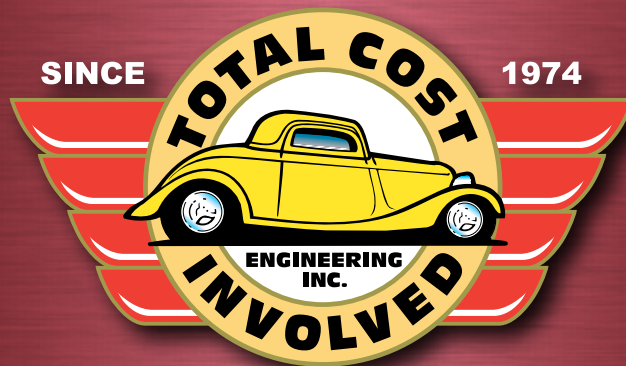
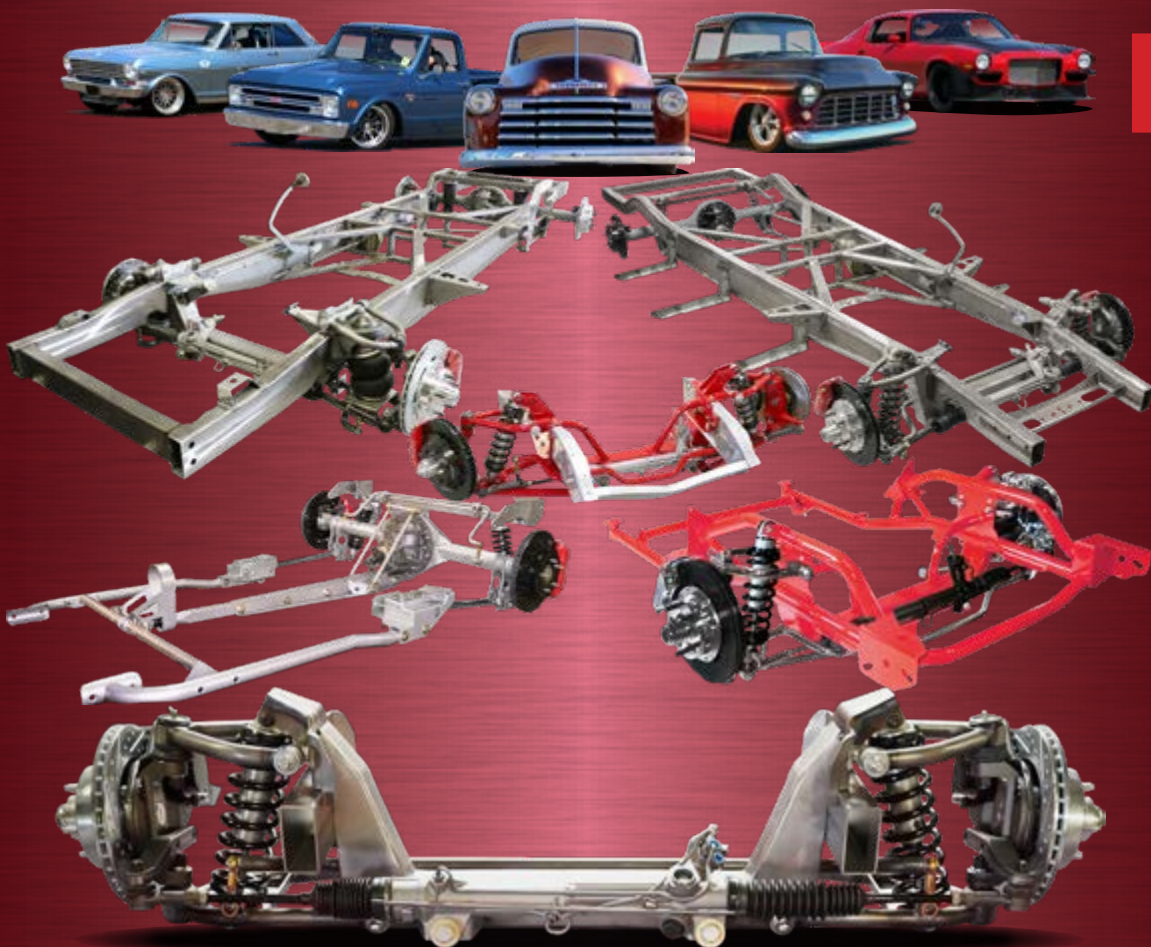


# CHEVY TRUCKS, C10 & MUSCLE CARS

## 2020 CATALOG



45+ YEARS OF MANUFACTURING  
SUSPENSION & CHASSIS



☎ 1.800.984.0223



[totalcostinvolved.com](http://totalcostinvolved.com)



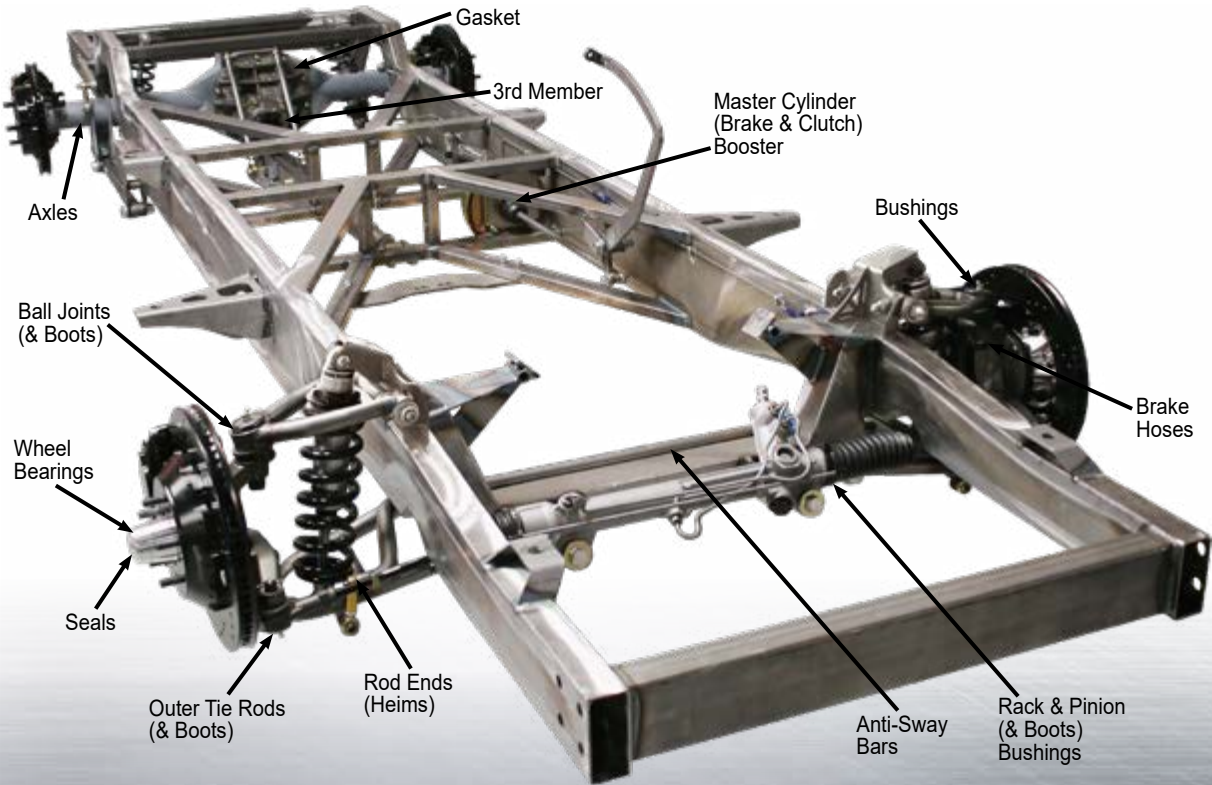
Click on list below for Quick Link

★ 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



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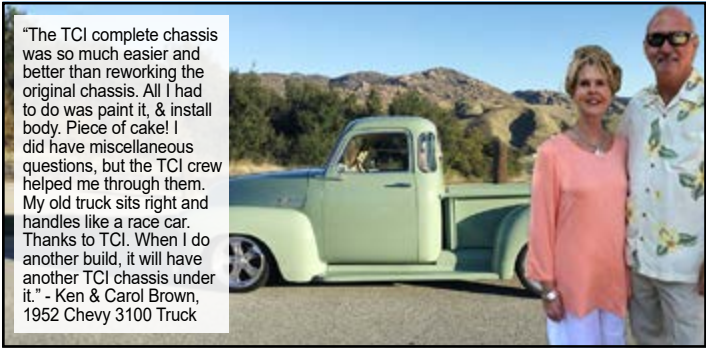
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SEMA 2019 BATTLE OF THE BUILDERS  
**TOP 4 BUILDER FINALISTS**  
**Truck/Off-Road Winner**  
1955 Chevy Truck  
Carl & Michelle Shyiak  
built by Painthouse



"The TCI complete chassis was so much easier and better than reworking the original chassis. All I had to do was paint it, & install body. Piece of cake! I did have miscellaneous questions, but the TCI crew helped me through them. My old truck sits right and handles like a race car. Thanks to TCI. When I do another build, it will have another TCI chassis under it." - Ken & Carol Brown, 1952 Chevy 3100 Truck



"I installed my C10 complete package with ease—no surprises. And my truck feels amazing... a lot smoother when transitioning from one corner to the next... definitely more control and planted." - Matt Kenner, 1968 Chevy C10



#TeamTCI



"Choosing TCI Engineering suspension for my car was the best choice I've made! The improved drivability and performance is phenomenal! The whole experience with TCI's quality products, options, and customer service has been well above satisfactory." - Adrian Martinez, 1967 Nova SS



"The decision to approach you guys and ultimately purchase the TCI suspension is the best thing I've ever done on my car. It's led to so many amazing things. Thanks to you and the crew for all of the amazing support!"

- Chad Ryker, 1968 Camaro  
- Won SCCA Shoot Out and Over All  
- Won Super Chevy Muscle Car Challenge  
- Won NMCA 2019 Classic Muscle Championship



1936 Chevy Pickup - David Hopkins



1946 Chevy Suburban - Bob Nolan



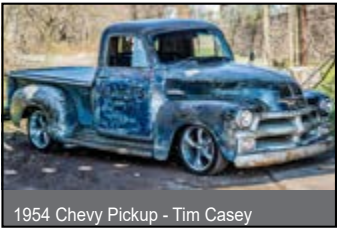
1952 Chevy Pickup - Esteban Licona



1950 GMC Pickup - Derrick Joseph



1953 Chevy Pickup - Sal Seeno



1954 Chevy Pickup - Tim Casey



1955 GMC Pickup - Brad Grant



1956 Chevy Pickup 'HighYellow56' Carly Austin



1957 Chevy Pickup - Ben Winner



1957 Chevy Pickup - Brass Knuckle Kustoms



1957 Chevy Pickup - Dustin Hacker



1957 Chevy Pickup - Esmond Takeshita



1968 Suburban - McKee Automotive



1975 Squarebody C10 - Famous Tire



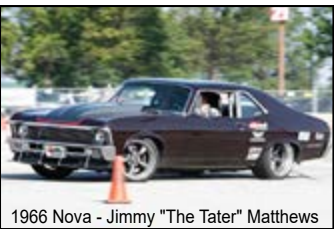
1985 Chevy C10 - Sean Kelly



1991 Chevy S10 - Kevin Phillips



1964 Nova Wagon - Kevin & Harrison Beach



1966 Nova - Jimmy "The Tater" Matthews



1969 Camaro RS - Efrain Diaz



1969 Camaro 700+hp - Jeff Johnson



1962 Nova - Nick Haydon



1963 Chevy II - Butch Poe



1969 Camaro, Twin Turbo - Wyatt Smith



1969 Camaro - Revolution Street Cars



1963 Nova SS - Joe Ackery



1963 Nova SS - Joe Seeno



1968 Camaro - Victor Bergqvist



1967 Camaro SS - Michael Tynan



1967 Nova SS, LT4 - Mike McKee



1970 Chevy Nova - CPP



1970 'World War Z' Camaro Z28 - Miro



1979 Trans Am - Jessie's Performance





## INTRODUCING: 1955-1959 CHEVY TRUCKS **GROUND**ED CHASSIS

TCI Engineering is proud to announce the release of our new '55-59 Chevy Trucks Grounded Chassis. The rear frame rails have been kicked up and the front crossmember has been raised in order to put the cab 1" off the ground with 26" (front) & 28" (rear) tall tires. The frame features main rails with an extended height from 6" to 8" for increased rigidity. Clearance between upper and lower x-members is maximized while still retaining the original frame profile. The center section is custom built for each chassis to match the customer specified engine and transmission. Frame rails are fixture welded with all mounting hardware installed before being fully enclosed. All edges are ground smooth to give a clean appearance.

The 4-Link bars were moved up the side of the frame to keep proper geometry at the new super low ride height. We placed the link bars and lower shock attachments outside the frame rails in order to maximize roll resistance. The tapered rear airbags provide maximum lift and travel while also being capable of higher loads and a comfortable ride.

Special attention was paid with the modified front crossmember to ensure proper geometry for comfort and performance. We used a double convoluted bag in the front to provide maximum lift and travel. An external shock and bump stop provide safety and comfort.

The complete chassis includes hand fabricated 1/4" stainless air lines along with 3/16" Brake lines and hoses. Optional Ridetech Ride Control X systems and tanks are also available.

### Features & Benefits:

- 8" Tall fully boxed frame rails offer exceptional strength and rigidity
- Custom built center section offers strength while still allowing exhaust clearance
- This chassis design is engineered for a cleaner look and excellent ride quality
- Slammed stance when aired out
- Lowered center of gravity provides superior handling
- Redesigned upper control arm mounting brackets provides easy alignment, tuning adjustability and control of camber and caster
- 3/16" Heavy duty crossmember 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
- 4-Link dramatically improves power delivery
- 4-Link provides reduced unsprung weight
- Equal length adjustable 4-link bars eliminate wheel hop
- Fully plumbed brake lines with pedal, master & booster shorten fabrication time
- Engine and transmission mounts are pre-installed allowing your combo to drop right in.
- All heli-arc welded for the highest quality & strength

### Included Products:

- Complete frame with center section
- Complete front suspension
- Complete rear suspension
- 9" Hot Rod Currie housing with your choice of gear set (3.00-4.56)
- Small block engine and automatic transmission mounts
- Bolt-on running board brackets
- Pedal assembly with master cylinder and booster
- Wilwood proportioning & check valves
- 31 Spline axles and 11" drum brakes
- Custom steel brake lines
- Core support mount

**ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
US STEEL**





# '67-72 CHEVY C10 CHASSIS



**NEW!**

\*See Product Page for Details >

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL

**COMING SOON!**

'63-66 & '73-87 C10 CHASSIS



## TCI Engineering & Ultimate Headers collaborate to make stainless 1 7/8" LS LONG TUBE HEADERS for Pickups and Muscle Cars

Premium 321 grade stainless steel tubing withstands very high temperatures, resists thermal cracking. 50% stronger at operating temps & offers increased longevity. 321 SS is a titanium stabilized chromium nickel austenitic stainless steel with corrosion resistance similar to 304/304L. Type 321 has excellent intergranular corrosion resistance after exposure to this temperature range, and this grade resists oxidation up to 1500°F and has higher creep and stress rupture properties than 304/304L. It also possesses good low temperature toughness and is non-magnetic in the annealed condition.

## Detroit Speed Mini-Tubs



**Designed to fit:** 1962-1967 Nova, 1967-1969 Camaro & Firebird, The Detroit Speed Mini-Tubs are inner wheel housings designed to accommodate wider tire and wheel packages, including tires as wide as 295mm for the '62-65 Chevy II, 315mm for the '66-67 Chevy II & '67-68 F-Body, and 335mm '69 F-Body. They are designed for a perfect fit, retain a stock appearance, and are available exclusively through Detroit Speed, Inc. The Mini-Tubs are 2 1/2 inches wider than stock, stamped from 18 gauge steel, made in the USA.



## '55-59 CHEVY PICKUP PRO-TOURING IFS

We have taken what we learned from over a decade of auto-crossing & road racing and integrated that technology into a new Pickup Pro-Touring IFS. We are using our custom designed spindles with bolt on steering arms. This allows us to maximize all performance aspects of suspension geometry, including camber gain, bump steer, Ackerman angle, scrub radius, kingpin inclination, instant center, & more.





1967-1969 Camaro & Firebird



Shown with optional show package and 12" Wilwood brake kit

\*Painting & Powder Coating For Display Only

'67-69 CAMARO & FIREBIRD PRO-TOURING IFS

Description	Part #	Price
'67-69 Camaro/Firebird Pro-Touring IFS (Plain Kit) w/RideTech	229-2202-00	\$6,528.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,326.00
Adjustable Firewall Down Bars	237-CCDB-00	\$200.00
Stock Height Spindles	200-2920-00	Exchange
LS1 Engine Mounts	729-7032-00	\$239.00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03	\$323.00
1 1/4" Performance Anti-Roll Bar (Plain)	429-4918-00	\$161.00
1 1/4" Performance Anti-Roll Bar (Chrome)	429-4918-01	\$269.00
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
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
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05	\$2,314.00
Small Block Headers 1 1/4" Primaries (Coated)	928-9000-06	\$722.00
Big Block Headers 2" Primaries (Coated)	928-9001-06	\$818.00
LSx Headers 1 1/2" Primaries (Coated)	928-9002-06	\$837.00
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 1967-1969 Camaro and Firebird Pro-Touring IFS is engineered for easy installation, performance driving and broader range of alignment adjustments. With the popularity of Autocrossing and Road Racing growing every day we decided to build a no compromise front clip that will not break the bank. This front clip will provide the ultimate in handling, weight savings and strength. Maximizing ground clearance and performance was the primary goal. The only clip on the market with dual camber curves so it performs well on the street, drag strip, autocross track or road racing. This front clip is based on our custom designed spindle with bolt on steering arms. This allows the best geometry and to maximize comfort and performance. TCI Engineering exclusive tubular narrowed rail design allows the use of the widest tires possible.

Included Products:

- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated springs
- Bolt-in multi position transmission mount is required
- Greasable urethane bushings
- 1" Performance anti-roll bar
- 1 1/2" x .156w U.S. DOM Steel upper & lower tubular A-arms
- Power rack and pinion
- Spindles (2" drop)
- Engine Brackets
- Aluminum inner fender panels
- 11" Drilled & slotted zinc plated rotors
- Big bore calipers (with 20% better clamping force)

\* See page 32 for steering columns, u-joints, power steering flow valves and power steering hose kits.

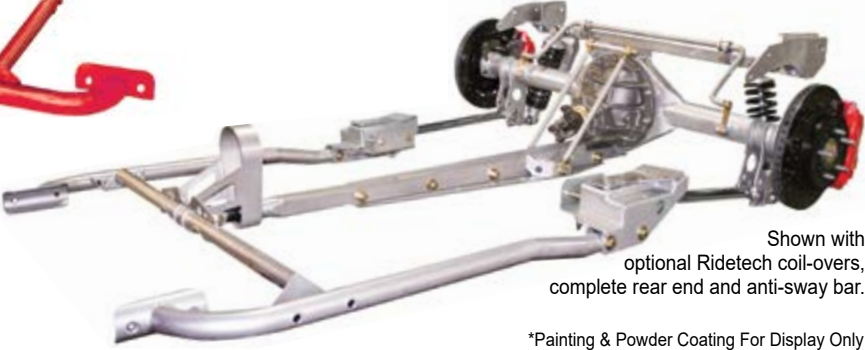
\* LSx engines require Holley 302-3 oil pan.

Features & Benefits:

- Lowered stance and center of gravity
- Greasable urethane bushings
- True bolt-in with no cutting or welding required
- Dramatically improves handling and braking
- All heli-arc welded for the highest quality and strength
- 120 lbs. lighter than stock clip for better balance, compliant handling and front to rear weight distribution
- Transmission crossmember is C-Notched for maximum exhaust ground clearance
- Double rail mandrel-bent design that provides superior strength with greater durability
- Rotors, spindles & brakes come assembled with bearings packed with hi-temp grease
- The upper control arms have two different mounting points the top position is for standard street driving and drag racing. The bottom position provides more camber gain for autocrossing



1967-1969 Camaro & Firebird



4-LINK REAR SUSPENSION

The 1967-1969 Camaro and Firebird 4-Link Rear Suspension assembly is engineered for Street and Strip Applications. This is the strongest bolt in 4-Link available on the market today. Your chassis is strengthened by way of sub-frame connectors and optional drive shaft loop. This 4-Link kit will firmly plant the rear tires while accelerating. At the same time adjustable coil-overs provide excellent street manners & comfort. Fully adjustable link bars allow wheelbase and preload adjustments. Adjustable link bar mounting points give many options for anti-squat settings. Whether you're building a weekend cruiser or a drag car this kit has you covered.

Included Products:

- 1 1/4" High Performance Adjustable 4-Link Bars
- 1" Adjustable Panhard bar with LH & RH rod ends
- Steel All American coil-over shock
- Greasable urethane bushings
- Black powder coated springs
- Rear coil-over crossmember
- Floor reinforcing plates
- Adjustable Panhard bar
- Sub-frame connectors
- Weld-on axle brackets
- Hardware kit
- Detailed instruction sheet

Features & Benefits:

- Dramatically improve handling
- Lowered stance and center of gravity
- True bolt-in with no cutting into the floor required
- All heli-arc welded for the highest quality & strength
- Un-equal length adjustable 4-Link bars eliminate wheel hop



TORQUE ARM REAR SUSPENSION

TCI Engineering's 1967-1969 Chevy Camaro Torque Arm assembly is engineered for Street, Autocross and Road Course Applications. 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.

Description	Part #	Price
'68-69 Camaro / Firebird 4-Link (Plain Package)	529-5102-00	\$2,077.00
'67 Camaro / Firebird 4-Link (Plain Package)	527-5102-00	\$2,077.00
'68-69 Camaro / Firebird Torque Arm (Plain Kit)	529-5105-00	\$2,553.00
'67 Camaro / Firebird Torque Arm (Plain Kit)	527-5105-00	\$2,553.00
Currie: 9" Rear End With Open Gear & Drum Brakes	526-5005-00	\$3,132.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package for 4-Link	Change 00 to 02	\$630.00
Polished Stainless Upgrade/Show Package for Torque Arm	Change 00 to 02	\$480.00
Mini-Tub Upgrade		\$216.00
DSE Mini-Tubs		\$395.00
Rear Anti-Roll Bar Kit (Plain)	429-4856-00	\$216.00
Rear Anti-Roll Bar Kit (Chrome)	429-4856-01	\$342.00
Performance Drive Shaft Loop	529-5103-00	\$220.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
RideTech R-Joint Upgrade for 4-Link	-	\$240.00
RideTech R-Joint Upgrade for Torque Arm	-	\$120.00
RideTech Single Adjustable Coil-Over	400-4930-00	\$366.00
RideTech Triple Adjustable Coil-Over	400-4932-00	\$1,628.00
RideTech Shockwaves	400-4251-00	\$849.00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6911-00	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6911-03	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6911-05	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6912-00	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6912-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6912-05	\$945.00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Black	600-6913-00	\$1,859.00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Polished	600-6913-03	\$1,859.00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Red	600-6913-05	\$1,859.00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Black	600-6227-00	\$2,314.00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Polished	600-6227-03	\$2,314.00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Red	600-6227-05	\$2,314.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00



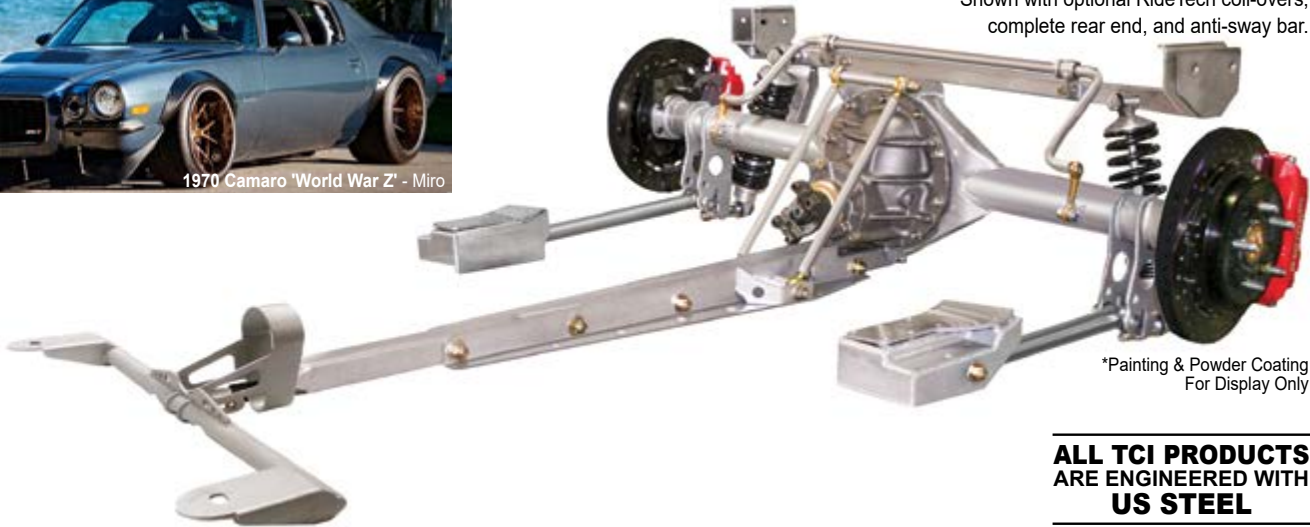
Shown with optional show package and 12" Wilwood brake kit.



\*Painting & Powder Coating For Display Only



\*Optional down bars



Shown with optional RideTech coil-overs, complete rear end, and anti-sway bar.

\*Painting & Powder Coating For Display Only

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL

'70-81 CAMARO, FIREBIRD & TRANS-AM PRO-TOURING IFS

Description	Part #	Price
'70-81 Camaro Pro-Touring IFS (Plain Kit) (w/RideTech)	225-2202-00	\$6,644.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,326.00
Adjustable Firewall Down Bars	237-CCDB-00	\$200.00
Stock Height Spindles	200-2920-00	Exchange
LS1 Engine Mounts	729-7032-00	\$239.00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03	\$323.00
1 1/4" Performance Anti-Roll Bar (Plain)	429-4918-00	\$161.00
1 1/4" Performance Anti-Roll Bar (Chrome)	429-4918-01	\$269.00
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	\$650.00
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
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Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05	\$2,314.00
Small Block Headers 1 1/4" Primaries (Coated)	928-9000-06	\$722.00
Big Block Headers 2" Primaries (Coated)	928-9001-06	\$818.00
LSx Headers 1 1/2" Primaries (Coated)	928-9002-06	\$837.00
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 1970-1981 Camaro, Firebird, and Trans-Am Pro-Touring IFS is engineered for easy installation, performance driving and broader range of alignment adjustments. With the popularity of Autocrossing and Road Racing growing every day we decided to build a no compromise front clip that will not break the bank. This front clip will provide the ultimate in handling, weight savings and strength. Maximizing ground clearance and performance was the primary goal. The only clip on the market with dual camber curves so it performs well on the street, drag strip, autocross track or road racing. This front clip is based on our custom designed spindle with bolt on steering arms. This allows the best geometry and to maximize comfort and performance. TCI Engineering exclusive tubular narrowed rail design allows the use of the widest tires possible.

Included Products:

- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated springs
- Bolt-in multi position transmission mount is included
- Greasable urethane bushings
- 1" Performance anti-roll bar
- 1 1/8" x .156w U.S. DOM Steel upper & lower tubular A-arms
- Power rack and pinion
- Spindles (2" drop)
- Engine Brackets
- 11" Drilled & slotted zinc plated rotors
- Big bore calipers (with 20% better clamping force)

\* See page 32 for steering columns, u-joints, power steering flow valves and power steering hose kits.  
\* LSx engines require Holley 302-3 oil pan.

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL

Features & Benefits:

- Lowered stance and center of gravity
- Greasable urethane bushings
- True bolt-in with no cutting or welding required
- Dramatically improves handling and braking
- All heli-arc welded for the highest quality and strength
- 110 lbs. lighter than stock clip for better balance, compliant handling and front to rear weight distribution
- Transmission crossmember is C-Notched for maximum exhaust ground clearance
- Double rail mandrel-bent design that provides superior strength with greater durability
- Rotors, spindles & brakes come assembled with bearings packed with hi-temp grease
- The upper control arms have two different mounting points the top position is for standard street driving and drag racing. The bottom position provides more camber gain for autocrossing



1979 Pontiac Trans Am  
Jessie's Performance

'70-81 CAMARO, FIREBIRD & TRANS-AM TORQUE ARM REAR SUSPENSION

This 1970-1981 Camaro, Firebird, and Trans-Am Torque Arm assembly is engineered for Street, Autocross and Road Course Applications. 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.

Included Products:

- 1 1/4" High Performance Link Bars
- 1 1/2" Torque arm with slider & reinforcing flanges
- 1 1/2" Coil-over crossmember with channel brackets
- 1" Adjustable Panhard bar with LH & RH rod ends
- Axle housing brackets with torque arm tabs and install tool
- Adjustable pinion support tubes with rod ends with tabs and install tool
- 1 1/4" Trailing arms with stainless adjusters
- 1 1/4" Crossmember with drive shaft loop
- Bolt-on trailing arm channel brackets
- Floor reinforcing plates and hardware
- Greasable urethane bushing
- All American coil-over shocks
- Detailed installation manual
- 1 1/4" Crossmember with drive shaft loop
- Bolt-on trailing arm channel brackets
- Detailed installation manual



1971 Camaro #ProjectRedDawn, 427ci LS7 - TCI Test Car



12" with 4 Piston Calipers



13" with 6 Piston Calipers



Triple Adjustable Coil-Over



RideTech Front Shockwaves



Single Adjustable Coil-Over



Currie 9" Axle

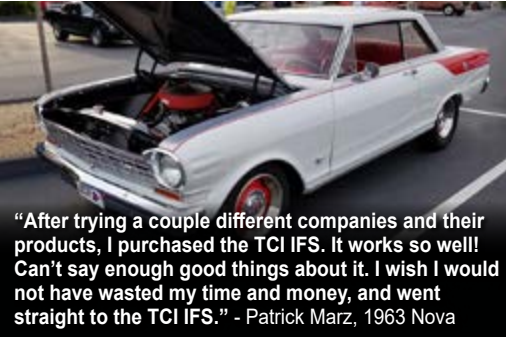


1962-1967 Chevy Nova



Shown with optional show package, RideTech coil-overs, and 12" Wilwood brake kit.

\*Painting & Powder Coating For Display Only



“After trying a couple different companies and their products, I purchased the TCI IFS. It works so well! Can’t say enough good things about it. I wish I would not have wasted my time and money, and went straight to the TCI IFS.” - Patrick Marz, 1963 Nova

'62-67 NOVA CUSTOM IFS

Description	Part #	Price
'62-67 Nova Custom IFS (Plain Kit) (All American Coil-Overs)	228-2354-00	\$4,257.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,693.00
Stock Height Spindles	200-2920-00	Exchange
Aluminum Inner Fender Panels (Specify Year)	928-9963-00	\$100.00
LS1 Engine Mounts	729-7032-00	\$239.00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03	\$323.00
1½" Performance Anti-Roll Bar (Plain)	429-4917-00	\$161.00
1½" Performance Anti-Roll Bar (Chrome)	429-4917-01	\$269.00
RideTech Single Adjustable Coil-Over	400-4930-00	\$366.00
RideTech Triple Adjustable Coil-Over	400-4932-00	\$1,628.00
RideTech Shockwaves	401-4241-00	\$849.00
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
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05	\$2,314.00
Small Block Headers 1¼" Primaries (Coated)	928-9000-06	\$722.00
Big Block Headers 2" Primaries (Coated)	928-9001-06	\$818.00
LSx Headers 1½" Primaries (Coated)	928-9002-06	\$837.00
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 1962-1967 Chevy Nova Custom IFS is engineered for easy installation, enhanced drivability and broader range of alignment adjustments. This front clip is based on our custom designed spindle with bolt on steering arms. This allows the best geometry and to maximize comfort and performance. TCI Engineering exclusive narrowed rail design allows the use of the widest tires possible. Height adjustable coil-over shocks come standard. The new upper control arm mounting 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.

Included Products:

- Steel All American Coil-Over Shocks
- 1" High performance anti-roll bar
- Manual rack and pinion steering
- Black powder coated coil springs
- Greasable urethane bushings
- Hood hinge brackets
- Moog K772 upper ball joints
- Moog K719 lower ball joints
- Greasable urethane bushings
- Steel inner fender panels
- Small block engine brackets
- 11" Drilled, slotted & zinc plated rotors
- Big bore calipers (with 20% more clamping force)

\* See page 32 for steering columns, u-joints, power steering flow valves and power steering hose kits.  
\* LSx engines require Holley 302-3 oil pan.

Features & Benefits:

- The TCI Coil-Over Front End is 30 lbs lighter than a stock front end
- Engineered for a cleaner look, easy installation, enhanced drivability and better handling
- Inner panel mounting design eases installation and allows wider tires
- Moves the wheels back to the center of the wheel well
- The redesigned upper control arm mounting brackets 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
- Engine brackets accept small block, big block and all LS engine applications
- Complete bolt-on front end suspension using factory bolt holes
- Narrowed rail design gives you an extra 1½" of space per side for wider tires.

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL



1962-1967 Chevy Nova



1963 Nova  
Vescio's Customizing



Shown with optional anti-sway bar, Ridetech shocks, 9" axle housing, & transmission mount

\*Painting & Powder Coating For Display Only

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL

'62-67 NOVA 4-LINK REAR SUSPENSION

The 1962-1967 Chevy Nova 4-Link Rear Suspension assembly is engineered for Street and Strip Applications. This is the strongest bolt in 4-Link available on the market today. Your chassis is strengthened by way of sub-frame connectors and drive shaft loop. This 4-Link kit will firmly plant the rear tires while accelerating. At the same time adjustable coil-overs provide excellent street manners & comfort. Fully adjustable link bars allow wheelbase and preload adjustments. Adjustable link bar mounting points give many options for anti-squat settings. Whether you're building a weekend cruiser or a drag car this kit has you covered.

Included Products:

- Greasable urethane bushings
- All American coil-over shocks
- Coil-Over shock crossmember
- Driveshaft loop with C-Notches for exhaust clearance
- Sub-frame connectors
- Reinforcement plates
- Frame brackets
- Adjustable Panhard bar

Features & Benefits:

- Greater rear axle control and dramatically improved handling
- Equal length adjustable 4-Link bars eliminate wheel hop
- All heli-arc welded for the highest quality and strength
- True bolt-in with no cutting into the floor required
- Lowered stance and center of gravity
- 1¼" High performance link bar

DRIVEN / PROVEN

“When it comes to quality and customer service, I rely on TCI suspension and components. I've put heavy miles on this particular car, absolutely bulletproof and affordable parts. Total Cost Involved gets my vote and will be in many of my projects to come”

- Matt Weber,  
1964 Nova SS "Sinister"





1962-1967 Chevy Nova

1962-1967 Chevy Nova



Shown with optional 12" Wilwood brake kit

\*Painting & Powder Coating For Display Only



"Choosing TCI Engineering suspension for my car was the best choice I've made! The improved drivability and performance is phenomenal! The whole experience with TCI's quality products, options, and customer service has been well above satisfactory."

- Adrian Martinez's 1967 Nova SS 'Sick 7'



"I have two of these clips. Best handling clip out there" - Joe Seeno's 1963 Nova



Shown with optional anti-sway bar, 9" axle housing, & transmission mount

\*Painting & Powder Coating For Display Only

'62-67 NOVA PRO-TOURING IFS

Description	Part #	Price
'62-67 Nova Pro-Touring IFS (Plain Package) (w/RideTech)	228-2202-00	\$5,677.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,326.00
Stock Height Spindles	200-2920-00	Exchange
LS1 Engine Mounts	729-7032-00	\$239.00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03	\$323.00
1½" Performance Anti-Roll Bar (Plain)	429-4917-00	\$161.00
1½" Performance Anti-Roll Bar (Chrome)	429-4917-01	\$269.00
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
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
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05	\$2,314.00
Small Block Headers 1½" Primaries (Coated)	928-9000-06	\$722.00
Big Block Headers 2" Primaries (Coated)	928-9001-06	\$818.00
LSx Headers 1½" Primaries (Coated)	928-9002-06	\$837.00
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 1962-1967 Chevy Nova Pro-Touring IFS is engineered for easy installation, performance driving and broader range of alignment adjustments. With the popularity of Autocrossing and Road Racing growing every day we decided to build a no compromise front clip that will not break the bank. This front clip will provide the ultimate in handling, weight savings and strength. Maximizing ground clearance and performance was the primary goal. The only clip on the market with dual camber curves so it performs well on the street, drag strip, autocross track or road racing. This front clip is based on our custom designed spindle with bolt on steering arms. This allows the best geometry and to maximize comfort and performance. TCI Engineering exclusive tubular narrowed rail design allows the use of the widest tires possible.

Included Products:

- RideTech Single Adjustable Coil-Over Shocks
- Easily adjustable down bars with heim
- 1½" x .156w Upper & lower tubular control A-arms
- Greasable urethane bushings
- Aluminum inner fender panels
- 1" Performance anti-roll bar
- 2" Drop spindles
- Engine brackets
- 11" Drilled & slotted rotors
- Big bore calipers (with 20% more clamping force)

\* See page 32 for steering columns, u-joints, power steering flow valves and power steering hose kits.  
\* LSx engines require Holley 302-3 oil pan.

Features & Benefits:

- Complete bolt-on front end suspensions using factory bolt holes
- TCI IFS is 60 lbs. lighter than a stock front end
- Engineered for a cleaner look, easy installation, enhanced drivability and better handling
- The upper control arms have two different mounting points the top position is for the standard, drag racing, the bottom position is for pro-touring with more aggressive handling
- The rotors, spindles & brake units come assembled with bearings packed with hi-temp grease
- The IFS was designed to have a cleaner appearance and to open up the engine bay
- Built in anti-dive control for keeping tires flat on the asphalt during aggressive braking
- Increased ground clearance while keeping ride height and center of gravity low
- Engine mounts built for small block, big block and all LS engine applications
- Moves the wheels back to center of the wheel well
- Tubular and narrowed rail design allows wider tires
- New inner panels allow wider wheel and tire packages
- Redesigned down bars with easily adjustable heim

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL



Triple Adjustable Coil-Overs



RideTech Front Shockwaves



12" with 4 Piston Calipers



13" with 6 Piston Calipers



Single Adjustable Coil-Over



RideTech Rear Shockwaves



Currie 9" Axle



R-Joint

'62-67 NOVA TORQUE ARM REAR SUSPENSION

The 1962 – 1967 Chevy Nova Torque Arm assembly is engineered for Street, Autocross and Road Course Applications. 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. The 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.

Included Products:

- 1½" High performance link bars
- 1½" Torque arm with slider & reinforcing flanges
- 1½" Coil-over crossmember with channel brackets
- 1" Adjustable Panhard bar with LH & RH rod ends
- Axle housing brackets with torque arm tabs and install tool
- Adjustable pinion support tubes with rod ends with tabs and install tool
- 1½" Crossmember with drive shaft loop
- Bolt-on trailing arm channel brackets
- Floor reinforcing plates and hardware
- Greasable urethane bushings
- All American coil-over shocks
- 1½" Sub-frame connectors
- Detailed installation manual

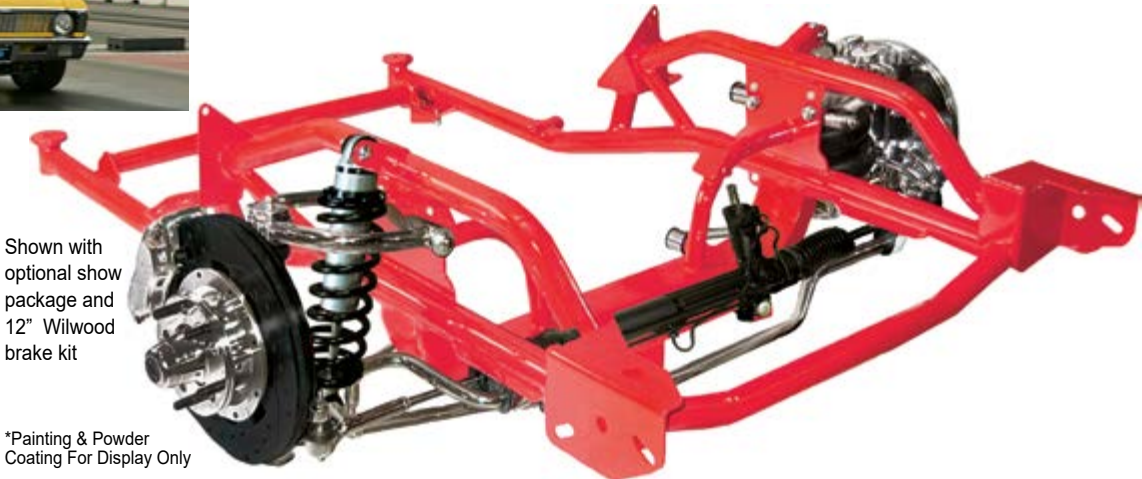
STREET DRIVEN / PTRACK PROVEN



1966 Nova, 427ci LS, 704hp - Andy "The Nova Guy" Mule



1968-1974 Chevy Nova



Shown with optional show package and 12" Wilwood brake kit

\*Painting & Powder Coating For Display Only

1968-1974 Chevy Nova



Shown with optional driveshaft loop, anti-sway bar and RideTech coil-overs.



Shown with optional complete rear end, anti-sway bar and RideTech coil-overs.

\*Painting & Powder Coating For Display Only



'68-74 NOVA PRO-TOURING IFS

Description	Part #	Price
'68-74 Nova Pro-Touring IFS (Plain Kit) (w/RideTech)	226-2202-00	\$6,528.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,326.00
Adjustable Firewall Down Bars	237-CCDB-00	\$200.00
Stock Height Spindles	200-2920-00	Exchange
LS1 Engine Mounts	729-7032-00	\$239.00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03	\$323.00
1 1/8" Performance Anti-Roll Bar (Plain)	429-4917-00	\$161.00
1 1/8" Performance Anti-Roll Bar (Chrome)	429-4917-01	\$269.00
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
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
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05	\$2,314.00
Small Block Headers 1 1/4" Primaries (Coated)	928-9000-06	\$722.00
Big Block Headers 2" Primaries (Coated)	928-9001-06	\$818.00
LSx Headers 1 1/2" Primaries (Coated)	928-9002-06	\$837.00
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 1968-1974 Chevy Nova Pro-Touring IFS is engineered for easy installation, performance driving and broader range of alignment adjustments. With the popularity of Autocrossing and Road Racing growing every day we decided to build a no compromise front clip that will not break the bank. This front clip will provide the ultimate in handling, weight savings and strength. Maximizing ground clearance and performance was the primary goal. The only clip on the market with dual camber curves so it performs well on the street, drag strip, autocross track or road racing. This front clip is based on our custom designed spindle with bolt on steering arms. This allows the best geometry and to maximize comfort and performance. TCI Engineering exclusive tubular narrowed rail design allows the use of the widest tires possible.

Included Products:

- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated springs
- Bolt-in multi position transmission mount is included
- Greasable urethane bushings
- 1" Performance anti-roll bar
- 1 1/8" x .156w U.S. DOM Steel upper & lower tubular A-arms
- Power rack and pinion
- Spindles (2" drop)
- Engine Brackets
- Aluminum inner fender panels
- 11" Drilled & slotted zinc plated rotors
- Big bore calipers (with 20% better clamping force)

\* See page 32 for steering columns, u-joints, power steering flow valves and power steering hose kits.

\* LSx engines require Holley 302-3 oil pan.

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL

Features & Benefits:

- Lowered stance and center of gravity
- Greasable urethane bushings
- True bolt-in with no cutting or welding required
- Dramatically improves handling and braking
- All heli-arc welded for the highest quality and strength
- 120 lbs. lighter than stock clip for better balance, compliant handling and front to rear weight distribution
- Transmission crossmember is C-Notched for maximum exhaust ground clearance
- Double rail mandrel-bent design that provides superior strength with greater durability
- Rotors, spindles & brakes come assembled with bearings packed with hi-temp grease
- The upper control arms have two different mounting points the top position is for standard street driving and drag racing. The bottom position provides more camber gain for autocrossing

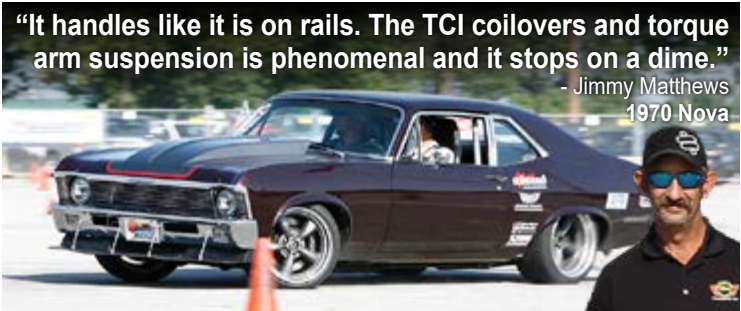
4-LINK REAR SUSPENSION

The 1968-1974 Chevy Nova 4-Link Rear Suspension assembly is engineered for Street and Strip Applications. This is the strongest bolt in 4-Link available on the market today. Your chassis is strengthened by way of sub-frame connectors and optional drive shaft loop. This 4-Link kit will firmly plant the rear tires while accelerating. At the same time adjustable coil-overs provide excellent street manners & comfort. Fully adjustable link bars allow wheelbase and preload adjustments. Adjustable link bar mounting points give many options for anti-squat settings. Whether you're building a weekend cruiser or a drag car this kit has you covered.

Included Products:

- 1 1/4" High Performance Adjustable 4-Link Bars
- 1" Adjustable Panhard bar with LH & RH rod ends
- Steel All American coil-over shock
- Greasable urethane bushings
- Black powder coated springs
- Rear coil-over crossmember
- Floor reinforcing plates
- Adjustable Panhard bar
- Sub-frame connectors
- Weld-on axle brackets
- Hardware kit
- Detailed instruction sheet

STREET DRIVEN / PTRACK PROVEN



"It handles like it is on rails. The TCI coilovers and torque arm suspension is phenomenal and it stops on a dime." - Jimmy Matthews 1970 Nova



Currie 9" Axle



R-Joint

TORQUE ARM REAR SUSPENSION

The 1968-1974 Chevy Nova Torque Arm rear suspension was designed to eliminate the suspension bind that occurs when cornering using the stock conventional leaf spring suspension. The kit allows for a lowered stance, greater rear axle control and dramatically improved handling.

Included Products:

- 1 1/4" High Performance Link Bars
- 1 1/4" Torque arm with slider & reinforcing flanges
- 1 1/2" Coil-over crossmember with channel brackets
- 1" Adjustable Panhard bar with LH & RH rod ends
- Axle housing brackets with torque arm tabs and install tool
- 1 1/4" Crossmember with drive shaft loop
- Adjustable pinion support tubes with rod ends with tabs and install tool
- Bolt-on trailing arm channel brackets
- Floor reinforcing plates and hardware
- Greasable urethane bushing
- All American coil-over shocks
- 1 1/4" Sub-frame connectors

Description	Part #	Price
'68-74 Nova 4-Link (Plain Package)	526-5102-00	\$2,077.00
'68-74 Nova Torque Arm (Plain Kit)	526-5105-00	\$2,553.00
Currie: 9" Rear End With Open Gear & Drum Brakes	526-5005-00	\$3,132.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package for 4-Link	Change 00 to 02	\$630.00
Polished Stainless Upgrade/Show Package for Torque Arm	Change 00 to 02	\$480.00
Mini-Tub Upgrade for Torque Arm		\$216.00
Rear Anti-Roll Bar Kit (Plain)	429-4856-00	\$216.00
Rear Anti-Roll Bar Kit (Chrome)	429-4856-01	\$342.00
Performance Drive Shaft Loop (4-Link Only)	529-5103-00	\$220.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
RideTech R-Joint Upgrade for 4-Link	-	\$240.00
RideTech R-Joint Upgrade for Torque Arm	-	\$120.00
RideTech Single Adjustable Coil-Over	400-4930-00	\$366.00
RideTech Triple Adjustable Coil-Over	400-4932-00	\$1,628.00
RideTech Shockwaves	400-4251-00	\$849.00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6911-00	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6911-03	\$945.00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6911-05	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6912-00	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6912-03	\$945.00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6912-05	\$945.00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Black	600-6913-00	\$1,859.00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Polished	600-6913-03	\$1,859.00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Red	600-6913-05	\$1,859.00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Black	600-6227-00	\$2,314.00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Polished	600-6227-03	\$2,314.00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Red	600-6227-05	\$2,314.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00



12" with 4 Piston Calipers



13" with 6 Piston Calipers



Single Adjustable Coil-Over



GM 10 or 12 Bolt Kit



Chevy C10 Truck Suspension



"I am incredibly happy with my TCI bolt in front end, the option upgrade and the adjustability is exactly what I was looking for"  
- Richard Matoian, 1968 Chevy C10

ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
US STEEL

Wilwood Option Shown

\*Painting & Powder Coating  
For Display Only



'63-87 CHEVY C-10 PRO-TOURING IFS

Description	Part #	Price
'63-87 C10 Pro-Touring IFS Complete (w/ RideTech)	236-2202-00	\$5,095.00
Options	Part #	Price
LS1 Engine Mounts	729-7032-00	\$239.00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03	\$323.00
Grounded Upper Coil-Over Mount	Grounded	Exchange
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
6 Lug 5½" Bolt Pattern Disc Brake Kit	600-6950-00	Exchange
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
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03	\$2,314.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05	\$2,314.00
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 32 for steering columns, u-joints, power steering flow valves and power steering hose kits.

"Quality people, quality parts! At California Speed, we have enjoyed tremendous results using TCI frames and suspensions on a variety of projects. Buy and drive with TCI!"

- Mark Oja, California Speed & Custom 1973 Chevy C10 >

1963-1987 C10 Pro-Touring IFS is engineered for easy installation, performance driving and broader range of alignment adjustments. With the popularity of Autocrossing and Pro-Touring growing every day we decided to build a no compromise front end that will not break the bank. This American Made front end will provide the ultimate in handling, weight savings and strength. This front end is based on our custom designed Modular spindle and bolt on steering arms. Proprietary geometry maximizes comfort and performance. Bolt-on crossmember utilizes heavy duty componentry to provide safe, long lasting enjoyment. The upper control arm mount design provides easy camber and caster adjustments. Maximizing ground clearance and performance was the primary goal.

Included Products:

- Custom TCI Engineering Modular heavy duty truck spindle design
- Bolt-on crossmember
- RideTech single adjustable coil-over shocks
- Black powder coated coil springs
- 1" Performance anti-sway bar
- 1½" x .156w U.S. DOM steel upper tubular A-arms
- 1¼" x .120w U.S. DOM steel lower tubular A-arms
- Power rack and pinion standard
- 12" Vented rotors
- 5 x 5" Truck bolt pattern
- Big bore calipers
- Energy suspension - polyurethane greasable bushings
- Engine stands to accept: small block, big block and LS engines (Optional mounting brackets and oil pan required with LS)
- Detailed installation manual

Features & Benefits:

- Easy bolt-In installation
- TCI IFS is 82 lbs. lighter than stock clip for better balance, compliant handling & front to rear weight bias
- Crossmember delivers bolt-in 5" drop
- The suspension gives the truck a lower center of gravity with less body roll
- Custom TCI Engineering Modular heavy duty truck spindle design
- Moog - Heavy duty upper & lower ball joint
- Reinforced 3/16" thick crossmember using our one piece lower control arm pin design
- Front end provides a lowered stance and retains ground clearance
- Dramatically improves handling and braking
- Energy suspension polyurethane greasable bushings help insulate road noise
- True bolt-in with no cutting or welding required
- Utilizes multiple stock mounting points to reduce install time & possible install errors
- Rotors, spindles & brakes come assembled with bearings packed with hi-temp grease
- All heli-arc welded for the highest quality and strength

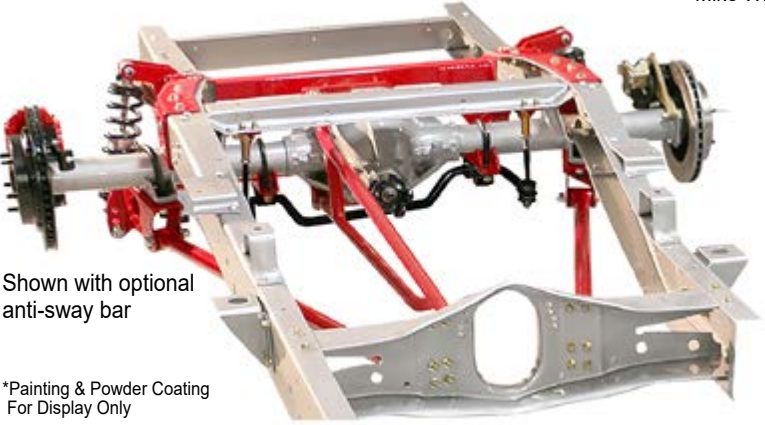
Chevy C10 Truck Suspension

"Project Z/10 exceeded my expectations at the Goodguys. For the first time out AND on street tires I think we did fairly well. Thanks to the TCI front and rear suspensions the truck handled and stopped fantastic! Top notch products and support!"  
- Mike White, 1970 C10



Shown with optional anti-sway bar

\*Painting & Powder Coating  
For Display Only



'63-72 C-10 TORQUE ARM REAR SUSPENSION

1963 – 1972 C10 Torque Arm assembly is engineered for Street, Autocross and Road Course Applications. The Torque Arm rear suspension was designed to eliminate the suspension bind that occurs when cornering using the stock truck arm suspension. The Torque Arm features a Currie Johnny Joint and special dog bone mount at the front of the arm that rotates and telescopes as the truck goes through suspension travel and articulation. This allows the trucks 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.

Included Products:

- RideTech Single Adjustable Coil-Over Shocks
- Energy suspension - polyurethane greasable bushings
- Bolt-on torque arm differential plate for multiple rear end applications
- 1½" x .156w U.S. DOM trailing arms with adjustable & greasable 2" Johnny Joints
- Heavy duty rear coil-over Crossmember and brackets
- 1¼" x .120w U.S. DOM Panhard Bar
- Bolt-on axle brackets
- Bolt-on shock brackets
- Bolt-on axle mounted sway bar (optional)
- Bolt-on C-Notch plates
- Black powder coated springs
- Greasable urethane bushing
- Detailed installation manual

Features & Benefits:

- American Made
- Easy bolt-in installation
- Limited Lifetime Warranty on all TCI Engineering manufactured parts
- The suspension will give the truck a lowered stance
- The suspension gives the truck a better center of gravity with less body roll
- More controlled handling by the coil-over shocks and the rear sway bar with no suspension binding variables
- True bolt-in system with no cutting into the bed required (Note: Cutting of rail for C-Notch is required)
- Utilizes multiple stock mounting points to reduce install time & possible install errors
- Mounting options for multiple factory rear ends 12 bolt (car & truck) and Ford 9"
- Engineered to work seamlessly with most aftermarket rear mounted gas tanks
- All heli-arc welded for the highest quality and strength

ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
US STEEL

'73-87 C-10 4-LINK REAR SUSPENSION

1973-1987 Chevy C10 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. This new kit offers a significant ride height drop, excellent performance while maintaining the utility of a truck. Using a unique design axle bracket that captures the axle tube 360 degrees we were able to make the bracket bolt on, yet be extremely rigid. Fully boxed c-notches capture both the outside and inside of the frame using 3/16" plate.

- Dramatically improve handling
  - Lowered stance and center of gravity
  - True bolt-in with no cutting into the bed required
  - 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

Description	Part #	Price
'63-72 C10 Torque Arm Rear Suspension (w/RideTech)	536-5102-00	\$3,010.00
'73-87 C10 4-Link Rear Suspension (w/RideTech)	539-5102-00	\$2,351.00
Currie: 9" Rear End With Open Gear & Drum Brakes	536-5005-00	\$3,132.00
Options	Part #	Price
Rear Anti-Roll Bar Kit (Torque Arm & 4-Link)	436-4854-00	\$432.00
4-Link Rear Bar	-	-
RideTech R-Joint Upgrade (4-Link only)	-	\$240.00
RideTech Single Adjustable Coil-Over	400-4930-00	Included
RideTech Triple Adjustable Coil-Over	400-4932-00	\$1,470.00
Ridetech Shockwaves	400-4251-00	\$683.00
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
Wilwood 12" Drilled Rotors 4-Piston Calipers*	600-6912-00	\$945.00
Wilwood 13" Drilled Rotors 4-Piston Calipers*	600-6913-00	\$1,859.00
Wilwood 14" Drilled Rotors 4-Piston Calipers*	600-6227-00	\$2,758.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00

\*Specify caliper color

Single Adjustable Coil-Over

Triple Adjustable Coil-Overs

RideTech Front Shockwaves

13" with 6 Piston Calipers

Triple Adjustable Coil-Overs

RideTech Rear Shockwaves

"I installed my C10 complete package with ease—no surprises. And my truck feels amazing... a lot smoother... definitely more control and planted."  
- Matt Kenner, '68 C10

See YouTube for full build video

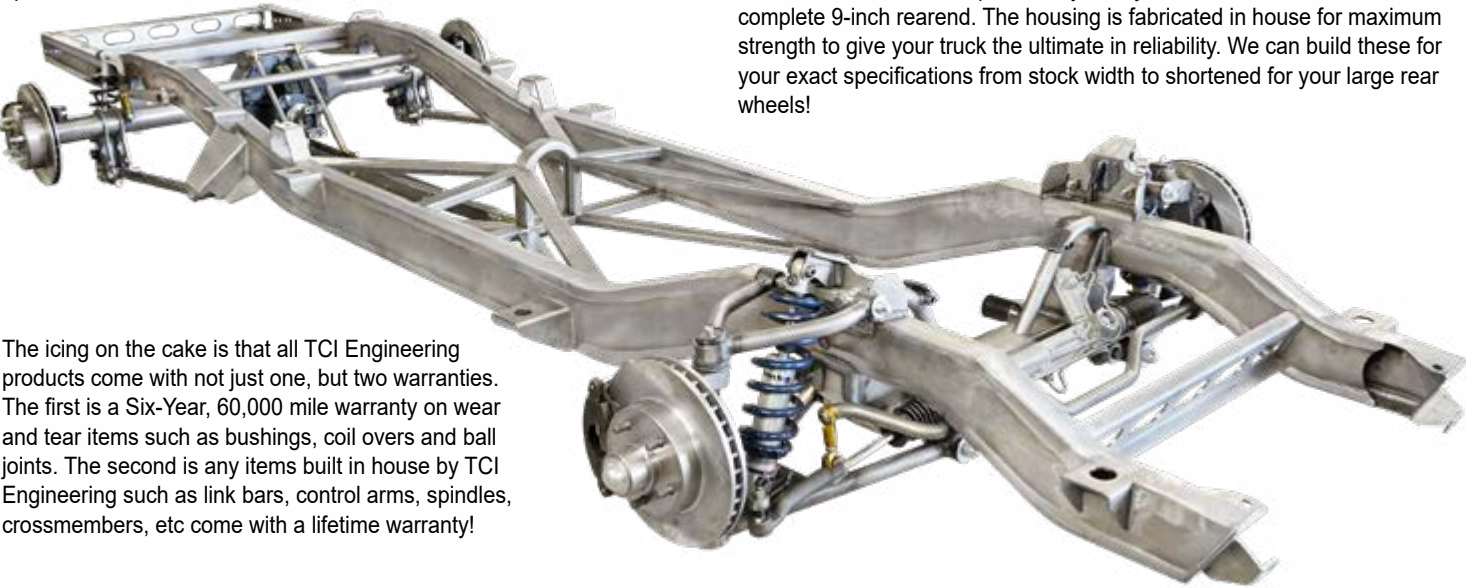


1967-1972 CHEVY C10 CHASSIS **NEW!**

Total Cost Involved is proud to offer you our new and complete 1967-1972 Chevrolet C10 Chassis! These brand new frames include all new front and rear suspension - simply take off the cab and bed of your truck and set it on our chassis and you're done!

The frame itself is laser cut and jig welded for the utmost precision and strength. In the front we widened the frame to allow more room for headers and steering components. In the rear we've narrowed the frame to allow for outboard mounted shocks and wider tires.

Suspension in the front is our trusted and track proven Pro Touring IFS system which is designed as a compact and strong coil over suspension system to give you maximum performance on or off the track. The Pro Touring IFS features tubular control arms, coil overs, and rack and pinion steering along with Custom Modular spindles to provide plenty of brake options.



The icing on the cake is that all TCI Engineering products come with not just one, but two warranties. The first is a Six-Year, 60,000 mile warranty on wear and tear items such as bushings, coil overs and ball joints. The second is any items built in house by TCI Engineering such as link bars, control arms, spindles, crossmembers, etc come with a lifetime warranty!

All complete chassis come standard with:

- Complete frame with center section
- Complete front suspension
- Complete rear suspension
- Custom steel brake lines
- 31 Spline axles and 11" drum brakes
- Wilwood proportioning
- 9" Hot Rod Currie housing with your choice of gear set (3.00 - 4.56)
- Small block engine and automatic transmission mounts
- All cab, bed, bumper, core support mounts

**ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
US STEEL**



1969 Chevy C10  
Matt Benfield

In the rear there are two different coil over suspension choices based on your needs and preferences. Both of these replace the outdated and under performing truck arm suspension that's seen on factory C10 frames. The first is a Torque Arm suspension that eliminates binding while featuring the TCI Engineering slider mount at the front of the arm that rotates and telescopes as the truck goes through its range of motion. Our second option is a performance orientated Four-Link suspension with adjustable link bars with almost infinite adjustability.

Either rear suspension system will provide you with a comfortable ride heading down to the burger joint while performing exceptionally on the autocross course or drag racing. No matter which one you choose, you're able to adjust the ride height with three different adjustments, and there is the ability to swap between each system.

No matter which rear suspension system you choose, both come with a complete 9-inch rearend. The housing is fabricated in house for maximum strength to give your truck the ultimate in reliability. We can build these for your exact specifications from stock width to shortened for your large rear wheels!

Features & Benefits:

- 6" Tall fully boxed frame rails offer exceptional strength and rigidity
- Custom built center section offers strength while still allowing exhaust clearance
- This chassis design is engineered for a cleaner look and excellent ride quality
- 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 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
- Rear suspension flexibility between ride quality & utility
- Corrected wheelbase centers the front wheels in the well
- Modern performance car handling and comfort in a 50 year old pickup
- Fully plumbed brake lines shorten fabrication time
- Engine and transmission mounts are pre-installed allowing your combo to drop right in
- All heli-arc welded for the highest quality & strength



1963-66 C10  
CHASSIS  
*Coming Soon!*



Torque Arm



R-Joint



Posi



Rear Anti-Sway Bar



Single Adjustable Coil-Over



1973-87 C10  
CHASSIS  
*Coming Soon!*



12" Disc w/ Internal Parking Brake



6 x 5 1/2" Disc Brake Kit



F-9 Housing



LS/LT Engine Mounts



Triple Adjustable Coil-Overs



**BATTLE OF THE BUILDERS** Top 12 SEMA 2019  
1972 Chevy C10 Shortbed  
DWS Classics  
See YouTube for full build video

1967-1972 Chevy C10 Chassis	Part #	Price
Complete Chassis Pro-Touring IFS	133-1225-00	Call for pricing
'63-66 Chevy C10 Chassis - <i>Coming Soon!</i>	-	-
'73-87 Chevy C10 Chassis - <i>Coming Soon!</i>	-	-
Options	Part #	Price
RideTech Single Adjustable Coil-Overs (Front & Rear)	400-4930-00	Included
Power Rack & Pinion	300-3910-00	Included
Grounded Chassis - <i>Coming Soon!</i>	-	-
Stepped Rails - <i>Coming Soon!</i>	-	-
Stock Height Frame Rails	-	No Charge
Manual Transmission	-	No Charge
Upgrade from 4-Link to Torque Arm	-	\$1,500.00
Dual Sport Mode (Ability to switch between Torque Arm and 4-Link)	-	\$1,700.00
Upgrade to stainless brake lines	600-6920-00	\$282.00
Pro Street 4-Link with Driveshaft Loop	-	\$1,000.00
Rear Anti-Sway Bar	412-4856-00	\$335.00
LS / LT Engine Mounts	729-7032-00	\$239.00
RideTech R-Joint Upgrade for 4-Link	-	\$240.00
RideTech R-Joint Upgrade for Torque Arm	-	\$120.00
RideTech Triple Adjustable Coil-Overs (Front & Rear)	-	\$2,940.00
Rideteck Shockwaves (Front & Rear) with 1/4in lines plumbed	-	\$2,459.00
6 x 5 1/2" Lug Pattern Upgrade	-	-
Posi Unit (T.S.D.)	500-5962-00	\$547.00
Posi Unit (Tru-Trac)	500-5964-00	\$888.00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Wilwood 13" Drilled Rotors 6-Piston Calipers (F&R) - Black	600-6918-00	\$3,718.00
Wilwood 13" Drilled Rotors 6-Piston Calipers (F&R) - Polished	600-6918-03	\$3,718.00
Wilwood 13" Drilled Rotors 6-Piston Calipers (F&R) - Red	600-6918-05	\$3,718.00
Wilwood 14" Drilled Rotors 6-Piston Calipers (F&R) - Black	600-6038-00	\$4,628.00
Wilwood 14" Drilled Rotors 6-Piston Calipers (F&R) - Polished	600-6038-03	\$4,628.00
Wilwood 14" Drilled Rotors 6-Piston Calipers (F&R) - Red	600-6038-05	\$4,628.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00

\* See page 32 for steering columns, u-joints, power steering flow valves and power steering hose kits.

**• DUAL WARRANTY •**  
Lifetime Warranty on TCI Manufactured Items and  
6 Year/60,000 Mile Warranty on Wear & Tear Items.



RideTech Shockwaves



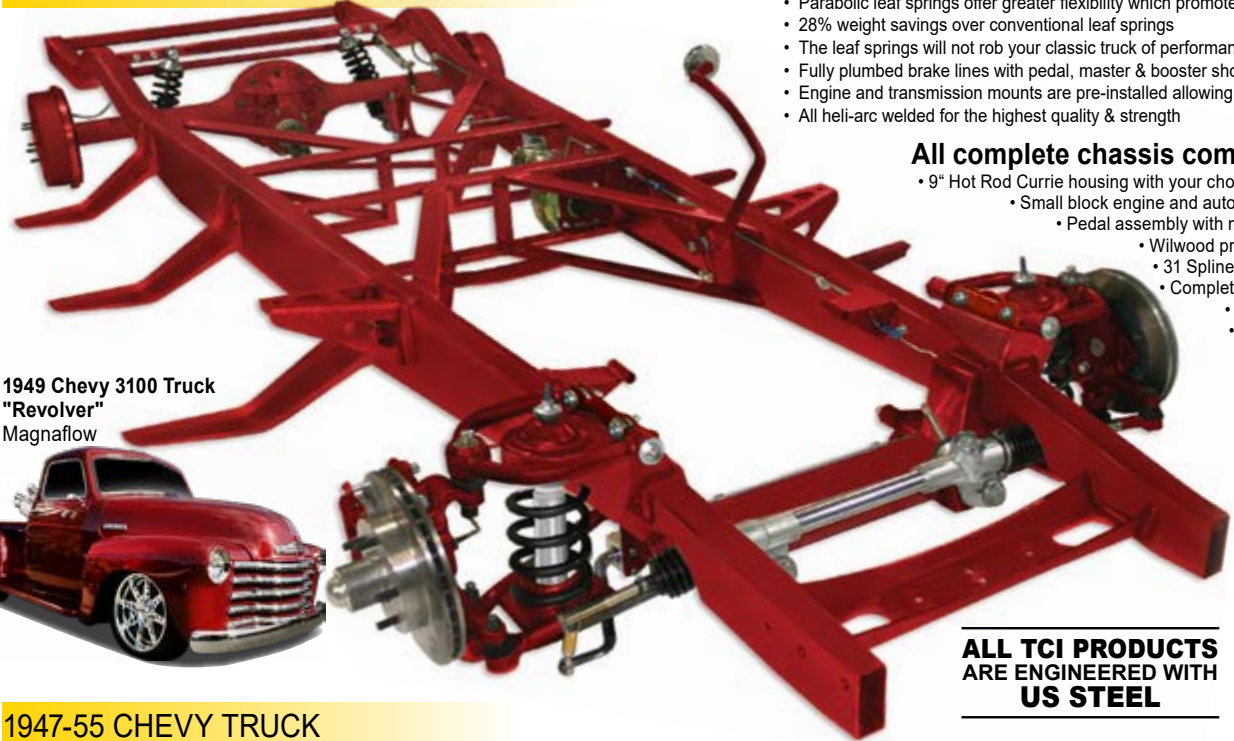
13" with 6 Piston Calipers



1947-1955 Chevy Truck Chassis (1/2 Ton)

We are proud to offer 1947-1954 Chevy Pickup Complete Chassis. The frame features main rails with an extended height from 6" to 8" for increased rigidity and clearance between upper and lower x-members 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.

1947-55 CHEVY TRUCK  
COIL SPRING IFS & 4-LINK CHASSIS



1949 Chevy 3100 Truck  
"Revolver"  
Magnaflow

- Features & Benefits:**
- 8" Tall fully boxed frame rails offer exceptional strength and rigidity
  - Custom built center section offers strength while still allowing exhaust clearance
  - This chassis design is engineered for a cleaner look and excellent ride quality
  - 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 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
  - Parabolic leaf springs offer greater flexibility which promotes ride quality
  - 28% weight savings over conventional leaf springs
  - The leaf springs will not rob your classic truck of performance
  - Fully plumbed brake lines with pedal, master & booster shorten fabrication time
  - Engine and transmission mounts are pre-installed allowing your combo to drop right in
  - All heli-arc welded for the highest quality & strength

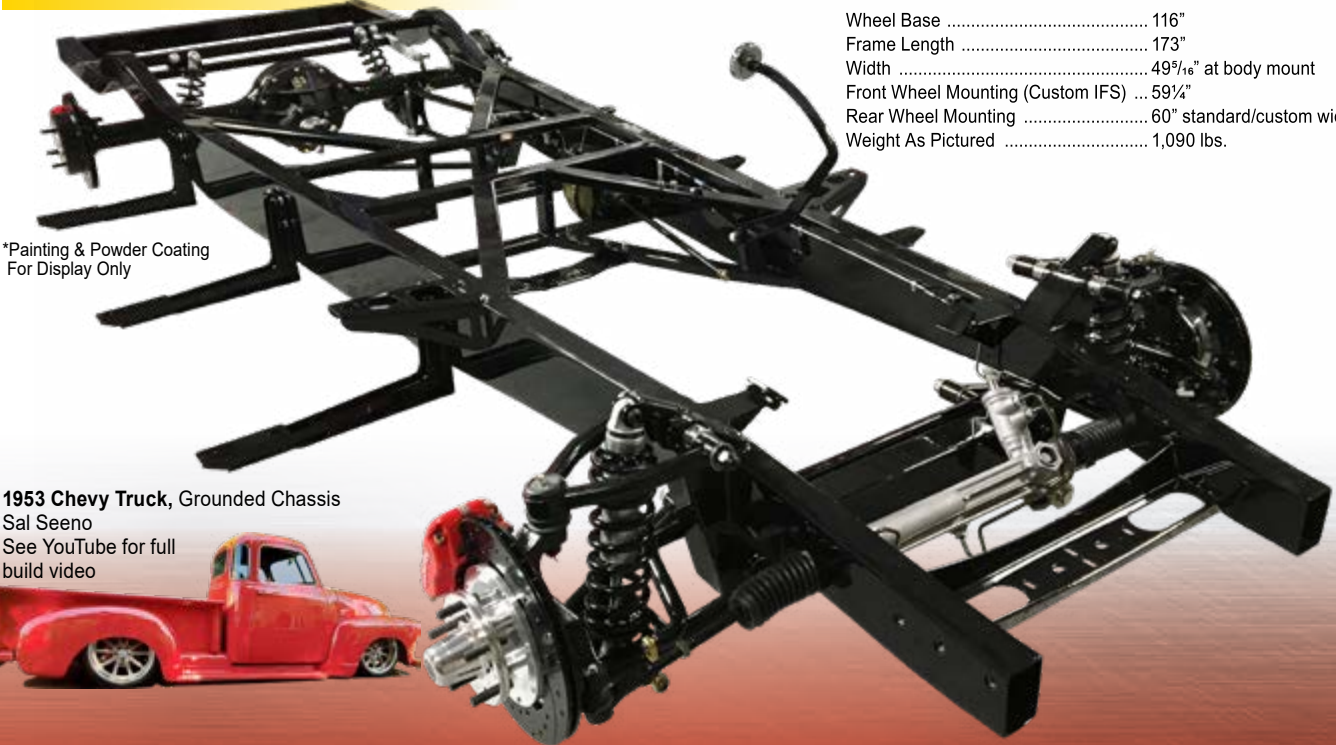
- All complete chassis come standard with:**
- 9" Hot Rod Currie housing with your choice of gear set (3.00 - 4.56)
    - Small block engine and automatic transmission mounts
    - Pedal assembly with master cylinder and booster
      - Wilwood proportioning & check valves
      - 31 Spline axles and 11" drum brakes
    - Complete frame with center section
      - Complete front suspension
      - Complete rear suspension
      - Custom steel brake lines
      - Running board brackets
      - Core support mount

ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
US STEEL

NEW!

'54 & '55  
1st Series  
Truck

1947-55 CHEVY TRUCK  
CUSTOM IFS & 4-LINK CHASSIS



\*Painting & Powder Coating  
For Display Only

1953 Chevy Truck, Grounded Chassis  
Sal Seeno  
See YouTube for full  
build video

**1947-1954 CHEVY TRUCK SPECIFICATIONS**

Wheel Base .....	116"
Frame Length .....	173"
Width .....	49 9/16" at body mount
Front Wheel Mounting (Custom IFS) ...	59 1/4"
Rear Wheel Mounting .....	60" standard/custom widths available
Weight As Pictured .....	1,090 lbs.

1947-1955 Chevy Truck Chassis (1/2 Ton)

"TCI chassis is by far the best chassis for the money and the fact that they keep evolving and making them better shows their commitment to the hotrod community. It's partnerships like this that allow us to build our Ultimate 3100 trucks." - Brad Apicella, 1952 Chevy "Ultimate" 3100, 6.2 LSA 556hp  
See YouTube for full build video



1947-1955 (1st Series) Chevy Truck Chassis	Part #	Price
'47-53 Complete Chassis Coil-Spring IFS / Leaf Spring Rear	132-1245-00	\$12,871.00
'47-53 Complete Chassis Custom IFS / 4-Link Rear	132-1225-00	\$13,954.00
'54-55 Complete Chassis Coil-Spring IFS / Leaf Spring Rear	132-1245-54	\$12,871.00
'54-55 Complete Chassis Custom IFS / 4-Link Rear	132-1225-54	\$13,954.00
Options	Part #	Price
Plain to Polished Stainless - Full Show Package (IFS-4-Link Only)	Change 00 to 02	\$1,956.00
Grounded Chassis (Includes stepped rails, bags & lines) (MII-4-Link Only)	Grounded	\$2,129.00
Pro-Touring Chassis (Incl. P/T front & Torque Arm upgrades) (Custom IFS-4-Link Only)	Pro-Touring	\$2,000.00
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
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
LS1 Engine Mounts	729-7032-00	\$239.00
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
Stainless / AN Brake Lines	600-6920-00	\$282.00
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 Rails	113-1913-00	\$788.00
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
RideTech R-Joint Upgrade for 4-Link	-	\$240.00
RideTech R-Joint Upgrade for Torque Arm	-	\$120.00
RideTech Single Adjustable Coil-Over (Coil-Spring IFS only)	400-4211-00	\$567.00
6 x 5 1/2" Disc Brake Kit (Custom IFS or Coil-Spring IFS)	600-6950-00	\$528.00
5 x 5" Bolt Pattern Brake Kit (Custom IFS or Coil-Spring IFS)	600-6955-00	\$528.00
Manual Transmission Upgrade	100-0952-00	\$879.00
RideTech Front Single Adjustable Shock (Custom IFS Only)	400-4930-00	Included
RideTech Front Triple Adjustable Coil-Over (Custom IFS Only)	400-4932-00	\$1,470.00
RideTech Rear Single Adjustable Coil-Over (4-Link Only)	400-4930-00	\$366.00
RideTech Rear Triple Adjustable Coil-Over (4-Link Only)	400-4932-00	\$1,628.00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6078-03	\$945.00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)		\$945.00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6911-03	\$945.00
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6917-03	\$945.00
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)	600-6922-03	\$945.00
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6912-03	\$945.00
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6918-03	\$1,859.00
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Coil-Spring IFS)	600-6923-03	\$1,859.00
Wilwood 13" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6913-03	\$1,859.00
Wilwood 14" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6038-03	\$2,314.00
Wilwood 14" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6227-03	\$2,758.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00



Coil-Spring F/E Air Spring Option



12" Disc w/ Internal Parking Brake



Coil-Over Retro Fit Kit



6 x 5 1/2" Disc Brake Kit



GM Brake (Plain Pkg)



Custom Brake (Stainless Pkg)



Front Shockwave Option



Clutch & Brake Setup



12" with 4 Piston Calipers



13" with 6 Piston Calipers

\* See page 32 for steering columns, u-joints, power steering flow valves and power steering hose kits.



Custom IFS Show Package



Coil-Spring Tower Design



Pro-Street Truck Chassis



Grounded Chassis



1955-1959 Chevy Truck Chassis (1½ Ton)

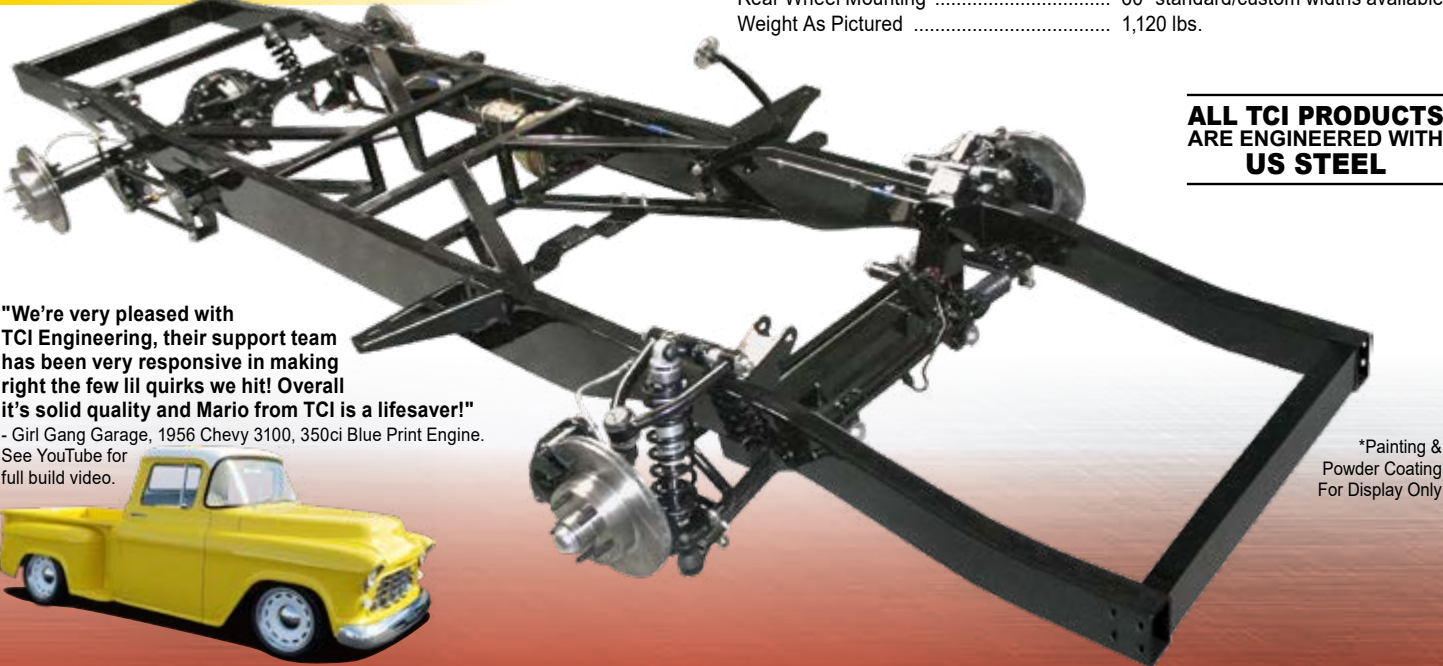
We are proud to offer 1955-1959 Chevy Pickup Complete Chassis. The frame features main rails with an extended height from 6" to 8" for increased rigidity and clearance between upper and lower x-members while still retaining the original profile. We offer chassis for cruising, autocrossing, drag racing, 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.

1955-59 CHEVY TRUCK  
COIL SPRING IFS & LEAF SPRING CHASSIS



SEMA 2019 Battle of the Builders.  
**TRUCK/OFF-ROAD WINNER**  
1955 Chevy Truck "Persistence"  
LSX454 V8, 720hp, Built by Painthouse  
Owners: Carl & Michelle Shyiak  
See Youtube  
for full build  
video

1955-59 CHEVY TRUCK  
CUSTOM IFS & 4-LINK CHASSIS



"We're very pleased with  
TCI Engineering, their support team  
has been very responsive in making  
right the few lil quirks we hit! Overall  
it's solid quality and Mario from TCI is a lifesaver!"  
- Girl Gang Garage, 1956 Chevy 3100, 350ci Blue Print Engine.  
See YouTube for  
full build video.

- Features & Benefits:**
- 8" Tall fully boxed frame rails offer exceptional strength and rigidity
  - Custom built center section offers strength while still allowing exhaust clearance
  - This chassis design is engineered for a cleaner look and excellent ride quality
  - 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 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
  - Engine and transmission mounts are pre-installed allowing your combo to drop right in
  - Parabolic leaf springs offer greater flexibility which promotes ride quality
  - 28% weight savings over conventional leaf springs
  - The leaf springs will not rob your classic truck of performance
  - All heli-arc welded for the highest quality & strength

- All complete chassis come standard with:**
- 9" Hot Rod Currie housing with your choice of gear set (3.00 - 4.56)
  - Small block engine and automatic transmission mounts
  - Pedal assembly with master cylinder and booster
    - Wilwood proportioning & check valves
    - 31 Spline axles and 11" drum brakes
  - Complete frame with center section
    - Complete front suspension
    - Complete rear suspension
    - Custom steel brake lines
    - Core support mount

**1955-1959 CHEVY TRUCK SPECIFICATIONS**

Wheel Base .....	114½"
Frame Length .....	178½" ('55-'57) & 180½" ('58-'59)
Width .....	52½" at body mount
Front Wheel Mounting (Custom IFS) .....	59¼"
Rear Wheel Mounting .....	60" standard/custom widths available
Weight As Pictured .....	1,120 lbs.

**ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
US STEEL**

1955-1959 Chevy Truck Chassis (1½ Ton)

**1959 Chevy Pickup**  
Owned by  
Tom & Lou Ann Patterson  
Built by father & son  
Brad and Mike Swaney



1955-1959 Chevy Truck Chassis	Part #	Price
Complete Chassis Coil-Spring IFS / Leaf Spring Rear	133-1245-00	\$12,871.00
Complete Chassis Custom IFS / 4-Link Rear	133-1225-00	\$13,954.00
Options	Part #	Price
Plain to Polished Stainless - Full Show Package (IFS-4-Link Only)	Change 00 to 02	\$1,956.00
Grounded Chassis (Includes stepped rails, bags & lines) (MII-4-Link Only)	Grounded	\$2,129.00
Pro-Touring Chassis (Incl. P/T front & Torque Arm upgrades) (Custom IFS-4-Link Only)	Pro-Touring	\$2,000.00
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
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
LS1 Engine Mounts	729-7032-00	\$239.00
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
Stainless / AN Brake Lines	600-6920-00	\$282.00
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 Rails	113-1913-00	\$788.00
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
RideTech R-Joint Upgrade for 4-Link	-	\$240.00
RideTech R-Joint Upgrade for Torque Arm	-	\$120.00
RideTech Single Adjustable Coil-Over (Coil-Spring IFS only)	400-4211-00	\$567.00
5 x 5" Bolt Pattern Brake Kit (Custom IFS or Coil-Spring IFS)	600-6955-00	\$528.00
Manual Transmission Upgrade	100-0952-00	\$879.00
RideTech Front Single Adjustable Shock (Custom IFS Only)	400-4930-00	Included
RideTech Front Triple Adjustable Coil-Over (Custom IFS Only)	400-4932-00	\$1,470.00
RideTech Rear Single Adjustable Coil-Over (4-Link Only)	400-4930-00	\$366.00
RideTech Rear Triple Adjustable Coil-Over (4-Link Only)	400-4932-00	\$1,628.00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00	\$348.00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6078-03	\$945.00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)		\$945.00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6911-03	\$945.00
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6917-03	\$945.00
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)	600-6922-03	\$945.00
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6912-03	\$945.00
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6918-03	\$1,859.00
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Coil-Spring IFS)	600-6923-03	\$1,859.00
Wilwood 13" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6913-03	\$1,859.00
Wilwood 14" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6038-03	\$2,314.00
Wilwood 14" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6227-03	\$2,758.00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00

\* See page 32 for steering columns, u-joints, power steering flow valves and power steering hose kits.



Coil-Spring F/E Air Spring Option



12" Disc w/ Internal Parking Brake



Coil-Over Retro Fit Kit



6 x 5½" Disc Brake Kit



GM Brake (Plain Pkg)



Custom Brake (Stainless Pkg)



Front Shockwave Option



Clutch & Brake Setup



12" with 4 Piston Calipers



13" with 6 Piston Calipers



Custom IFS Show Package



Pro-Touring IFS



Pro-Street Truck Chassis



Grounded Chassis



Chevy Truck Suspension

\*Painting & Powder Coating  
For Display Only



1937-1959 CHEVY TRUCK COIL-SPRING IFS

Description	Part #	Price
'37-39 Chevy Truck Coil-Spring IFS	230-2354-00	\$2,748.00
'40-46 Chevy Truck Coil-Spring IFS	231-2354-00	\$2,748.00
'47-54 Chevy Truck Coil-Spring IFS	232-2354-00	\$2,748.00
'55-59 Chevy Truck Coil-Spring IFS	233-2354-00	\$2,748.00
Options	Part #	Price
(352 / 390 / 427 / 428) Engine Mounts	730-7015-00	\$391.00
Upgrade to Modular Crossmember & Mounts	730-7014-00	\$524.00
Upgrade to BBF (429-460) Crossmember & Mounts	730-7016-00	\$524.00
LS Engine mounts	730-7017-00	\$250.00
LS1 Engine Mounts	729-7032-00	\$338.00
Power Rack & Pinion	300-3910-00	\$135.00
Air Spring Kit	400-4420-00	\$453.00
Stock Height Spindles	200-2920-00	Exchange
RideTech Single Adjustable Coil-Over	400-4211-00	\$567.00
11" Drilled & Slotted Zinc Plated Rotors		\$125.00
5 x 5" Bolt Pattern Brake Kit (37-59 Chevy)	600-6954-00	\$528.00
6 x 5½" Bolt Pattern Disc Brake Kit (37-54 Chevy)	600-6950-00	\$528.00
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

Note: Our Truck Coil-Spring may fit other applications. Please call for more information.

ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
US STEEL

This American Made Pickup 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.

Included Products:

- Crossmember
- Coil-spring upper towers
- 1" Performance anti-sway bar ('37-54 Chevy uses a 7/8" bar)
- 1½" 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



< 1956 Chevy Panel Truck  
Michael Parrott



"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



Coil-Spring F/E Air Spring Option



Coil-Over Retro Fit Kit



GM Brake



12" with 4 Piston Calipers

Chevy Truck Suspension

\*Painting & Powder Coating  
For Display Only

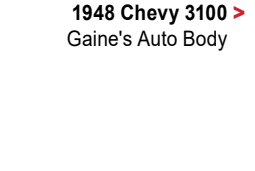


1947-1959 CHEVY TRUCK CUSTOM IFS

This American Made Pickup 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.

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
- 1" Performance anti-sway bar ('37-54 Chevy uses a 7/8" bar)
- Boxing plates
- GM Big Bore disc brake kit (20% more clamping force)
- Greasable urethane bushings



1948 Chevy 3100 >  
Gaine's Auto Body



< 1956 Chevy Truck  
Ron Robison



Description	Part #	Price
'47-54 Chevy Custom IFS (Plain Package) w/RideTech	232-2202-00	\$3,854.00
'55-59 Chevy Custom IFS (Plain Package) w/RideTech	233-2202-00	\$3,854.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,326.00
(352 / 390 / 427 / 428) Engine Mounts	730-7015-00	\$391.00
NEW! Upgrade to Modular Crossmember & Mounts	730-7014-00	\$524.00
NEW! Upgrade to BBF (429-460) Crossmember & Mounts	730-7016-00	\$524.00
LS1 Engine Mounts	729-7032-00	\$338.00
Power Rack & Pinion	300-3910-00	\$135.00
Stock Height Spindles	200-2920-00	Exchange
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
5 x 5" Bolt Pattern Brake Kit (37-59 Chevy)	600-6954-00	\$528.00
6 x 5½" Bolt Pattern Disc Brake Kit (37-54 Chevy)	600-6950-00	\$528.00
11" Drilled, Slotted Zinc Plated Rotors		\$125.00
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
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00	\$2,758.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03	\$2,758.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05	\$2,758.00
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

Note: Our Truck Custom IFS may fit other applications. Please call for more information.

ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
US STEEL



Front Shockwave Option



13" with 6 Piston Calipers



Alignment Feature



6 x 5½" Disc Brake Kit





1955-1959 CHEVY TRUCK PRO-TOURING IFS

Description	Part #	Price
'55-59 Chevy Pickup Pro-Touring IFS	233-2202-PT	\$4,113.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02	\$1,326.00
(352 / 390 / 427 / 428) Engine Mounts	730-7015-00	\$391.00
Upgrade to Modular Crossmember & Mounts	730-7014-00	\$524.00
Upgrade to BBF (429-460) Crossmember & Mounts	730-7016-00	\$524.00
LS1 Engine Mounts	729-7032-00	\$338.00
Power Rack & Pinion	300-3910-00	Included
Stock Height Spindles	200-2920-00	Exchange
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
5 x 5" Bolt Pattern Brake Kit (37-59 Chevy)	600-6954-00	\$528.00
6 x 5½" Bolt Pattern Disc Brake Kit (37-54 Chevy)	600-6950-00	\$528.00
11" Drilled, Slotted Zinc Plated Rotors	Included	\$0
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
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00	\$2,758.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03	\$2,758.00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05	\$2,758.00
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

Note: Our Truck Custom IFS may fit other applications. Please call for more information.

ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
US STEEL



We have taken what we learned from over a decade of auto-crossing & road racing and integrated that technology into a new Pickup Pro-Touring IFS. We are using our custom designed spindles with bolt on steering arms. This allows us to maximize all performance aspects of suspension geometry, including camber gain, bump steer, Ackerman angle, scrub radius, kingpin inclination, instant center, and more. This new Pro-Touring IFS utilizes OEM brakes, ball joints, and rack & pinion so replacement parts are readily available. RideTech Million Mile Warranty coilovers are standard equipment. This new Pickup Pro-Touring IFS will provide the ultimate in handling, weight savings, strength, ground clearance, along with a broad range of alignment adjustments.

Features & Benefits:

- Stronger, yet lighter components save weight over your stock front end
- Engineered for a cleaner look, easy installation, enhanced drivability and precision handling
- Centers in the wheel in the fender
- The upper control arm mounting brackets 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 control arms allow this front end to be used even on some of heaviest vehicles.
- Custom spindles and steering allow us to control every portion of suspension geometry

Included Products:

- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated coil springs
- Manual rack and pinion steering
- 1½" x .156w U.S. DOM steel upper & lower tubular A-arms
- 1" Performance anti-roll bar
- Moog K772 upper ball joints
- Moog K719 lower ball joints
- Greasable urethane bushings
- 2" Drop spindles
- 11" Drilled & slotted rotors
- Big bore calipers (with 20% more clamping force)



1956 Chevy Bel Air Pickup  
Wes Dokter



"Thank You to @tci\_engineering for hooking my truck up with this beautiful, solid frame & accessories." - James Foran, 1955 Chevy Pickup



Description	Part #	Price
'37-53 Chevy 4-Link Coil-Over - 1/2 Ton	532-5102-00	\$1,297.00
'54-55 Chevy 4-Link Coil-Over 1st Series - 1/2 Ton	532-5103-00	\$1,297.00
'47-54 Chevy 4-Link Coil-Over - 3/4 Ton	532-5104-00	\$1,297.00
'55-59 Chevy 4-Link Coil-Over - 1/2 Ton	533-5102-00	\$1,297.00
Options	Part #	Price
Polished Stainless Upgrade/Show Package	Change 00 to 02	\$630.00
Convuluted Airbags	5120	\$252.00
Anti-Roll Bar Kit (Plain) ('55-59 Chevy)	412-4856-00	\$335.00
Anti-Roll Bar Kit (Plain) ('37-54 Chevy)	432-4856-00	\$335.00
Anti-Roll Bar Kit (Chrome) ('37-54 Chevy)	432-4856-01	\$411.00
RideTech 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	\$849.00

Classic Pickup 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.

- Dramatically improve handling
- Lowered stance and center of gravity
- True bolt-in with no cutting into the bed required
- 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



Description	Part #	Price
'37-53 Chevy Parabolic Rear Leaf Spring Kit - 1/2 Ton	432-4610-00	\$779.00
'54-55 (1st Series) Chevy Parabolic Rear Leaf Spring Kit - 1/2 Ton	432-4610-54	\$779.00
'55-59 Chevy Parabolic Rear Leaf Spring Kit - 1/2 Ton	433-4610-00	\$779.00
Options	Part #	Price
Anti-Roll Bar Kit (Plain) ('55-59 Chevy)	412-4854-05	\$213.00

Classic Pickup 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.

- 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



Description	Part #	Price
'37-54 Chevy Complete Assembly - Leaf Spring Brackets	532-5007-00	\$3,027.00
'37-54 Chevy Complete Assembly - Coil-Over Brackets	532-5005-00	\$3,132.00
'37-54 Chevy Complete Assembly - Air Spring Brackets	532-5020-00	\$3,132.00
'55-59 Chevy Complete Assembly - Leaf Spring Brackets	533-5007-00	\$3,027.00
'55-59 Chevy Complete Assembly - Coil-Over Brackets	533-5005-00	\$3,132.00
'55-59 Chevy Complete Assembly - Air Spring Brackets	533-5020-00	\$3,132.00
Options	Part #	Price
Hi-Tech Disc (Wilwood)	600-6906-03	\$945.00
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
5 x 4½" Bolt Pattern	100-1940-00	Exchange
5 x 5" Bolt Pattern (37-59 Chevy)	100-1940-00	Call For Pricing
6 x 5½" Bolt Pattern (37-54 Chevy)	100-1940-00	Call For Pricing
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6911-03	\$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
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00	\$904.00

Currie round back housing with late/large Ford bearing flanges (width of your choice)

- 3rd member with your choice of new gear set (3.00 to 4.56)
- 31 Spline axles with new bearings, seals and axle studs
- 11" Drum brakes
- Axle brackets fully welded
- Gear lube and Posi lube when applicable



1937-1959 CHEVY TRUCK COMPONENTS



Rubber & Urethane Engine Mounts

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



\* Bolt-in crossmember fits most transmissions

Transmission Crossmember

Description	Part #	Price
'47-59 Chevy Crossmember	713-7512-00	\$103.00



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.



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



Power Brake Pedal Assembly

Power Brake Unit Features:

Under floor complete bolt-on pedal assembly, pedal arm with Teflon bushing, new 7" single diaphragm booster, dual chamber master.



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.

Description	Part #	Price
'37-39 Chevy Power Brake Assy.	623-6510-00	\$408.00
'40-54 Chevy Power Brake Assy.	632-6510-00	\$408.00
'55-59 Chevy Power Brake Assy.	633-6510-00	\$408.00
Pedal Brake Assy. (No Booster or Master)	Spec. Year	\$225.00
Options	Part #	Price
7" Dual Diaphragm Booster	600-6966-00	\$40.00
Wilwood Master Cylinder	600-6927-00	\$209.00



\* For use with factory style rubber mounts.

Weld-On Style Engine Mounts

Description	Part #	Price
'37-54 Chevy with Chevy Engine	703-7012-00	\$99.00
'55-59 Chevy with Chevy Engine	713-7012-00	\$99.00



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



Complete Bushing Sets

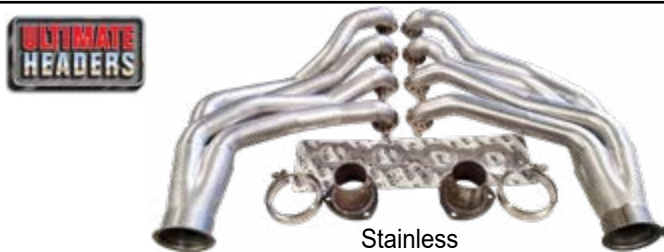
Description	Part #	Price
Old Style IFS & Rear 4-Bar	Bushing Set 001	\$91.00
Front 4-Bar Bushing Set	Bushing Set 002	\$91.00
New Style Custom IFS Bushing Set	Bushing Set 003	\$145.00
Billet Shock Bushing Set	Bushing Set 004	\$62.00
All American Shock Bushing Set	Bushing Set 005	\$54.00
Mustang II & Muscle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



1 1/8" LS Long Tube Headers

Description	Part #	Price
Muscle Car LS Header (Coated)	928-9002-06-C	\$837.00
Classic Truck LS Header (Coated)	928-9002-06-T	\$837.00

**Designed to fit:** Chevy & Ford Muscle Cars & Trucks using TCI Engineering suspension components. These headers are made with 3/8" thick flanges, 1 1/8" O/D primaries, 3" v-band collectors and hi-temp coated for long lasting good looks. All hardware, gaskets, clamps, and outlet flanges with oxygen sensor bungs are included.



Stainless

1 1/8" Ultimate Headers

Description	Part #	Price
1 1/8" Ultimate Headers	-	Call for Pricing & Options

**Designed to fit:** Chevy & Ford Muscle Cars & Trucks using TCI Engineering suspension components. Premium 321 grade stainless steel tubing withstands very high temperatures, resists thermal cracking. 50% stronger at operating temps & offers increased longevity. 321 SS is a titanium stabilized chromium nickel austenitic stainless steel with corrosion resistance similar to 304/304L. Type 321 has excellent intergranular corrosion resistance after exposure to this temperature range, and this grade resists oxidation up to 1500°F and has higher creep and stress rupture properties than 304/304L. It also possesses good low temperature toughness and is non-magnetic in the annealed condition.



Spanner Wrench

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

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



'62-67 Chevy Nova  
ididit - Floor Mount

IDIDIT Steering Columns

Description	Part #	Price
32" Tilt Floor Shift Univ. Column (Steel) w/ 3/4" 36 Spline Output Shaft	321-3100-00	\$480.00
'62-66 Nova Tilt Column (Steel) & '64-65 Chevelle (Universal)	328-3100-00	\$460.00
'62-67 Nova Floor Mounts	328-6267-00	\$49.00
'67-68 Camaro/Firebird & '67 Nova Tilt Column (Steel)	327-3100-00	\$460.00
'69 Camaro/Firebird Tilt Column (Steel)	329-3100-00	\$795.00
'47-54 Chevy P/U Tilt Column (Steel) w/ 3/4" 36 Spline Output Shaft (Retro-Fit)	332-3120-00	\$618.00
'55-59 Chevy P/U Tilt Column (Steel) w/ 3/4" 36 Spline Output Shaft (Retro-Fit)	333-3120-00	\$648.00
'60-66 & '67-72 Chevy C10 Tilt Column Floor Shift (Retro-Fit)		\$759.00
'60-66 & '67-72 Chevy C10 Tilt Column with Column Shift (Retro-Fit)		\$759.00

Options	Part #	Price
Upgrade Steel Steering Column To Chrome	Change 00 to 01	\$120.00
Upgrade Steel Steering Column To Black	Change 00 to 05	\$120.00



2" Big Block Headers

Description	Part #	Price
Hot Rod Headers (Coated)	928-9001-06	\$818.00

**Designed to fit:** 1962-1967 Nova, 1968-1974 Nova, 1967-1969 Camaro & Firebird, 1970-1981 Camaro, Firebird and Trans-Am. These headers are all mandrel bent out of 2" 16 gauge tubing, heli-arc welded 3/8" thick laser cut flanges, with 3" collectors. These headers are designed to work with either straight or angle plug heads. Comes complete with header bolts, gaskets and reducers.



1 1/4" Small Block Headers

Description	Part #	Price
Hot Rod Headers SBC (Coated)	928-9000-06	\$722.00

**Designed to fit:** 1962-1967 Nova, 1968-1974 Nova, 1967-1969 Camaro & Firebird, 1970-1981 Camaro, Firebird and Trans-Am. These headers are all mandrel bent out of 1 1/4" 16 gauge tubing, heli-arc welded 3/8" thick laser cut flanges, with 3" collectors. These headers are designed to work with either straight or angle plug heads. Comes complete with header bolts, gaskets and reducers.



'62-67 Nova DSE Mini-Tub Kit

'67-69 Camaro/Firebird DSE Mini-Tub Kit

DSE Mini-Tubs

Description	Part #	Price
'62-67 Nova DSE Mini-Tub Kit	-	\$495.00
'67-69 Camaro/Firebird DSE Mini-Tub Kit	-	\$395.00

**Designed to fit:** 1962-1967 Nova, 1967-1969 Camaro & Firebird, The Detroit Speed Mini-Tubs are inner wheel housings designed to accommodate wider tire and wheel packages, including tires as wide as 295mm for the '62-65 Chevy II, 315mm for the '66-67 Chevy II & '67-68 F-Body, and 335mm '69 F-Body. They are designed for a perfect fit, retain a stock appearance, and are available exclusively through Detroit Speed, Inc. The Mini-Tubs are 2 1/2" inches wider than stock, stamped from 18 gauge steel, made in the USA.

TCI Engineering Merchandise



TCI T-Shirt

Small - XL: \$15

TCI Long Sleeve

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

TCI Hat - \$15

+ Shipping & handling



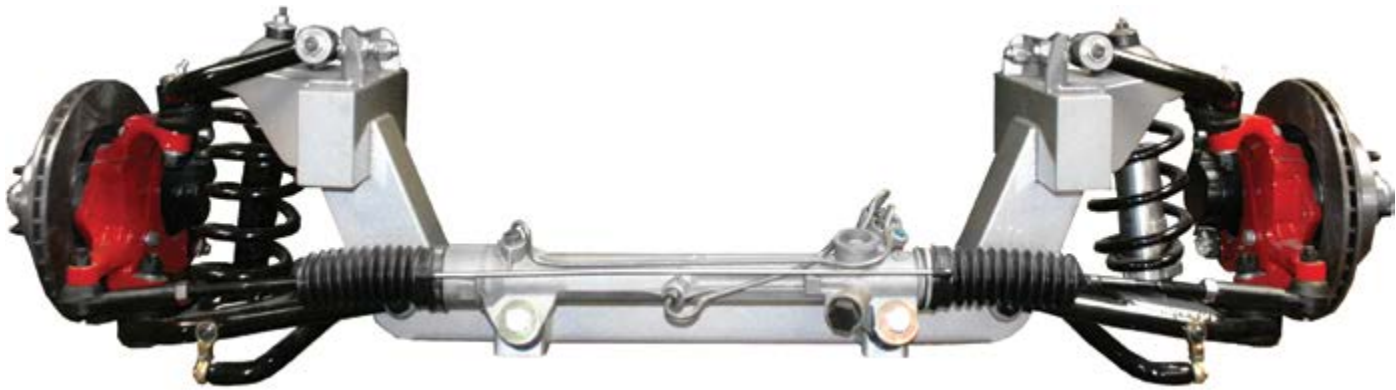
TCI Dickies Jacket

Small - XL: \$120

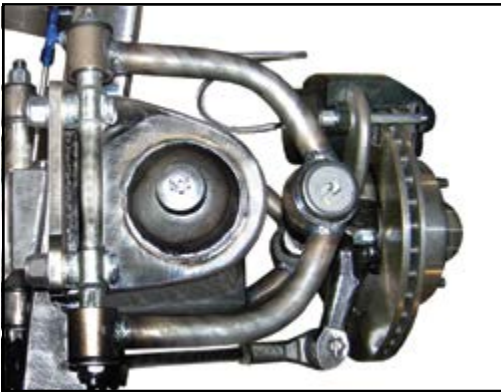
2XL add \$5, 3XL add \$10







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.

Available red, black or polished

- 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.

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



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 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

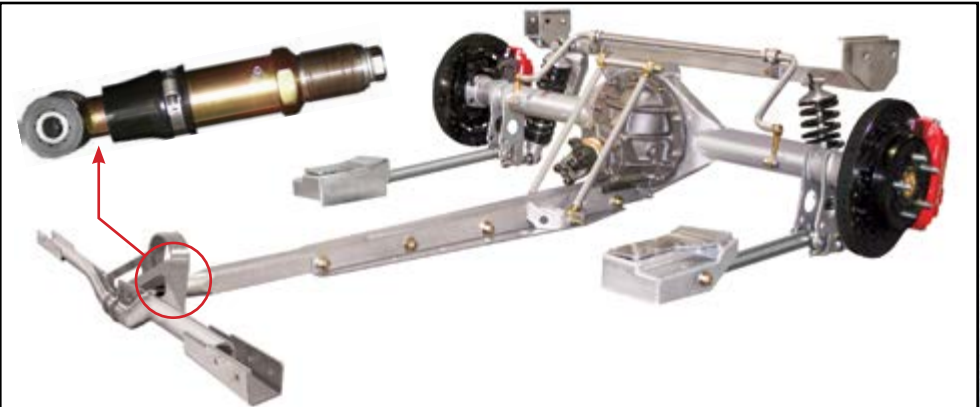
TCI's 4-Link Rear Suspension creates a lowered stance for superior handling via a lowered center of gravity. Smooth ride, better handling, minimal weight and greater axle control are just the beginning. Adjustable 4-Link bars allow fine tuning of wheelbase/pin angle, eliminate wheel hop and provide greater 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



Sal Solorzano, GM / VP



Sherlly 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.

## 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).

## RETURNS

No returns of 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**.

## • DUAL WARRANTY •

Lifetime Warranty on TCI Manufactured Items and 6 Year/60,000 Mile Warranty on Wear & Tear Items.

## 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.

## 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.

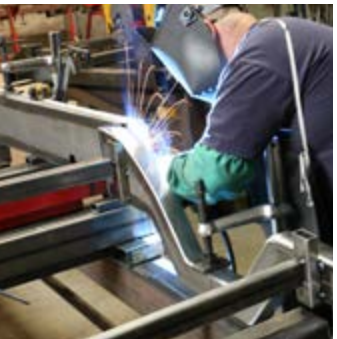
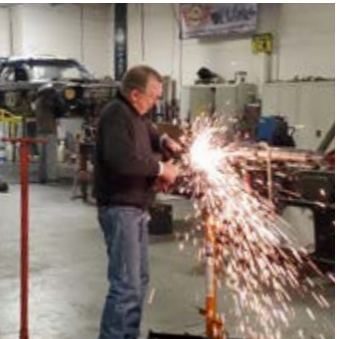
## HOURS OF OPERATION

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

## CONTACT INFO.

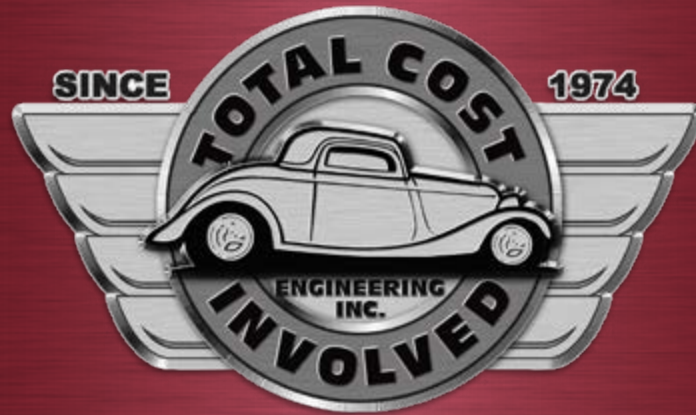
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