

FORD

Trucks & Muscle Cars

CHASSIS • SUSPENSIONS • COMPONENTS
2023 CATALOG



Next

Engineered for Performance,
Driven by Excellence.



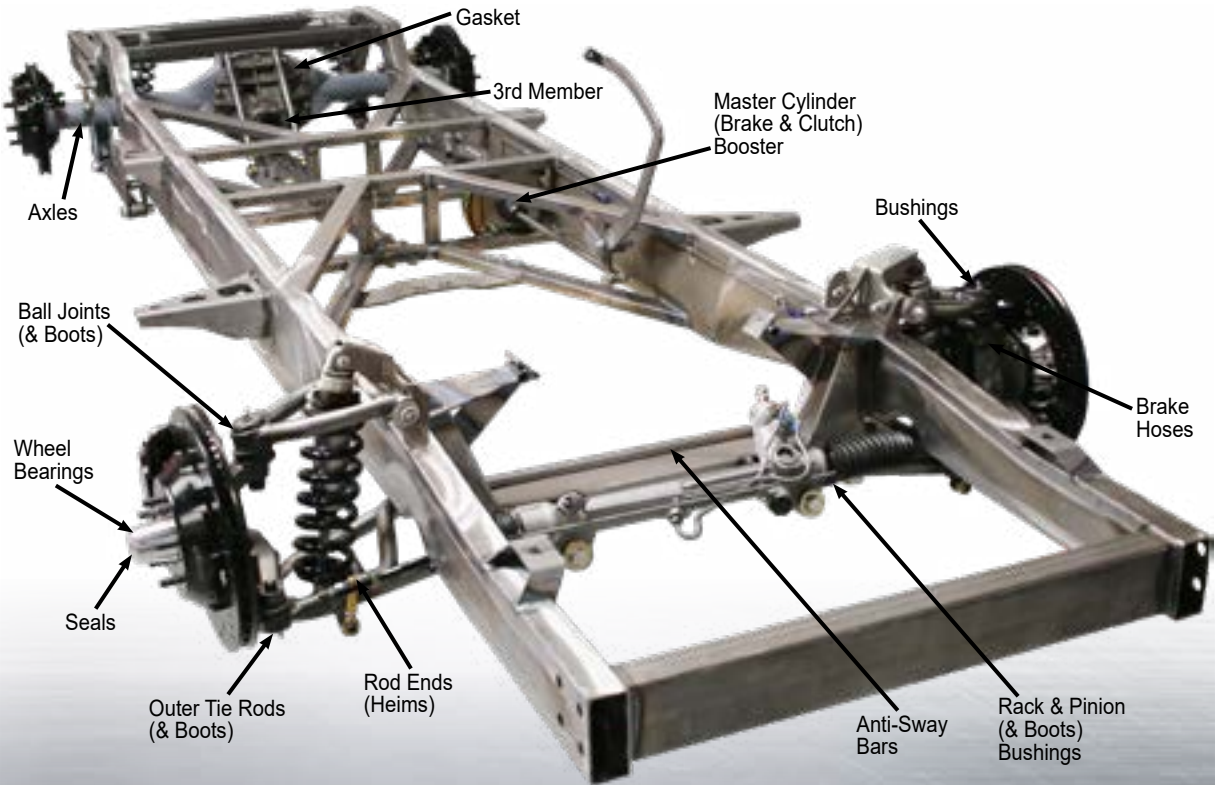
Click on list below for Quick Link

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

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

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

Wear & tear items include:
Link Bar Bushings, Anti-Sway Bar Bushings, Pedal Arm Bushing, Front Shocks, Front Shock Bushings, Torque Arm Slider Bushings, Torque Arm Slider Boot, Rack & Pinion Bushings, Axles, Bolt-On Anti-Sway Bar Brackets, Brake Line, Brake Line Clamps, Rear Axle Seals, Thru-Frame Fittings, Leaf Spring U-Bolts, TCI All American Coil-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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Customer Showcase & Testimonial



"TCI suspension is a pretty sophisticated suspension, even by modern standards. For performance, reliability, and value; TCI offered the best combination on the market."

- Tom Scarpello, Revology Cars, 1966 Mustang

"TCI's IFS kit has transformed my car into a corner carver. It has performed flawlessly over the years and is an absolute blast to drive and compete with."

- Mike Magnuson, 1966 Ford Mustang

Customer Showcase & Testimonial

"The response of this truck is amazing. It's light, nimble, and handles great—it feels like it's on rails."

- Alex Dekadokh, 1956 Ford F-100

"We had great success with TCI. Their chassis is awesome! The driving experience behind the truck is absolutely amazing. It rides, handles and performs very well"

- Ross Logsdon, Premier Street Rods, 1951 Ford F1

"We took this truck out to California on a press tour, and all of the automotive reporters that drove it (and even @jaylenosgarage) raved about the ride and handling. Big hats off to you guys at TCI!"

- Rob Campbell, Classic Car Studio, 1953 Ford F10

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1970 Mustang Shelby - Tilley Customs



1967 Mustang - Red Fab Kustoms



1968 Mustang Pegasus Project for STARS



1969 Mustang Mach 1 - Jim Hatch



1965 Mustang - ASR Performance



1968 Mustang "Eleanor" - Stallion Autosport



1969 Mustang Mach 1 - John Godfrey



1970 Mustang "Hellpony" - Victorylap Classics



1965 Ford Ranchero - Paul Faustino



1965 Mercury Comet - Derek Grunewald



1967 Mercury Cougar - Wain Casteel



1967 Mercury Cougar - Wadson's Hot Rods



1964 Falcon "Free Bird" - Mike Copeland



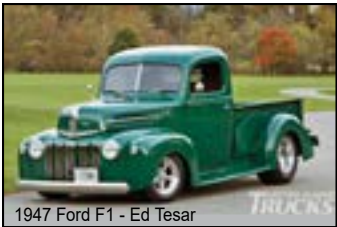
1964 Falcon - Kustom Falcon



1961 Ford Falcon - Kevin Lovings



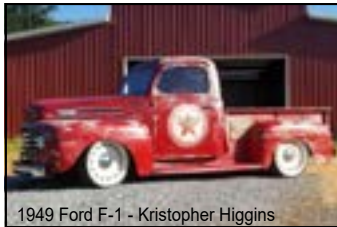
1963 Falcon Futura "Warbird" - Brett Parker



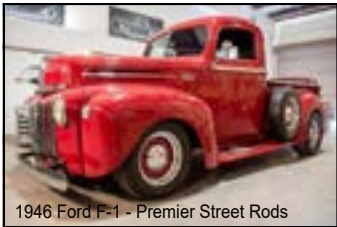
1947 Ford F1 - Ed Tesar



1948 Ford F-1 - Mike Stedman



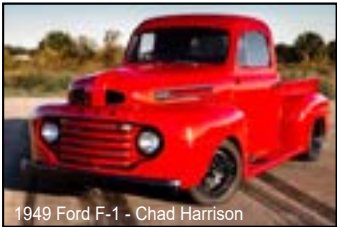
1949 Ford F-1 - Kristopher Higgins



1946 Ford F-1 - Premier Street Rods



1950 Ford F-1000hp - John Arrendale



1949 Ford F-1 - Chad Harrison



1952 Mercury M-1 - Konquer Custom Rods



1955 Ford F-1 - Brad Starks Rod & Custom



1955 F100, Giang Nguyen, by Seven Speed Shop



1955 F-100 - Mark Gruss



"project_56_f100" - Harrop Performance



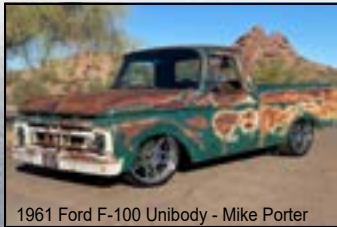
1956 F-100 - Dek'd Out Customs



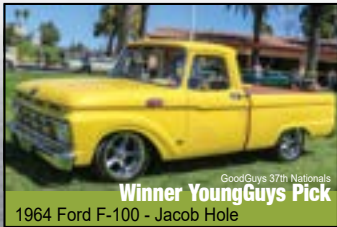
1964 Ford F-100 - BRP Classics, Japan



1968 Ford F-100 - Kirk Johnson



1961 Ford F-100 Unibody - Mike Porter

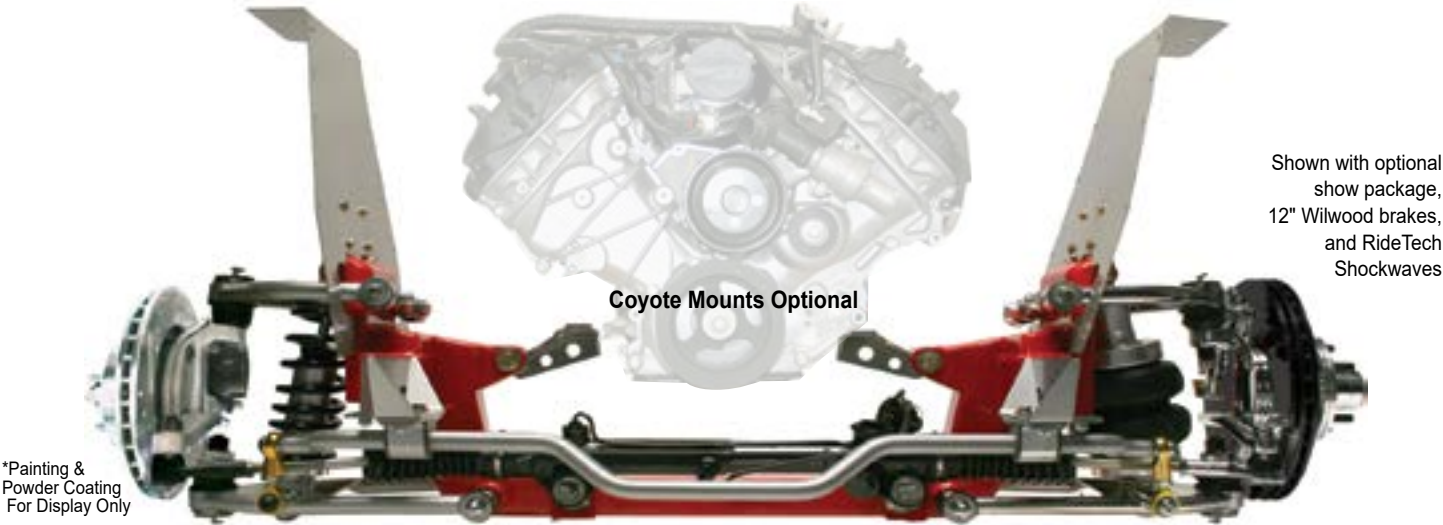


1964 Ford F-100 - Jacob Hole

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'64½-70 Mustang, '60-67 Fairlane & '67-69 Cougar

'64½-70 Mustang & '67-69 Cougar



*Painting & Powder Coating For Display Only

Shown with optional show package, 12" Wilwood brakes, and RideTech Shockwaves

Coyote Mounts Optional

'64½-70 MUSTANG, '60-67 FAIRLANE & '67-69 COUGAR PRO-TOURING IFS

Description	Part #
'64½-70 Mustang Pro-Touring IFS (Plain Kit) (w/RideTech)	230-2200-00
'67-69 Cougar Pro-Touring IFS (Plain Kit) (w/RideTech)	230-2200-00
'60-67 Fairlane Pro-Touring IFS (Plain Kit) (w/RideTech)	227-2200-00
Options	Part #
Polished Stainless Upgrade/Show Package/Wilwood Calipers	Change 00 to 02
Small Block Engine Mounts	730-7010-00
(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
Custom IFS - 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
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 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
TCI Headers 289/302 & 351 Windsor (Standard Port)	930-9000-06
TCI Headers 351 Windsor (Spread Port Only)	930-9001-06
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's 1964-1970 Ford Mustang Pro Touring IFS is engineered for increased performance, strength, control, drivability, handling capabilities and opens up your engine compartment. Maximizing performance and increased ground clearance while lowering the vehicle were the primary goals. TCI Engineers designed all geometry around our custom spindle with bolt on steering arms. This custom spindle allowed us to better control camber gain and scrub radius vs. traditional Mustang II spindles that many others use. Our custom bolt on steering arms allow more turning radius, better Ackerman and virtually no measurable bump steer. We use a quick ratio Fox Body rack & pinion so steering is precise for street or track.

We strengthen the frame rails by fully encapsulating them with boxing plates. The boxing plates locate off of existing holes on the frame and our crossmember and upper shock mounts locate off the boxing plates so installation is straight forward. Boxing plates include rosette weld slots to maximize strength. The filler panels for the shock towers add critical strength as well. Replacement inner fender panels reuse many of the factory shock tower holes making panel alignment very easy. We raised the crossmember up against the bottom of the frame rails as far as possible to increase ground clearance and maximize vehicle drop.

Included Products:

- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated springs
- Greasable urethane bushings
- 1" Performance anti-roll bar
- 1½" 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)
- Frame Reinforcement plates
- Inner Fender Panels
- SBF Engine Mounts

Features & Benefits:

- The primary crossmember utilizes 3/16" thick American made steel that has been MIG and TIG welded together for more strength and durability.
- Eliminates the factory shock towers for more engine bay clearance and more header clearance.
- Engineered to lower the center of gravity of your vehicle to decrease body roll and increase handling performance while allowing plenty of ground clearance.
- Custom spindles CNC machined in-house using 4140 chromoly spindle shafts
- Quick ratio power rack and pinion
- Frame reinforcements plates add strength and rigidity to the frame rails
- The engine mounts have been engineered with laser cut precision using 3/16" thick American made steel and fabricated with MIG and TIG welds for strength and durability.

Note: TCI Front End will not work with a Ford 351 Cleveland Engine.

Tip: Installation of this package will require a rear sump oil pan to clear the rack & pinion steering.

*See page 21 For Columns & U-Joints



< 1966 Mustang "Workhorse" Wilwood



Triple Adjustable Coil-Overs



RideTech Front Shockwaves



12" with 4 Piston Calipers



13" with 6 Piston Calipers

Available: Coupe, Fastback & Convertibles

Shown with optional 9" rear end and anti-sway bar



*Painting & Powder Coating For Display Only

Shown with optional rear end and anti-sway bar.



Built For: Coupe, Fastback & Convertibles

MUSTANG & COUGAR TORQUE ARM

The 1964½-1970 Ford Mustang Torque Arm assembly is engineered for Street, Autocross and Road Course Applications. TCI Engineering's 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. 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.

Included Products:

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

Features & Benefits:

- Dramatically improve handling
- Lowered stance and center of gravity
- True bolt-in with no cutting into the floor required
- Reduced unsprung weight
- All hell-arc welded for the highest quality and strength
- Unequal length adjustable 4-link bars eliminate wheel hop

"Love this Pro Touring Cougar suspension. Corners like it's on rails. We have taken freeway on ramp circles at 90 plus mph. So fun." - Wadson's Hot Rods, 1967 Mercury Cougar

"Great customer service. The directions and everything were straightforward. TCI's (Pro-Touring IFS & Torque Arm Rear Suspension) is an awesome choice for your '67 Mustang." - Josh Gosnell, Red's Fabrication



Currie 9" Axle



R-Joint

MUSTANG 4-LINK REAR

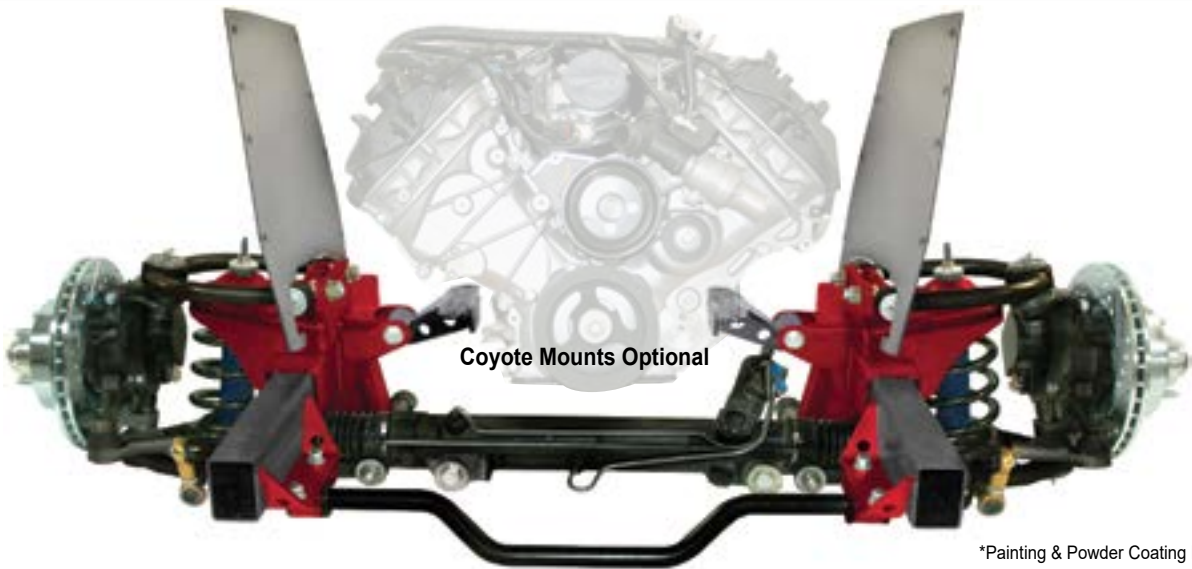
The 1964½-1970 Ford Mustang Triangulated 4-Link Rear Suspension provides excellent handling through superior geometry and lowered center of gravity. Better handling, minimum weight and greater axle control are just the beginning. Retaining street manners and comfort while providing excellent track ability all in one package. The tight spaces of the early Mustang body creates some packaging challenges for the upper link bars length. Our engineers went outside the box and were able to make a longer link bar by mounting it well behind the axle housing. 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. This kit eliminates bind common with parallel 4-link bars by angling the upper link bars inward. The Panhard bar is eliminated from the equation in this instance to provide more weight savings.

Description	Part #
'64½-70 Mustang Triangulated 4-Link (Specify 8" or 9")	530-5110-00
'64½-70 Mustang Torque Arm (Plain Kit)	530-5102-00
'67-69 Cougar Torque Arm (Plain Kit)	531-5102-00
'64½-70 Mustang Convertible Torque Arm (Plain Kit)	530-5104-00
Currie: 9" Rear End With Open Gear & Drum Brakes	530-5005-00
Options	Part #
Rear Anti-Roll Bar Kit (Plain)	430-4856-00
Rear Anti-Roll Bar Kit (Chrome)	430-4856-01
Posi Unit (T.S.D.)	500-5962-00
Posi Unit (TwinTrac)	500-5964-00
Mini-Tub Upgrade New! (Includes RideTech) Torque Arm only	
RideTech R-Joint Upgrade (4-Link)	-
RideTech R-Joint Upgrade (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	600-6914-00
Wilwood 14" Drilled Rotors 4-Piston Calipers - Polished	600-6914-03
Wilwood 14" Drilled Rotors 4-Piston Calipers - Red	600-6914-05
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00



'60-65 Falcon & '62-65 Ranchero & Comet

'60-65 Ford Falcon - Only



Coyote Mounts Optional

*Painting & Powder Coating For Display Only

'60-65 FALCON & '62-65 RANCHERO & COMET COIL-SPRING IFS

Description	Part #
Coil-Spring IFS Complete	227-2352-00
Options	Part #
Power Rack & Pinion	300-3910-00
Small Block Engine Mounts	730-7010-00
(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
Stock Height Spindles	200-2920-00
RideTech Single Adjustable Coil-Over	400-4211-00
Brakes Upgrade from GM to Wilwood Caliper	600-6902-03
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
TCI Headers 289/302 & 351 Windsor (Standard Port)	930-9000-06
TCI Headers 351 Windsor (Spread Port Only)	930-9001-06
Braided Brake Hoses '78 & Up GM Caliper (pr)	600-6608-00
Braided Brake Hoses Wilwood Calipers (1/8" Pipe) (pr)	600-6609-00

Tip: Installation of this package will require a rear sump oil pan to clear the rack & pinion steering.

Note: TCI Front End will not work with a Ford 351 Cleveland Engine.

*See page 21 For Columns & U-Joints

This 1960-1965 Ford Falcon Coil-Spring IFS is engineered for increased performance, strength, control, drivability, handling capabilities and opens up your engine compartment. This American Made Coil-Spring IFS is engineered for easy 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. Available with dropped or stock height spindles to provide a ride height that matches your specific desires. All heli-arc welded for the highest quality, strength and finish available. Whether you're cruising to the show on a Sunday morning or tearing up the track on a Saturday afternoon this TCI Engineering Coil-Spring IFS has you covered.

Included Products:

- Crossmember
- Coil-spring upper towers
- 1" Performance anti-roll bar
- Boxing plates
- Inner fender panels
- Small block Engine mounts
- 1½" x .156w Upper & lower tubular A-arms
- Greasable urethane bushings
- Spindles (stock height or 2" drop)
- Manual rack and pinion
- 11" Drilled & slotted zinc plated rotors
- Big bore calipers (with 20% more clamping force)
- Black powder coated springs
- Painted shocks

Features & Benefits:

- The primary crossmember utilizes 3/16" thick American made steel that has been MIG and TIG welded together for more strength and durability.
- Eliminates the factory shock towers for more engine bay clearance and more header clearance.
- Utilizes reinforcement plates to retain chassis strength and durability.
- Crossmember has been engineered to lower the center of gravity of your vehicle to decrease body roll and increase handling performance while allowing plenty of ground clearance.
- Spindles are CNC machined in-house using 4140 chromoly spindle shafts
- Quick ratio rack and pinion
- The engine mounts have been engineered with laser cut precision using 3/16" thick American made steel and fabricated with MIG and TIG welds for strength and durability.
- Bolt-On SBF and FE engine mounts



1963 Falcon Ranchero
Home-built by Derek McCowan
TCI Mustang II-style air spring front suspension with rack-and-pinion steering, a four bar rear suspension riding on RideTech Shockwaves



Power Rack & Pinion



Coil-Over Retro Fit Kit



12" with 4 Piston Calipers



13" with 6 Piston Calipers



ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

Shown with optional
rear end and anti-sway bar.

*Painting & Powder Coating For Display Only

'60-65 FALCON TRIANGULATED 4-LINK REAR SUSPENSION

This 1960-1965 Ford Falcon 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. The tight spaces of the early Falcon body creates some packaging challenges for the upper link bars length. 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. This kit eliminates bind common with parallel 4-link bars by angling the upper link bars inward. The Panhard bar is eliminated from the equation in this instance to provide more weight savings.

Included Products:

- 1" Upper & lower link bars with stainless adjusters
- Greasable urethane bushings
- Triangulated bolt-in cradle bracket
- All American coil-over shocks
- Upper coil-over crossmember
- Frame rail channel brackets
- Floor reinforcing plates
- Bolt-on axle brackets (8" only)
- Hardware kit
- Detailed instruction manual
- Note: 9" requires weld-on brackets

Features & Benefits:

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

STREET / PTRACK
DRIVEN / PROVEN



"I am impressed with the suspension. Today was its virgin run, I did get on it once and it took all 450hp well. Thanks for making a great product."
- Greg DuVal,
1965 Falcon

Description	Part #
Falcon Triangulated Rear 4-Link (Specify 8" or 9")	527-5110-00
Currie: 9" Rear End With Open Gear & Drum Brakes	527-5005-00
Options	Part #
Rear Anti-Roll Bar Kit (Plain)	430-4856-00
Rear Anti-Roll Bar Kit (Chrome)	430-4856-01
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
Currie: F-9 Sheet Metal Rear End Housing (Upgrade)	500-5150-00



1964 Falcon 'Free Bird'
Coyote Ford uses Hydrogen
Mike Copeland



Single Adjustable Coil-Over



RideTech Rear Shockwaves



Currie 9" Axle



R-Joint



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)

1948-56 FORD TRUCK
GROUNDED CHASSIS

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

1948-56 FORD TRUCK
PRO-TOURING CHASSIS

1955 Ford F-100 >
Giang Nguyen
Built by Sevens Speed Shop



< 1956 Ford F-100
"TCI chassis looks
amazing!"
@dekd_out_customs

"The response of this truck is
amazing. It's light, nimble, and
handles great—it feels like it's
on rails." - Alex Dekadokh
1956 F100, TCI chassis,
Coyote V8 5.0L, 6R80 trans



1948-1956 Ford Truck Chassis	Part #
'48-56 Grounded Chassis	Grounded
'48-56 Pro-Touring Chassis	Pro-Touring
Options	Part #
Plain to Polished Stainless - Full Show Package (IFS-4-Link Only)	Change 00 to 02
Grounded Chassis (Includes stepped rails, bags & lines) (Mil-4-Link Only)	Grounded
Shockwave Air Bags & 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
Upgrade to Modular Crossmember & Mounts	730-7014-00
Upgrade to BBF (429-460) Crossmember & Mounts	730-7016-00
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 1/2" Bolt Pattern Brake Kit (Custom IFS or Coil-Spring IFS)	600-6954-00
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 21 for steering columns, u-joints, power steering flow valves and power steering hose kits.



Coil-Spring F/E Air Spring Option



12" Disc w/ Internal Parking Brake



Coil-Over Retro Fit Kit



6 x 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

1948-1956 Ford Truck Chassis (1 1/2 Ton)

We are proud to offer 1948-1956 Ford Pickup Coil Spring 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.

1948-56 FORD TRUCK
COIL SPRING IFS & LEAF SPRING CHASSIS



*Painting & Powder Coating For Display Only

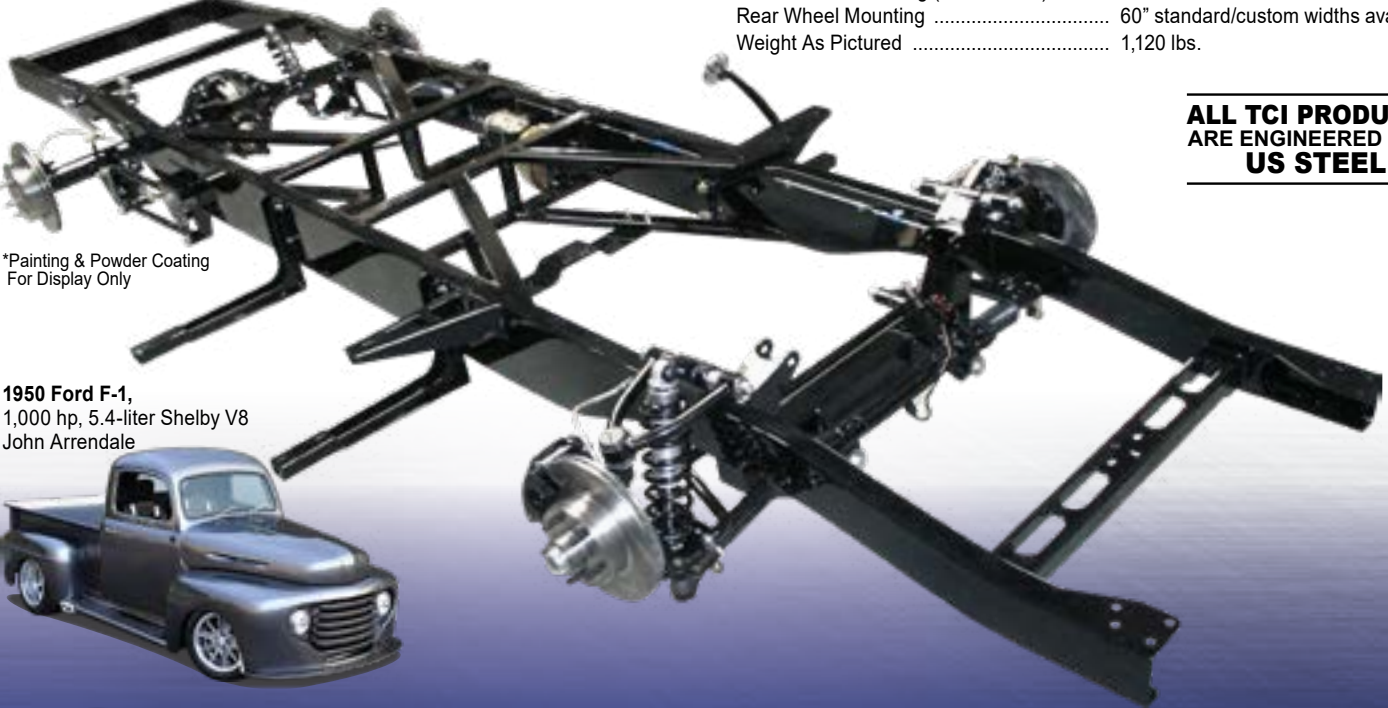


"We had great success with TCI. Their chassis is awesome! The driving experience behind the truck is absolutely amazing. It rides, handles and performs very well!"
- Ross Logsdon, Premier Street Rods, 1951 Ford F1, 347ci Blueprint Engine

- 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
 - Core support mount

1948-56 FORD TRUCK
CUSTOM IFS & 4-LINK CHASSIS



*Painting & Powder Coating For Display Only

1950 Ford F-1, 1,000 hp, 5.4-liter Shelby V8 John Arrendale



ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

1948-1956 Ford Truck Chassis (1 1/2 Ton)



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



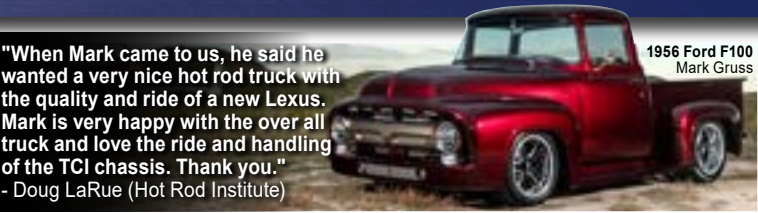
13" with 6 Piston Calipers



Custom IFS Show Package



Pro-Touring IFS



"When Mark came to us, he said he wanted a very nice hot rod truck with the quality and ride of a new Lexus. Mark is very happy with the over all truck and love the ride and handling of the TCI chassis. Thank you."
- Doug LaRue (Hot Rod Institute)

1956 Ford F100 Mark Gruss

1948-1956 Ford Truck Chassis	Part #
'48-52 Complete Chassis Coil-Spring IFS / Leaf Spring Rear	112-1245-00
'48-52 Complete Chassis Custom IFS / 4-Link Rear	112-1225-00
'53-56 Complete Chassis Coil-Spring IFS / Leaf Spring Rear	113-1245-00
'53-56 Complete Chassis Custom IFS / 4-Link Rear	113-1225-00
Options	Part #
Plain to Polished Stainless - Full Show Package (IFS-4-Link Only)	Change 00 to 02
Grounded Chassis (Includes stepped rails, bags & lines) (Mtl-4-Link Only)	Grounded
Pro-Touring Chassis (Ind. 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 & 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
Upgrade to Modular Crossmember & Mounts	730-7014-00
Upgrade to BBF (429-460) Crossmember & Mounts	730-7016-00
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 1/2" Bolt Pattern Brake Kit (Custom IFS or Coil-Spring IFS)	600-6954-00
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 6-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 21 for steering columns, u-joints, power steering flow valves and power steering hose kits.



Pro-Street Truck Chassis



Grounded Chassis

Ford Truck Suspension

*Painting & Powder Coating
For Display Only



'48-64 FORD TRUCK COIL-SPRING IFS

Description	Part #
'48-52 Ford Truck Coil-Spring IFS	212-2352-00
'53-56 Ford Truck Coil-Spring IFS	213-2352-00
'57-64 Ford Truck Coil-Spring IFS	214-2352-00
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
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 5½" Bolt Pattern Brake Kit	600-6955-00
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

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

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



1948 Ford F1
Mike Stedman



"This is my 1956 F100 with TCI coil spring IFS and TCI leaf spring rear suspension. This truck drives and steers amazingly as well as easily being able to keep up in traffic. I built it as a comfortable cruiser. Very pleased with my TCI suspension components and performance."
- Robert Nagy



Coil-Spring F/E Air Spring Option



Coil-Over Retro Fit Kit



GM Brake



12" with 4 Piston Calipers

Ford Truck Suspension

*Painting & Powder Coating
For Display Only



'53-64 FORD 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 divorced steering arm provides superior performance and ride quality
- Offset Eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
- Ridetech Coilovers provide 1,000,001 Mile Warranty
- 3/16" heavy duty Cross member and boxing plates provide superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance anti-roll bar provides superior handling characteristics

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



1956 Ford F-100
Front End & 4-Link
Jake Kirkpatrick



1964 Ford F-100
Custom IFS & 4-Link
BRP Classics, Japan

Description	Part #
'53-56 Ford Custom IFS (Plain Package) w/RideTech	213-2200-00
'57-64 Ford Custom IFS (Plain Package) w/RideTech	214-2200-00
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 5½" Bolt Pattern Brake Kit	600-6955-00
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.



Front Shockwave Option



13" with 6 Piston Calipers



Alignment Feature



6 x 5½" Disc Brake Kit



ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

'48-64 FORD TRUCK PRO-TOURING IFS

Description	Part #
'53-56 Ford F100 Pro-Touring IFS	213-2200-PT
'57-64 Ford F100 Pro-Touring IFS	214-2200-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 1/2" Bolt Pattern Brake Kit (48-64 Ford)	600-6955-00
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.
* Ford engines require a rear sump pan.

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 & 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
- 1 1/2" x .156w U.S. DOM steel upper & lower tubular A-arms
- 1" Performance anti-roll bar
- Moog K772 upper ball joints
- Moog K719 lower ball joints
- Greasable urethane bushings
- 2" Drop spindles
- 11" Drilled & slotted rotors
- Big bore calipers (with 20% more clamping force)



1956 F100
Pro-Touring chassis
Dek'd Out Customs



1949 Ford F-1

"Hooking ol red up with the TCI 4 link and coil overs! Rides, drives, and handles so much better now!!" - Chad Harrison @chadh076_0



RideTech Front Shockwaves



13" with 6 Piston Calipers



12" with 4 Piston Calipers



Custom Brake (Stainless Pkg)



Complete 4-Link Kits

Description	Part #
'48-52 Ford 4-Link Coil-Over - 1/2 Ton	512-5102-00
'53-56 Ford 4-Link Coil-Over - 1/2 Ton	513-5102-00
'57-64 Ford 4-Link Coil-Over - 1/2 Ton	514-5102-00
Options	Part #
Polished Stainless Upgrade/Show Package	Change 00 to 02
Convuluted Airbags	5120
Anti-Roll Bar Kit (Plain) ('48-56 Ford & '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



1961 F-100 Unibody
TCI IFS & 4-Links
Mike Porter



Parabolic Leaf Spring Kit

Description	Part #
'48-56 Ford Parabolic Rear Leaf Spring Kit - 1/2 Ton	412-4610-00
'57-64 Ford Parabolic Rear Leaf Spring Kit - 1/2 Ton	414-4610-00
Options	Part #
Anti-Roll Bar Kit (Plain) ('48-56 Ford)	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 #
'48-56 Ford Complete Assembly - Leaf Spring Brackets	512-5007-00
'48-56 Ford Complete Assembly - Coil-Over Brackets	512-5005-00
'48-56 Ford Complete Assembly - Air Spring Brackets	512-5020-00
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 4 3/4" Bolt Pattern	100-1940-00
5 x 5" Bolt Pattern (37-59 Chevy)	100-1940-00
5 x 5 1/2" Bolt Pattern (48-64 Ford)	100-1940-00
6 x 5 1/2" Bolt Pattern (37-54 Chevy)	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)
- 11" Drum brakes
- Axle brackets fully welded
- 31 Spline axles with new bearings, seals and axle studs
- Gear lube and Posi lube when applicable

Universal Suspension



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 and 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

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

1969 AMX >
Terry Scroggin,
built by Chris Carlson



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



1954 Pontiac Star Chief >
Bill Raper



5 x 5 1/2" Disc Brake Kit



13" with 6 Piston Calipers



12" with 4 Piston Calipers



GM Brake

Universal Suspension



UNIVERSAL PRO TOURING IFS

TCI Engineering is proud to announce the release of our new Universal Mustang II IFS and 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



1970 Jaguar XJ >
John Margaritis



Power Rack & Pinion



RideTech Front Shockwaves



Coil-Over Retro Fit Kit



Triple Adjustable Coil-Overs

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
RideTech Shockwave	400-4940-00
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

< 1954 Buick "Jaded"
Fred DeFalco



'48-56 FORD TRUCK



Transmission Crossmember	
Description	Part #
'48-64 Ford Crossmember	713-7512-00



Weld-On Style Engine Mounts	
Description	Part #
'48-52 Ford with Ford Engine	712-7010-00
'48-52 Ford with Chevy Engine	712-7012-00
'53-64 Ford with Ford Engine	713-7010-00
'53-64 Ford with Chevy Engine	713-7012-00



Rubber & Urethane Engine Mounts	
Description	Part #
Ford Engine Mounts (pr)	700-7102-00
Chevy Engine Mounts (pr)	700-7112-00
Trans Mount - Ford	700-7602-00
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



Description	Part #	Power Brake Pedal Assembly	
'48-52 Ford Power Brake Assy.	612-6510-00	Power Brake Unit Features: Under floor complete bolt-on pedal assembly, pedal arm with Teflon bushing, new 7" single diaphragm booster, dual chamber master.	
'53-56 Ford Power Brake Assy.	613-6510-00		
Pedal Brake Assy. (No Booster or Master)		Spec. Year	
Options	Part #		
7" Dual Diaphragm Booster	600-6966-00		
Wilwood Master Cylinder	600-6927-00		



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



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 to 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.



Description	Part #
Power Steering Hose Kit (Early)	312-3010-00
Power Steering Hose Kit (Late)	312-3020-00
Power Steering Hose Kit (Plastic)	312-3020-12

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



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

Spanner Wrench	
Description	Part #
Spanner Wrench	157-Spanner

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



IDIDIT Steering Columns	
Description	Part #
'64-66 Mustang Tilt Column (Steel) (Universal)	324-3100-00
'64-66 Mustang Tilt Column (Steel) (Retro Fit)	324-3120-00
'67-69 Mustang Tilt Column (Steel) (Universal)	326-3100-00
'67 Mustang Tilt Column (Steel) (Retro Fit)	326-3120-00
'68 Mustang Tilt Column (Steel) (Retro Fit)	330-3120-00
'69 Mustang Tilt Column (Steel) (Retro Fit)	331-3120-00
'48-56 Ford P/U Tilt Column (Steel) w/ 3/4" 36 Spline Output Shaft (Retro-Fit)	313-3120-00
32" Tilt Floor Shift Univ. Column (Steel) w/ 3/4" 36 Spline Output Shaft	321-3100-00
Options	Part #
Upgrade Steel Steering Column To Chrome	Change 00 to 01
Upgrade Steel Steering Column To Black	Change 00 to 05

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.



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

TCI Engineering Merchandise

T-Shirt

Small - XL: \$15

Hoodie

Small - XL: \$35

TCI Dickies Jacket

Small - XL: \$120

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

TCI Hat - \$18

+ Shipping & handling

1 1/2" 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: 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.



Description	Part #
289 - 302 and Windsor	930-9000-06
351 Windsor (Spread Port Only)	930-9001-06

Designed to fit: 1964-1970 Mustang, 1967-1968 Cougar, and 1966-1967 Fairlane. 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. Comes complete with header bolts, gaskets and reducers.

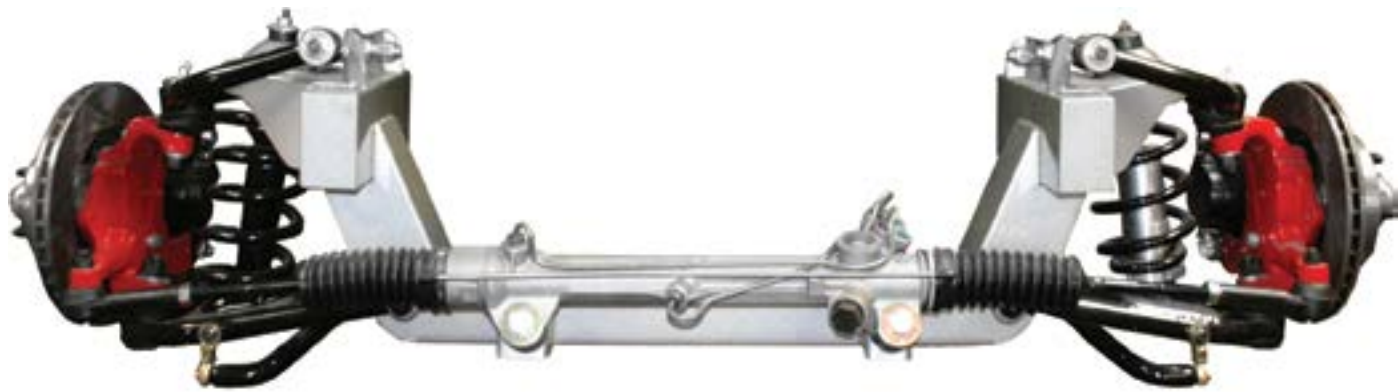
1 1/8" Ultimate Headers	
Description	Part #
1 1/8" Ultimate Headers	-

Designed to fit: 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.

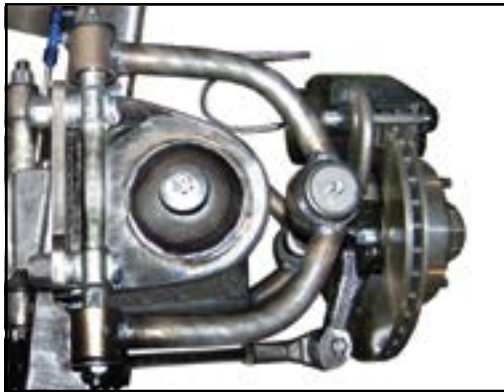


Description	Part #
1 1/4" Coyote Ford Headers	-

Designed to fit: 1964-1970 Mustang, 1967-1968 Cougar, and 1966-1967 Fairlane. 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. Comes complete with header bolts, gaskets and reducers.



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
- 1½" 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 1½" 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 1½" metal pin with gusset
- 3/16" ASTM A-1011 steel plate
- 3/16" Formed rack & pinion steering brackets

Coil-Spring Upper Control Arms

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



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

Heavy Duty Coil-Spring Lower Control Arms

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



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



Smooth Rotor

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

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

Ford Applications Tech Info.

- 11" Rotor size
- 5 on 4½ bolt pattern
- ½" Stud x 20 threads per inch
- Front rotor replacement part info: (1975-1980 Ford Granada)

Chevrolet (GM) Applications Tech Info.

- 10½" Rotor size
- 5 on 4¾ bolt pattern
- 12 Millimeter x 1.5 stud spec.
- Front rotor replacement part info: (1982-1987 Chevy Camaro)



Coil-Spring & Shocks Standard

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

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



Urethane Bushing Standard

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

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



2" Dropped Spindle Standard

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

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



Heavy Duty Ball Joints Standard

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

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



Anti-Roll Bar - Standard

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

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



Power Rack and Pinion Steering

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

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



Custom IFS (Independent Front Suspension)

ALL TCI PRODUCTS
ARE ENGINEERED WITH
US STEEL

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



Standard Front End Spindle Assembly

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

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

Chevrolet (GM) Applications Tech Info.

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

Ford Applications Tech Info.

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



Upper Control Arms

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



Heavy Duty Lower Control Arms

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

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



Custom IFS Anti-Roll Bar

A Standard Front End Bolt-On Product

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

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



Dropped Spindle - Standard

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

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



Stock Height Spindle - Optional

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

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



Urethane Bushings

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

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



Heavy Duty Ball Joints Standard

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

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



Manual Rack and Pinion Steering

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

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

Applications:

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

Applications:

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



Custom IFS RideTech Coil-Over

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

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

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



Standard Rotors With Big Bore Calipers

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

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



Drilled & Slotted Rotors With Wilwood 4 Piston Calipers

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

Available red, black or polished

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



Drilled & Slotted Rotors With Big Bore Calipers

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

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



Wilwood 12" Drilled & Slotted Rotors With 4 Piston Calipers

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

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



6 Lug Rotors With Big Bore Calipers

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

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



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

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

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

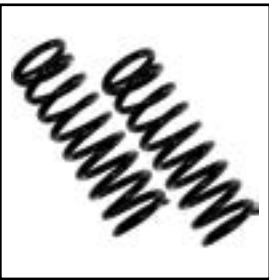


5x5" & 5x5 1/2" Lug Rotor With Big Bore Calipers

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

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

Coil-Over Shock & Shockwaves



Coil-Over Springs

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



All American Coil-Over Shocks

- All-American Coil-Overs Features:
- Hardened chrome 9/16" shaft
 - Hardened steered-iron guide
 - Multi-lip seat
 - Polished aluminum top retainer
 - 1 3/8" Bore with extra large fluid reserve (2.020 diameter) for lower operating temperatures

- One-piece urethane bushing with 5/8" or 1/2" I.D. steel sleeves
- Three stage compression and rebound valving (internally self adjusting)
- Threaded lower retainer with brass tipped lock screw for height adjustment
- Shock centers are 14 1/2" open, 10 1/2" closed.



Custom IFS Coil-Over - Single Adjustable

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

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



Custom IFS Coil-Over - Triple Adjustable

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

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



Rear Shockwaves

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



Front Shockwaves

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



Parabolic Leaf Springs

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

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

Features and Benefits

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



Parallel 4-Link

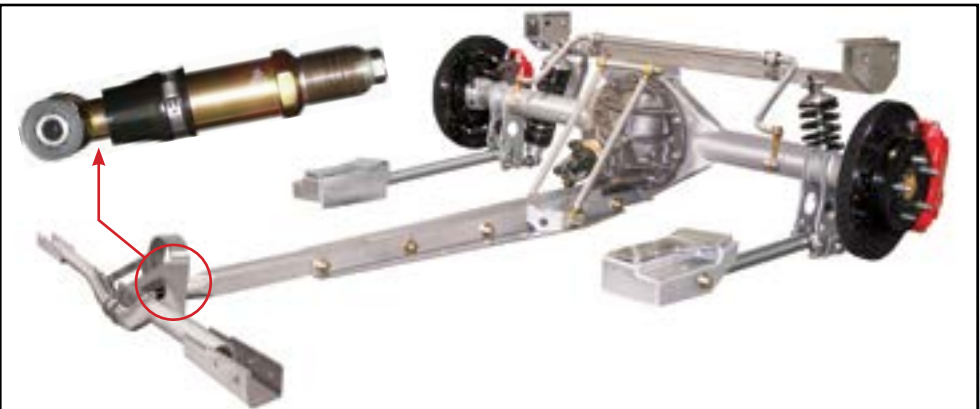
TCI's 4-Link Rear Suspension creates a lowered stance for superior handling via a lowered center of gravity. Smooth ride, better handling, minimal weight and greater axle control are just the beginning. Adjustable 4-Link bars allow fine tuning of wheelbase/pin angle, eliminate wheel hop and provide greater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



Triangulated 4-Link

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

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



Torque Arm Suspension

TCI Uses Quality Products and Components From Currie Enterprises

Curries 9" Plus Rear End Housing and Components



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

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

Sportsman Nodular Iron Case By Currie®



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

31 Spline Axles



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

Drum Rear Brakes

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



Quality Welding

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



Our Commitment To Service



Sal Solorzano, GM / VP



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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