

CHEVY

Trucks & Muscle Cars

CHASSIS • SUSPENSIONS • COMPONENTS
2023 CATALOG



Next

Engineered for Performance,
Driven by Excellence.



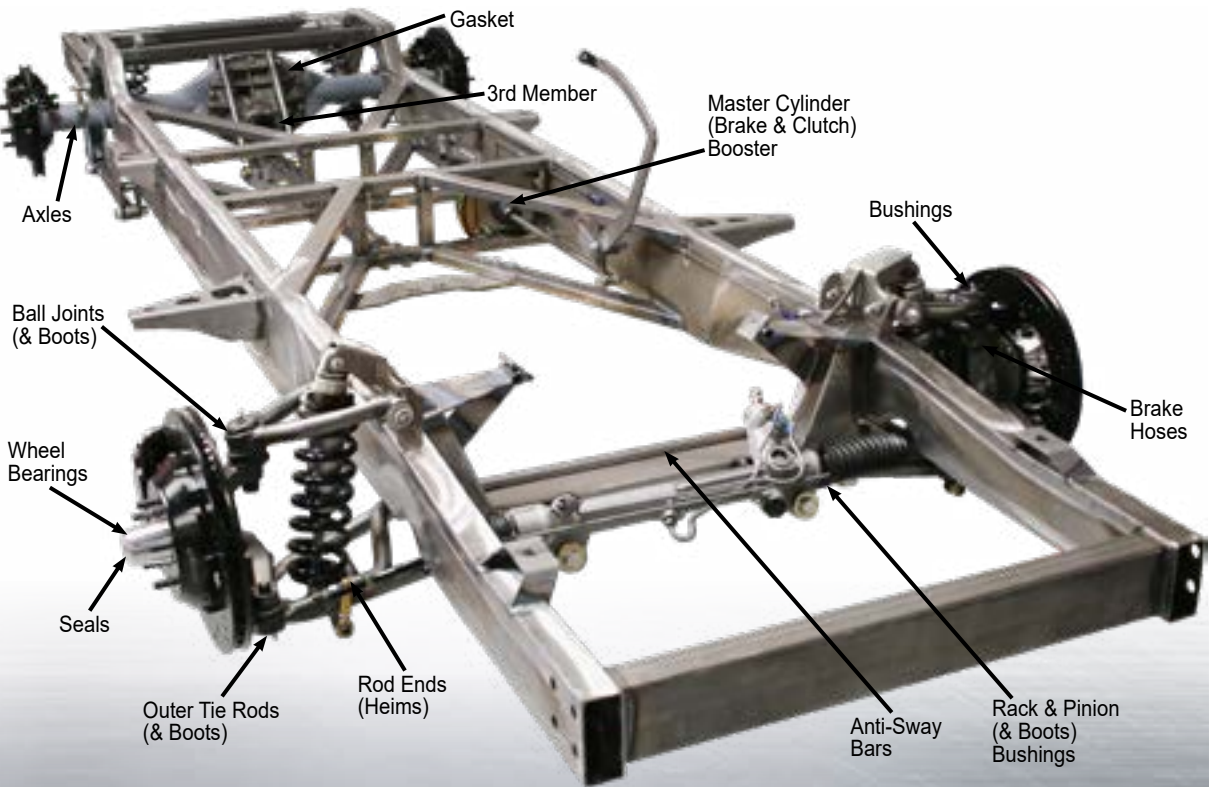
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★ DUAL WARRANTY ★
LIFETIME WARRANTY ON TCI MANUFACTURED ITEMS
6 YEAR/60,000 MILE WARRANTY ON WEAR & TEAR ITEMS

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-Overs, 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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"This TCI pro touring chassis gives you that stance, the adjustability up and down, it rides good, it performs good, it's out on the track, it's street driven, it doesn't matter, it gets down and do its thing. We are very happy with it."
- Ross Logsdon, Premier Street Rods



"We couldn't be happier to have TCI equipment under our truck! It's crazy to think how much fun this thing has been so far. We can't imagine what it's going to be like now! There's no substitute for top quality parts!"
- Jeffrey Rode



"All in all, the TCI complete suspension package is great. It eliminates wheel hop, it left me lots of room for the big motor and twin turbos. It allows me to fit a 12" wide wheel in the front with a 315 wide tire, and it's very well mounted."
- Jessie from Jessie's Performance



"I couldn't be happier with TCI pro touring front clip and the torque arm rear suspension. The car handles excellent and sticks to the ground on hard corners. The quality of the parts is also top notch and well built."
- Joe Seeno, 1963 Nova SS



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1939 Chevy Truck - Syndicate Customs



1950 Chevy 3100 Streamline - Ryan LeBlanc



1948 Chevy Project Zero - Mike Copeland



1952 GMC Pickup - Chris Burgess



1951 Chevy Pickup - WD-40 for Charity



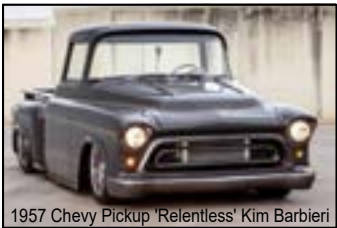
1951 Chevy Pickup - Josh Gonzales



1953 Chevy Pickup - Erica Martin



1955 Chevy Pickup - Mario Gardea



1957 Chevy Pickup 'Relentless' Kim Barbieri



1955 Chevy Pickup - Michel Lafontaine



1958 Chevy Apache - DWS Classics



1968 Chevy C10 - Nicholas Vincent



1972 Chevy C10 - Drive Auto Collision



1974 Chevy C10 'Sabotage' Reiss Racing



1970 Chevy K5 Blazer - Ryan Buck



1979 Chevy C10 'Honeysmacks' Wayne Collard



1969 Camaro SS- Reiss Racing



1969 Camaro Pro Tourer - Keith Sultana



1966 Nova - Lakeside Speed & Shine



1966 'Pro-Touring Nova'- Tony Causor



1968 Camaro twin turbo LS - Alex Villanueva



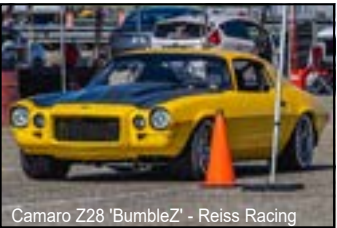
1969 Camaro Widebody twin turbo - Wyatt Smith



1965 Nova - Jon Henson



1963 Nova - Jeff Bjstrom



Camaro Z28 'BumbleZ' - Reiss Racing



1975 Firebird - Lakeside Speed & Shine



1966 Nova II SS - Chris Cortes



1964 Nova Wagon - Joe & Ashley Seeno



1975 Trans Am - Tom Kamman



1971 Camaro Z28 - Jim McNeill



Chevy Nova - Jeremy Schmidt, FiTech



Chevy Nova - Hot Rod Specialties

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1967-1969 Camaro & Firebird



<< CLICK ON PRODUCT TO LEARN MORE

'67-69 CAMARO & FIREBIRD PRO-TOURING IFS

Description	Part #
'67-69 Camaro/Firebird Pro-Touring IFS (Plain Kit) w/RideTech	229-2202-00
Options	Part #
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02
Adjustable Firewall Down Bars	237-CCDB-00
Stock Height Spindles	200-2920-00
LS1 Engine Mounts	729-7032-00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	401-4241-00
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05
Small Block Headers 1 1/4" Primaries (Coated)	928-9000-06
Big Block Headers 2" Primaries (Coated)	928-9001-06
LSx Headers 1 1/2" Primaries (Coated)	928-9002-06
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

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 included
- 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



<< CLICK ON PRODUCT TO LEARN MORE

Shown with optional driveshaft loop, RideTech coil-overs and anti-sway bar.
Specify Coupe or Convertible, Stock Clip or TCI Clip

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

STREET DRIVEN / PTRACK PROVEN

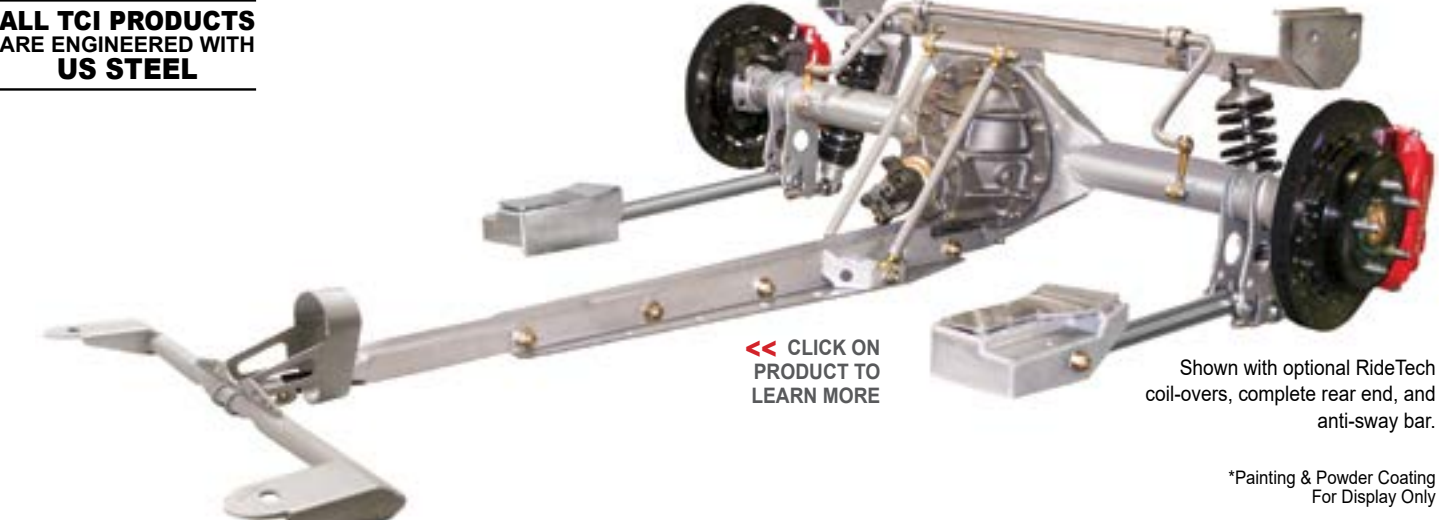
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TORQUE ARM REAR SUSPENSION

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 #
'68-69 Camaro / Firebird 4-Link (Plain Package)	529-5102-00
'67 Camaro / Firebird 4-Link (Plain Package)	527-5102-00
'68-69 Camaro / Firebird Torque Arm (Plain Kit)	529-5105-00
'67 Camaro / Firebird Torque Arm (Plain Kit)	527-5105-00
Currie: 9" Rear End With Open Gear & Drum Brakes	526-5005-00
Options	Part #
Polished Stainless Upgrade/Show Package for 4-Link	Change 00 to 02
Polished Stainless Upgrade/Show Package for Torque Arm	Change 00 to 02
Mini-Tub Upgrade	
DSE Mini-Tubs	
Rear Anti-Roll Bar Kit (Plain)	429-4856-00
Rear Anti-Roll Bar Kit (Chrome)	429-4856-01
Performance Drive Shaft Loop	529-5103-00
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
RideTech R-Joint Upgrade for 4-Link	-
RideTech R-Joint Upgrade for Torque Arm	-
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	400-4251-00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6911-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6911-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6911-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6912-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6912-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6912-05
Wilwood 13" Drilled Rotors 4-Piston Calipers - Black	600-6913-00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Polished	600-6913-03
Wilwood 13" Drilled Rotors 4-Piston Calipers - Red	600-6913-05
Wilwood 14" Drilled Rotors 4-Piston Calipers - Black	600-6227-00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Polished	600-6227-03
Wilwood 14" Drilled Rotors 4-Piston Calipers - Red	600-6227-05
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00



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

Description	Part #
'70-81 Camaro Pro-Touring IFS (Plain Kit) (w/RideTech)	225-2202-00
Options	Part #
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02
Adjustable Firewall Down Bars	237-CCDB-00
Stock Height Spindles	200-2920-00
LS1 Engine Mounts	729-7032-00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	401-4241-00
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05
Wilwood 13" Drilled Rotors 4-Piston Calipers - Black	600-6918-00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Polished	600-6918-03
Wilwood 13" Drilled Rotors 4-Piston Calipers - Red	600-6918-05
Wilwood 14" Drilled Rotors 4-Piston Calipers - Black	600-6038-00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Polished	600-6038-03
Wilwood 14" Drilled Rotors 4-Piston Calipers - Red	600-6038-05
Small Block Headers 1 1/4" Primaries (Coated)	928-9000-06
Big Block Headers 2" Primaries (Coated)	928-9001-06
LSx Headers 1 1/2" Primaries (Coated)	928-9002-06
Braided Brake Hoses 78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

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.

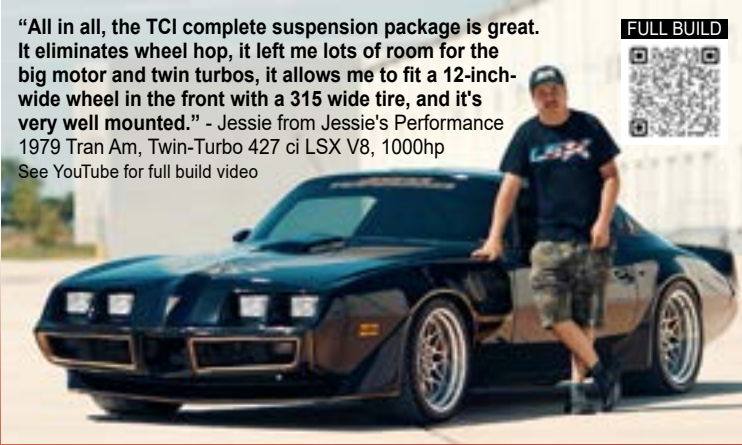
Included Products:

- 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 1/4" 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.

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



'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 1/4" 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
- 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
- Floor reinforcing plates and hardware
- Greasable urethane bushing
- All American coil-over shocks
- 1 1/4" Sub-frame connectors
- Detailed installation manual



1962-1967 Chevy Nova

1962-1967 Chevy Nova

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



<< CLICK ON PRODUCT TO LEARN MORE



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

<< CLICK ON PRODUCT TO LEARN MORE

*Painting & Powder Coating For Display Only

'62-67 NOVA CUSTOM IFS

Description	Part #
'62-67 Nova Custom IFS (Plain Kit) (All American Coil-Overs)	228-2354-00
Options	Part #
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02
Stock Height Spindles	200-2920-00
Core Support NEW!	-
Aluminum Inner Fender Panels (Specify Year)	928-9963-00
LS1 Engine Mounts	729-7032-00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	401-4241-00
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05
Small Block Headers 1 1/4" Primaries (Coated)	928-9000-06
Big Block Headers 2" Primaries (Coated)	928-9001-06
LSx Headers 1 1/2" Primaries (Coated)	928-9002-06
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

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
- 1 1/2" x .156w U.S. DOM Steel upper & lower tubular A-arms
- 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.

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL

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 1 1/2" of space per side for wider tires.

"Thanks for everything Evan, car came out great and the ride is awesome. Love the suspension."
- Chris Cortes, 1966 Nova II SS



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1000001
1,000,000 MILE WARRANTY

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

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
- 1 1/4" 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"



Click on image for FULL BUILD ↗

Description	Part #
'62-67 Nova Rear 4-Link (Plain Package)	528-5102-00
Currie: 9" Rear End With Open Gear & Drum Brakes	528-5005-00
Options	Part #
Polished Stainless Upgrade/Show Package	Change 00 to 02
Mini-Tub Upgrade	
DSE Mini-Tubs	
Rear Anti-Roll Bar Kit (Plain)	428-4856-00
Rear Anti-Roll Bar Kit (Chrome)	428-4856-01
Transmission Crossmember Kit	728-7540-00
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
RideTech R-Joint Upgrade	-
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	400-4251-00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6911-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6911-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6911-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6912-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6912-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6912-05
Wilwood 13" Drilled Rotors 4-Piston Calipers - Black	600-6913-00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Polished	600-6913-03
Wilwood 13" Drilled Rotors 4-Piston Calipers - Red	600-6913-05
Wilwood 14" Drilled Rotors 4-Piston Calipers - Black	600-6227-00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Polished	600-6227-03
Wilwood 14" Drilled Rotors 4-Piston Calipers - Red	600-6227-05
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00

1962-1967 Chevy Nova

Photo by Cole Reynolds
@cwr_photos

"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'

Click on image for FULL BUILD ↗



*Painting & Powder Coating For Display Only

Shown with optional 12" Wilwood brake kit

<< CLICK ON PRODUCT TO LEARN MORE

1962-1967 Chevy Nova



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

*Painting & Powder Coating For Display Only

<< CLICK ON PRODUCT TO LEARN MORE

Click on image for FULL BUILD ↗



1967 Chevy Nova SS, LT4
Mike McKee

'62-67 NOVA PRO-TOURING IFS

Description	Part #
'62-67 Nova Pro-Touring IFS (Plain Package) (w/RideTech)	228-2202-00
Options	Part #
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02
Stock Height Spindles	200-2920-00
Core Support NEW!	-
LS1 Engine Mounts	729-7032-00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	401-4241-00
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05
Small Block Headers 1 1/4" Primaries (Coated)	928-9000-06
Big Block Headers 2" Primaries (Coated)	928-9001-06
LSx Headers 1 1/4" Primaries (Coated)	928-9002-06
Braided Brake Hoses 78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

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 heims
- 1 1/4" 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.

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

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

'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:

- 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
- Adjustable pinion support tubes with rod ends with tabs and install tool
- 1 1/4" Crossmember with drive shaft loop
- Bolt-on trailing arm channel brackets
- Floor reinforcing plates and hardware
- Greasable urethane bushings
- All American coil-over shocks
- 1 1/4" Sub-frame connectors
- Detailed installation manual

STREET / PTRACK
DRIVEN / PROVEN



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

Click on image for FULL BUILD ↗

Description	Part #
'62-67 Nova Rear Torque Arm (Plain Package)	528-5105-00
Currie: 9" Rear End With Open Gear & Drum Brakes	528-5005-00
Options	Part #
Polished Stainless Upgrade/Show Package	Change 00 to 02
Mini-Tub Upgrade	
DSE Mini-Tubs	
Rear Anti-Roll Bar Kit (Plain)	428-4856-00
Rear Anti-Roll Bar Kit (Chrome)	428-4856-01
Transmission Crossmember Kit	728-7540-00
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
RideTech R-Joint Upgrade	-
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	400-4251-00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6911-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6911-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6911-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6912-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6912-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6912-05
Wilwood 13" Drilled Rotors 4-Piston Calipers - Black	600-6913-00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Polished	600-6913-03
Wilwood 13" Drilled Rotors 4-Piston Calipers - Red	600-6913-05
Wilwood 14" Drilled Rotors 4-Piston Calipers - Black	600-6227-00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Polished	600-6227-03
Wilwood 14" Drilled Rotors 4-Piston Calipers - Red	600-6227-05
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00



1968-1974 Chevy Nova



'68-74 NOVA PRO-TOURING IFS

Description	Part #
'68-74 Nova Pro-Touring IFS (Plain Kit) (w/RideTech)	226-2202-00
Options	Part #
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02
Adjustable Firewall Down Bars	237-CCDB-00
Stock Height Spindles	200-2920-00
LS1 Engine Mounts	729-7032-00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	401-4241-00
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05
Small Block Headers 1 1/4" Primaries (Coated)	928-9000-06
Big Block Headers 2" Primaries (Coated)	928-9001-06
LSx Headers 1 1/2" Primaries (Coated)	928-9002-06
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

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 1/2" 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.

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



1968-1974 Chevy Nova



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

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

DRIVEN / TRACK



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 #
'68-74 Nova 4-Link (Plain Package)	526-5102-00
'68-74 Nova Torque Arm (Plain Kit)	526-5105-00
Currie: 9" Rear End With Open Gear & Drum Brakes	526-5005-00
Options	Part #
Polished Stainless Upgrade/Show Package for 4-Link	Change 00 to 02
Polished Stainless Upgrade/Show Package for Torque Arm	Change 00 to 02
Mini-Tub Upgrade for Torque Arm	
Rear Anti-Roll Bar Kit (Plain)	429-4856-00
Rear Anti-Roll Bar Kit (Chrome)	429-4856-01
Performance Drive Shaft Loop (4-Link Only)	529-5103-00
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
RideTech R-Joint Upgrade for 4-Link	-
RideTech R-Joint Upgrade for Torque Arm	-
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	400-4251-00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6911-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6911-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6911-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6912-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6912-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6912-05
Wilwood 13" Drilled Rotors 4-Piston Calipers - Black	600-6913-00
Wilwood 13" Drilled Rotors 4-Piston Calipers - Polished	600-6913-03
Wilwood 13" Drilled Rotors 4-Piston Calipers - Red	600-6913-05
Wilwood 14" Drilled Rotors 4-Piston Calipers - Black	600-6227-00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Polished	600-6227-03
Wilwood 14" Drilled Rotors 4-Piston Calipers - Red	600-6227-05
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00

Chevy C-10 Truck Suspension

*Painting & Powder Coating
For Display Only

Wilwood Option Shown

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

<< CLICK ON
PRODUCT TO
LEARN MORE

K5 Blazer
Coming
Soon!

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

Description	Part #
'63-87 C10 Pro-Touring IFS Complete (w/ RideTech)	236-2202-00
Options	Part #
LS1 Engine Mounts	729-7032-00
LS1 Engine Mounts (Polished / Chrome)	729-7032-03
Grounded Upper Coil-Over Mount	Grounded
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
Ridetech Shockwaves	401-4241-00
6 Lug 5½" Bolt Pattern Disc Brake Kit	600-6950-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

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

Click on image for FULL BUILD ↴



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.

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

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 caliper ↴ Click on image for FULL BUILD ↴
- 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

Click on image for
FULL BUILD ↴

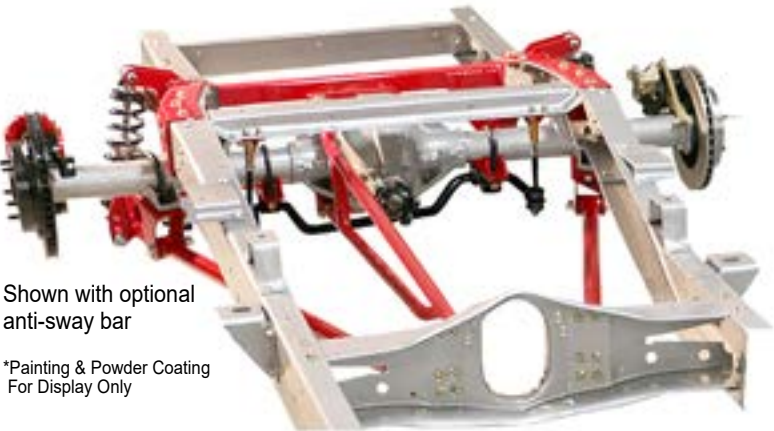


1972 Chevy C10
TCI IFS & Torque Arm
DWS Classics
TOP 12 SEMA 2019
BATTLE OF THE BUILDERS
< Scan code or click for full build



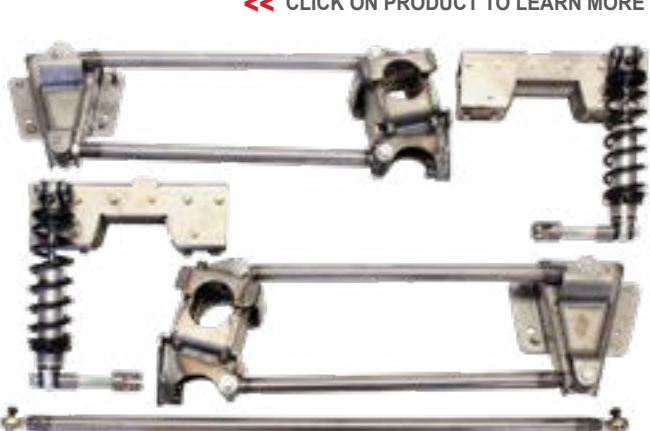
Chevy C-10 Truck Suspension

<< CLICK ON PRODUCT TO LEARN MORE



Shown with optional
anti-sway bar

*Painting & Powder Coating
For Display Only



'63-72 C-10 TORQUE ARM REAR

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.

Features & Benefits:

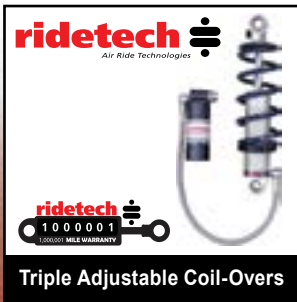
- Easy bolt-in installation
- Limited Lifetime Warranty on all TCI Engineering manufactured parts
- The suspension will give the truck a lowered stance
- The suspension gives the truck a better center of gravity with less body roll
- More controlled handling by the coil-over shocks and the rear sway 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 & strength

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

Click on image for FULL BUILD ↴

"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, 1968 C10
Equipped with TCI Pro-Touring IFS & Torque Arm



'73-87 C-10 4-LINK REAR

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.

Features & Benefits:

- Dramatically improve handling
- Lowered stance and center of gravity with adjusters
- 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

Included Products:

- 1.25" Heavy Duty Upper & Lower link bars with adjusters
- Greasable urethane bushings
- Heavy Duty Bolt-in link bar frame brackets
- Ridetech single adjustable coil-over shocks
- Heavy Duty frame brackets with built-in C-Notches
- Track locating bar
- Heavy Duty bolt-on axle brackets
- Hardware kit
- Detailed instruction manual

Description	Part #
'63-72 C10 Torque Arm Rear Suspension (w/RideTech)	536-5102-00
'73-87 C10 4-Link Rear Suspension (w/RideTech)	539-5102-00
Currie: 9" Rear End With Open Gear & Drum Brakes	536-5005-00
Options	Part #
Rear Anti-Roll Bar Kit (Torque Arm & 4-Link)	436-4854-00
4-Link Rear Bar	-
RideTech R-Joint Upgrade (4-Link only)	-
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
Ridetech Shockwaves	400-4251-00
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
Wilwood 12" Drilled Rotors 4-Piston Calipers*	600-6912-00
Wilwood 13" Drilled Rotors 4-Piston Calipers*	600-6913-00
Wilwood 14" Drilled Rotors 4-Piston Calipers*	600-6227-00
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00

*Specify caliper color



1979 Chevy C10
"Honeysmacks"
Wayne Collard
TCI 4-Link

1963-1987 Chevy C10 Truck Chassis

Total Cost Involved is proud to offer you our complete 1963 through 1987 Chevrolet C10 Chassis line-up! The Grounded chassis, the Classic chassis, and the Pro Touring 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!

1963-87 CHEVY C10
GROUNDING CHASSIS

- Advanced Pro-Touring IFS engineered for comfort & safety
- Laser-cut, jig welded frame, & 12-piece center section for maximum rigidity
- Fully adjustable 4-Link rear suspension with brand new Currie' 9"

Lays Frame On 29"
Front & Rear Tires

NEW!

ALL complete chassis come standard with:

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

<< CLICK ON PRODUCT TO LEARN MORE

1963-87 CHEVY C10
CLASSIC CHASSIS

- Advanced Pro-Touring IFS engineered for strength & durability
- Laser-cut, jig welded frame, & 12-piece center section for maximum rigidity
- Fully adjustable 4-Link rear suspension with brand new Currie' 9"

NEW!

<< CLICK ON PRODUCT TO LEARN MORE

1963-87 CHEVY C10
PRO-TOURING CHASSIS

- In the front, we utilize our high-performance, track-winning Pro Touring IFS system.
- Laser-cut, jig welded frame, & 12-piece center section for maximum rigidity
- Fully adjustable Torque Arm rear suspension with brand new Currie' 9"

NEW!

<< CLICK ON PRODUCT TO LEARN MORE

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL

1963-1987 Chevy C10 Truck Chassis



1972 Chevy C10 DWS Classics 1975 C10 "Ivey League" TCI Test Truck (Grounded Rendering) 1968 C10 Matt Kenner



Torque Arm



12" Disc w/ Internal Parking Brake



R-Joint



6 x 5 1/2" Disc Brake Kit



Posi



F-9 Housing



Rear Anti-Sway Bar



LS/LT Engine Mounts



Single Adjustable Coil-Over



Triple Adjustable Coil-Overs

"Big Thanks for a wicked chassis @tci_engineering"

- Nicholas Vincent, 1968 Chevy C10 Pro Touring Truck

See YouTube for full build video

1963-1987 Chevy C-10 Truck Chassis	Part #
NEW! Complete Grounded Chassis	133-1225-00-2
NEW! Complete Classic Chassis	133-1225-00-1
NEW! Complete Pro-Touring Chassis	133-1225-00
Options	Part #
Power Rack & Pinion	300-3910-00
Stock Height Frame Rails	-
Manual Transmission	-
Upgrade from 4-Link to Torque Arm	-
Dual Sport Mode (Ability to switch between Torque Arm & 4-Link)	-
Upgrade to stainless brake lines	600-6920-00
Pro Street 4-Link with Driveshaft Loop	-
Rear Anti-Sway Bar	412-4856-00
LS / LT Engine Mounts	729-7032-00
RideTech R-Joint Upgrade for 4-Link	-
RideTech R-Joint Upgrade for Torque Arm	-
RideTech Single Adjustable Coil-Overs (Front & Rear)	400-4930-00
RideTech Triple Adjustable Coil-Overs (Front & Rear)	-
Rideteck Shockwaves (Front & Rear) with 1/4" lines plumbed	-
6 x 5 1/2" Lug Pattern Upgrade	-
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00
Wilwood 13" Drilled Rotors 6-Piston Calipers (F&R) - Black	600-6918-00
Wilwood 13" Drilled Rotors 6-Piston Calipers (F&R) - Polished	600-6918-03
Wilwood 13" Drilled Rotors 6-Piston Calipers (F&R) - Red	600-6918-05
Wilwood 14" Drilled Rotors 6-Piston Calipers (F&R) - Black	600-6038-00
Wilwood 14" Drilled Rotors 6-Piston Calipers (F&R) - Polished	600-6038-03
Wilwood 14" Drilled Rotors 6-Piston Calipers (F&R) - Red	600-6038-05
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00

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



RideTech Shockwaves



13" with 6 Piston Calipers

1955-1959 Chevy Truck Chassis

1955-1959 Chevy Truck Chassis

Features & Benefits:

- This chassis design is engineered for a cleaner look and excellent ride quality
- 8" Tall fully boxed frame rails offer exceptional strength and rigidity
- Custom built center section offers strength while still allowing exhaust clearance
- 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 cross member provides superior strength

- Fully plumbed brake lines with pedal, master & booster shorten fabrication time
- 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
- Equal length adjustable 4-link bars eliminate wheel hop
- Engine and Transmission mounts are pre-installed allowing your combo to drop right in.

All complete chassis come standard with:

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

1955-59 CHEVY TRUCK
GROUNDED CHASSIS

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

1955-59 CHEVY TRUCK
PRO-TOURING CHASSIS



1957 Chevy Truck
"Relentless57"
Grounded chassis
Kim Barbieri

See YouTube
for full build video

1956 Chevy Truck
Pro-touring chassis
Premier Street Rods

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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



Custom IFS Show Package



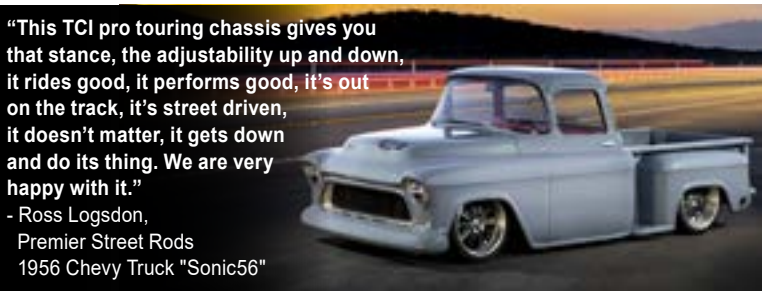
Coil-Spring Tower Design



Pro-Street Truck Chassis



Grounded Chassis



"This TCI pro touring chassis gives you that stance, the adjustability up and down, it rides good, it performs good, it's out on the track, it's street driven, it doesn't matter, it gets down and do its thing. We are very happy with it."

- Ross Logsdon,
Premier Street Rods
1956 Chevy Truck "Sonic56"

1955-19559 Chevy Truck Chassis	Part #
'55-59 Chevy Truck Grounded Chassis	Grounded
'55-59 Chevy Truck Pro-Touring Chassis	Pro-Touring
Options	Part #
Plain to Polished Stainless - Full Show Package (IFS-4-Link Only)	Change 00 to 02
Narrowed Rear Rails for Pro Street Set-Up (Specify tire size) (4-Link Only)	
Shockwave Air Bags and Stainless 1/4" Lines Fully Plumbed (IFS-4-Link Only)	
Power Rack & Pinion	300-3910-00
C-Notched Rear Frame Rails	100-0918-00
Engine Mounts (Other than traditional Small Block)	100-1907-00
LS1 Engine Mounts	729-7032-00
Rear 4-Link / Coil-Over Suspension (Plain)	432-4902-00
Rear 4-Link / Coil-Over Suspension (Chr/Stainless)	432-4902-02
Rear Anti-Roll Bar/4-Link	412-4856-00
Stainless / AN Brake Lines	600-6920-00
Torque Arm Rear Suspension (Upgrade from 4-Link)	
Stepped Rear Frame Rails	113-1913-00
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
Stock Height Spindles (Custom IFS or Coil-Spring IFS)	200-2920-00
RideTech R-Joint Upgrade for 4-Link	-
RideTech R-Joint Upgrade for Torque Arm	-
RideTech Single Adjustable Coil-Over (Coil-Spring IFS only)	400-4211-00
6 x 5 1/2" Disc Brake Kit (Custom IFS or Coil-Spring IFS)	600-6950-00
5 x 5" Bolt Pattern Brake Kit (Custom IFS or Coil-Spring IFS)	600-6955-00
Manual Transmission Upgrade	100-0952-00
RideTech Front Single Adjustable Shock (Custom IFS Only)	400-4930-00
RideTech Front Triple Adjustable Coil-Over (Custom IFS Only)	400-4932-00
RideTech Rear Single Adjustable Coil-Over (4-Link Only)	400-4930-00
RideTech Rear Triple Adjustable Coil-Over (4-Link Only)	400-4932-00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6078-03
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)	
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6911-03
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6917-03
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)	600-6922-03
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6912-03
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6918-03
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Coil-Spring IFS)	600-6923-03
Wilwood 13" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6913-03
Wilwood 14" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6038-03
Wilwood 14" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6227-03
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00

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

1955-1959 Chevy Truck Chassis (1/2 Ton)

1955-1959 Chevy Truck Chassis (1/2 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.

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

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



1955 Chevy Truck "Persistence"
LSX454 V8, 720hp,
Built by Painthouse, Texas
Owners: Carl & Michelle Shyiak
See Youtube for full build video

*Painting &
Powder Coating
For Display Only

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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.

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



"A nearby hotrod shop suggested I look into a TCI chassis for my '57 truck. I'm glad I did! The staff at TCI were extremely helpful in planning my build to my specifications. Frame and all suspension parts were carefully boxed/shipped. I put it together myself and the fit and stance was exactly what I was hoping!"
- Brit Shelton, 1957 Chevy Truck

*Painting &
Powder Coating
For Display Only

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ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL



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

"We couldn't be happier with TCI chassis. It handles amazing, everything fit great, very nice looking, and TCI was a great company to do business with. The truck was a 2021 Goodguys Truck of the Year Late Finalist"
- Brad & Mike Swaney, Hayman Creations, LLC
Owned by Tom & Lou Ann Patterson



Click on image for FULL BUILD

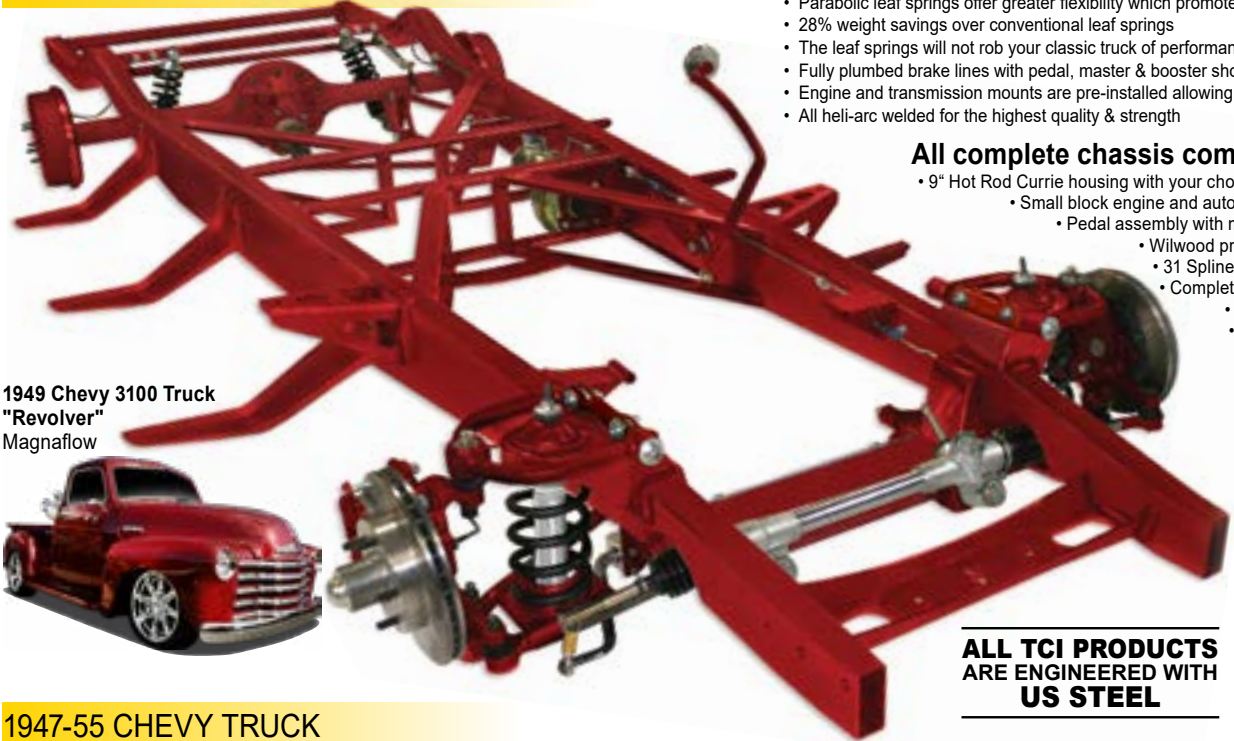
1955-1959 Chevy Truck Chassis	Part #
Complete Chassis Coil-Spring IFS / Leaf Spring Rear	133-1245-00
Complete Chassis Custom IFS / 4-Link Rear	133-1225-00
Options	Part #
Plain to Polished Stainless - Full Show Package (IFS-4-Link Only)	Change 00 to 02
Grounded Chassis (Includes stepped rails, bags & lines) (MII-4-Link Only)	Grounded
Pro-Touring Chassis (Incl. P/T front & Torque Arm upgrades) (Custom IFS-4-Link Only)	Pro-Touring
Narrowed Rear Rails for Pro Street Set-Up (Specify tire size) (4-Link Only)	
Shockwave Air Bags and Stainless 1/4" Lines Fully Plumbed (IFS-4-Link Only)	
Power Rack & Pinion	300-3910-00
C-Notched Rear Frame Rails	100-0918-00
Engine Mounts (Other than traditional Small Block)	100-1907-00
LS1 Engine Mounts	729-7032-00
Rear 4-Link / Coil-Over Suspension (Plain)	432-4902-00
Rear 4-Link / Coil-Over Suspension (Chr/Stainless)	432-4902-02
Rear Anti-Roll Bar/4-Link	412-4856-00
Rear Anti-Roll Bar/Leaf	412-4854-05
Stainless / AN Brake Lines	600-6920-00
Upgrade From 4-Link To Torque Arm Rear Suspension	
Upgrade From Leaf Spring To Torque Arm Rear Suspension	
Stepped Rear Frame Rails	113-1913-00
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
Stock Height Spindles (Custom IFS or Coil-Spring IFS)	200-2920-00
RideTech R-Joint Upgrade for 4-Link	-
RideTech R-Joint Upgrade for Torque Arm	-
RideTech Single Adjustable Coil-Over (Coil-Spring IFS only)	400-4211-00
5 x 5" Bolt Pattern Brake Kit (Custom IFS or Coil-Spring IFS)	600-6955-00
Manual Transmission Upgrade	100-0952-00
RideTech Front Single Adjustable Shock (Custom IFS Only)	400-4930-00
RideTech Front Triple Adjustable Coil-Over (Custom IFS Only)	400-4932-00
RideTech Rear Single Adjustable Coil-Over (4-Link Only)	400-4930-00
RideTech Rear Triple Adjustable Coil-Over (4-Link Only)	400-4932-00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6078-03
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)	
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6911-03
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6917-03
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)	600-6922-03
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6912-03
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6918-03
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Coil-Spring IFS)	600-6923-03
Wilwood 13" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6913-03
Wilwood 14" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6038-03
Wilwood 14" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6227-03
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00

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

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

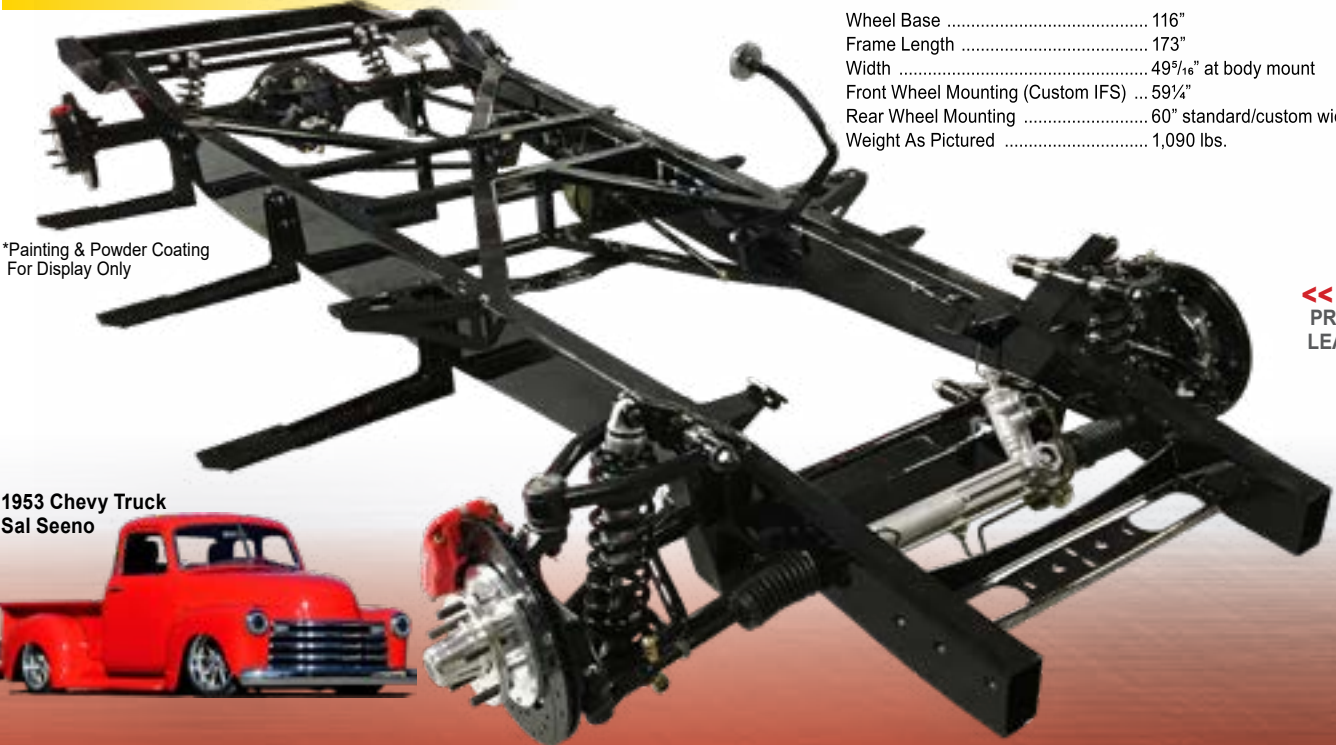
<< CLICK ON
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AVAILABLE!

'54 & '55
1st Series
Truck

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

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



*Painting & Powder Coating
For Display Only

1953 Chevy Truck
Sal Seeno

1947-1954 CHEVY TRUCK SPECIFICATIONS

Wheel Base	116"
Frame Length	173"
Width	49 5/16" 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.

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

Click on image for FULL BUILD

"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."

- Brad Apicella, 1952 Chevy "Ultimate" 3100
See YouTube for full build video



1947-1955 Chevy Truck Chassis	Part #
'47-53 Complete Chassis Coil-Spring IFS / Leaf Spring Rear	132-1245-00
'47-53 Complete Chassis Custom IFS / 4-Link Rear	132-1225-00
'54-55 Complete Chassis Coil-Spring IFS / Leaf Spring Rear	132-1245-54
'54-55 Complete Chassis Custom IFS / 4-Link Rear	132-1225-54

Options	Part #
Plain to Polished Stainless - Full Show Package (IFS-4-Link Only)	Change 00 to 02
Grounded Chassis (Includes stepped rails, bags & lines) (MII-4-Link Only)	Grounded
Pro-Touring Chassis (Incl. P/T front & Torque Arm upgrades) (Custom IFS-4-Link Only)	Pro-Touring

Narrowed Rear Rails for Pro Street Set-Up (Specify tire size) (4-Link Only)	
Shockwave Air Bags and Stainless 1/4" Lines Fully Plumbed (IFS-4-Link Only)	
Power Rack & Pinion	300-3910-00
C-Notched Rear Frame Rails	100-0918-00
Engine Mounts (Other than traditional Small Block)	100-1907-00
LS1 Engine Mounts	729-7032-00
Rear 4-Link / Coil-Over Suspension (Plain)	432-4902-00
Rear 4-Link / Coil-Over Suspension (Chr/Stainless)	432-4902-02
Rear Anti-Roll Bar/4-Link	412-4856-00
Rear Anti-Roll Bar/Leaf	412-4854-05
Stainless / AN Brake Lines	600-6920-00
Upgrade From 4-Link To Torque Arm Rear Suspension	
Upgrade From Leaf Spring To Torque Arm Rear Suspension	
Stepped Rear Frame Rails	113-1913-00
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
Stock Height Spindles (Custom IFS or Coil-Spring IFS)	200-2920-00
RideTech R-Joint Upgrade for 4-Link	-
RideTech R-Joint Upgrade for Torque Arm	-
RideTech Single Adjustable Coil-Over (Coil-Spring IFS only)	400-4211-00
6 x 5 1/2" Disc Brake Kit (Custom IFS or Coil-Spring IFS)	600-6950-00
5 x 5" Bolt Pattern Brake Kit (Custom IFS or Coil-Spring IFS)	600-6955-00
Manual Transmission Upgrade	100-0952-00
RideTech Front Single Adjustable Shock (Custom IFS Only)	400-4930-00
RideTech Front Triple Adjustable Coil-Over (Custom IFS Only)	400-4932-00
RideTech Rear Single Adjustable Coil-Over (4-Link Only)	400-4930-00
RideTech Rear Triple Adjustable Coil-Over (4-Link Only)	400-4932-00
12" Hi-Tech Rear Disc (GM Caliper)	600-6930-00
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6078-03
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)	
Wilwood 11" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6911-03
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Custom IFS)	600-6917-03
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Coil-Spring IFS)	600-6922-03
Wilwood 12" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6912-03
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6918-03
Wilwood 13" Drilled Rotor w/Pol 6-Piston Caliper (Coil-Spring IFS)	600-6923-03
Wilwood 13" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6913-03
Wilwood 14" Drilled Rotor w/Pol 6-Piston Caliper (Custom IFS)	600-6038-03
Wilwood 14" Drilled Rotor w/Pol 4-Piston Caliper (Rear)	600-6227-03
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00



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

Chevy Truck Suspension

*Painting & Powder Coating
For Display Only



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1937-1959 CHEVY TRUCK COIL-SPRING IFS

Description	Part #
'37-39 Chevy Truck Coil-Spring IFS	230-2354-00
'40-46 Chevy Truck Coil-Spring IFS	231-2354-00
'47-54 Chevy Truck Coil-Spring IFS	232-2354-00
'55-59 Chevy Truck Coil-Spring IFS	233-2354-00
Options	Part #
(352 / 390 / 427 / 428) Engine Mounts	730-7015-00
Upgrade to Modular Crossmember & Mounts	730-7014-00
Upgrade to BBF (429-460) Crossmember & Mounts	730-7016-00
LS Engine mounts	730-7017-00
LS1 Engine Mounts	729-7032-00
Power Rack & Pinion	300-3910-00
Air Spring Kit	400-4420-00
Stock Height Spindles	200-2920-00
RideTech Single Adjustable Coil-Over	400-4211-00
11" Drilled & Slotted Zinc Plated Rotors	
5 x 5" Bolt Pattern Brake Kit (37-59 Chevy)	600-6954-00
6 x 5½" Bolt Pattern Disc Brake Kit (37-54 Chevy)	600-6950-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6922-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6922-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6922-05
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6923-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6923-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6923-05
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

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.

Features & Benefits:

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

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

“I’m crazy happy with my TCI front suspension in my ‘56. I love how it drives and isn’t her low stance gorgeous!”
- Michael Parrott,
1956 Chevy Panel Truck



Coil-Spring F/E Air Spring Option



Coil-Over Retro Fit Kit



GM Brake



12" with 4 Piston Calipers

Chevy Truck Suspension

CLICK ON
PRODUCT TO
LEARN MORE >>



*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.

Features & Benefits:

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

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

“I used TCI’s Mustang II front clip, 4-Link and all their brakes and master cylinders, all their stuff, great products. You can’t beat their stuff, just great dependable stuff that you can enjoy for years to come”
- Steve Kimball, 1958 Chevy Pickup



Front Shockwave Option



13" with 6 Piston Calipers



Alignment Feature



6 x 5½" Disc Brake Kit

Description	Part #
'47-54 Chevy Custom IFS (Plain Package) w/RideTech	232-2202-00
'55-59 Chevy Custom IFS (Plain Package) w/RideTech	233-2202-00
Options	Part #
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02
(352 / 390 / 427 / 428) Engine Mounts	730-7015-00
Upgrade to Modular Crossmember & Mounts	730-7014-00
Upgrade to BBF (429-460) Crossmember & Mounts	730-7016-00
LS1 Engine Mounts	729-7032-00
Power Rack & Pinion	300-3910-00
Stock Height Spindles	200-2920-00
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech: Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	401-4241-00
5 x 5" Bolt Pattern Brake Kit (37-59 Chevy)	600-6954-00
6 x 5½" Bolt Pattern Disc Brake Kit (37-54 Chevy)	600-6950-00
11" Drilled, Slotted Zinc Plated Rotors	
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

Note: Our Truck Custom IFS may fit other applications. Please call for more information. * Ford engines require a rear sump pan.



<< CLICK ON PRODUCT TO LEARN MORE

1955-1959 CHEVY TRUCK PRO-TOURING IFS

Description	Part #
'55-59 Chevy Pickup Pro-Touring IFS	233-2202-PT
Options	Part #
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02
(352 / 390 / 427 / 428) Engine Mounts	730-7015-00
Upgrade to Modular Crossmember & Mounts	730-7014-00
Upgrade to BBF (429-460) Crossmember & Mounts	730-7016-00
LS1 Engine Mounts	729-7032-00
Power Rack & Pinion	300-3910-00
Stock Height Spindles	200-2920-00
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
RideTech Shockwaves	401-4241-00
5 x 5" Bolt Pattern Brake Kit (37-59 Chevy)	600-6954-00
6 x 5½" Bolt Pattern Disc Brake Kit (37-54 Chevy)	600-6950-00
11" Drilled, Slotted Zinc Plated Rotors	Included
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

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)



1957 Chevy Pickup 'Relentless'
owned by Kim Barbieri
built by Brass Knuckle Kustoms

Click on image for FULL BUILD ↗



RideTech Front Shockwaves



13" with 6 Piston Calipers



12" with 4 Piston Calipers



Custom Brake (Stainless Pkg)

<< CLICK ON PRODUCT TO LEARN MORE



'55-59 Chevy Shown

Complete 4-Link Kits

Description	Part #
'37-53 Chevy 4-Link Coil-Over - 1/2 Ton	532-5102-00
'54-55 Chevy 4-Link Coil-Over 1st Series - 1/2 Ton	532-5103-00
'47-54 Chevy 4-Link Coil-Over - 3/4 Ton	532-5104-00
'55-59 Chevy 4-Link Coil-Over - 1/2 Ton	533-5102-00
Options	Part #
Polished Stainless Upgrade/Show Package	Change 00 to 02
Convoluteds Airbags	5120
Anti-Roll Bar Kit (Plain) ('55-59 Chevy)	412-4856-00
Anti-Roll Bar Kit (Plain) ('37-54 Chevy)	432-4856-00
Anti-Roll Bar Kit (Chrome) ('37-54 Chevy)	432-4856-01
RideTech R-Joint Upgrade	-
RideTech Rear Single Adjustable Shock	400-4930-00
RideTech Rear Triple Adjustable Shock	400-4932-00
RideTech Shockwaves	400-4251-00

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



Rear Disc Brake Assembly



12" Disc w/ Internal Parking Brake



Single Adjustable Coil-Over



Anti-Sway Bar & Air Bag



'55-59 Chevy Shown

Parabolic Leaf Spring Kit

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

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



Truck 9" Axle Assembly

Description	Part #
'37-54 Chevy Complete Assembly - Leaf Spring Brackets	532-5007-00
'37-54 Chevy Complete Assembly - Coil-Over Brackets	532-5005-00
'37-54 Chevy Complete Assembly - Air Spring Brackets	532-5020-00
'55-59 Chevy Complete Assembly - Leaf Spring Brackets	533-5007-00
'55-59 Chevy Complete Assembly - Coil-Over Brackets	533-5005-00
'55-59 Chevy Complete Assembly - Air Spring Brackets	533-5020-00
Options	Part #
Hi-Tech Disc (Wilwood)	600-6906-03
Hi-Tech Disc (GM)	600-6930-00
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
5 x 4¾" Bolt Pattern	100-1940-00
5 x 5" Bolt Pattern (37-59 Chevy)	100-1940-00
6 x 5½" Bolt Pattern (37-54 Chevy)w	100-1940-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6911-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00

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

Universal Suspension



<< CLICK ON PRODUCT TO LEARN MORE

UNIVERSAL MUSTANG II IFS

Description	Part #
Universal Mustang II IFS	-
Universal Pro Touring IFS	-
Options	Part #
Stock Height Spindles (Must Use Wilwood Calipers)	200-2920-00
Power Rack & Pinion	300-3910-00
RideTech Single Adjustable Coil-Over	400-4930-00
RideTech Triple Adjustable Coil-Over	400-4932-00
Air Spring Kit	400-4420-00
5 Lug 5.5" Bolt Pattern Disc Brake Kit	600-6954-00
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Black	600-6078-00
Wilwood 11" Drilled Rotors 4-Piston Calipers - Polished	600-6078-03
Wilwood 11" Drilled Rotors 4-Piston Calipers - Red	600-6078-05
Wilwood 12" Drilled Rotors 4-Piston Calipers - Black	600-6917-00
Wilwood 12" Drilled Rotors 4-Piston Calipers - Polished	600-6917-03
Wilwood 12" Drilled Rotors 4-Piston Calipers - Red	600-6917-05
Wilwood 13" Drilled Rotors 6-Piston Calipers - Black	600-6918-00
Wilwood 13" Drilled Rotors 6-Piston Calipers - Polished	600-6918-03
Wilwood 13" Drilled Rotors 6-Piston Calipers - Red	600-6918-05
Wilwood 14" Drilled Rotors 6-Piston Calipers - Black	600-6038-00
Wilwood 14" Drilled Rotors 6-Piston Calipers - Polished	600-6038-03
Wilwood 14" Drilled Rotors 6-Piston Calipers - Red	600-6038-05
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

TCI Engineering is proud to announce the release of our new Universal Mustang II IFS. Available with either 30" or 34" outside to outside frame rail mounting points. The 30" front clip has a track width of 57.5" with 2"x3" frame rails whereas the 34" clip has a 60" track width with 2"x4" frame rails. We attach 28" American made steel to the crossmember, providing multiple mounting variations. Making this clip very easy to graft onto your vehicles frame rails.

Features & Benefits:

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

Included Products:

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

Click on image for FULL BUILD ↗

1969 AMX >
Terry Scroggin,
built by Chris Carlson



Click on image for FULL BUILD ↗

1954 Pontiac Star Chief >
Bill Raper



Click on image for FULL BUILD ↗

Click on image for FULL BUILD ↗



< 1957 Studebaker Transtar Pickup
owned by Brent Maxwell
built by Andy's Hotrods & Restoration



5 x 5 1/2" Disc Brake Kit



13" with 6 Piston Calipers



12" with 4 Piston Calipers



GM Brake

Universal Suspension



<< CLICK ON PRODUCT TO LEARN MORE

UNIVERSAL PRO TOURING IFS

TCI Engineering is proud to announce the release of our new Universal Pro-Touring IFS. Available with either 30" or 34" outside to outside frame rail mounting points. The 30" front clip has a track width of 57.5" with 2"x3" frame rails whereas the 34" clip has a 60" track width with 2"x4" frame rails. We attach 28" American made steel to the crossmember, providing multiple mounting variations. Making this clip very easy to graft onto your vehicles frame rails.

Features & Benefits:

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

Included Products:

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

< 1959 El Camino "Hulk-Camino"
Chris Walker



Click on image for FULL BUILD ↗

Click on image for FULL BUILD ↗

1970 Jaguar XJ >
John Margaritis



Click on image for FULL BUILD ↗



< 1954 Buick "Jaded" Fred DeFalco



Power Rack & Pinion



RideTech Front Shockwaves



Coil-Over Retro Fit Kit



Triple Adjustable Coil-Overs

1937-1959 CHEVY TRUCK COMPONENTS



Rubber & Urethane Engine Mounts	
Description	Part #
Chevy Engine Mounts (pr)	700-7112-00
Trans Mount - GM T350 & 700R4	700-7604-00
Trans Mount - GM 400TH	700-7606-00
Urethane Chevy Engine Mts. (pr)	700-7132-00
Ch. Urethane Chevy Engine Mts. (pr)	700-7132-01
Urethane GM Trans Mts. (Multi-Fit)	700-7632-00



Transmission Crossmember	
* Bolt-in crossmember fits most transmissions	
Description	Part #
'47-59 Chevy Crossmember	713-7512-00



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

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 #
Manual Rack U-Joint Kit (Steel) (For 3/4" Spline Column Only)	310-3110-00
Manual Rack U-Joint Kit (Pol) (For 3/4" Spline Column Only)	310-3110-03
Power Rack U-Joint Kit (Steel) (For 3/4" Spline Column Only)	310-3120-00
Power Rack U-Joint Kit (Pol) (For 3/4" Spline Column Only)	310-3120-03



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



Brake Pedal Pads	
Description	Part #
Round Pad	900-9214-01
Rectangular Pad	900-9217-01

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



Weld-On Style Engine Mounts	
* For use with factory style rubber mounts.	
Description	Part #
'37-54 Chevy with Chevy Engine	703-7012-00
'55-59 Chevy with Chevy Engine	713-7012-00



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



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



1 1/8" LS Long Tube Headers	
Description	Part #
Muscle Car LS Header (Coated)	928-9002-06-C
Classic Truck LS Header (Coated)	928-9002-06-T

Designed to fit: Chevy & Ford Muscle Cars & Trucks using TCI Engineering suspension components. These headers are made with 3/8" thick flanges, 1 1/4" 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 #
1 1/8" Ultimate Headers	-

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.



2" Big Block Headers	
Description	Part #
Hot Rod Headers (Coated)	928-9001-06

Designed to fit: 1962-1967 Nova, 1968-1974 Nova, 1967-1969 Camaro & Firebird. These headers are all mandrel bent out of 2" 16 gauge tubing, heli-arc welded 3/8" thick laser cut flanges, with 3 1/2" collectors. These headers are designed to work with either straight or angle plug heads. Comes complete with header bolts, gaskets and reducers.



Core Support	
Description	Part #
Core Support	-

Designed to fit: 1962-1967 Chevy Nova. Made in the USA, all lightweight aluminum, mounting hardware included.



Spanner Wrench	
This tool helps you make adjustments to your coil-overs ride height.	
Description	Part #
Spanner Wrench	157-Spanner



1 1/4" Small Block Headers	
Description	Part #
Hot Rod Headers SBC (Coated)	928-9000-06

Designed to fit: 1962-1967 Nova, 1968-1974 Nova, 1967-1969 Camaro & Firebird. 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.



DSE Mini-Tubs	
Description	Part #
'62-67 Nova DSE Mini-Tub Kit	-
'67-69 Camaro/Firebird DSE Mini-Tub Kit	-

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.



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

TCI Engineering Merchandise

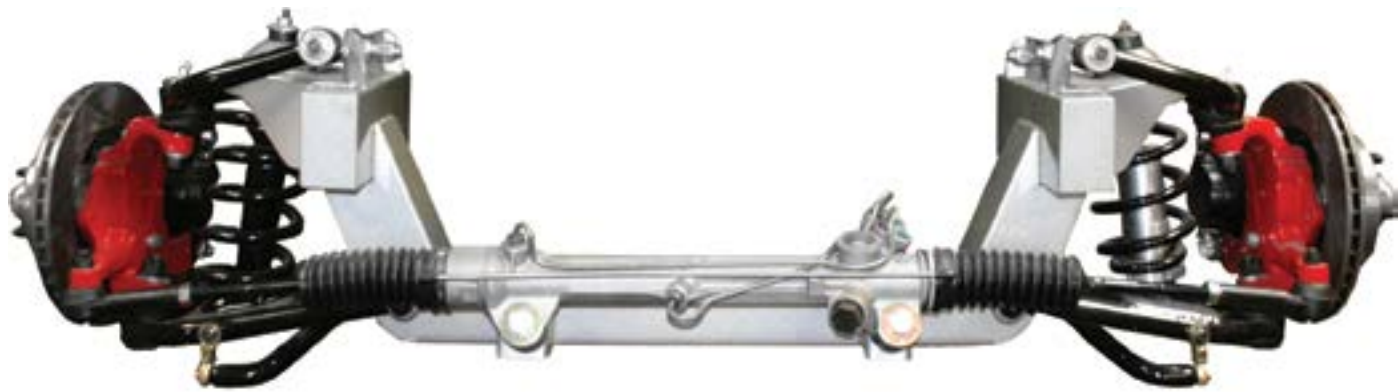
T-Shirt
Small - XL: \$15

Hoodie
Small - XL: \$35

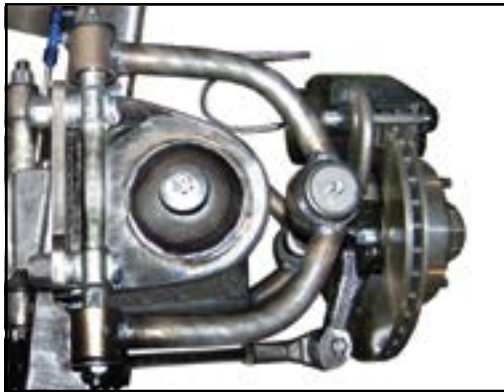
TCI Dickies Jacket
Small - XL: \$120
Each size up add \$5

TCI Hat - \$18

+ Shipping & handling



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

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 1/8" O/D - .156" wall tubular DOM material (Strongest in the market)
- Urethane bushing not rubber bushings
- Screw-in ball joints USA made by Moog

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



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

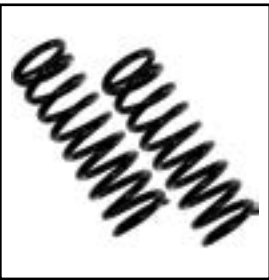


5x5" & 5x5 1/2" Lug Rotor With Big Bore Calipers

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

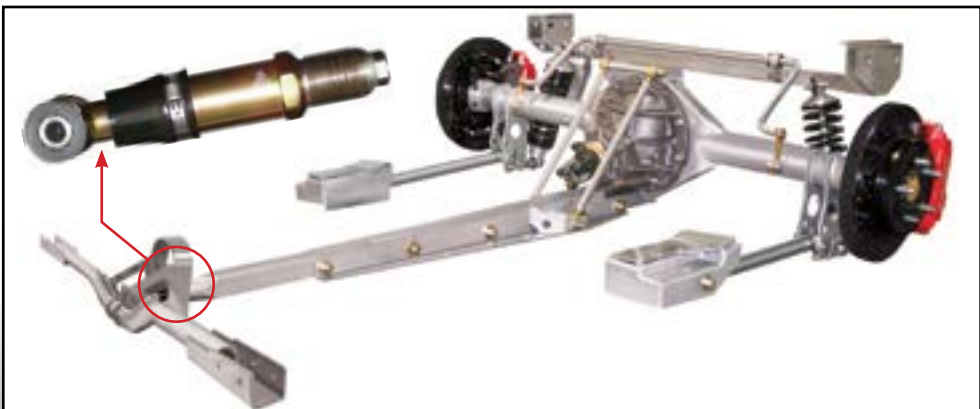
TCI's 4-Link Rear Suspension creates a lowered stance for superior handling via a lowered center of gravity. Smooth ride, better handling, minimal weight and greater axle control are just the beginning. Adjustable 4-Link bars allow fine tuning of wheelbase/pinion angle, eliminate wheel hop and provide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





Sal Solorzano, GM / VP



Daniel Sanchez
Sales

Alex Villanueva
Sales

Rachel Gallegos
Logistics Coordinator

Evan Dalley
Sales Manager

Jeff Howe
Senior Sales

Justin Elliott
Customer Service Specialist

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**.

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, Sundays and Major Holidays Closed

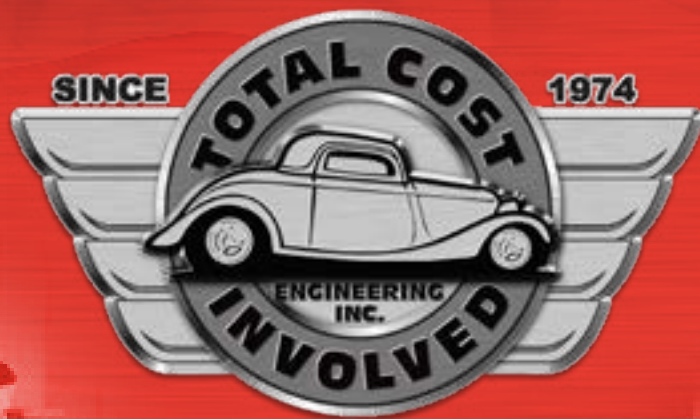
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Website: www.totalcostinvolved.com



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