjustable Coil-Over Shocks
 - Black powder coated springs
 - Manual rack and pinion (power available)
 - 1½" x .156w U.S. DOM tubular upper & lower A-arms
- Custom spindles (stock height or 2" drop)
 - Custom steering arms
 - ¾" Performance anti-sway bar
 - GM Big Bore disc brake kit (20% more clamping force)
 - Greasable urethane bushings

Description	Part #	Price
'28-31 Rear Steer Custom IFS (Plain Package) (w/RideTech)	201-2200-00	\$3,778.00
'32 Rear Steer Custom IFS (Plain Package) (w/RideTech)	202-2200-00	\$3,778.00
'33-34 Rear Steer Custom IFS (Plain Package) (w/RideTech)	203-2200-00	\$3,778.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,326.00
Stock Height Spindles (Must Use Wilwood Calipers)	200-2920-00	\$432.00
Power Rack & Pinion	300-3910-00	\$135.00
RideTech Single Adjustable Coil-Over	400-4930-00	Included
RideTech Triple Adjustable Coil-Over	400-4932-00	\$1,470.00
RideTech Shockwaves	401-4241-00	\$683.00
11" Drilled, Slotted and Zinc Plated Rotors		\$125.00
5 Lug 5.5" Bolt Pattern Disc Brake Kit	600-6954-00	\$528.00
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03	\$432.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05	\$945.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00	\$1,859.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03	\$1,859.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05	\$1,859.00
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00	\$68.00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00	\$68.00

* See page 24 for steering columns, u-joints, power steering flow valves and power steering hose kits.



Single Adjustable Coil-Over



Alignment Feature



RideTech Front Shockwaves



12" with 4 Piston Calipers



1933 Ford Phaeton >
Vaughn Veit

1929 Ford Pickup Tudor >
Ralph Bingham

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

- Features & Benefits:**
- This front end is engineered for a cleaner look and easy installation
 - Lowered stance and center of gravity provide superior handling
 - Custom spindle and bolt on steering arm provides superior performance and ride quality
 - Offset Eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
 - Ridetech Coilovers provide 1,000,001 Mile Warranty
 - 3/16" heavy duty Cross member provides

- superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance anti-roll bar provides superior handling characteristics

'28-34 Ford Car & Truck Suspension

* Show package shown.

*Painting & Powder Coating
For Display Only



'28-34 FORD CAR & TRUCK DROPPED AXLES

This Dropped Axle front suspension is engineered for the classic look, enhanced drivability and ease of use. We've implemented the newest design and manufacturing innovations into a classic design. Comfort and safety are key design elements while retaining a traditional look. Fixture welded tube axle using only U.S. made steel. Fixture welded link bars using only Energy Suspension polyurethane bushings with lubrication valleys and come with their patented poly lube. Big Bore calipers on big 10.5" rotors. Fitted kingpins and fully packed front bearings using hi-temp grease. SoCal Speed Shop provides the front shocks and shock mounts.

Included Products:

- Monoleaf Spring with shackles
 - Upper Shock Mounts
 - Adjustable Panhard Bar
 - 46" Tube Axle
 - Spindles fitted with King Pins
 - Steering Arms
- Greasable urethane bushings
 - Tie Rod and Drag Link
 - Adjustable 4-link with brackets and Batwings
 - GM Big Bore disc brake kit (20% more clamping force)
 - Painted shocks with lower shock mount

Features & Benefits:

- This front end is engineered for a classic look and easy installation
 - Lowered stance and center of gravity
 - Engineered using only U.S. made steel for exact tolerances and reliability
 - Fixture welded tube axle is strong and durable
 - SoCal Speed Shop shocks offer a nice plush ride
 - Heavy duty King Pins for additional strength and durability
- Heavy duty shackles provide added safety and strength
 - Vented rotors and big bore calipers provide excellent braking capabilities
 - Energy Suspension bushings provide long lasting performance
 - Panhard bar allows you to center the wheels perfectly



1932 Ford Highboy Roadster >
Phil and Barbara Cocuzza

< 1933 Ford Coupe Pro-Street
Dave Bagdon



Vega Box



Unisteer Rack



SoCal Hot Rod Front Brakes



Front Crossmember

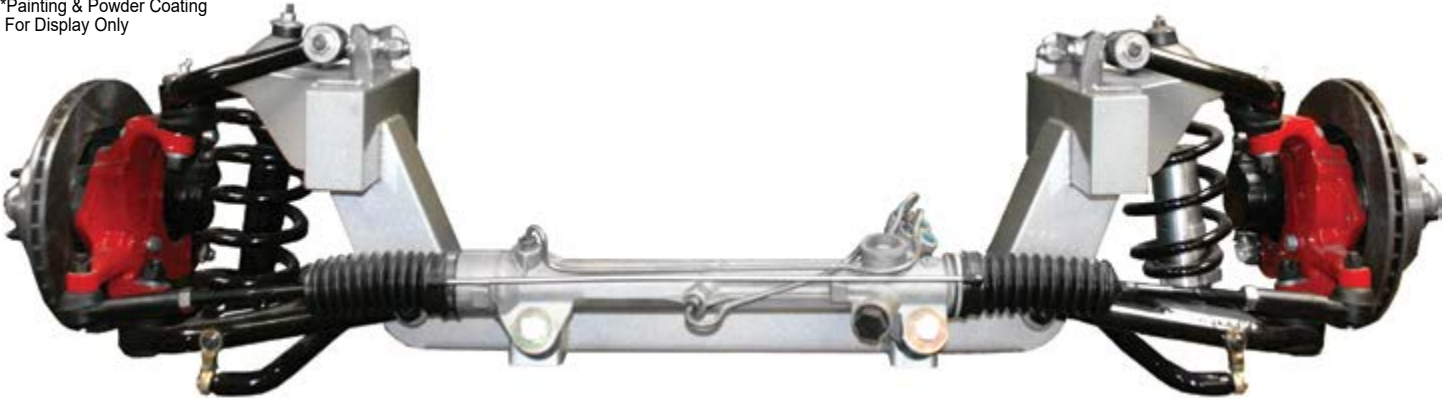
Description	Part #	Price
'28-31 Dropped Axles Package (Plain)	201-2001-00	\$2,507.00
'32 Dropped Axles Package (Plain)	202-2001-00	\$2,507.00
'33-34 Dropped Axles Package (Plain)	203-2001-00	\$2,507.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,813.00
'28-32 Crossmember	201-2004-00	\$92.00
'33-34 Crossmember	203-2004-00	\$132.00
'28-34 U-Bolt Kit (Plain)	401-4550-00	\$49.00
'28-34 U-Bolt Kit (Chrome)	401-4550-01	\$90.00
I-Beam Axle (Plain)	200-2945-00	\$96.00
I-Beam Axle (Chrome)	200-2945-01	\$117.00
Drilled I-Beam (Plain)	1041-D	\$269.00
Drilled I-Beam (Chrome)	2864C	\$756.00
Radius Rods	200-2950-00	Exchange
'32-34 Hi-Boy Option	202-2934-00	Exchange
Multi-Leaf Spring	400-4920-00	Exchange
SoCal Hot Rod Brakes (Plain)	600-6000-00	\$1,921.00
SoCal Hot Rod Brakes (Polished)	600-6000-03	\$2,099.00
5 Lug 5.5" Bolt Pattern Disc Brake Kit	600-6954-00	\$528.00
Vega Steering Box	300-3010-00	\$501.00
Pitman Arm (Plain)	300-3022-00	\$83.00
Pitman Arm (Polished)	300-3022-02	\$104.00
Steering Bracket	300-3011-56	\$55.00
'28-31 Unisteer Rack	301-3210-03	\$417.00
'32 Unisteer Rack	302-3210-03	\$417.00
Braided Brake Hoses '78 & Up GM Calipers (pr)	600-6608-00	\$68.00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00	\$68.00

Show package adds the following items, polished stainless instead bare steel. 4-Link bars, batwings, perches, tie rod, drag link, Panhard bar & lower shock mounts. Plus, you will also receive 11" Wilwood rotors with aluminum hubs & 4 piston polished calipers mounted on our polished aluminum caliper brackets.

'35-41 Ford Car & Truck Suspension

Shown with power rack and coil-over retro fit kit

*Painting & Powder Coating
For Display Only



'35-40 FORD CAR & '35-41 TRUCK COIL-SPRING IFS

Included Products:

- Crossmember
- Coil-Spring Upper Towers
- 7/8" Performance anti sway bar
- 1 1/8" x .156w U.S. DOM tubular upper & lower A-arms
- Spindles (stock height or 2" drop)
- Greasable urethane bushings
- Manual rack and pinion (power available)
- Boxing plates
- GM Big Bore disc brake kit (20% more clamping force)
- Black powder coated springs
- Painted shocks

This Coil-Spring IFS is engineered for easier installation, enhanced drivability and broader range of alignment adjustments. We have re-engineered the original spring towers to now utilize a vertical metal plate for mounting the upper control arms. This new design allows easy camber & caster adjustments via shims instead of alignment slots. This design eliminates the T-bolt design that was prone to slipping and throwing your alignment out when you hit pot holes.

Features & Benefits:

- This front end is engineered for a cleaner look and easy installation
- Lowered stance and center of gravity provide superior handling
- Redesigned upper control arm mounting brackets provides easy alignment, tuning adjustability and control of camber and caster
- 3/16" heavy duty Cross member and boxing plates provide superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance anti-roll bar provides superior handling characteristics

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL



1935 Ford Tin Woodie
Doug Hoppe

1940 Ford Sedan >
Perez Flores Design
Mexico

1936 Ford Coupe
Mark McCaslin



Coil-Spring F/E Air Spring Option



Coil-Over Retro Fit Kit



GM Brake



12" with 4 Piston Calipers

'35-41 Ford Car & Truck Suspension

* Show package shown.

*Painting & Powder Coating
For Display Only



'35-40 FORD CAR & '35-41 TRUCK CUSTOM IFS

This American Made 1935-1940 Ford Custom IFS is engineered for easy installation, enhanced drivability and broader range of alignment adjustments. This front end is based on our Custom designed spindle with bolt on steering arms and proprietary geometry to maximize comfort and performance. The offset stainless eccentric adjuster provides easy camber and caster adjustments. Available with dropped or stock height spindles to provide a ride height that matches your specific desires. 1,000,001 Mile Warranty Ridetech Coil-over shocks come standard and provide further height adjustment and 26 way ride comfort control.

Features & Benefits:

- This front end is engineered for a cleaner look and easy installation
- Lowered stance and center of gravity provide superior handling
- Custom spindle and bolt on steering arm provides superior performance and ride quality
- Offset Eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
- Ridetech Coilovers provide 1,000,001 Mile Warranty
- 3/16" heavy duty Cross member and boxing plates provide superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance anti-roll bar provides superior handling characteristics

2015 Goodguys
TRUCK OF THE YEAR EARLY
Robert Anderson's 1940 Ford Pickup >
See YouTube for full build video



Single Adjustable Coil-Over



Alignment Feature



Ridetech Front Shockwaves



12" with 4 Piston Calipers


Included Products:

- Crossmember
- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated springs
- Manual rack and pinion (power available)
- 1 1/8" x .156w U.S. DOM tubular upper & lower A-arms
- Custom spindles (stock height or 2" drop)
- Custom steering arms
- 3/4" Performance anti-sway bar
- Boxing plates
- GM Big Bore disc brake kit (20% more clamping force)
- Greasable urethane bushings


Description	Part #	Price
'35-40 Ford Car Custom IFS (Plain Package) (w/RideTech)	204-2200-00	\$3,778.00
'35-41 Ford Truck Custom IFS (Plain Package) (w/RideTech)	204-2200-00	\$3,778.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,326.00
Stock Height Spindles (Must Use Wilwood Calipers)	200-2920-00	Exchange
Power Rack & Pinion	300-3910-00	\$135.00
RideTech Single Adjustable Coil-Over	400-4930-00	Included
RideTech Triple Adjustable Coil-Over	400-4932-00	\$1,470.00
RideTech Shockwaves	401-4241-00	\$683.00
11" Drilled, Slotted and Zinc Plated Rotors		\$125.00
5 Lug 5.5" Bolt Pattern Disc Brake Kit	600-6954-00	\$528.00
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03	\$432.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05	\$945.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00	\$1,859.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03	\$1,859.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05	\$1,859.00
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00	\$68.00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00	\$68.00

* See page 52 for steering columns, u-joints, power steering flow valves and power steering hose kits.

TCI Engineering Products



MADE IN THE USA



1928-1931

1932

1933-1934

1935-1940


1942-1948

Power Pedal Assemblies


Description	Part #	Price
'28-31 Pedal & Bracket	601-6511-00	\$198.00
'28-31 Complete Assembly	601-6510-00	\$408.00
'32 Pedal & Bracket	602-6511-00	\$198.00
'32 Complete Assembly	602-6510-00	\$408.00
'33-34 Pedal & Bracket	603-6511-00	\$225.00
'33-34 Complete Assembly	603-6510-00	\$408.00
'35-40 Pedal & Bracket	604-6511-00	\$225.00
'35-40 Complete Assembly	604-6510-00	\$408.00
'42-48 Pedal & Bracket	606-6511-00	\$225.00
'42-48 Complete Assembly	606-6510-00	\$408.00
Options	Part #	Price
1" Power Master Cyl. (Disc)	600-6521-00	\$101.00
Wilwood Master Cylinder (¾)	600-6927-00	\$209.00

Power pedal assemblies feature: Arm with Teflon bushing, bracket assembly, new 7" power booster, new dual chamber master cylinder and hardware.

TCI Engineering Products



MADE IN THE USA



1928-1931

1932

1933-1934


1935-1940

Manual Pedal Assemblies


Description	Part #	Price
'28-31 Pedal & Bracket	601-6504-00	\$131.00
'28-31 Complete Assembly	601-6502-00	\$225.00
'32 Pedal & Bracket	602-6504-00	\$159.00
'32 Complete Assembly	602-6502-00	\$239.00
'33-34 Pedal & Bracket	603-6504-00	\$185.00
'33-34 Complete Assembly	603-6502-00	\$264.00
'35-40 Pedal & Bracket	604-6504-00	\$185.00
'35-40 Complete Assembly	604-6502-00	\$264.00
Options	Part #	Price
1" Master Cyl. - RH-Outputs	600-6522-00	\$95.00
1" Master Cyl. - LH-Outputs	600-6523-00	\$98.00
Wilwood Master Cylinder (1")	600-6926-00	\$209.00

Brake pedal assemblies feature: Arm with Teflon bushing, adjustable push rod, bracket assembly, new dual chamber master cylinder and hardware.

TCI Engineering Products



MADE IN THE USA



Universal Brake & Clutch Assembly

Description	Part #	Price
Manual Brake-Hyd Clutch	600-6571-56	\$505.00
Power Brake-Hyd Clutch	600-6570-56	\$620.00
Power Brake-Hyd Clutch (Less Booster/Mstr.)	600-6573-00	\$384.00

Unit features: Bracket, pedal, new brake and clutch master cylinders. Power unit comes with 7" booster and new brake master cylinder.



Brake Pedal Pads

Description	Part #	Price
Round Pad	900-9214-01	\$40.00
Rectangular Pad	900-9217-01	\$40.00


We offer chrome brake pedal pads (round or rectangular) with a 1/2" stud and an adhesive rubber insert.

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL



< 1931 Ford Roadster
Jim and Joy Nally

< 1934 Ford Woodie
Greg Wilson




Engine Mounts

Description	Part #	Price
'28-31 w/Ford-Weld-In (Pr)	701-7010-00	\$98.00
'28-31 w/Chevy-Weld-In (Pr)	701-7012-00	\$98.00
'32 w/Ford-Weld-In (Pr)	702-7010-00	\$98.00
'32 w/Chevy-Weld-In (Pr)	702-7012-00	\$98.00
'33-34 w/Ford-Weld-In (Pr)	703-7010-00	\$98.00
'33-34 w/Chevy-Weld-In (Pr)	703-7012-00	\$98.00
'35-40 w/Ford-Weld-In (Pr)	704-7010-00	\$98.00
'35-40 w/Chevy-Weld-In (Pr)	704-7012-00	\$98.00



Rubber & Urethane Engine Mounts


Description	Part #	Price
Ford Engine Mounts (pr)	700-7102-00	\$85.00
Chevy Engine Mounts (pr)	700-7112-00	\$58.00
Urethane Chevy Engine Mts.(pr)	700-7132-00	\$98.00
Urethane Chevy Engine Mts.(pr) Chr	700-7132-01	\$128.00
Trans Mount - Ford	700-7602-00	\$41.00
Trans Mount - GM T350 & 700R4	700-7604-00	\$36.00
Trans Mount - GM 400TH	700-7606-00	\$35.00
Urethane GM Trans Mts. (Multi-Fit)	700-7632-00	\$55.00
Urethane GM Trans Mts. Chrome	700-7632-01	\$68.00



28-31 Ford Transmission Crossmembers

Description	Part #	Price
Saddle Trans Crossmember	701-7542-00	\$190.00

Weld in saddle style adjustable transmission crossmember for '28-31 Model A's. Specify transmission.




1935-1948 Ford Parabolic Rear Leaf Spring Kits

Description	Part #	Price
'35-40 Ford Car Parabolic Rear Leaf Spring Kit	404-4610-00	\$779.00
'35-41 Ford Truck Parabolic Rear Leaf Spring Kit	404-4610-00	\$779.00
'42-48 Ford Car Parabolic Rear Leaf Spring Kit	406-4610-00	\$779.00
Options	Part #	Price
Anti-Roll Bar Kit (Plain) ('32-34 Ford) (Includes Crossmember)	402-4856-00	\$335.00

*Painting & Powder Coating For Display Only

TCI's 1935-1948 Ford Leaf Spring kit. These American made parabolic leaf springs are a modern implementation of traditional leaf springs. This design is characterized by fewer leafs whose thickness varies from center to ends following a parabolic curve. In this design, inter-leaf friction is unwanted, and therefore there is only contact between the springs at the ends and at the center where the axle is connected. The primary benefit of parabolic springs is better ride quality and not being as "stiff" as conventional "multi-leaf springs". As an added bonus there are less springs which offers 28% weight savings over the 5 leaf kit previously offered.

- Included Products:
- Features & Benefits:
- Parabolic leaf springs
 - Shock mounts
 - Front frame brackets
 - Shackle brackets
 - 5 Hole plates
 - U-bolts
 - Axle brackets
 - Painted shocks
 - Dogbones
 - Polyurethane bushings
 - All required hardware
 - Detailed Installation manual
 - Parabolic springs offer greater flexibility which promotes ride quality
 - 28% weight savings over conventional springs
 - They will not rob your classic truck of performance
 - 4" Lowered stance and center of gravity
 - True bolt-in with no cutting into the bed required
 - All heli-arc welded for the highest quality & strength



9" Rear Axle Assembly

Description	Part #	Price
'28-31 Complete (c/o)	501-5005-00	\$3,132.00
'32 Complete (c/o)	502-5005-00	\$3,132.00
'33-40 Complete (c/o)	503-5005-00	\$3,132.00
'35-40 Complete (Leaf)	504-5007-00	\$3,027.00
Options	Part #	Price
Hi-Tech Disc (Wilwood)	600-6906-03	\$754.00
Hi-Tech Disc (GM)	600-6930-00	\$348.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
Aluminum Housing Center	Change 00 to 03	\$958.00

Included Products:

- Currie round back housing with late/large Ford bearing flanges (width of your choice)
- All TCI Suspension bracketry installed and fixture welded
- Nodular 3rd member with your choice of new gear sets ranging from (3:00 to 4:56)
- 31 Spline axles with new tapered bearings, seals and axle studs
- 1" Drum brakes
- Axle brackets fully welded
- 1330 Yoke (long)
- Your choice of 4.5" or 4.75" Bolt circles
- Gear lube and Posi lube (when applicable)



Single Adjustable Coil-Over



12" Disc w/ Internal Parking Brake



1928-1940 Ford Rear 4-Link Kits

Description	Part #	Price
'28-31 Parallel Kit	501-5102-00	\$1,297.00
'32 Parallel Kit	502-5102-00	\$1,297.00
'32 Triangulated Kit	502-5110-00	\$1,297.00
'33-34 Parallel Kit	503-5102-00	\$1,297.00
'33-34 Triangulated Kit	503-5110-00	\$1,297.00
'35-40 Parallel Kit	504-5102-00	\$1,297.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package (Parallel)	Change 00 to 02	\$630.00
Polished Stainless Upgrade/Show Package (Triangulated)	Change 00 to 02	\$500.00
Anti-Roll Bar Kit (Plain) ('28-31 Ford)	401-4856-00	\$280.00
Anti-Roll Bar Kit (Plain) ('32-34 Ford)	402-4856-00	\$335.00
Anti-Roll Bar Kit (Chrome) ('32-34 Ford)	402-4856-01	\$411.00
Anti-Roll Bar Kit (Plain) ('35-40 Ford)	404-4856-00	\$335.00
Anti-Roll Bar Kit (Chrome) ('35-40 Ford)	404-4856-01	\$411.00
R-Joint Upgrade	-	\$240.00
RideTech Rear Single Adjustable Shock	400-4930-00	\$366.00
RideTech Rear Triple Adjustable Shock	400-4932-00	\$1,628.00
RideTech Shockwaves	400-4251-00	\$899.00

* Show package shown.

Description	Part #	Price
'28-31 Parallel Kit	501-5102-00	\$1,297.00
'32 Parallel Kit	502-5102-00	\$1,297.00
'32 Triangulated Kit	502-5110-00	\$1,297.00
'33-34 Parallel Kit	503-5102-00	\$1,297.00
'33-34 Triangulated Kit	503-5110-00	\$1,297.00
'35-40 Parallel Kit	504-5102-00	\$1,297.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package (Parallel)	Change 00 to 02	\$630.00
Polished Stainless Upgrade/Show Package (Triangulated)	Change 00 to 02	\$500.00
Anti-Roll Bar Kit (Plain) ('28-31 Ford)	401-4856-00	\$280.00
Anti-Roll Bar Kit (Plain) ('32-34 Ford)	402-4856-00	\$335.00
Anti-Roll Bar Kit (Chrome) ('32-34 Ford)	402-4856-01	\$411.00
Anti-Roll Bar Kit (Plain) ('35-40 Ford)	404-4856-00	\$335.00
Anti-Roll Bar Kit (Chrome) ('35-40 Ford)	404-4856-01	\$411.00
R-Joint Upgrade	-	\$240.00
RideTech Rear Single Adjustable Shock	400-4930-00	\$366.00
RideTech Rear Triple Adjustable Shock	400-4932-00	\$1,628.00
RideTech Shockwaves	400-4251-00	\$899.00

TCI's 4-Link Rear Suspension creates a lower stance for superior handling via a lowered center of gravity. Smooth ride, better handling, minimum weight and greater axle control. Adjustable 4-Link bars eliminate wheel hop and provide greater axle control. Complete 9" axle housings are available fully welded and ready to be bolted in.

- Included Products:
- Features & Benefits:
- 1" Upper & lower link bars with stainless adjusters
 - Greasable urethane bushings
 - Weld-on link bar frame brackets
 - All American coil-over shocks
 - Coil-over mounts
 - Panhard bar
 - Axle brackets
 - Hardware kit
 - Detailed instruction manual
 - Dramatically improve ride quality
 - Lowered stance and center of gravity
 - Reduced unsprung weight
 - All heli-arc welded for the highest quality and strength
 - Equal length adjustable 4-link bars eliminate wheel hop
 - Fully adjustable ride height to set stance exactly where you want it



Aluminum Housing Center



Anti-Roll Bar (Splined)

1928-1931 Ford Model "A" Chassis

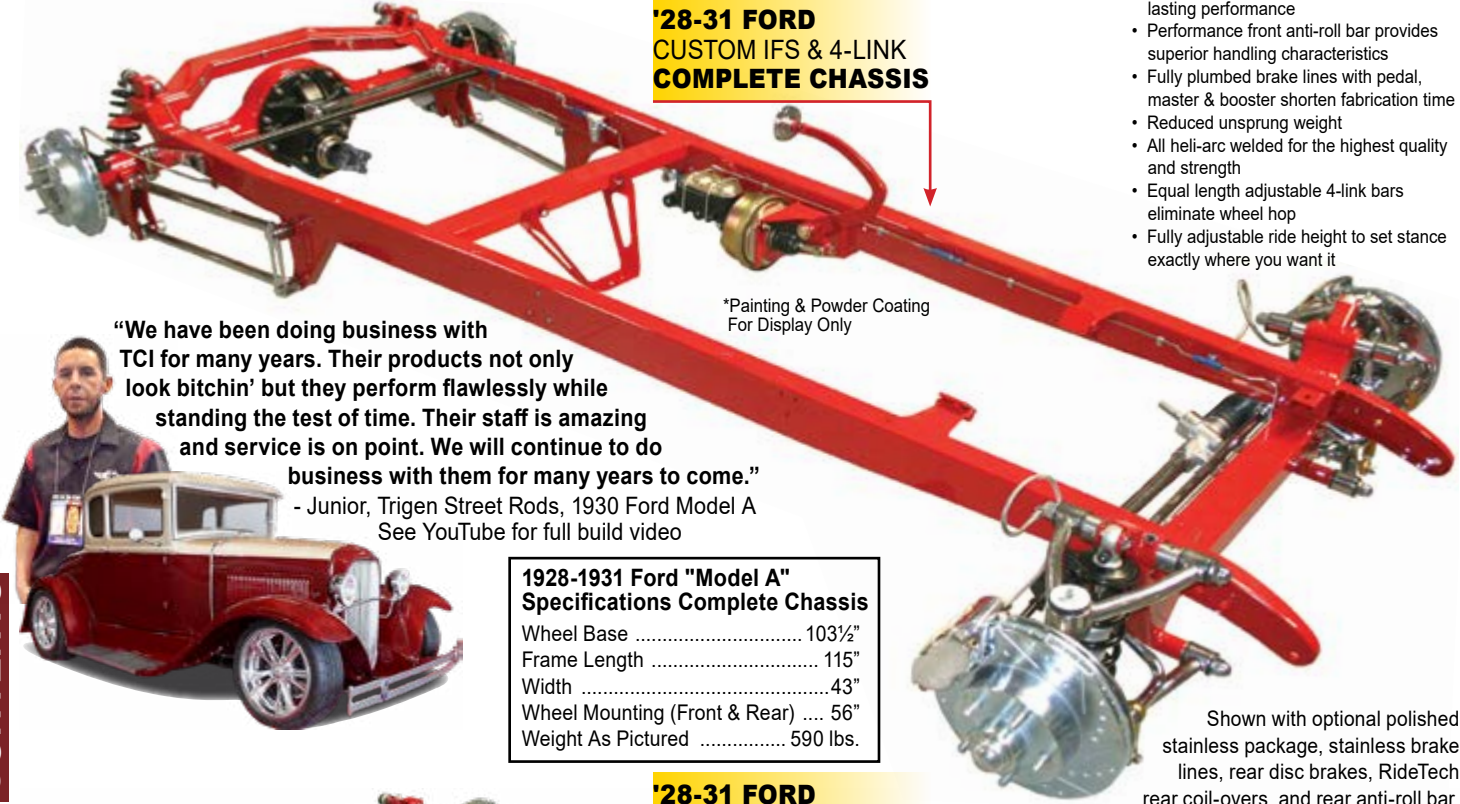
We are proud to offer frames and complete chassis for the popular 1928-1931 Ford cars and trucks. The frame features boxed main rails that are constructed using 2 x 4 x .125w rectangle U.S. supplied steel for increased rigidity while retaining the original profile. We offer chassis for cruising, autocrossing, drag racing, or fully polished show-stoppers and anything in between. We offer a wide variety of options that allow you to custom tailor a chassis to meet your specific needs.

Features & Benefits:

- This chassis is engineered for a cleaner look with modern handling characteristics
- Lowered stance and center of gravity
- Dramatically improve ride quality
- Engineered using only U.S. made steel for exact tolerances and reliability
- Custom spindle and bolt on steering arm provides superior performance and ride quality
- Offset Eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
- Ridetech Coilovers provide 1,000,001 Mile Warranty
- 3/16" heavy duty Cross member provides superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance front anti-roll bar provides superior handling characteristics
- Fully plumbed brake lines with pedal, master & booster shorten fabrication time
- Reduced unsprung weight
- All heli-arc welded for the highest quality and strength
- Equal length adjustable 4-link bars eliminate wheel hop
- Fully adjustable ride height to set stance exactly where you want it

'28-'31 FORD
CUSTOM IFS & 4-LINK
COMPLETE CHASSIS

*Painting & Powder Coating
For Display Only



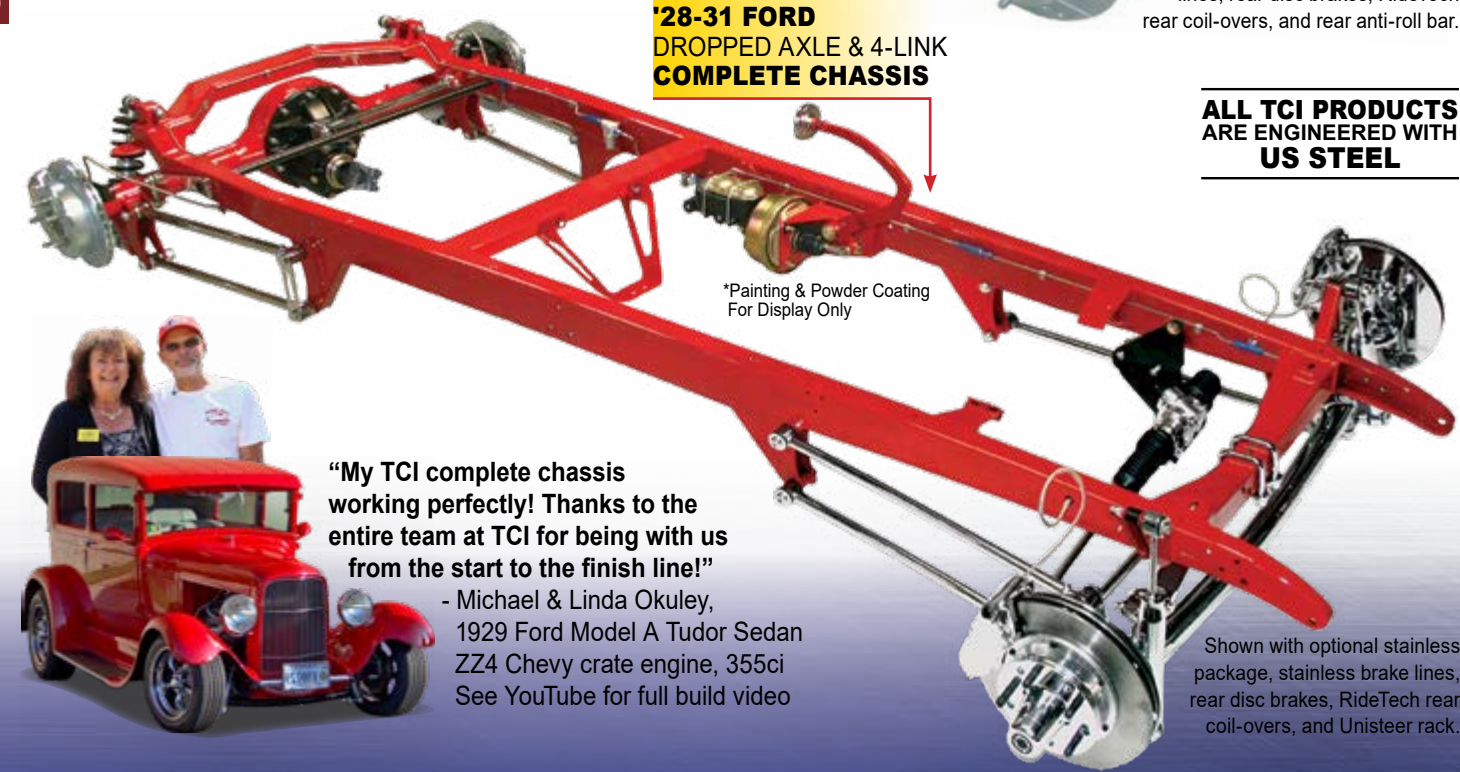
"We have been doing business with TCI for many years. Their products not only look bitchin' but they perform flawlessly while standing the test of time. Their staff is amazing and service is on point. We will continue to do business with them for many years to come."
- Junior, Trigen Street Rods, 1930 Ford Model A
See YouTube for full build video

1928-1931 Ford "Model A" Specifications Complete Chassis

Wheel Base	103 1/2"
Frame Length	115"
Width	43"
Wheel Mounting (Front & Rear)	56"
Weight As Pictured	590 lbs.

'28-'31 FORD
DROPPED AXLE & 4-LINK
COMPLETE CHASSIS

*Painting & Powder Coating
For Display Only



"My TCI complete chassis working perfectly! Thanks to the entire team at TCI for being with us from the start to the finish line!"
- Michael & Linda Okuley,
1929 Ford Model A Tudor Sedan
ZZ4 Chevy crate engine, 355ci
See YouTube for full build video

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

Shown with optional polished stainless package, stainless brake lines, rear disc brakes, RideTech rear coil-overs, and rear anti-roll bar.

Shown with optional stainless package, stainless brake lines, rear disc brakes, RideTech rear coil-overs, and Unisteer rack.

1928-1931 Ford Model "A" Chassis



Alignment Feature



12" with 4 Piston Calipers



Single Adjustable Coil-Over



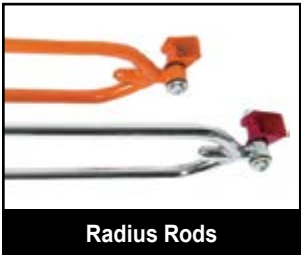
RideTech Front Shockwaves



Manual Transmission



Rear Anti-Roll Bar



Radius Rods



Leaf Springs



4" Dropped Axles



Parallel 4-links



Unisteer Rack



SoCal Hot Rod Front Brakes

Description	Part #	Price
Complete Chassis Custom IFS (Plain Package) (w/RideTech Front Only)	101-1225-00	\$11,197.00
Options	Part #	Price
Plain to Polished Stainless - Full Show Package	Change 00 to 02	\$1,956.00
Narrowed Rear Rails for Pro Street Set-Up(Specify tire size)		\$1,785.00
Shockwave Air Bags and Stainless 1/4" Lines Fully Plumbed		\$2,625.00
Stock Height Spindles (Must Use Wilwood Calipers)	200-2920-00	\$411.00
Power Rack & Pinion	300-3910-00	\$135.00
Engine Mounts (Other than traditional Small Block)	100-1907-00	\$1,082.00
Manual Transmission Upgrade	101-1975-00	\$386.00
RideTech: Front Single Adjustable Shock (Plain-Pair)	400-4930-00	Included
RideTech: Front Triple Adjustable Shock (Plain-Pair) Upgrade	400-4932-00	\$1,470.00
RideTech: Rear Single Adjustable Shock (Plain-Pair) Upgrade	400-4930-00	\$366.00
RideTech: Rear Triple Adjustable Shock (Plain-Pair) Upgrade	400-4932-00	\$1,628.00
5 Lug 5.5" Bolt Pattern Disc Brake Kit	600-6954-00	\$528.00
Brakes Upgrade from GM to Wilwood Caliper (Front Only)	600-6902-03	\$432.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished (Custom IFS)	600-6078-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished (Custom IFS)	600-6917-03	\$945.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished (Custom IFS)	600-6918-03	\$1,859.00
Rear Anti-Roll Bar/4-Link	401-4856-00	\$319.00
RideTech R-Joint Upgrade	-	\$240.00
Stainless / AN Brake Lines	600-6920-00	\$282.00
Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Hi-Tech Rear Disc (Wilwood)	600-6906-03	\$754.00
Wilwood 11" Drilled Rotor with Polished 4-Piston Caliper (Rear)	600-6911-03	\$945.00
Wilwood 12" Drilled Rotor with Polished 4-Piston Caliper (Rear)	600-6912-03	\$945.00
Wilwood 13" Drilled Rotor with Polished 4-Piston Caliper (Rear)	600-6913-03	\$1,859.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00
Aluminum Housing Center	500-5952-00	\$958.00
Detail Frame Rails (Smooth 80 Grit)	100-0950-00	\$1,050.00

Description	Part #	Price
Complete Chassis Dropped Axle (Plain Package)	101-1215-00	\$11,197.00
Options	Part #	Price
Plain to Polished Stainless - Full Show Package	Change 00 to 02	\$2,443.00
Narrowed Rear Rails for Pro Street Set-Up (Specify tire size)		\$1,785.00
I-Beam Axle (Plain)	200-2945-00	\$96.00
I-Beam Axle (Chrome)	200-2945-01	\$117.00
Drilled I-Beam (Plain)	1041-D	\$269.00
Drilled I-Beam (Chrome)	2864C	\$756.00
Radius Rods	200-2950-00	Exchange
Multi-Leaf Spring	400-4920-00	Exchange
28-31 Unisteer Rack	301-3210-03	Exchange
Engine Mounts (Other than traditional Small Block)	100-1907-00	\$1,082.00
Manual Transmission Upgrade	101-1975-00	\$386.00
RideTech: Rear Single Adjustable Shock (Plain-Pair) Upgrade	400-4930-00	\$366.00
RideTech: Rear Triple Adjustable Shock (Plain-Pair) Upgrade	400-4932-00	\$1,628.00
SoCal Hot Rod Brakes (Plain)	600-6000-00	\$1,941.00
SoCal Hot Rod Brakes (Polished)	600-6000-03	\$2,099.00
5 Lug 5.5" Bolt Pattern Disc Brake Kit	600-6954-00	\$528.00
Brakes Upgrade from GM to Wilwood Caliper (Front Only)	600-6902-03	\$432.00
Rear Anti-Roll Bar / 4-Link	401-4856-00	\$319.00
RideTech R-Joint Upgrade	-	\$240.00
Stainless / AN Brake Lines	600-6920-00	\$282.00
Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Hi-Tech Rear Disc (Wilwood)	600-6906-03	\$754.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00
Aluminum Housing Center	500-5952-00	\$958.00
Detail Frame Rails (Smooth 80 Grit)	100-0950-00	\$1,050.00

1932 Ford Model "B" Chassis

We are proud to offer frames and complete chassis for the popular 1932 Ford cars and trucks. The frame features main rails that are constructed using stamped U.S. supplied steel and fully boxed for increased rigidity while retaining the original profile. We offer chassis for cruising, autocrossing, drag racing, or fully polished show-stoppers and anything in between. We offer a wide variety of options that allow you to custom tailor a chassis to meet your specific needs.

Features & Benefits:

- This chassis is engineered for a cleaner look with modern handling characteristics
- Lowered stance and center of gravity
- Dramatically improve ride quality
- Engineered using only U.S. made steel for exact tolerances and reliability
- Custom spindle and bolt on steering arm provides superior performance and ride quality
- Offset Eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
- Ridetech Coilovers provide 1,000,001 Mile Warranty
- 3/16" heavy duty Cross member provides superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore callipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance front anti-roll bar provides superior handling characteristics
- Fully plumbed brake lines with pedal, master & booster shorten fabrication time
- Reduced unsprung weight
- All heli-arc welded for the highest quality and strength
- Equal length adjustable 4-link bars eliminate wheel hop
- Fully adjustable ride height to set stance exactly where you want it

1932 FORD
CUSTOM IFS & 4-LINK
COMPLETE CHASSIS

*Painting & Powder Coating
For Display Only

"Needed a cool and heavy-duty frame and equipment to make my engine look and work good, so I went with a TCI full 1932. Thanks for a Cool Safe Ride. Running a 800+hp Ford Pick Up"
- Jim Black, 1932 Ford Pickup



1932 Ford "Model B" Specifications Complete Chassis	
Wheel Base	106"
Frame Length	148"
Width	43½"
Wheel Mounting (Front & Rear)	56"
Weight As Pictured	897 lbs.

1932 FORD
DROPPED AXLE & 4-LINK
COMPLETE CHASSIS

*Painting & Powder Coating
For Display Only

2014 NSRA
BEST FORD IN A FORD WINNER
1932 Ford Pickup, Robert Lambert
306ci crate V-8 from Ford Racing, 340 hp.



Shown with optional polished stainless package, stainless brake line, and rear end anti-roll bar.

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

Shown with optional premium dropped axle stainless package, stainless brake lines, and rear anti-roll bar.

1932 Ford Model "B" Chassis



Alignment Feature



12" with 4 Piston Calipers



Single Adjustable Coil-Over



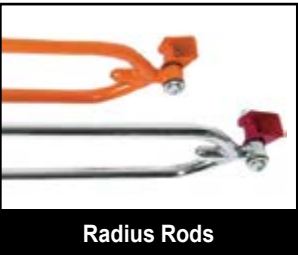
RideTech Front Shockwaves



Manual Transmission



Rear Anti-Roll Bar



Radius Rods



Leaf Springs



4" Dropped Axles



Parallel 4-links



Unisteer Rack



SoCal Hot Rod Front Brakes

Description	Part #	Price
Complete Chassis Custom IFS (Plain Package) (w/RideTech Front Only)	102-1225-00	\$13,619.00
Options		Price
Plain to Polished Stainless - Full Show Package	Change 00 to 02	\$1,956.00
Narrowed Rear Rails for Pro Street Set-Up (Specify tire size)		\$1,785.00
Shockwave Air Bags and Stainless 1/4" Lines Fully Plumbed		\$2,625.00
Stock Height Spindles (Must Use Wilwood Calipers)	200-2920-00	\$411.00
Power Rack & Pinion	300-3910-00	\$135.00
Engine Mounts (Other than traditional Small Block)	100-1907-00	\$1,082.00
Manual Transmission Upgrade	100-0952-00	\$879.00
RideTech: Front Single Adjustable Shock (Plain-Pair)	400-4930-00	Included
RideTech: Front Triple Adjustable Shock (Plain-Pair) Upgrade	400-4932-00	\$1,470.00
RideTech: Rear Single Adjustable Shock (Plain-Pair) Upgrade	400-4930-00	\$366.00
RideTech: Rear Triple Adjustable Shock (Plain-Pair) Upgrade	400-4932-00	\$1,628.00
5 Lug 5.5" Bolt Pattern Disc Brake Kit	600-6954-00	\$528.00
Brakes Upgrade from GM to Wilwood Caliper (Front Only)	600-6902-03	\$432.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished (Custom IFS)	600-6078-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished (Custom IFS)	600-6917-03	\$945.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished (Custom IFS)	600-6918-03	\$1,859.00
Rear Anti-Roll Bar/4-Link	402-4856-00	\$335.00
RideTech R-Joint Upgrade	-	\$240.00
Stainless / AN Brake Lines	600-6920-00	\$282.00
Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Hi-Tech Rear Disc (Wilwood)	600-6906-03	\$754.00
Wilwood 11" Drilled Rotor with Polished 4-Piston Caliper (Rear)	600-6911-03	\$945.00
Wilwood 12" Drilled Rotor with Polished 4-Piston Caliper (Rear)	600-6912-03	\$945.00
Wilwood 13" Drilled Rotor with Polished 4-Piston Caliper (Rear)	600-6913-03	\$1,859.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00
Aluminum Housing Center	500-5952-00	\$958.00
Detail Frame Rails (Smooth 80 Grit)	100-0950-00	\$1,050.00

Description	Part #	Price
Complete Chassis Dropped Axle (Plain Package)	102-1215-00	\$13,619.00
Options		Price
Plain to Polished Stainless - Full Show Package	Change 00 to 02	\$2,443.00
Narrowed Rear Rails for Pro Street Set-Up (Specify tire size)		\$1,785.00
I-Beam Axle (Plain)	200-2945-00	\$96.00
I-Beam Axle (Chrome)	200-2945-01	\$117.00
Drilled I-Beam (Plain)	1041-D	\$269.00
Drilled I-Beam (Chrome)	2864C	\$756.00
Radius Rods	200-2950-00	Exchange
Multi-Leaf Spring	400-4920-00	Exchange
1932 Unisteer Rack	302-3210-03	Exchange
Engine Mounts (Other than traditional Small Block)	100-1907-00	\$1,082.00
Manual Transmission Upgrade	100-0952-00	\$879.00
RideTech: Rear Single Adjustable Shock (Plain-Pair) Upgrade	400-4930-00	\$349.00
RideTech: Rear Triple Adjustable Shock (Plain-Pair) Upgrade	400-4932-00	\$1,628.00
SoCal Hot Rod Brakes (Plain)	600-6000-00	\$1,941.00
SoCal Hot Rod Brakes (Polished)	600-6000-03	\$2,099.00
5 Lug 5.5" Bolt Pattern Disc Brake Kit	600-6954-00	\$528.00
Brakes Upgrade from GM to Wilwood Caliper (Front Only)	600-6902-03	\$432.00
Rear Anti-Roll Bar / 4-Link	402-4856-00	\$335.00
RideTech R-Joint Upgrade	-	\$240.00
Stainless / AN Brake Lines	600-6920-00	\$282.00
Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Hi-Tech Rear Disc (Wilwood)	600-6906-03	\$754.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00
Aluminum Housing Center	500-5952-00	\$958.00
Detail Frame Rails (Smooth 80 Grit)	100-0950-00	\$1,050.00

We are proud to offer frames and complete chassis for the popular 1933-1934 Ford cars and trucks. The frame features main rails that are stamped from US Steel and fully boxed for increased rigidity while still retaining the original profile. We offer chassis for cruising, autocrossing, drag racing, or fully polished show-stoppers and anything in between. We offer a wide variety of options that allow you to custom tailor a chassis to meet your specific needs.

Features & Benefits:

- This chassis is engineered for a cleaner look with modern handling characteristics
- Lowered stance and center of gravity
- Dramatically improve ride quality
- Engineered using only U.S. made steel for exact tolerances and reliability
- Custom spindle and bolt on steering arm provides superior performance and ride quality
- Offset Eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
- Ridetech Coilovers provide 1,000,001 Mile Warranty
- 3/16" heavy duty Cross member provides superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance front anti-roll bar provides superior handling characteristics
- Fully plumbed brake lines with pedal, master & booster shorten fabrication time
- Reduced unsprung weight
- All heli-arc welded for the highest quality and strength
- Equal length adjustable 4-link bars eliminate wheel hop
- Fully adjustable ride height to set stance exactly where you want it

'33-'34 FORD
CUSTOM IFS & 4-LINK
COMPLETE CHASSIS

*Painting & Powder Coating
For Display Only



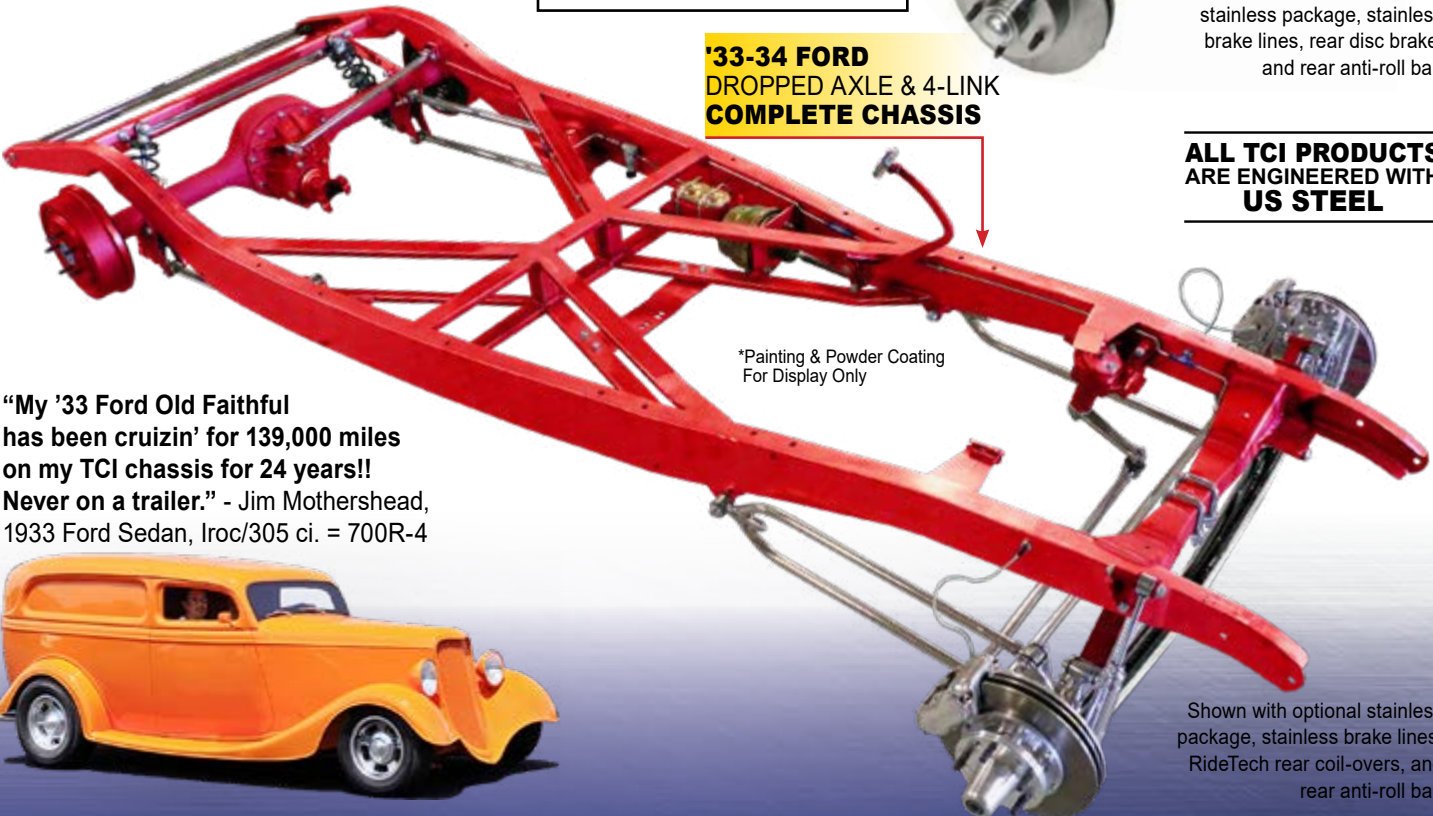
1933-1934 Ford Specifications Complete Chassis

Wheel Base	112"
Frame Length	151"
Width	44"
Wheel Mounting (Front & Rear)	56"
Weight As Pictured	871 lbs.

1934 Ford Tudor, 5.0-liter Ford Coyote V8
Built by Divers Street Rods
Owner: Tom Agostino

'33-'34 FORD
DROPPED AXLE & 4-LINK
COMPLETE CHASSIS

*Painting & Powder Coating
For Display Only



Shown with optional polished stainless package, stainless brake lines, rear disc brake, and rear anti-roll bar.

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

Shown with optional stainless package, stainless brake lines, RideTech rear coil-overs, and rear anti-roll bar.



Alignment Feature



12" with 4 Piston Calipers



Single Adjustable Coil-Over



RideTech Front Shockwaves



Manual Transmission



Rear Anti-Roll Bar



Radius Rods



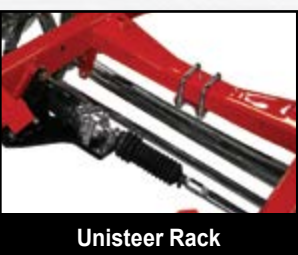
Leaf Springs



4" Dropped Axles



Parallel 4-links



Unisteer Rack



SoCal Hot Rod Front Brakes

Description	Part #	Price
Complete Chassis Custom IFS (Plain Package) (w/RideTech Front Only)	103-1225-00	\$13,619.00
Options	Part #	Price
Plain to Polished Stainless - Full Show Package	Change 00 to 02	\$1,956.00
Narrowed Rear Rails for Pro Street Set-Up (Specify tire size)		\$1,785.00
Shockwave Air Bags and Stainless 1/4" Lines Fully Plumbed		\$2,625.00
Stock Height Spindles (Must Use Wilwood Calipers)	200-2920-00	\$411.00
Power Rack & Pinion	300-3910-00	\$135.00
Engine Mounts (Other than traditional Small Block)	100-1907-00	\$1,082.00
Manual Transmission Upgrade	100-0952-00	\$879.00
RideTech: Front Single Adjustable Shock (Plain-Pair)	400-4930-00	Included
RideTech: Front Triple Adjustable Shock (Plain-Pair) Upgrade	400-4932-00	\$1,470.00
RideTech: Rear Single Adjustable Shock (Plain-Pair) Upgrade	400-4930-00	\$366.00
RideTech: Rear Triple Adjustable Shock (Plain-Pair) Upgrade	400-4932-00	\$1,628.00
Brakes Upgrade from GM to Wilwood Caliper (Front Only)	600-6902-03	\$432.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished (Custom IFS)	600-6078-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished (Custom IFS)	600-6917-03	\$945.00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished (Custom IFS)	600-6918-03	\$1,859.00
Upgrade From 4-Link To Torque Arm Rear Suspension		\$1,500.00
Rear Anti-Roll Bar/4-Link	402-4856-00	\$335.00
RideTech R-Joint Upgrade for 4-Link	-	\$240.00
RideTech R-Joint Upgrade for Torque Arm	-	\$120.00
Stainless / AN Brake Lines	600-6920-00	\$282.00
Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Hi-Tech Rear Disc (Wilwood)	600-6906-03	\$754.00
Wilwood 11" Drilled Rotor with Polished 4-Piston Caliper (Rear)	600-6911-03	\$945.00
Wilwood 12" Drilled Rotor with Polished 4-Piston Caliper (Rear)	600-6912-03	\$945.00
Wilwood 13" Drilled Rotor with Polished 4-Piston Caliper (Rear)	600-6913-03	\$1,859.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00
Aluminum Housing Center	500-5952-00	\$958.00
Detail Frame Rails (Smooth 80 Grit)	100-0950-00	\$1,050.00

Description	Part #	Price
Complete Chassis Dropped Axle (Plain Package)	103-1215-00	\$13,619.00
Options	Part #	Price
Plain to Polished Stainless - Full Show Package	Change 00 to 02	\$2,443.00
Narrowed Rear Rails for Pro Street Set-Up (Specify tire size)		\$1,785.00
I-Beam Axle (Plain)	200-2945-00	\$96.00
I-Beam Axle (Chrome)	200-2945-01	\$117.00
Drilled I-Beam (Plain)	1041-D	\$269.00
Drilled I-Beam (Chrome)	2864C	\$756.00
Radius Rods	200-2950-00	Exchange
Multi-Leaf Spring	400-4920-00	Exchange
1933-1934 Unisteer Rack	302-3210-03	Exchange
Engine Mounts (Other than traditional Small Block)	100-1907-00	\$1,082.00
Manual Transmission Upgrade	100-0952-00	\$879.00
RideTech: Rear Single Adjustable Shock (Plain-Pair) Upgrade	400-4930-00	\$349.00
RideTech: Rear Triple Adjustable Shock (Plain-Pair) Upgrade	400-4932-00	\$1,628.00
SoCal Hot Rod Brakes (Plain)	600-6900-00	\$1,941.00
SoCal Hot Rod Brakes (Polished)	600-6000-03	\$2,099.00
5 Lug 5.5" Bolt Pattern Disc Brake Kit	600-6954-00	\$528.00
Brakes Upgrade from GM to Wilwood Caliper (Front Only)	600-6902-03	\$432.00
Rear Anti-Roll Bar / 4-Link	402-4856-00	\$335.00
RideTech R-Joint Upgrade	-	\$240.00
Stainless / AN Brake Lines	600-6920-00	\$282.00
Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Hi-Tech Rear Disc (Wilwood)	600-6906-03	\$754.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00
Aluminum Housing Center	500-5952-00	\$958.00
Detail Frame Rails (Smooth 80 Grit)	100-0950-00	\$1,050.00

'35-40 Ford Car & '35-41 Truck Chassis

'35-40 Ford Car & '35-41 Truck Chassis

We are proud to offer frames and complete chassis for the popular 1935-1940 Ford cars and 1935-1941 Ford trucks. The frame features main rails that are constructed using stamped U.S. supplied steel and fully boxed for increased rigidity while retaining the original profile. We offer chassis for cruising, autocrossing, drag racing, or fully polished show-stoppers and anything in between. We offer a wide variety of options that allow you to custom tailor a chassis to meet your specific needs.

Features & Benefits:

- This chassis is engineered for a cleaner look with modern handling characteristics
- Lowered stance and center of gravity
- Dramatically improve ride quality
- Engineered using only U.S. made steel for exact tolerances and reliability
- Custom spindle and bolt on steering arm provides superior performance and ride quality
- Offset Eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
- Ridetech Coilovers provide 1,000,001 Mile Warranty
- 3/16" heavy duty Cross member provides superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance front anti-roll bar provides superior handling characteristics
- Fully plumbed brake lines with pedal, master & booster shorten fabrication time
- Reduced unsprung weight
- All heli-arc welded for the highest quality and strength
- Equal length adjustable 4-link bars eliminate wheel hop
- Fully adjustable ride height to set stance exactly where you want it

'35-41 FORD
CUSTOM IFS & 4-LINK
COMPLETE CHASSIS

*Painting & Powder Coating
For Display Only

'35-40 Ford Car & '35-41 Truck
Specifications Complete Chassis

Wheel Base	112"
Frame Length	157"
Width	49"
Wheel Mounting (Front & Rear)	56"
Weight As Pictured	998 lbs.

'35-41 FORD
COIL-SPRING IFS
& PARABOLIC LEAF SPRING
COMPLETE CHASSIS

*Painting & Powder Coating
For Display Only

Shown with optional stainless
brake lines, rear anti-roll bar, rear
disc brake, RideTech rear coil-
overs, and power rack & pinion.

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL



Single Adjustable Coil-Over



RideTech Front Shockwaves



Manual Transmission



Rear Anti-Roll Bar



Stock Height Spindle



Coil-Over Retro Fit Kit



Alignment Feature



Rear Shockwave Option



5 x 5 1/2" Disc Brake Kit



12" with 4 Piston Calipers

Description	Part #	Price
Complete Chassis Custom IFS & 4-Link (Plain Package)	104-1225-00	\$13,619.00
Complete Chassis Coil-Spring IFS & Leaf Spring (Plain Package)	104-1245-00	\$12,536.00
Options		Price
Plain to Polished Stainless - Full Show Package (IFS-4-Link Only)	Change 00 to 02	\$1,956.00
Narrowed Rear Rails for Pro Street Set-Up (Specify tire size) (4-Link Only)		\$1,785.00
Shockwave Air Bags and Stainless 1/4" Lines Fully Plumbed (IFS-4-Link Only)		\$2,625.00
Front/Rear Air Bags and Stainless 1/4" Lines Fully Plumbed (MII-4-Link Only)		\$1,222.00
Power Rack & Pinion	300-3910-00	\$135.00
C-Notched Rear Frame Rails	100-0918-00	\$144.00
Engine Mounts (Other than traditional Small Block)	100-1907-00	\$1,082.00
Upgrade to Modular Crossmember & Mounts	730-7014-00	\$425.00
Upgrade to BBF (429-460) Crossmember & Mounts	730-7016-00	\$425.00
Rear 4-Link/Coil-Over Suspension (Plain)	432-4902-00	\$432.00
Rear 4-Link/Coil-Over Suspension (Chr/Stainless)	432-4902-02	\$1,082.00
Rear Anti-Roll Bar/4-Link	412-4856-00	\$335.00
Rear Anti-Roll Bar/Leaf	412-4854-05	\$213.00
RideTech R-Joint Upgrade for 4-Link	-	\$240.00
RideTech R-Joint Upgrade for Torque Arm	-	\$120.00
Stainless / AN Brake Lines	600-6920-00	\$282.00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6078-03	\$945.00
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6917-03	\$945.00
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6918-03	\$1,859.00
Wilwood 14" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6038-03	\$2,314.00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)		\$945.00
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)	600-6922-03	\$945.00
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Coil-Spring IFS)	600-6923-03	\$1,859.00
Upgrade From 4-Link To Torque Arm Rear Suspension		\$1,500.00
Upgrade From Leaf Spring To Torque Arm Rear Suspension		\$1,900.00
Stepped Rear Frame Rail	113-1913-00	\$788.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00
Aluminum Housing Center	500-5952-00	\$958.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
Stock Height Spindles (Custom IFS or Coil-Spring IFS)	200-2920-00	Exchange
Coil-Over Shock with Spring (Plain) (Coil-Spring IFS only)	400-4211-00	\$567.00
5 x 5 1/2" Bolt Pattern Brake Kit (Custom IFS or Coil-Spring IFS)	600-6954-00	\$528.00
Manual Transmission Upgrade	100-0952-00	\$879.00
RideTech Front Single Adj Shock (Plain-Pair) (Custom IFS Only)	400-4930-00	Included
RideTech Front Triple Adj Shock (Plain-Pair) Upgrade (Custom IFS Only)	400-4932-00	\$1,470.00
RideTech Rear Single Adj Shock (Plain-Pair) Upgrade (4-Link Only)	400-4930-00	\$366.00
RideTech Rear Triple Adj Shock (Plain-Pair) Upgrade (4-Link Only)	400-4932-00	\$1,628.00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
12" Hi-Tech Rear Disc (Wilwood)	600-6906-03	\$754.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black (Rear)	600-6911-00	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished (Rear)	600-6911-03	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red (Rear)	600-6911-05	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black (Rear)	600-6912-00	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished (Rear)	600-6912-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red (Rear)	600-6912-05	\$945.00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Black (Rear)	600-6913-00	\$1,859.00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Polished (Rear)	600-6913-03	\$1,859.00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Red (Rear)	600-6913-05	\$1,859.00
Detail Frame Rails (Smooth 80 Grit)	100-0950-00	\$1,050.00



Coil-Spring F/E Air Spring Option



GM Brake

Visit TCI Customer Showcase at www.totalcostinvolved.com/testimonials



Wilwood Master		
Description	Part #	Price
Wilwood Master 7/8" (Black)	600-6527-00	\$294.00
Wilwood Master 7/8" (Polished)	600-6527-03	\$294.00
Wilwood Master 1" (Black)	600-6526-00	\$294.00
Wilwood Master 1" (Polished)	600-6526-03	\$294.00



Power Steering Flow Valves		
Description	Part #	Price
Power Steering Flow Valves (Early)	312-3001-00	\$31.00
Power Steering Flow Valves (Late)	312-3002-00	\$31.00

When a Chevrolet pump made for a steering box is used with a Ford rack and pinion the GPM is typically too high and may cause the steering to feel twitchy and easy to dart. This valve reduces the fluid flow from three gallons-per-minute to two gallons-per-minute, which cures the problem. Installs in the back side of the pump.



Power Steering Hose Kit		
Description	Part #	Price
Power Steering Hose Kit (Early)	312-3010-00	\$169.00
Power Steering Hose Kit (Late)	312-3020-00	\$226.00
Power Steering Hose Kit (Plastic)	312-3020-12	

Complete braided stainless steel hoses and fitting kit for GM Type 2 power steering pump to remote reservoir. Kit includes: 12 fittings, 9 feet of hose and flow valve. Early pump or late model kit comes with all fittings required to hook up remote reservoir.



Complete Bushing Sets		
Description	Part #	Price
Old Style IFS & Rear 4-Bar	Bushing Set 001	\$91.00
Front 4-Bar Bushing Set	Bushing Set 002	\$91.00
New Style Custom IFS Bushing Set	Bushing Set 003	\$145.00
Billet Shock Bushing Set	Bushing Set 004	\$62.00
All American Shock Bushing Set	Bushing Set 005	\$54.00
Mustang II & Muscle Car Control Arm	Bushing Set 006	\$145.00



Borgeson U-Joint Kits		
Description	Part #	Price
Manual Rack U-Joint Kit (Steel) (For 3/4" Spline Column Only)	310-3110-00	\$181.00
Manual Rack U-Joint Kit (Pol) (For 3/4" Spline Column Only)	310-3110-03	\$317.00
Power Rack U-Joint Kit (Steel) (For 3/4" Spline Column Only)	310-3120-00	\$181.00
Power Rack U-Joint Kit (Pol) (For 3/4" Spline Column Only)	310-3120-03	\$317.00

Spanner Wrench		
Description	Part #	Price
Spanner Wrench	157-Spanner	\$30.00



This tool helps you make adjustments to your coil-overs ride height.

"My Model-A body bolted to the TCI frame perfectly and every component fit exactly as it should. The directions and illustrations were clear and easy to follow. The knowledgeable TCI staff were courteous and always available to answer my questions. Thanks to TCI" - Anthony Leonard, 1929 Ford Tudor Sedan



"Great Service!
I drive this car to most shows. If I ever need any parts or services, TCI will be the first company I call."
- Rick Whittington, 1929 Ford Model A



1934 Dodge Pickup - Chet Jackman

"Since 1996 I have not had one issue with my frame and suspension components from TCI and I beat them up every chance I get."
- Al Traille, 1932 Ford Roadster



1939 Chevy - Percy Madera

TCI Engineering Merchandise

TCI T-Shirt

Small - XL: \$15

TCI Hat - \$15

TCI Dickies Jacket

Small - XL: \$120
2XL add \$5
3XL add \$10

+ Shipping & handling

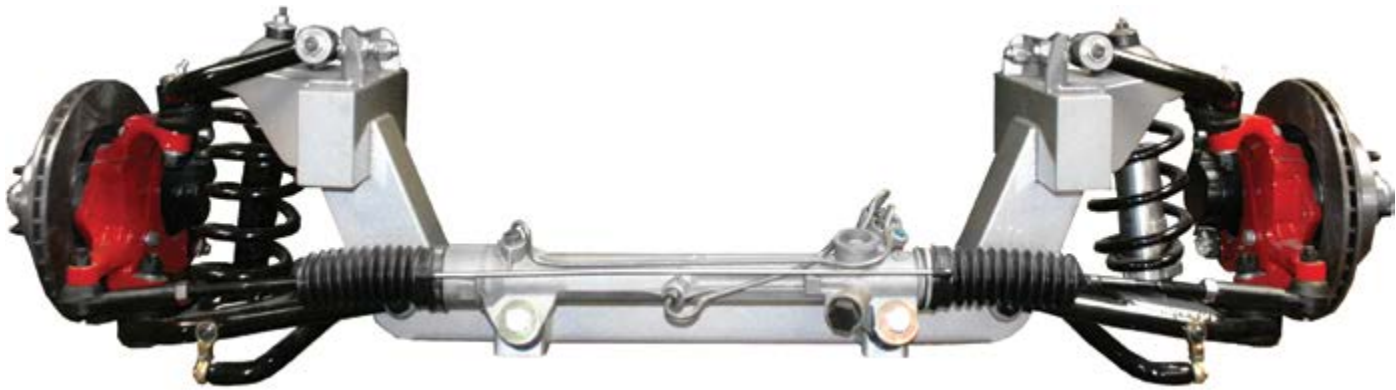
TCI Long Sleeve

Small - XL: \$18
2XL add \$3
3XL add \$6

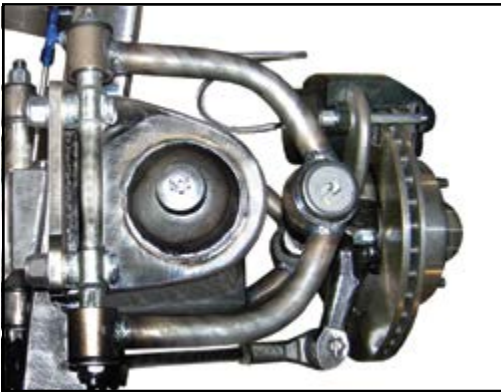
"Naturally like any good project, you need to start with a good foundation, so for that we choose to use TCI chassis."
- Cecil Taylor, Hercules Motor Car, 1937 Ford Woody



1953 Chevy - Ray McDonald, built by Chris Carlson



Coil-Spring IFS (Independent Front Suspension)



Coil-Spring Tower & Crossmember Design

Introducing the TCI Engineering coil-spring front suspension. This American made product is engineered for easier installation, enhanced drivability, and broader range of alignment adjustments. We have re-engineered the original spring towers to now utilize a vertical plate for mounting the upper control arms. This new design allows easy camber & caster adjustments via shims instead of alignment slots. This design eliminates the T-bolt design that was prone to slipping and throwing your alignment out when you hit pot holes.

- Crossmember
- Boxing plates
- Front anti-sway bar
- Coil-spring upper towers
- 1" US DOM tubular upper A-arms
- 1 1/4" U.S. DOM tubular lower A-arms
- Spindles (Stock height or 2" drop)
- Black powder coated springs
- Manual rack and pinion
- GM disc brake kit
- Painted shocks
- Many other options available

Lower Control Arm Mounting Design - Standard

Introducing TCI Engineering's Lower Control Arm Mounting Design. This American made product is engineered specifically for strength and durability. This 1 1/4" metal pin travels throughout the center of the crossmember to increase the quality, safety and rigidity of the crossmember.

- Engineered with American made steel
- Welded in-house for quality control
- Machined 1 1/4" metal pin with gusset
- 3/16" ASTM A-1011 steel plate
- 3/16" Formed rack & pinion steering brackets

Coil-Spring Upper Control Arms

American made upper control arms are specifically engineered, machined and TIG welded for strength and durability. Threaded ball joint cups have been welded at a 7 degree angle for more wheel travel and to eliminate bind. Screw in replaceable all joints make for easy disassembly. Removable cross shafts with urethane bushings for ease of powder coating or painting.



- 1" O/D - .156" wall tubular DOM material (Strongest in the market)
- Greasable urethane bushing not rubber bushings
- Screw-in ball joints USA made by Moog

Heavy Duty Coil-Spring Lower Control Arms

American made heavy duty lower control arms are specifically engineered, machined and TIG welded for strength and durability. Threaded ball joint cups have been welded at an 11 degree angle for more wheel travel and to eliminate bind. This product has high quality spring pockets stamped with the correct spring index and corrected spring angle. This product comes standard on all front ends.



- 1 1/4" O/D - .156" wall tubular DOM material (Strongest in the market)
- Urethane bushing not rubber bushings
- Screw-in ball joints USA made by Moog



Smooth Rotor

All spindles come completely preassembled with hi-temp bearing grease for hassle free installation.

- 2" Dropped or stock height spindles
- Big bore calipers for maximum braking (With 20% better clamping force)

Ford Applications Tech Info.

- 11" Rotor size
- 5 on 4 1/2 bolt pattern
- 1/2" Stud x 20 threads per inch
- Front rotor replacement part info: (1975-1980 Ford Granada)

Chevrolet (GM) Applications Tech Info.

- 10 1/2" Rotor size
- 5 on 4 3/4 bolt pattern
- 12 Millimeter x 1.5 stud spec.
- Front rotor replacement part info: (1982-1987 Chevy Camaro)



Coil-Spring & Shocks Standard

American made coil-springs and shocks are specifically engineered for comfort and ride quality. This high quality product comes standard and helps with vehicle control and handling.

- Painted shocks come with bushings and hardware
- Shocks are designed for more wheel travel than OEM shocks.
- Our Coil-Springs come powder coated black, engineered from ASTM A-401 steel and we offer two spring rates to match vehicle weight.



Urethane Bushing Standard

The Energy suspension urethane bushing kit is a quality American made product for your upper and lower control arm suspension. This product comes standard on all front ends.

- Durable and long lasting polyurethane bushing
- Anti-squeak and preventive corrosive formula 5 prelube.
- TCI Engineering CNC machined 1018 DOM metal sleeve bushing insert.



2" Dropped Spindle Standard

American made 2" dropped spindle is specifically engineered for strength and durability.

- Gives vehicle a lower stance and center of gravity
- USA Made 90,000 psi. (Yield strength)
- CNC machined in-house
- 4140 Chromoly spindle shaft
- Ball joint holes tapered for heavy duty ball joints
- Factory bolt pattern used



Heavy Duty Ball Joints Standard

This heavy duty American made screw in ball joint is a quality performance product for your upper and lower control arm suspension. This product comes standard on all front ends.

- Part# K772(MOOG): Heavy duty upper ball joint pull out strength = 28,000 lbs
- Part# K719(MOOG): Heavier duty lower ball joint pull out Strength = 32,000 lbs.



Anti-Roll Bar - Standard

This American made bolt-on suspension product will decrease body roll and improve handling giving you a more controlled driving experience.

- Energy suspension urethane bushing kit with anti-squeak
- Bolt-on mounting brackets are CNC mach. aluminum pillow blocks
- Anti-sway bar is made from 1018 material
- Anti-sway bar by: Sway-A-Way
- Anti-sway bar diameter is 7/8" or 1" (Depending on application)
- Adjustable heims



Power Rack and Pinion Steering

Rack and pinion steering gear, tie rod ends and hardware. All units are pressure tested then bagged afterwards. (Optional on all...)

- Bolt-on rack and pinion
- Screw on tie rod ends



Custom IFS (Independent Front Suspension)

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

Custom IFS features: Crossmember, custom spindle & steering arm, 1" upper and 1 1/8" lower tubular A-arms, new manual rack & pinion steering gear, 11" disc brakes, anti-sway bar, GM big bore calipers, adjustable RideTech coil-overs with black powder coated springs.

Standard Front End Spindle Assembly

All spindles come completely preassembled with hi-temp bearing grease, stock height spindles or 2" dropped spindles, new big bore calipers and new 11" rotors standard for hassle free installation.

- Come standard with assembled 2" dropped spindle
- Big bore calipers for maximum braking (With 20% better clamping force)

Chevrolet (GM) Applications Tech Info.

- 11" Rotor size
- 5 on 4 1/2 bolt pattern
- 7/16" Stud diameter x 20 thread per inch.

Ford Applications Tech Info.

- 11" Rotor size
- 5 on 4 1/2 bolt pattern
- 1/2" Stud diameter x 20 thread per inch.

Upper Control Arms

This American made Upper Control Arm has been TIG welded out of 1" x .156w US DOM tubing for strength and durability. The primary adjustable eccentric device is engineered to easily adjust the camber and caster of your vehicle. This product comes included on all custom IFS.

Heavy Duty Lower Control Arms

This American made Lower Control Arm has been TIG welded out of 1 1/4" x .156w US DOM tubing for strength and durability. This product comes included on all custom IFS.

- Durable polyurethane bushing with anti-squeak formula 5 prelube
- TCI Engineering machined 1018 DOM metal sleeve bushing insert
- Screw-in ball joints USA made by OEM supplier
- Cross shaft material is machined from a solid piece of 5/8" 1045 metal.



Custom IFS Anti-Roll Bar

A Standard Front End Bolt-On Product

This American made bolt-on suspension product will decrease body roll, and improve handling giving you a more controlled driving experience This product comes standard on all front ends.

- Energy Suspension urethane bushing kit with anti-squeak formula 5 prelube
- Bolt-on mounting brackets are CNC machined aluminum pillow blocks
- Anti-sway bar is made from 1018 metal
- Anti-sway bar by: Sway-A-Way
- Adjustable heims



Dropped Spindle - Standard

American made Dropped Spindle is engineered for strength and durability. These high quality dropped spindles will lower the front of the vehicle while improving the handling.

- Gives vehicle a lower stance and center of gravity
- USA made 90,000 psi. (Yield strength)
- CNC machined in-house
- 4140 Chromoly spindle shaft
- Ball joint holes tapered for heavy duty ball joints



Stock Height Spindle - Optional

American made Stock Height Spindle is engineered for strength and durability. These high quality stock spindles will raise the front of the vehicle for more of a stock look.

*** Note:**
Rear steer applications for the stock height spindle is engineered to only fit the Wilwood brakes. All front steer applications will accept big bore GM calipers and Wilwood brakes.



Urethane Bushings

The Energy Suspension Urethane Bushing Kit is a quality American made product for your upper and lower control arm suspension. This product comes standard on all front ends and is also sold as a complete kit.

- Durable and long lasting polyurethane bushings
- Anti-squeak and preventive corrosive formula 5 prelube
- TCI Engineering CNC machined 1018 DOM metal sleeve bushing insert



Heavy Duty Ball Joints Standard

This heavy duty American made screw in ball joint is a quality performance product for your upper and lower control arm suspension. This product comes standard on all front ends.

- Part# K772(MOOG): Heavy duty upper ball joint pull out strength = 28,000 lbs
- Part# K719(MOOG): Heavier duty lower ball joint pull out Strength = 32,000 lbs.



Manual Rack and Pinion Steering

Comes with rack and pinion steering gear, tie rod ends and hardware.

- Bolt-on rack and pinion
- Screw-in tie rod ends

Applications:

- Rear Steer come with '82-87 Dodge Omni racks
- Front Steer come with '75-78 Mustang

Applications:

- Rear Steer come with '82-87 Dodge Shelby Charger
- Front Steer come with '80-84 Thunderbird



Custom IFS RideTech Coil-Over

The HQ Coil-Over Series Shocks adds rebound adjustment for the driver who wants to tune ride quality and handling quality to their specific taste. A wide rebound adjustment range allows you to cruise down the road in plush comfort or firm up your suspension for those Saturday morning canyon roads!

- Easy access adjuster knob allows a wide range of 26 click of rebound adjustment
- Large rubber external bumpstop prevent harsh bottoming out.
- 5/8" Hardened shaft is precision ground and straightened to a tolerance of .001" for increased durability and performance
- Billet end cap with integrated debris wiper to prevent seal damage
- Oversized rod guide improves piston rod stability
- Integral internal bumpstop eliminates extension crashing
- Hard coat external anodizing ensures years of lasting beauty and performance
- Specially contoured composite gas separator cup optimizes dead length and ensures proper nitrogen/oil separation

Standard and Optional Brakes For Coil-Spring and Custom IFS Applications



Standard Rotors With Big Bore Calipers

Standard Rotor Brake Kit comes with bearing and seals, precision machined caliper brackets and GM big bore calipers that offers more than 20% increased stopping power.

- Applications:**
- Plain coil-spring IFS
 - Plain custom IFS
 - Plain dropped axle front end



Drilled & Slotted Rotors With Wilwood 4 Piston Calipers

Drilled and Slotted Rotor Brake Kit comes with bearing and seals, precision machined caliper brackets with Wilwood forged dynalite 4 piston calipers.

Available red, black or polished

- Applications:**
- Camaros, Comets, Cougars, Falcons, Fairlanes, Firebirds, Mustangs, Novas and Ranchero
 - 1928 - 1940 Ford IFS's
 - 1953 - 1964 Ford Trucks IFS's
 - 1928 - 1936 Chevy IFS's
 - 1947 - 1959 Chevy Trucks IFS's



Drilled & Slotted Rotors With Big Bore Calipers

Drilled and Slotted Rotors Brake Kit comes with bearing and seals, precision machined caliper brackets with GM big bore calipers that offer more than 20% increased stopping power.

- Applications:**
- Camaros, Comets, Cougars, Falcons, Fairlanes, Firebirds, Mustangs, Novas and Ranchero



Wilwood 12" Drilled & Slotted Rotors With 4 Piston Calipers

Wilwood Drilled and Slotted Rotor Brake Kit comes complete with aluminum hubs, bearings and seals, precision machined caliper brackets with Wilwood forged dynalite 4 piston calipers.

- Applications:**
- Camaros, Comets, Cougars, Falcons, Fairlanes, Firebirds, Mustangs, Novas and Ranchero
 - 1928 - 1948 Ford IFS's
 - 1948 - 1956 Ford Trucks IFS's
 - 1928 - 1936 Chevy IFS's
 - 1947 - 1959 Chevy Trucks IFS's



6 Lug Rotors With Big Bore Calipers

This 6 Lug Brake Kit comes with aluminum hubs, steel caliper mounting brackets and big bore caliper that offers more than 20% increased stopping power.

- Available for:**
- Plain coil-spring
 - Plain custom IFS



Wilwood 13" & 14" Drilled & Slotted Rotors With 6 Piston Calipers

Wilwood Drilled and Slotted Rotor Brake Kit comes complete with aluminum hubs bearings and seals, precision machined caliper brackets with Wilwood forged narrow superlite radial mount 6 piston calipers.

- Applications:**
- Camaros, Comets, Cougars, Falcons, Fairlanes, Firebirds, Mustangs, Novas and Ranchero
 - 1928 - 1940 Ford IFS's
 - 1953 - 1964 Ford Trucks IFS's
 - 1928 - 1936 Chevy IFS's
 - 1947 - 1959 Chevy Trucks IFS's



5x5" & 5x5 1/2" Lug Rotor With Big Bore Calipers

This 5 Lug Brake Kit comes with aluminum hubs, steel caliper mounting brackets and big bore caliper that offers more than 20% increased stopping power.

- Available for:**
- Plain coil-spring
 - Plain custom IFS
 - Plain dropped axle

Coil-Over Shock & Shockwaves



Coil-Over Springs

Springs are manufactured using chrome silicon, high tensile material. The spring can compress until the coils touch without damaging the spring or causing it to take a set, which would ultimately change the ride height. Once installed these springs allow your shocks to travel their full range of motion without the coils binding. These springs give you greater vehicle control. Springs are manufactured to +/- 3% of the given spring rate. Springs are available from 160 – 600 .lb rates.



All American Coil-Over Shocks

- All-American Coil-Overs Features:**
- Hardened chrome 9/16" shaft
 - Hardened steered-iron guide
 - Multi-lip seat
 - Polished aluminum top retainer
 - 1 3/8" Bore with extra large fluid reserve (2.020 diameter) for lower operating temperatures
 - One-piece urethane bushing with 5/8" or 1/2" I.D. steel sleeves
 - Three stage compression and rebound valving (internally self adjusting)
 - Threaded lower retainer with brass tipped lock screw for height adjustment
 - Shock centers are 14 1/2" open, 10 1/2" closed.



Custom IFS Coil-Over - Single Adjustable

This shock has a single adjustment to change the rebound [extension] properties. By adjusting the rebound setting, you can optimize the ride quality as well as dial in more performance oriented handling characteristics. It took RideTech 15 years to find coil-over shock technology that they felt was worthy of their customers. After engaging the expertise of FOX Racing Shocks, they were able to bring the already crowded coil-over market a product that was both unique and better. Impact forged monotube shocks.

- Easy access adjuster knob allows a wide range of 26 click of rebound adjustment.
- Large rubber external bumpstop top prevent harsh bottoming out.
- 5/8" Hardened shaft is precision ground and straightened to a to a tolerance of .001" for increased durability and performance.
- Billet end cap with integrated debris wiper to prevent seal damage
- Oversized rod guide improves piston rod stability.
- Internal bumpstop eliminates extension crashing.
- Hard coat external anodizing ensures years of lasting beauty and performance.
- Contoured composite gas separator cup optimizes dead length and ensures proper nitrogen/oil separation.



Custom IFS Coil-Over - Triple Adjustable

Then newest addition to the RideTech line is the Triple Adjustable Shock. Has a high speed adjustment allows tuning for impact harshness... potholes, speed bumps, off road use and other harsh road irregularities. This product is going beyond the typical double adjustable units that have been so popular with the industry. It is currently the ultimate choice for autocrossing, track days, drag racing and other extreme environments use.

- Monotube gas pressure design offers superior fade free performance
- Impact forged aluminum body provides superior strength and reliable service
- Larger 1.834" piston provides outstanding ride quality
- Double sealed rod guide with dust cover eliminates oil leakage
- 5/8" Chrome shock shaft
- Anodized finish protects against corrosion
- Rebound PLUS dual stage high speed and low speed compression adjustability
- CNC machined billet hardware
- Unique pinch clamp height adjuster uses finer thread for easy adjustment



Rear Shockwaves

RideTech Master Series Shockwaves, with a small diameter and longer stroke will have less load capacity and a softer spring rate that is appropriate for the rear of most vehicles with a solid rear axle. The spring rate and load capacity is influenced by the profile of the lower piston. A straight piston will offer a very linear, or constant spring rate throughout its travel. A tapered lower piston will provide a more progressive spring rate much like the double convoluted Shockwave.



Front Shockwaves

RideTech Master Series double convoluted Shockwave, with its shorter stroke and larger diameter will have a larger load capacity and spring rate that is appropriate for the front of most vehicles. It is also a progressive spring, which means that the further it is compressed, the firmer the spring rate. This progressive spring rate helps the vehicle ride very comfortably at a normal ride height and still offer great handling when the spring is compressed farther, such as a tight turn.



Parabolic Leaf Springs

TCI Engineering's **American Made Parabolic Leaf Springs** are a modern implementation of conventional leaf springs. This design is characterized by fewer leafs whose thickness varies from center to ends following a parabolic curve. In this design, inter-leaf friction is unwanted, and therefore there is only contact between the springs at the ends and at the center where the axle is connected. The primary benefit of parabolic springs is better ride quality and not as "stiff" as

conventional "multi-leaf springs". These new springs are now standard on all of our rear leaf spring kits and chassis applications for 1935 - 1940 Ford car and all Ford and Chevy trucks.

Features and Benefits

- The main advantage of parabolic springs is their greater flexibility.
- This design promotes a 28% weight savings over conventional springs
- They will not rob your classic car or truck of performance



Parallel 4-Link

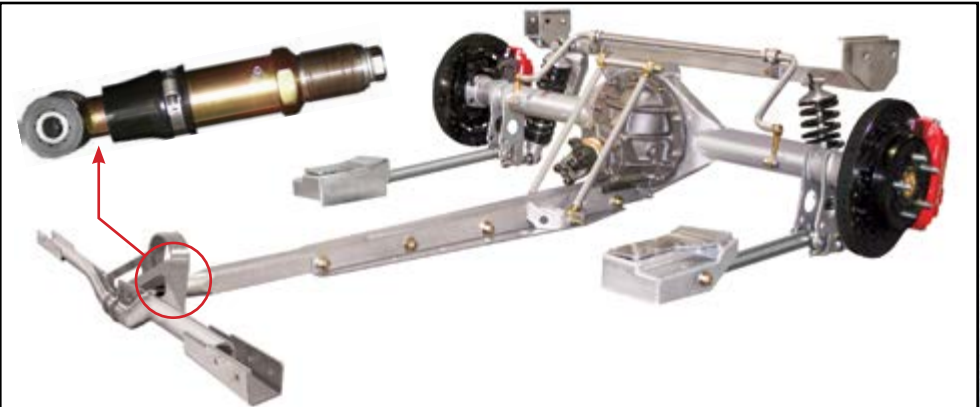
TCI's 4-Link Rear Suspension creates a lowered stance for superior handling via a lowered center of gravity. Smooth ride, better handling, minimal weight and greater axle control are just the beginning. Adjustable 4-Link bars allow fine tuning of wheelbase/pin angle, eliminate wheel hop and provide greater axle control. Height adjustable coil-overs plus adjustable mounting positions provide many options for desired ride height. Energy Suspension provides the polyurethane bushings with lubrication valleys and come with their patented poly lube. Complete Currie 9" axle housings are available fully welded and ready to be bolted in.



Triangulated 4-Link

TCI's Triangulated 4-Link Rear Suspension provides excellent handling through superior geometry and lowered center of gravity. Better handling, minimum weight and greater axle control are just the beginning. Retaining street manners and comfort while providing excellent track ability all in one package. Our engineers went outside the box and were able to make a bolt-in cradle that mounts up against the floorboard. This will keep pinion movement to a minimum and axle control to a maximum. There are 3 height adjustments on the axle brackets in one inch increments. You also have the ability to fine tune the ride height further with the adjustable coil-overs.

The Torque Arm Rear Suspension was designed to eliminate the suspension bind that occurs when cornering using the stock conventional leaf spring suspension. The Torque Arm features a telescoping slider at the front of the arm that rotates as the car goes through suspension travel and articulation. This allows the cars handling to be controlled by the coil-over shocks and the rear sway bar with no suspension binding variables. The kit allows for a lowered stance, greater rear axle control and dramatically improved handling. This kit is a bolt-on application except for welding the axle brackets, Panhard bracket, Torque Arm tabs and optional sway bar brackets onto the axle housing. We provide detailed instructions to properly attach the axle brackets and a fixture for the Torque Arm tabs.



Torque Arm Suspension

TCI Uses Quality Products and Components From Currie Enterprises

Curries 9" Plus Rear End Housing and Components



TCI fabricates all of its 9" Ford rear end housings in-house using only high quality 100% Curries 9-Plus rear end components. These rear ends are made to fit a large variety of TCI applications from Street Rods, Classic Trucks and Muscle Cars. The popular 9-Plus Hot Rod housing is similar to the early style 9" Ford stock housing which is now nearly extinct. The 9-Plus model is made of premium grade formed steel with a slightly thicker gauge steel

for increased strength and rigidity. The housing comes with American Made 3" O.D. x .188" wall 1026 D.O.M. steel tubing, 100% new Billet steel 9-Plus late model large bearing (Torino style) housing ends. This style of housing is very popular due to the fact that the shape of the housing provides increased clearance for mounting brackets and routing exhaust pipes.

Sportsman Nodular Iron Case By Currie®



The 9-Plus Nodular Iron "Sportsman 3rd Member Case". This Manufactured unit comes from Currie Enterprises and is now a part of TCI Engineering's complete rear end package as a standard product. This bolt-in 9" Sportsman 3rd Member gear is a 100% new. Cast out of 65,000 p.s.i. nodular iron and features 3.062" carrier bearing bores, with a 1330 long yoke, a 31 spline carrier.

31 Spline Axles



These axles are 31 spline high performance 1541 forged induction heat-treated alloy. Axle comes with 2.80 center register hub and 2.5" brake space for later model big Ford housing ends. Each set of axles come with USA Made large tapered roller bearings with seals, heavy duty retainer plates, 1/2" or 7/16" wheel studs pressed on. Axles come with both 5 x 4 1/2" Ford and 5 x 4 3/4" Chevy wheel bolt patterns.

Drum Rear Brakes

The 9-Plus Rear Drum Brake Kit comes complete with backing plates assembled with 11 x 2 1/4" brake shoes and 11" rear brake drums with Ford and Chevy bolt patterns.



Quality Welding

TCI Rear Ends are fabricated by highly trained experienced welders using precision tooling. All joints are MIG welded and all brackets are installed using precision TIG welding.



Our Commitment To Service

In 1974, Total Cost Involved Engineering began to set the standard for quality when we built one of the first model 'A' reproduction frames. It took the Classic Car restoration market by storm. Today, we own 32,000 square foot manufacturing facility, where we deliver a broad mix of products serving street rodders, hot rodders and muscle car enthusiasts nationwide, from builders of street rods, classic cars to muscle cars and trucks. We've earned numerous design awards, including the coveted 'Manufacturer of the Year' Award from SEMA-SRMA. Through a well-trained team of experienced engineers and machinists, we're still setting the highest standard for reliability and performance as we've done now for 45+ years and we promise to achieve this standard in all the products we deliver to you.

- Ed Moss, Founder & President



Sal Solorzano, GM / VP



Sherly Prakarsa, VP of Finance



SALES & MARKETING TEAM

Total Cost Involved encourages the use of our vast dealer network spanning the United States, Canada, Mexico, Japan, Europe and Australia. TCI's knowledgeable sales staff can guide you in choosing the best equipment for your project and direct you to the dealer best suited to fill your needs.

ORDERING

When ordering direct, either by phone, fax or mail, give part number and description. Specify exact application, car model, year, engine, trans., etc., include name, address, zip code and daytime phone number.

DEPOSITS

Deposit of 50% required on all frames, chassis and 100% on special orders.

SHIPPING

Orders are shipped by the most economical means unless otherwise specified.

REFUSED SHIPMENTS

Customer will be charged a 15% handling charge plus freight on all refused shipments.

RETURNS

No returns or exchanges without an RMA# and the original invoice #. Packages must be inspected upon receipt. Any shortages or claims must be reported within 10 days. Returned packages are subject to inspection before replacement/refund is given (subject to a 15% restocking fee) Canceled orders will be subject to a 6% credit card processing fee. Special order parts will **Not be Returnable**. Modified or painted parts are **Not Returnable**.

PAYMENT

Payment by MasterCard, Visa, Discover or Certified Check will ensure the fastest processing. No C.O.D.s.

SALES TAX

California residents must pay appropriate sales tax. This includes out of state customers that will-call parts at our plant. California companies buying parts for resale must have signed resale card on file in our office. (Faxed copies cannot be accepted)

PRICING

Total Cost Involved holds the line of price for as long as possible. Sometimes prices must be adjusted and we reserve the right to change prices without notice.

BACK ORDERS

Any item not in stock when order is shipped will be placed on back order. All back orders will be noted on customers' packing slips and invoices. Back ordered parts will be shipped immediately when available.

DAMAGE

Claims for damaged or lost merchandise must be made direct to the freight carrier (UPS, FedEx or trucking company).

DUAL WARRANTY

LIFETIME WARRANTY
ON TCI MANUFACTURED ITEMS
6YR/60K MILE WARRANTY
ON WEAR & TEAR ITEMS

LIABILITY

Total Cost Involved Engineering will not be liable for personal or property damage caused by the use or misuse of any product we manufacture or sell. We will repair or replace any product found to be defective, subject to our inspection.

MANUFACTURERS RIGHTS

Total Cost Involved reserves the right to update, change or modify any product or policy as the company deems necessary without notice. If you have any questions pertaining to our products or policies please call or fax.

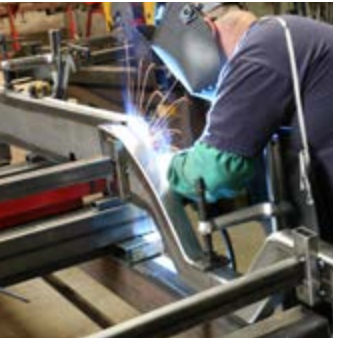
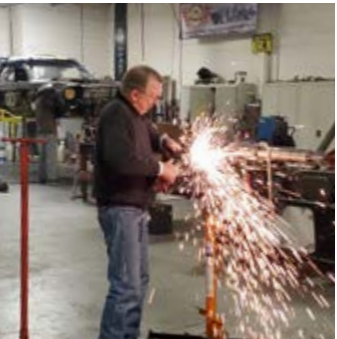
HOURS OF OPERATION

Monday - Friday 8am - 5pm
Saturdays 8am - 12pm
Sundays and Major Holidays Closed

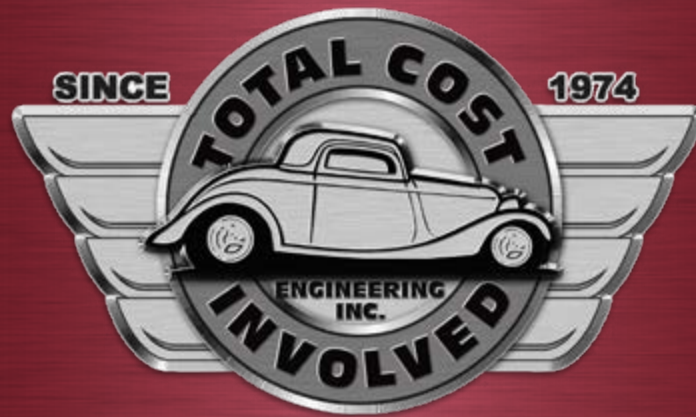
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45+ YEARS OF MANUFACTURING QUALITY SUSPENSIONS AND CHASSIS



2020 CATALOG



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