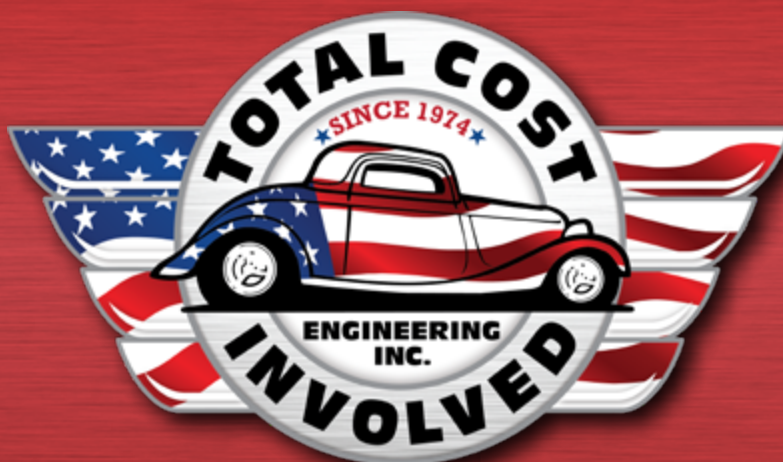


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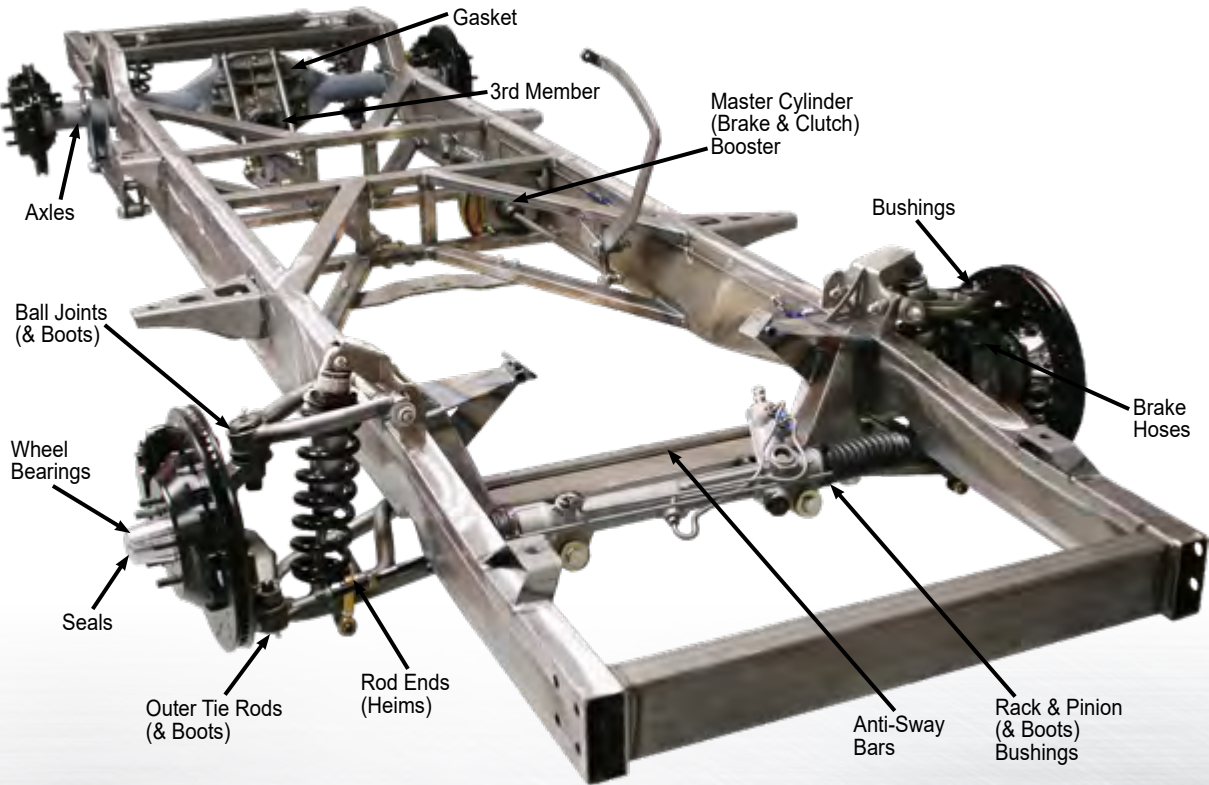
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★ **DUAL WARRANTY** ★
LIFETIME WARRANTY ON TCI MANUFACTURED ITEMS
6 YEAR/60,000 MILE WARRANTY ON WEAR & TEAR ITEMS

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 buy a leaf spring kit, 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, and classic truck chassis & suspensions parts for over 50 years so buy from the company that makes great parts at modest prices. This new warranty is in addition to the existing Lifetime Warranty on items Total Cost Involved Engineering manufactures in-house. Call for details.

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



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

Total Cost Involved Engineering takes pride in our half-century legacy built on a solid foundation of excellence. Since 1974, our passion for expertise in craftsmanship, engineering, racing our own creations, and commitment to cutting-edge technology have defined our journey in high-performance suspension and chassis.

Today, we operate a 32,000 square foot manufacturing facility, delivering a broad mix of products to street rodders, hot rodders, and muscle car enthusiasts nationwide. We've earned numerous design awards, including the coveted 'Manufacturer of the Year' Award from SEMA-SRMA.

From the start, our promise has been clear: to collaborate with each customer in creating their perfect ride every time. At the heart of our manufacturing philosophy is an unwavering focus on comfort, performance, and safety — a commitment that has endured and will continue.

- 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 does its thing. We are very happy with it."

- Ross Logsdon, Premier Street Rods

"Decided to go with TCI and their 4 Link and full front cross member on my 84 and couldn't be happier with the product fit, everything lined up perfectly with minimal effort. The installation was performed in a home shop/garage with more or less basic hand tools, zero fabrication was required for the swap. Their commitment to customer satisfaction is unbelievable. Future projects will be TCI equipped no question."

- Jamie Attridge

Click on image for FULL BUILD ↴



Click on images for FULL BUILDS ↴

"Thank you for making quality parts and helping us step up our cars to the next level. Total Cost Involved is the only suspension we use. Great customer service, again thank you guys!"

- Andy's Hotrods and Restoration

"I couldn't be happier with my 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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1937 Chevy Truck - Kevin McGibney



1946 Chevy Pickup - Flippin' RV



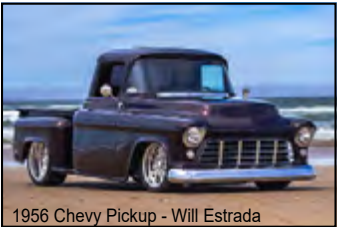
1948 Chevy Project Zero - Mike Copeland



1953 Chevy Truck - Sal Seeno



1952 Chevy "Ultimate" 3100, Apicella Designs



1956 Chevy Pickup - Will Estrada



1957 Chevy Pickup 'Relentless' Kim Barbieri



1955 Chevy Pickup - Michel Lafontaine



1967 GMC C15 - Gas Monkey Garage



1969 Chevy C10 - Dana Estes



1972 Chevy C10 - Drive Auto Collision



1968 Chevy C10 - Wally Logan, by Barry's Speed Shop



1974 Chevy C10 'Sabotage' Reiss Racing



1983 Chevy Silverado - Premier Street Rods



1970 Chevy K5 Blazer - Ryan Buck



1972 K5 Blazer - Drive Auto Collision



1969 Camaro 'Blue Thunder' Reiss Racing



1968 Camaro 'War Machine' Suspension Geek



1966 Nova - Justin Brown



1966 'Pro-Touring Nova'- Tony Causor



1968 Camaro Twin Turbo LS - Alex Villanueva



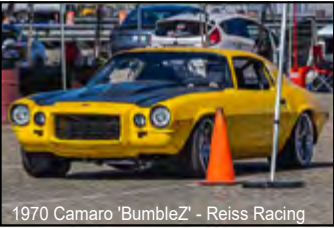
1968 Camaro - Lakeside Speed & Shine



1964 Nova Wagon - Joe & Ashley Seeno



1966 Chevy II Nova - James Harris



1970 Camaro 'BumbleZ' - Reiss Racing



1975 Firebird - Lakeside Speed & Shine



1966 Nova - Keith Norton



2024 Goodguys Lone Star Street Machine Class Winner

1963 Nova - Patrick Layden



1975 Trans Am - Tom Kamman



1971 Camaro Z28 - Jim McNeill



1969 Nova - Jeremy Schmidt, FiTech



1970 Nova - Cambra Speed Shop

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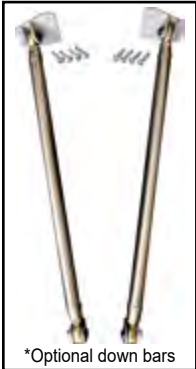




Click On Product To
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Shown with optional
12" Wilwood brake kit



*Optional down bars

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
*Painting & Powder Coating For Display Only



Shown with optional Ridetech coil-overs
and anti-sway bar.

'67-69 CAMARO & FIREBIRD PRO-TOURING IFS

4-LINK REAR SUSPENSION

TORQUE ARM REAR

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 pinion 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.

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.

Features & Benefits:

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

Included Products:

- 1 1/4" High Performance Adjustable 4-Link Bars
- 1 1/4" 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

Features & Benefits:

- Dramatically improve handling
- Eliminates bind during articulation
- Strengthens the chassis
- Driveshaft loop provides added safety
- Lowered stance and center of gravity
- True bolt-in with no cutting into the floor required
- All TIG welded for the highest quality & strength

Included Products:

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

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.

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 TIG 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

Included Products:

- Complete tubular bolt-in front clip
- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated springs
- Bolt-in multi position transmission mount is included
- Greasable urethane bushings
- Moog K772 upper ball joints
- Moog K719 lower ball joints
- 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 or Stock Height)
- Small Block Engine Brackets
- Aluminum inner fender panels
- 11" Drilled & slotted zinc plated rotors
- Big bore calipers (with 20% better clamping force)

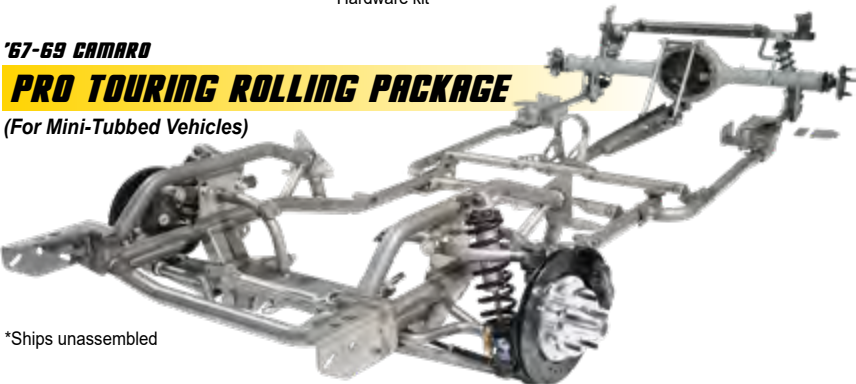


1968 Camaro
Chad Ryker

* See page 36 for u-joints,
power steering flow
valves, and power
steering hose kits.
* LSx engines require
Holley 302-3 oil pan.

'67-69 CAMARO
PRO TOURING ROLLING PACKAGE

(For Mini-Tubbed Vehicles)



*Ships unassembled



Currie 9" Rear Axle



2" Big Block Headers



1 1/4" Small Block Headers



LT Long Tube Headers



LS Long Tube Headers



'67-69 Camaro/Firebird
DSE Mini-Tubs



LS/LT Engine Mounts



12" with 4 Piston Calipers



14" with 6 Piston Calipers



Single Adjustable Coil-Over



Triple Adjustable Coil-Over



Ridetech Front Shockwaves



Single Adjustable Coil-Over



Triple Adjustable Coil-Over



Ridetech Rear Shockwaves



Ridetech R-Joint



Anti-Roll Bar Kit (Plain)





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*Optional down bars

Shown with optional
12" Wilwood brake kit



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

Click on image for FULL BUILD



'75 Firebird
Lakeside Speed & Shine

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.

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 TIG 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

Included Products:

- Complete tubular bolt-in front clip
- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated springs
- Bolt-in multi position transmission mount is included
- Greasable urethane bushings
- Moog K772 upper ball joints
- Moog K719 lower ball joints
- 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 or Stock Height)
- Small Block Engine Brackets
- 11" Drilled & slotted zinc plated rotors
- Big bore calipers (with 20% better clamping force)



1970 Camaro "Bumble Z"
Reiss Racing & Restoration



LS/LT Engine Mounts



'70-81 Camaro/Firebird/Trans-Am
DSE Mini-Tubs



12" with 4 Piston Calipers



14" with 6 Piston Calipers



Single Adjustable Coil-Over

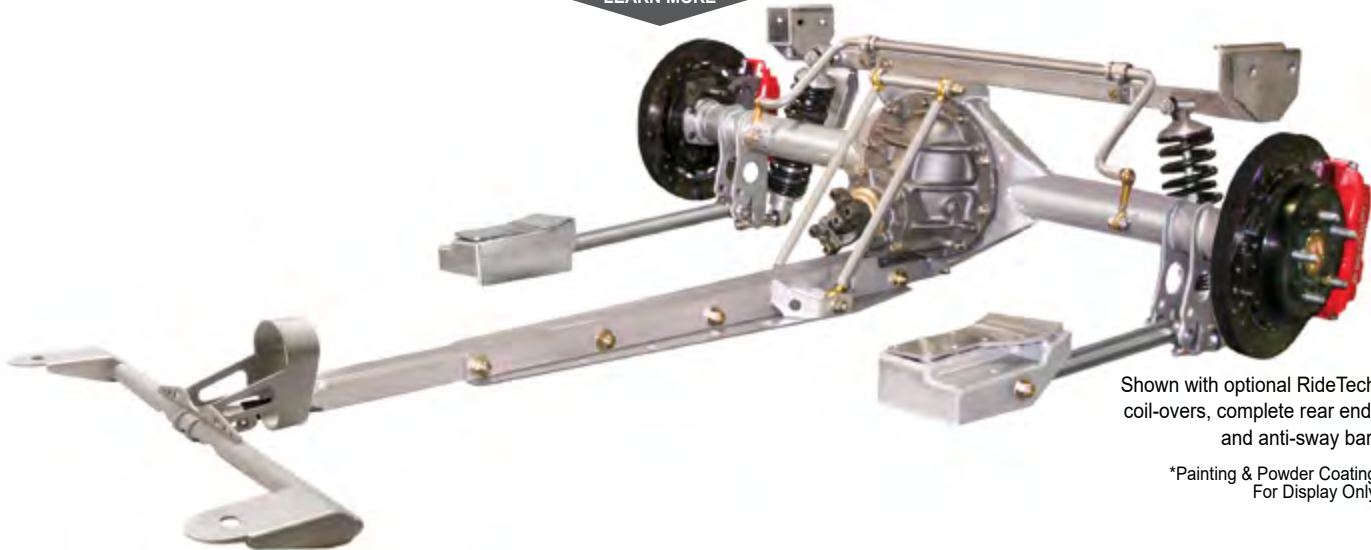


Triple Adjustable Coil-Over



Ridetech Front Shockwaves

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LEARN MORE



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

*Painting & Powder Coating
For Display Only

TORQUE ARM REAR SUSPENSION

This 1970-1981 Camaro, Firebird, and Trans-Am Torque Arm Rear Suspension 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.

Features & Benefits:

- Dramatically improves handling
- Eliminates bind during articulation
- Strengthens the chassis
- Driveshaft loop provides added safety
- Lowered stance and center of gravity
- True bolt-in with no cutting into the floor required
- All TIG welded for the highest quality & strength

Included Products:

- 1 1/4" High Performance Link Bars
- 1 1/2" Torque arm with slider & reinforcing flanges
- 1 1/2" Coil-over crossmember with channel brackets
- 1 1/4" 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, 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 bushing
- All American coil-over shocks

'78-81 CAMARO
PRO TOURING ROLLING PACKAGE
(For Mini-Tubbed Vehicles)



*Ships unassembled

Click on image for FULL BUILD



'76 Trans Am
Tom Kamman



'70 Camaro
Michael Archibald



Currie 9" Rear Axle



Single Adjustable Coil-Over



Triple Adjustable Coil-Over



Ridetech Rear Shockwaves

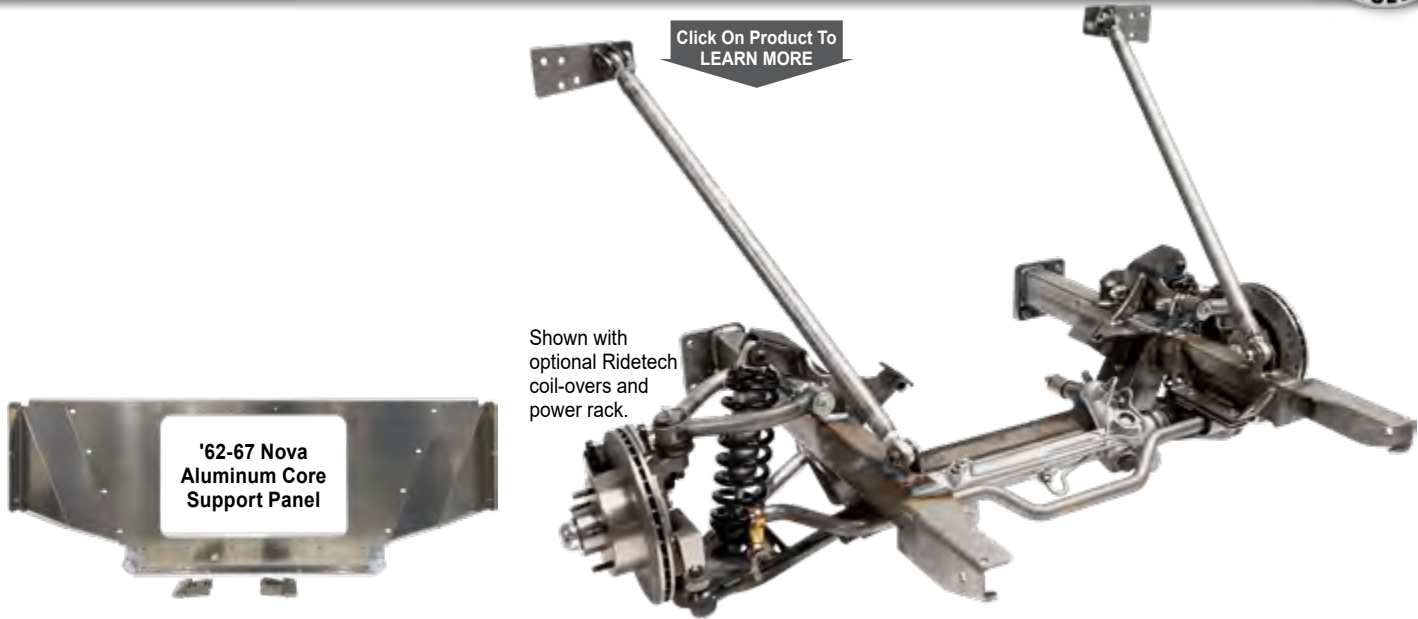


Ridetech R-Joint



Anti-Roll Bar Kit (Plain)





'62-67 NOVA CUSTOM IFS

'62-67 NOVA 4-LINK REAR SUSPENSION

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.

Features & Benefits:

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

Included Products:

- Complete rectangle tube bolt-in front clip
- Steel All American Coil-Over Shocks
- 1" High performance anti-roll bar
- Manual rack and pinion steering
- Black powder coated coil springs
- Greasable urethane bushings
- Hood hinge brackets
- Moog K772 upper ball joints
- Moog K719 lower ball joints
- 1½" x .156w U.S. DOM Steel upper & lower tubular A-arms
- Easily adjustable down bars with heims
- Spindles (2" Drop or Stock Height)
- Steel inner fender panels
- Small block engine brackets
- 11" Drilled, slotted & zinc plated rotors
- Big bore calipers (with 20% more clamping force)



* See page 36 for u-joints, power steering flow valves, and power steering hose kits.
* LSx engines require Holley 302-3 oil pan.

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.

Features & Benefits:

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

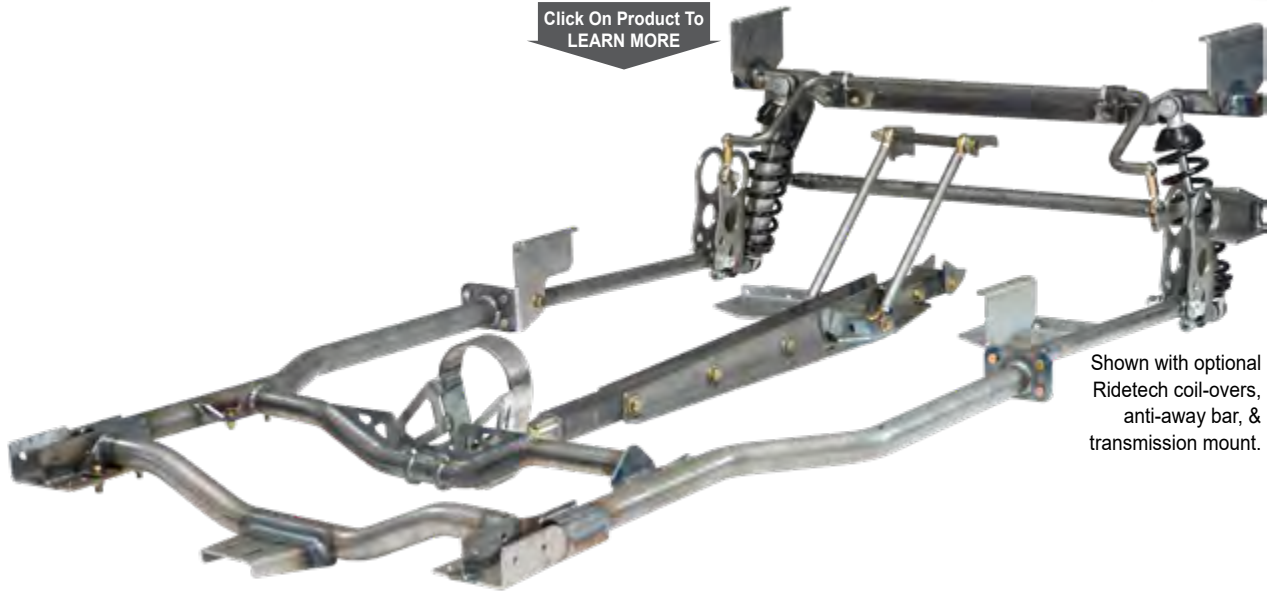
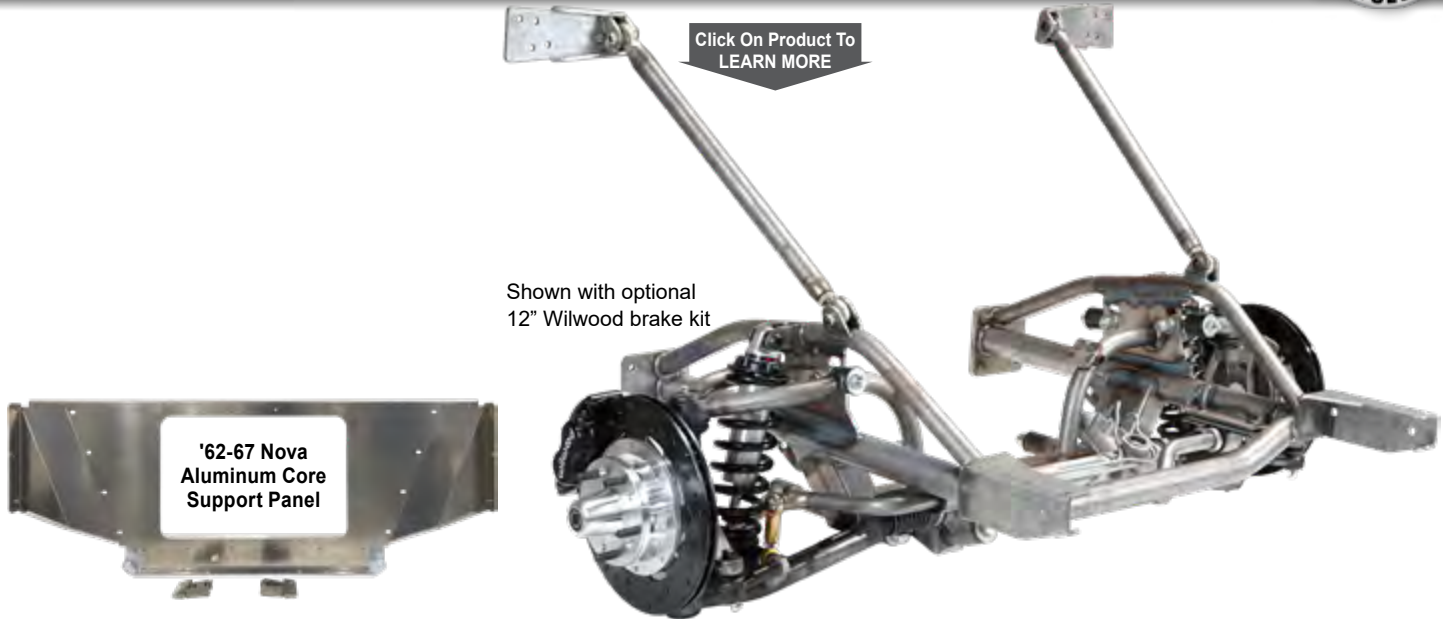
Included Products:

- 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
- Greasable urethane bushings



"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"





'62-67 NOVA PRO-TOURING IFS

'62-67 NOVA TORQUE ARM REAR SUSPENSION

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.

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.

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
- Tubular and narrowed rail design allows wider tires

Included Products:

- Complete tubular bolt-in front clip
- RideTech Single Adjustable Coil-Over Shocks
- Easily adjustable down bars with heim
- 1 1/2" x .156w Upper & lower tubular control A-arms
- Greasable urethane bushings
- Aluminum inner fender panels
- 1" Performance anti-roll bar
- Spindles (2" Drop or Stock Height)
- Moog K772 upper ball joints
- Moog K719 lower ball joints
- Power rack and pinion steering
- Black powder coated coil spring
- Hood hinge brackets
- Small Block Engine Brackets
- 11" Drilled & slotted rotors
- Big bore calipers (with 20% more clamping force)



1966 Nova, Wayne Long built by Hayman Creations

* See page 36 for u-joints, power steering flow valves, and power steering hose kits.
* LSx engines require Holley 302-3 oil pan.

Included Products:

- Greater rear axle control and dramatically improved handling
- Torque Arm allows bind free articulation
- Adjustable Link bars eliminate wheel hop
- Driveshaft loop provides added safety
- Subframe connectors add rigidity
- All TIG welded for the highest quality and strength
- True bolt-in with no cutting into the floor required
- Lowered stance and center of gravity
- Adjustable pinion bars make pinion angle changes a breeze
- 1 1/2" High Performance Link Bars handle big power



1966 Nova, Andy "The Nova Guy" Mule



1967 Nova SS, LT4, Mike McKee

STREET DRIVEN / TRACK PROVEN



Currie 9" Rear Axle



2" Big Block Headers



1 1/2" Small Block Headers



LT Long Tube Headers



LS Long Tube Headers



'62-67 Nova
DSE Mini-Tubs



LS/LT Engine Mounts



12" with 4 Piston Calipers



13" with 6 Piston Calipers



Single Adjustable Coil-Over



Triple Adjustable Coil-Overs



Ridetech Front Shockwaves



Single Adjustable Coil-Over



Triple Adjustable Coil-Overs



Ridetech Rear Shockwaves



Ridetech R-Joint



Anti-Roll Bar Kit (Plain)





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LEARN MORE



Shown with optional
12" Wilwood brake kit



*Optional down bars

'68-74 NOVA PRO-TOURING IFS



2" Big Block Headers



1 1/4" Small Block Headers



LT Long Tube Headers



LS Long Tube Headers



Wilwood Calipers (1/8" Pipe) pr
Braided Brake Hose Kits



LS/LT Engine Mounts



12" with 4 Piston Calipers



14" with 6 Piston Calipers

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:

- Complete tubular bolt-in front clip
- RideTech Single Adjustable Coil-Over Shocks
- Black powder coated springs
- Bolt-in multi position transmission mount is included
- Greasable urethane bushings
- Moog K772 upper ball joints
- Moog K719 lower ball joints
- 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 or Stock Height)
- Small Block Engine Brackets
- Aluminum inner fender panels
- 11" Drilled & slotted zinc plated rotors
- Big bore calipers (with 20% better clamping force)

Features & Benefits:

- Lowered stance and center of gravity
- True bolt-in with no cutting or welding required
- Dramatically improves handling and braking
- 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
- Greasable urethane bushings
- All TIG welded for the highest quality and strength

* See page 36 for u-joints, power steering flow valves, and power steering hose kits.
* LSx engines require Holley 302-3 oil pan.



1969 Nova
Jeremy Schmidt,
FiTech



Single Adjustable Coil-Over

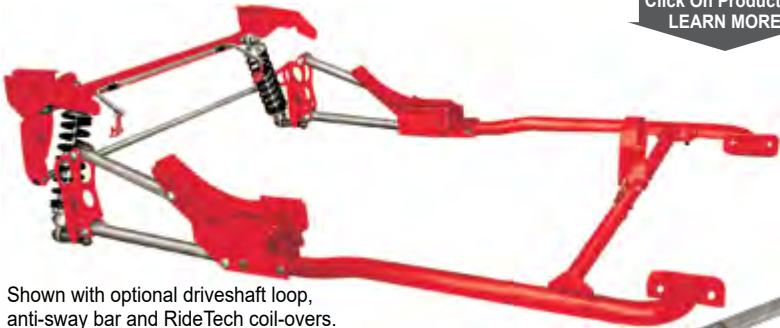


Triple Adjustable Coil-Over

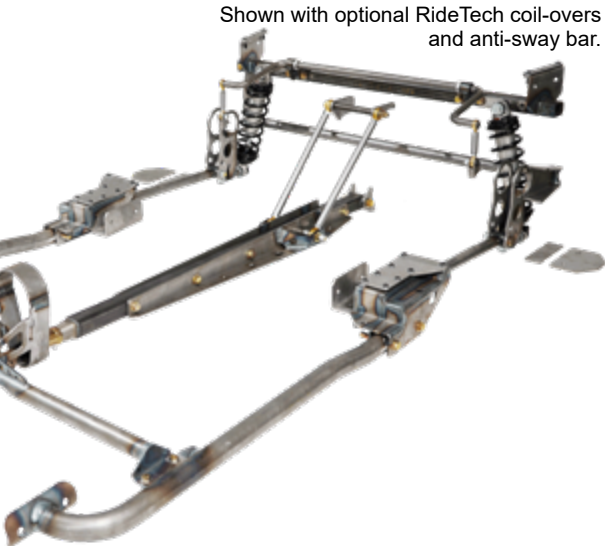


Ridetech Front Shockwaves

Click On Product To
LEARN MORE



Shown with optional driveshaft loop,
anti-sway bar and RideTech coil-overs.
*Painting & Powder Coating For Display Only



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

4-LINK REAR SUSPENSION

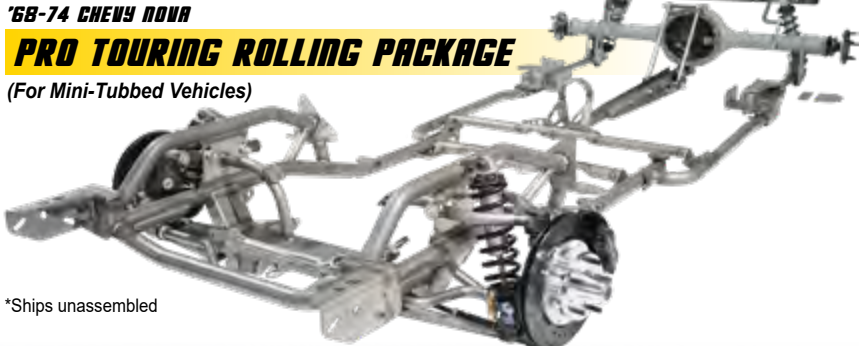
The 1968-1974 Chevy Nova 4-Link Rear Suspension assembly is engineered for Street and Strip Applications. This is the strongest bolt in 4-Link available on the market today. Your chassis is strengthened by way of sub-frame connectors and optional drive shaft loop. This 4-Link kit will firmly plant the 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 1/4" 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

Features & Benefits:

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



*Ships unassembled



Single Adjustable Coil-Over



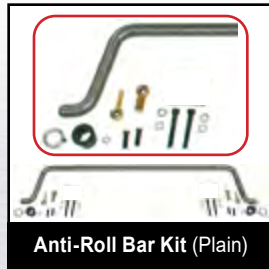
Triple Adjustable Coil-Over



Ridetech Rear Shockwaves



Ridetech R-Joint



Anti-Roll Bar Kit (Plain)

TORQUE ARM REAR

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

Features & Benefits:

- Dramatically improve handling
- Eliminates bind during articulation
- Strengthens the chassis
- Driveshaft loop provides added safety
- Lowered stance and center of gravity
- True bolt-in with no cutting into the floor required
- All TIG welded for the highest quality & strength



1970 Nova
Cambra Speed Shop



Currie 9" Rear Axle





COMING
4TH QUARTER 2025!
**'73-87 BLAZER
4X4 CHASSIS**

**1963-1987 CHEVY K10
1969-1972 K5 BLAZER** **PRO1 4X4 CHASSIS**

We are proud to offer our new **Pro1 4x4 Chassis for the 1963-1987 Chevy K10 and 1969-1972 K5 Blazer**. Using 50+ years of design and engineering expertise, we start with 10 laser-cut frame pieces of U.S. derived .134w steel. The frame rails are unique, featuring a Triple Rail Frame rail called #BoxedBeam, with 3 vertical frame pieces in each rail. The frame rails are fixture welded and ground smooth, then placed into a chassis fixture where we add front and rear crossmembers and a new center section to work around the driver-side output transfer case. Our engineers widened the rails ahead of the cab and narrowed them behind, allowing more room for headers and steering components up front, and mounting the shocks outside the frame rails for maximum roll stiffness and room for 37"x12" tires. The center section and driveshaft loop are made of 1"x2" .120w rectangle tubing and .1875" gusset plates, allowing for 3" round tube exhaust. The chassis is built around late model LS/LT engine/trans platforms using a driver-side output Atlas Transfer Case.

We relied on RockJock for durable and readily available steering components, including a Borgeson steering box for 1966-1977 Broncos and Jeep JL-based knuckles and tie rods. The 5x5 bolt pattern hubs fit up to 37" tires while maintaining full turning radius, travel, and articulation. Working with Currie Enterprises & RockJock, we designed strong, multi-functional front and rear 4-Link suspensions with minimal wheelbase change and maximum roll control. The chassis features Fox adjustable coil-overs, RockJock Johnny Joints, and Antirock anti-sway bars. Standard Currie high pinion 44 (Front) & 60 (Rear) axles include 4.56 gears, Tru-Trac Posi, and 1350 Yokes, with optional Full Floater rears and Lockers.

Whether you're cruising down the highway, flying across the desert or climbing up the mountainside we have you covered. This is the most well thought out & executed '63-87 K10 and '69-72 K5 Blazer 4x4 Chassis available today.

Features & Benefits:

- This new chassis design is engineered for incredible strength, rigidity & roughly 7 inches of lift
- Factory profile, Triple Wall #BoxedBeam frame rails offer exceptional torsional rigidity while providing easy bolt-in installation
- 8-Piece center section adds strength while allowing exhaust & transfer case clearance
- Front Frame rails have been widened for extra header clearance
- Rear Frame rails have been narrowed to allow the coil-overs to be mounted outside the rails to provide the most roll control
- Integrated driveshaft loop provides additional peace of mind
- Currie 44 & 60 Axles provide rugged off-road capability while maintaining proper bearing lubrication for the street

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

- Front 4-Link Suspension design provides 12" of wheel travel with minimal lateral movement throughout
- Rear 4-Link Suspension design provides 12" of wheel travel with fully adjustable anti-squat adjustments for multi-purpose use
- Fox fully adjustable coil-overs provide full control of ride comfort, height and performance
- Fox bump stops add another tuning tool to the mix by adjusting the final 2" of wheel travel to suit your needs
- RockJock Antirock anti-sway bars are fully adjustable in small increment to fine tune your desired roll control
- RockJock Forged steering knuckles are based off 2018-present Jeep JL so parts are readily available including brake upgrades
- 3/16" Heavy duty cross member gussets provide superior strength and additional clearance for the driver-side outlet transfer case
- Engine and Transmission mounts are integral to strength and proper engine placement
- Fully plumbed brake lines shorten build time
- All TIG welded for the highest quality and strength
- All TCI Engineering chassis come with our Dual Warranty: 6 Year/60,000 Mile on Wear & Tear items + Lifetime on TCI Manufactured items



Talk to Sales Tech
800-984-6259

Click to Learn More:
['63-87 K10 4X4 CHASSIS >](#)
['69-72 K5 4X4 CHASSIS >](#)

Included Products:

PRO1 4x4:

- Complete chassis with all cab, bed, engine, transmission, & core support mounts
- Currie 44 Front Axle with 4.56 gears, Tru-Trac Posi, 35 spline inner/32 Spline outer axles, Heavy Duty axle tubes, 2018-Present Jeep JL disc brakes
- RockJock Forged 2018-Present Jeep JL knuckles and Outer Tie Rods
- Custom Heavy Duty Drag Link, Tie Rod, & front Panhard bar
- Borgeson Steering Box – Commonly used 1966-1977 Ford Bronco design
- Currie 60 Rear Axle with 4.56 gears, Tru-Trac Posi, 35 Spline Axles, Heavy Duty axle tubes, 1350 Yoke, skid plate, & 12" Disc Brake kit with GM Calipers
- Custom Front & Rear 4-Link with 2"x.250w DOM tubing with RockJock Johnny Joints
- Fox 2.5"x12" Performance Series Coil-overs with remote reservoirs
- Fox 2" Race Series Bump Stops
- Fox Steering Stabilizer
- RockJock Antirock Adjustable Anti-sway bars
- Custom stainless brake lines terminated at the driver-side toe board

PRO2 4x4:

Includes ALL of Level 1 PLUS:

- Upgrade front/rear brakes from Standard to 13" Wilwood Superlite / 6-piston front and 4-piston rear.
- Fox upgraded ATS steering stabilizer.

PRO3 4x4:

Includes ALL of Level 2 PLUS:

- Upgrade front/rear brakes 14" Wilwood Aero 6-piston front and 4-piston rear.
- 7075 billet aluminum link bars front and rear.



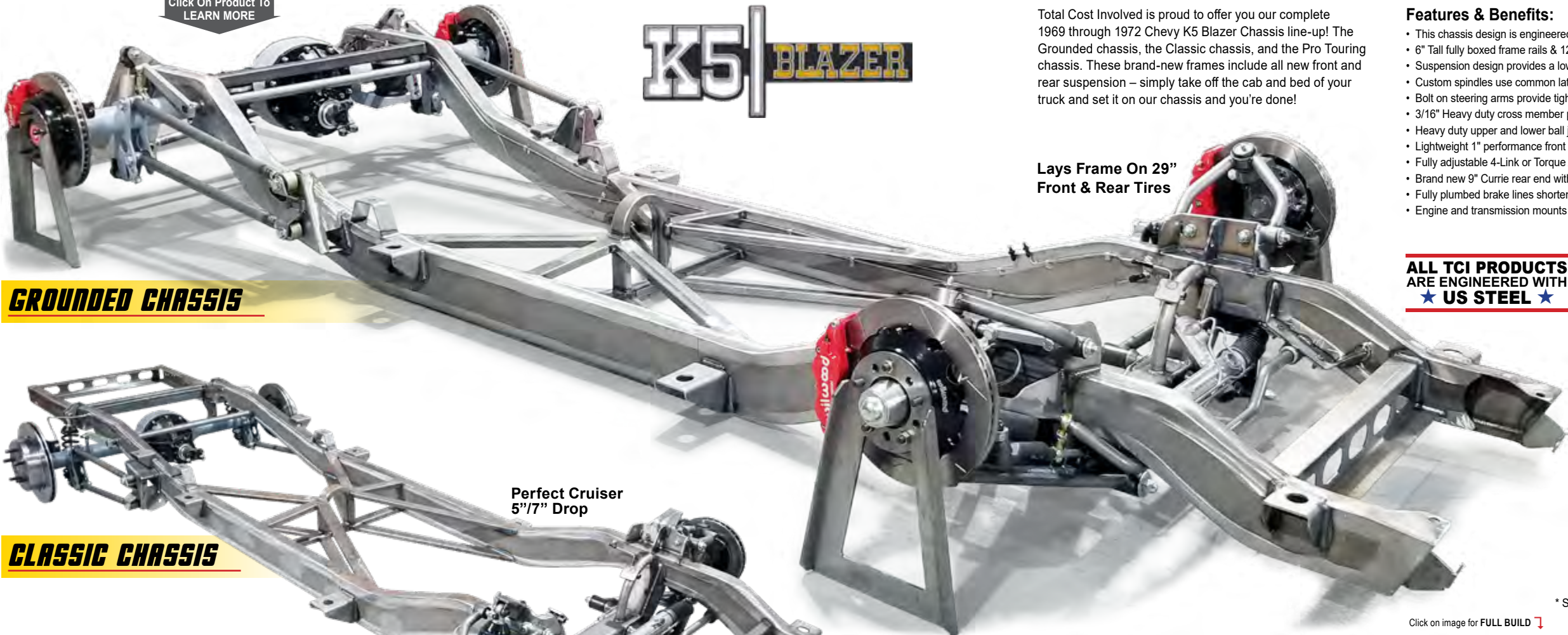
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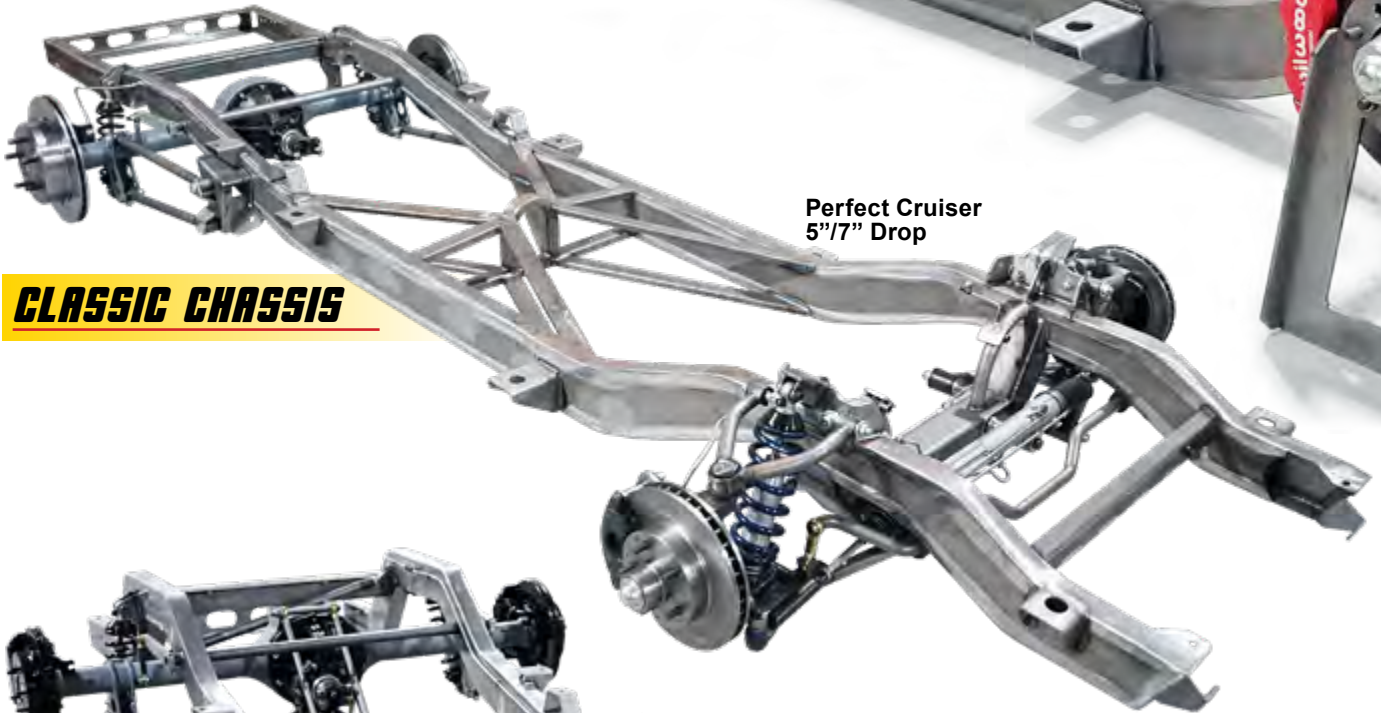




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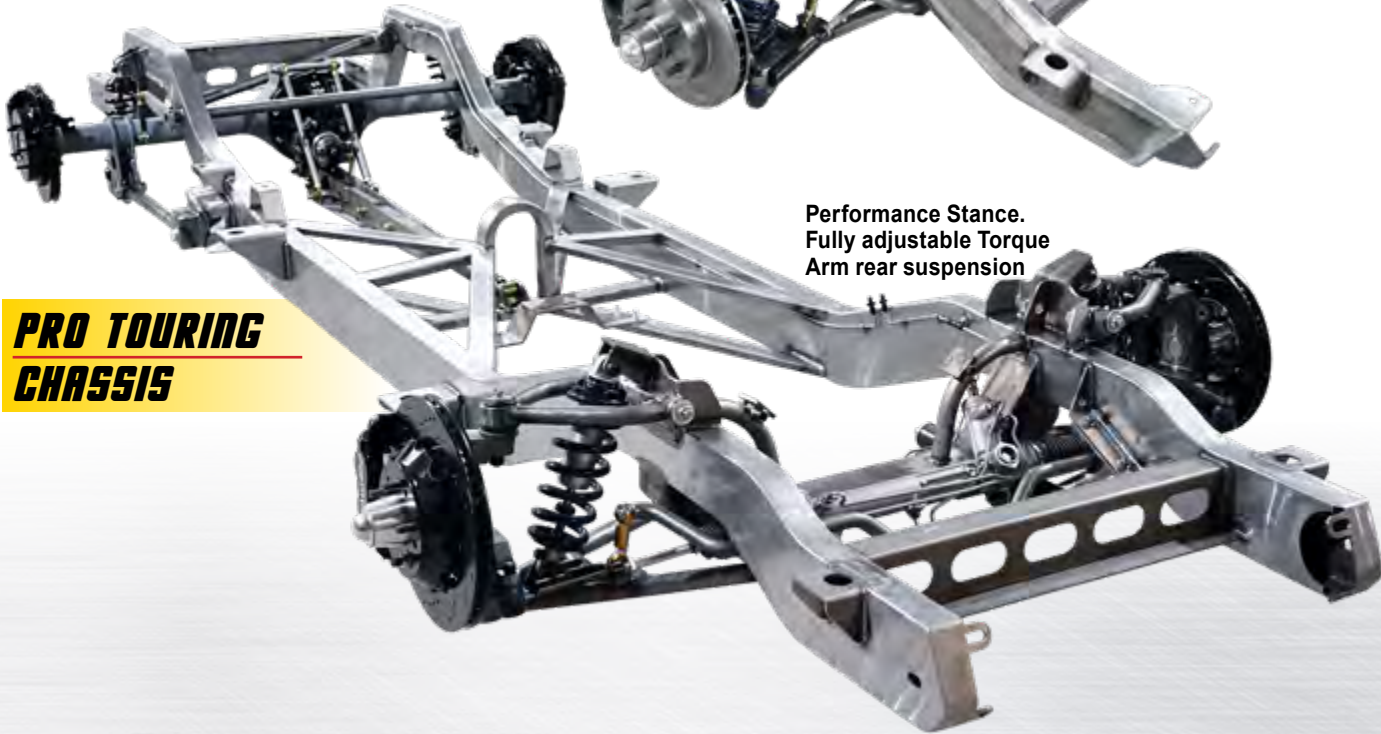


GROUNDED CHASSIS



Perfect Cruiser
5"/7" Drop

CLASSIC CHASSIS



Performance Stance.
Fully adjustable Torque
Arm rear suspension

PRO TOURING
CHASSIS

Total Cost Involved is proud to offer you our complete 1969 through 1972 Chevy K5 Blazer 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!

Lays Frame On 29"
Front & Rear Tires

Features & Benefits:

- This chassis design is engineered for excellent ride quality yet retain the utility of a pickup
- 6" Tall fully boxed frame rails & 12-piece center section adds strength while still allowing exhaust clearance
- Suspension design provides a lowered stance while gaining ground clearance
- Custom spindles use common late model K5 brakes but improve geometry to provide excellent handling
- Bolt on steering arms provide tight turning radius and proper Ackerman angle
- 3/16" Heavy duty cross member provides superior strength
- Heavy duty upper and lower ball joints & control arms provide added strength & safety
- Lightweight 1" performance front anti-roll bar provides superior handling characteristics
- Fully adjustable 4-Link or Torque Arm rear suspension provides flexibility between drivability, performance & comfort
- Brand new 9" Currie rear end with 6 year/60,000 mile warranty offers peace of mind for years to come
- Fully plumbed brake lines shorten fabrication time
- Engine and transmission mounts are pre-installed allowing your drivetrain combo to drop right in

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

Included Products:

- Complete front suspension with disc brakes
- Complete frame with center section
- Complete rear suspension
- 9" Hot Rod Currie housing with your choice of gear set (3.00 – 4.56)
- 31 Spline axles with new tapered bearings, seals and axle studs
- 12" Hi-Tech Rear Disc (GM Caliper)
- Custom steel brake lines terminated just under the cab
- Hand fabricated 3/8" stainless air lines
- Small block engine and automatic transmission mounts
- All cab, bed, bumper, core support mounts



1970 K5 Blazer - Ryan Buck

* See page 36 for u-joints, power steering flow valves, and power steering hose kits.



1972 K5 Blazer - Drive Auto Collision

Click on image for **FULL BUILD**



13" with 6 Piston Calipers



14" with 6 Piston Calipers



Wilwood Pro Spindle



Posi Unit (TwinTrac)



Rear anti-sway bar



Single Adjustable Coilovers



Triple Adjustable Coilovers



Ridetech Shockwaves



Ridetech R-Joints



Currie F9 Housing

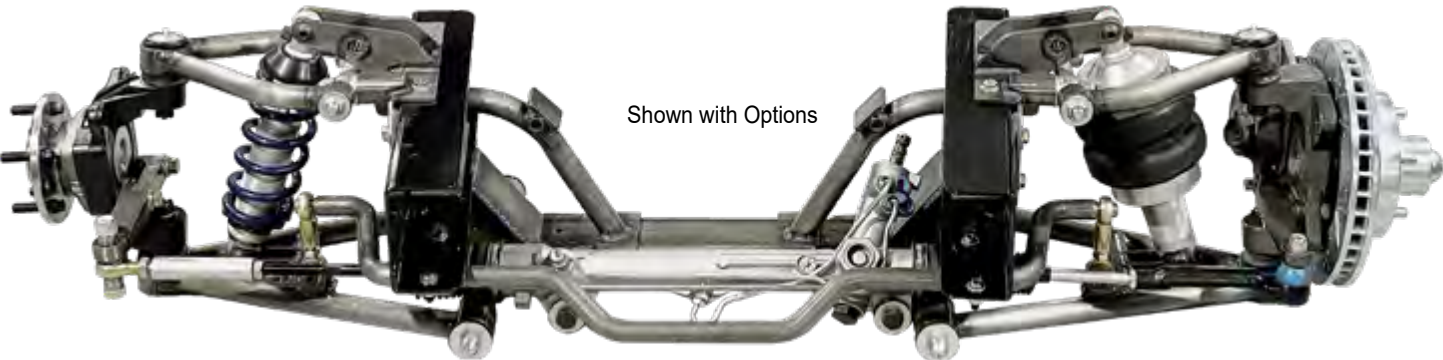


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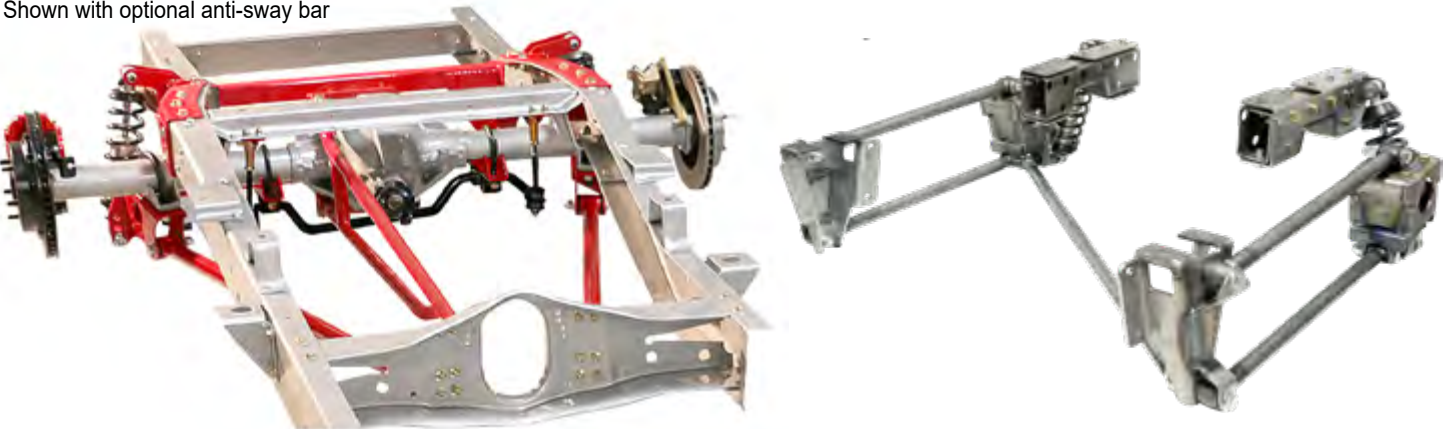


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LEARN MORE



Shown with Options

Shown with optional anti-sway bar



*Painting & Powder Coating For Display Only

'63-87 C10 & '69-91 K5 BLAZER PRO-TOURING IFS

1963-1987 Chevy C10 and '69-91 K5 Blazer 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 TIG welded for the highest quality and strength

Included Products:

- Custom TCI Engineering Modular heavy duty truck spindle design
- Bolt-on crossmember
- Bolt-on upper control arm and shock mount
- Ridetech Single Adjustable Coil-Over Shocks
- Black powder coated coil springs
- 1" Performance anti-sway bar
- 1 1/8" x .156w U.S. DOM steel upper tubular A-arms
- 1 1/4" x .120w U.S. DOM steel lower tubular A-arms
- Power rack and pinion standard
- 12" Vented rotors
- 5 x 5" Truck bolt pattern
- Big bore calipers
- Energy suspension - polyurethane greasable bushings
- Engine stands to accept: small block, big block and LS engines (Optional mounting brackets and oil pan required with LS)

* See page 36 for u-joints, power steering flow valves, and power steering hose kits.



1974 Chevy C10 'Sabotage' Reiss Racing



1970 K5 Blazer, Ryan Buck

'63-72 C10 TORQUE ARM REAR

1963-1972 Chevy C10 Truck 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
- 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 TIG 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
- 1 1/2" x .156w U.S. DOM trailing arms with adjustable & greasable 2" Johnny Joints
- Heavy duty rear coil-over Crossmember and brackets
- 1 1/2" 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



1972 Chevy C10
Apex Classics & Customs

'73-87 C10 4-LINK REAR

1973-1987 Chevy C10 Truck 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
- True bolt-in with no cutting into the bed required
- Reduced unsprung weight
- All TIG 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

Click on image for FULL BUILD



"We knocked it out in two days, real simple instructions, easy to follow, everything bolted right on like it should, I couldn't be happier with the kit itself!"
- Joe Molina, '78 C10

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Wilwood Pro Spindle



Slosh Tubz Inner Fenders



LS/LT Engine Mounts



LS Long Tube Headers



Wilwood Calipers (1/8" Pipe) (pr)
Braided Brake Hose Kits



6 x 5 1/2" Bolt Pattern (GM style only)



13" with 6 Piston Calipers



14" with 6 Piston Calipers



Ridetech Single Adjustable Coil-Over



Ridetech Triple Adjustable Coil-Over



Ridetech Front Shockwaves



Ridetech Single Adjustable Coil-Over



Ridetech Triple Adjustable Coil-Over



Ridetech Rear Shockwaves



Anti-Roll Bar Kit (Plain)



Currie 9" Axle



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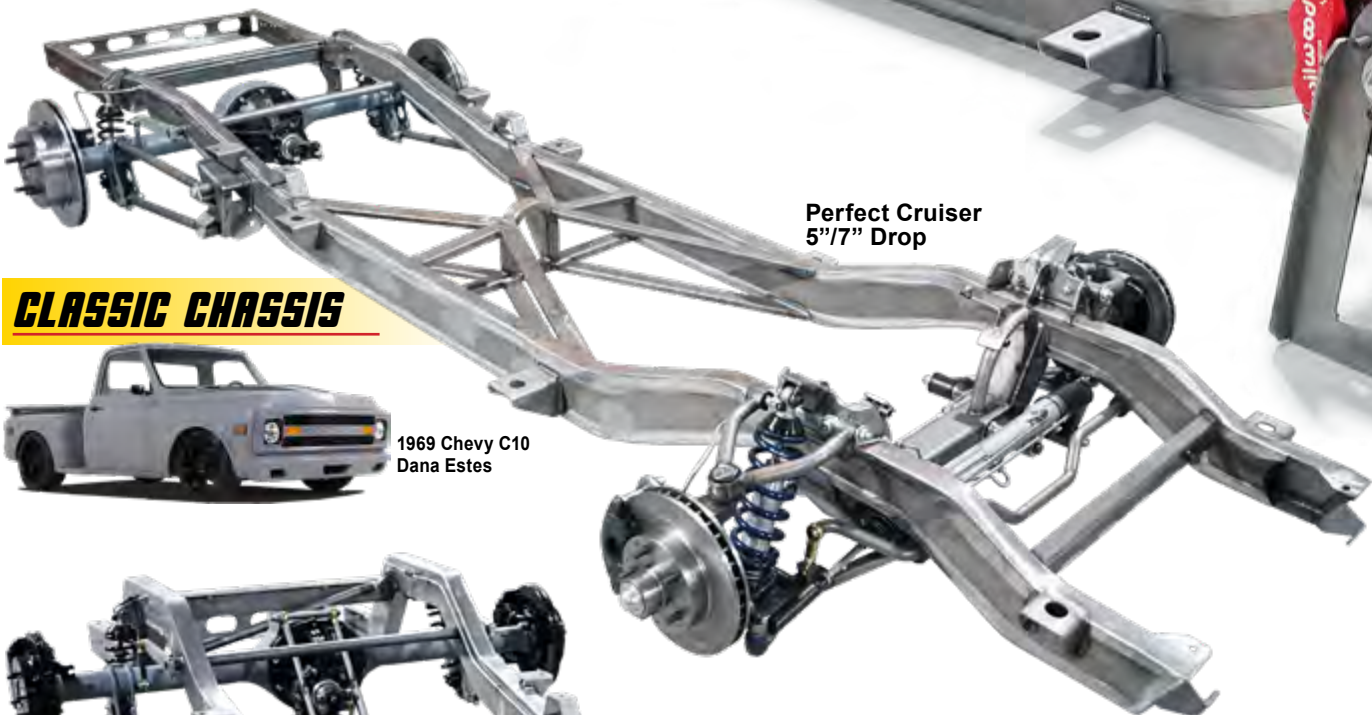


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1968 GMC C15
Gas Monkey Garage



GROUNDING CHASSIS

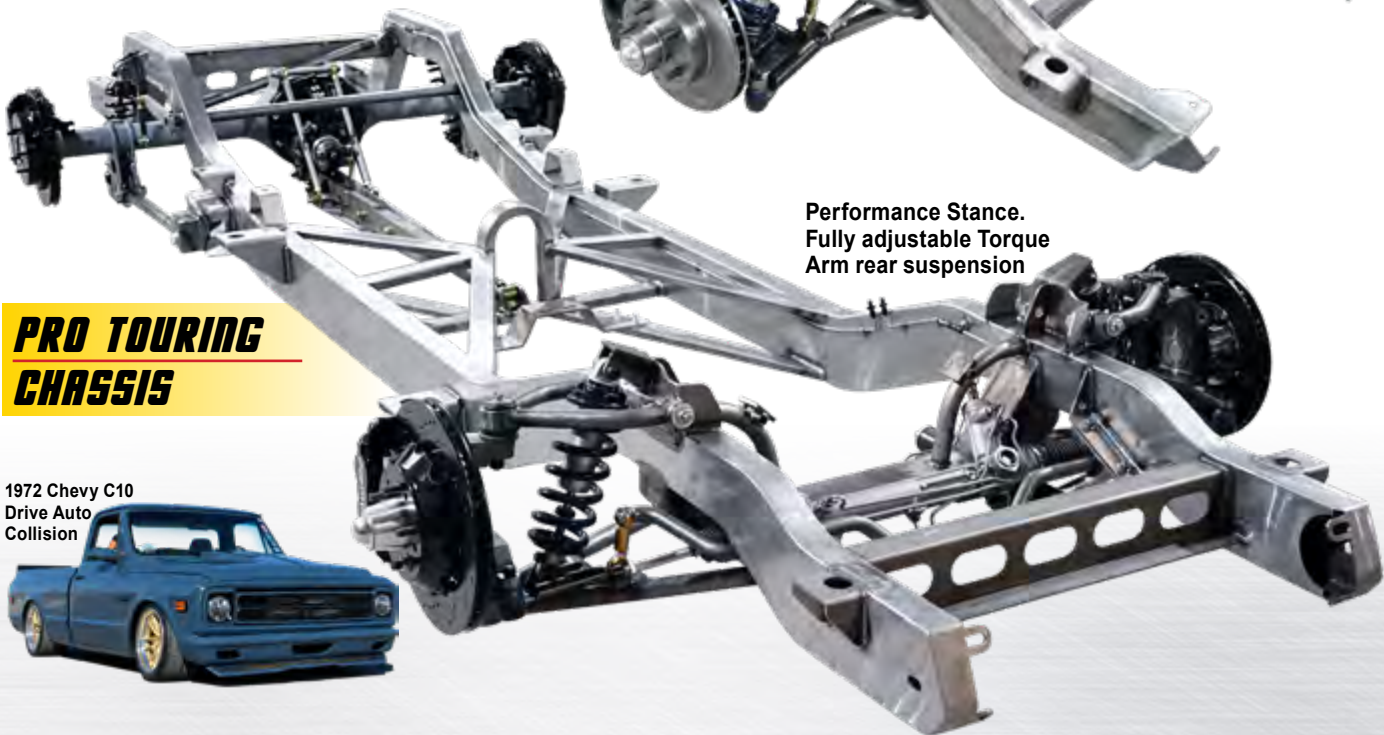


Perfect Cruiser
5" / 7" Drop

CLASSIC CHASSIS



1969 Chevy C10
Dana Estes



Performance Stance.
Fully adjustable Torque
Arm rear suspension

PRO TOURING
CHASSIS



1972 Chevy C10
Drive Auto
Collision

Total Cost Involved is proud to offer you our complete 1963 through 1987 Chevrolet C10 Chassis line-up! The Grounding 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!

Lays Frame On 29"
Front & Rear Tires



ALL TCI PRODUCTS
ARE ENGINEERED WITH
★ US STEEL ★

Features & Benefits:

- This chassis design is engineered for excellent ride quality yet retain the utility of a pickup
- 6" Tall fully boxed frame rails & 12-piece center section adds strength while still allowing exhaust clearance
- Suspension design provides a lowered stance while gaining ground clearance
- Custom spindles use common late model C10 brakes but improve geometry to provide excellent handling
- Bolt on steering arms provide tight turning radius and proper Ackerman angle
- 3/16" Heavy duty cross member provides superior strength
- Heavy duty upper and lower ball joints & control arms provide added strength & safety
- Lightweight 1" performance front anti-roll bar provides superior handling characteristics
- Fully adjustable 4-Link or Torque Arm rear suspension provides flexibility between drivability, performance & comfort
- Brand new 9" Currie rear end with 6 year/60,000 mile warranty offers peace of mind for years to come
- Fully plumbed brake lines shorten fabrication time
- Engine and transmission mounts are pre-installed allowing your drivetrain combo to drop right in

Included Products:

- Complete front suspension with disc brakes
- Complete frame with center section
- Complete rear suspension
- 9" Hot Rod Currie housing with your choice of gear set (3.00 – 4.56)
- 31 Spline axles with new tapered bearings, seals and axle studs
- 12" Hi-Tech Rear Disc (GM Caliper)
- Custom steel brake lines terminated just under the cab
- Hand fabricated 3/8" stainless air lines
- Small block engine and automatic transmission mounts
- All cab, bed, bumper, core support mounts



* See page 36 for u-joints, power steering flow valves, and power steering hose kits.



Slosh Tubz Inner Fenders



1969 Chevy C10 - Wally Logan
built by Barry's Speed Shop

Click on image for FULL BUILD



13" with 6 Piston Calipers



14" with 6 Piston Calipers



Wilwood Pro Spindle



Posi Unit (TwinTrac)



Rear anti-sway bar



Single Adjustable Coilovers



Triple Adjustable Coilovers



Ridetech Shockwaves

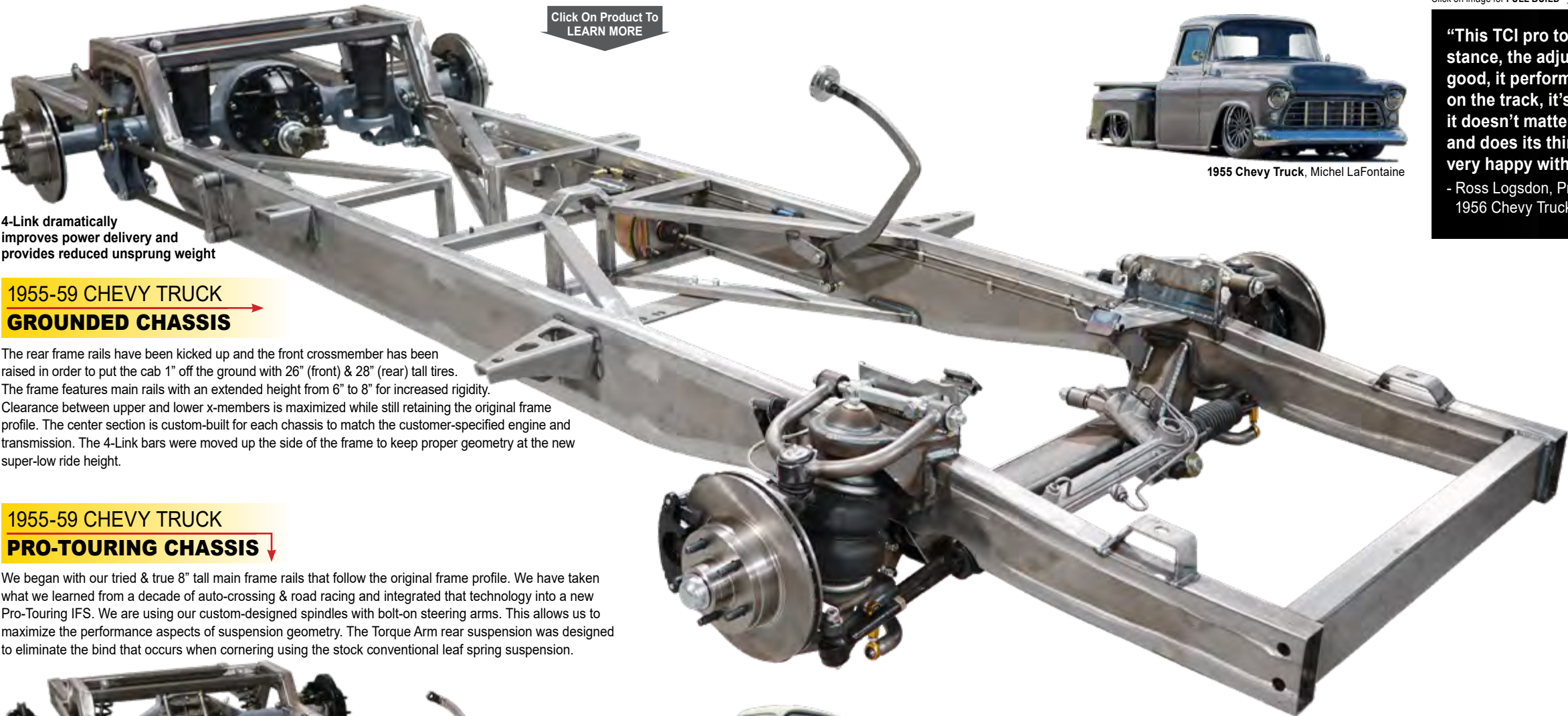


Ridetech R-Joints



Currie F9 Housing





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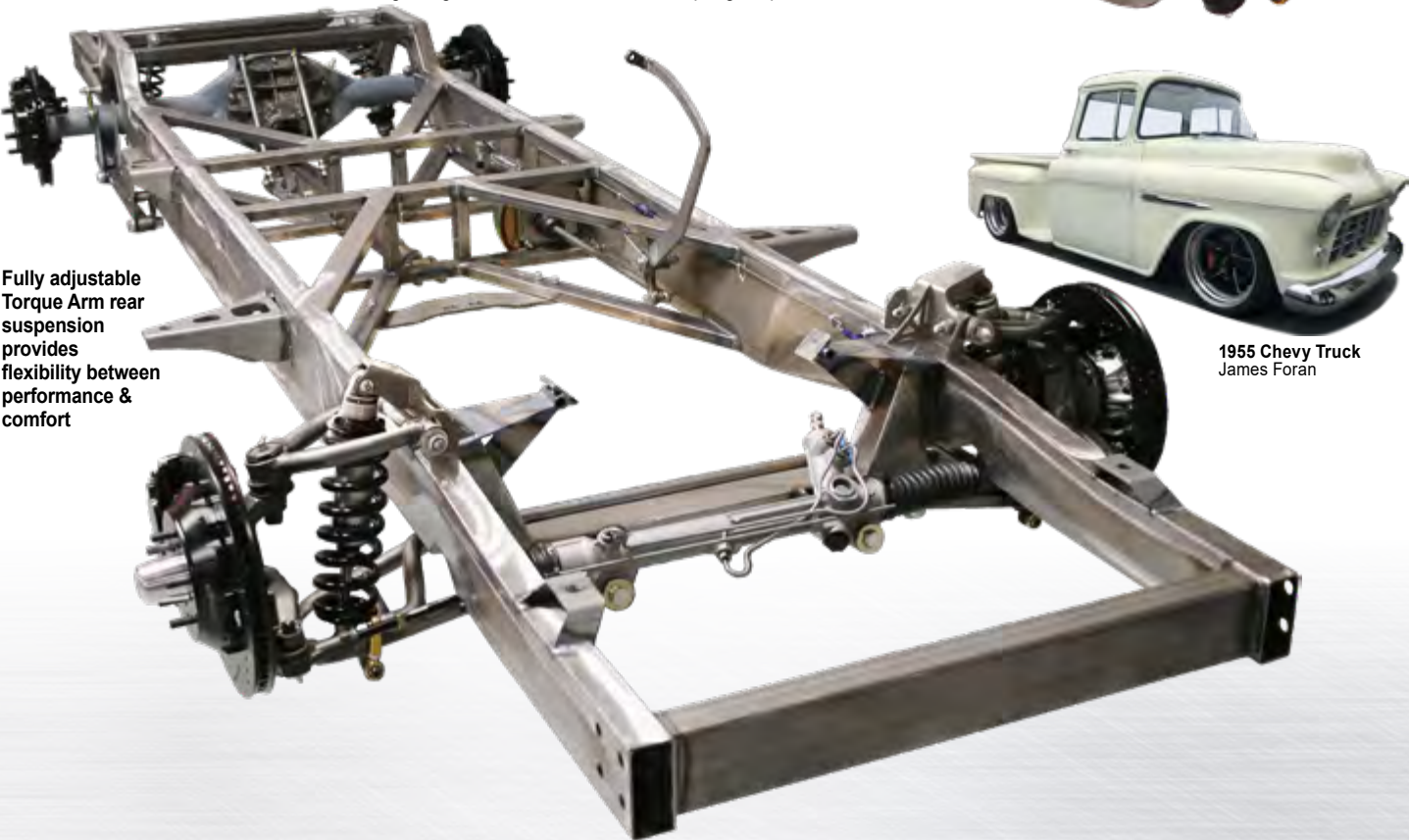
4-Link dramatically
improves power delivery and
provides reduced unsprung weight

1955-59 CHEVY TRUCK
GROUNDED CHASSIS

The rear frame rails have been kicked up and the front crossmember has been raised in order to put the cab 1" off the ground with 26" (front) & 28" (rear) tall tires. The frame features main rails with an extended height from 6" to 8" for increased rigidity. Clearance between upper and lower x-members is maximized while still retaining the original frame profile. The center section is custom-built for each chassis to match the customer-specified engine and transmission. The 4-Link bars were moved up the side of the frame to keep proper geometry at the new super-low ride height.

1955-59 CHEVY TRUCK
PRO-TOURING CHASSIS

We began with our tried & true 8" tall main frame rails that follow the original frame profile. We have taken what we learned from a decade of auto-crossing & road racing and integrated that technology into a new Pro-Touring IFS. We are using our custom-designed spindles with bolt-on steering arms. This allows us to maximize the performance aspects of suspension geometry. The Torque Arm rear suspension was designed to eliminate the bind that occurs when cornering using the stock conventional leaf spring suspension.



Fully adjustable
Torque Arm rear
suspension
provides
flexibility between
performance &
comfort



1955 Chevy Truck
James Foran



1955 Chevy Truck, Michel LaFontaine

Click on image for FULL BUILD

"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 does its thing. We are very happy with it."

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



Features & Benefits:

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

Included Products:

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



LS Long Tube Headers

ALL TCI PRODUCTS
ARE ENGINEERED WITH
★ US STEEL ★

* See page 36 for u-joints, power steering flow valves, and power steering hose kits.



LS/LT Engine Mounts



Manual Transmission Upgrade



Rear anti-sway bar



(Your choice of rear wheel width up to 16)

Pro Street Upgrade



Posi Unit (TwinTrac)



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



14" with 6 Piston Calipers



Currie F9 Housing

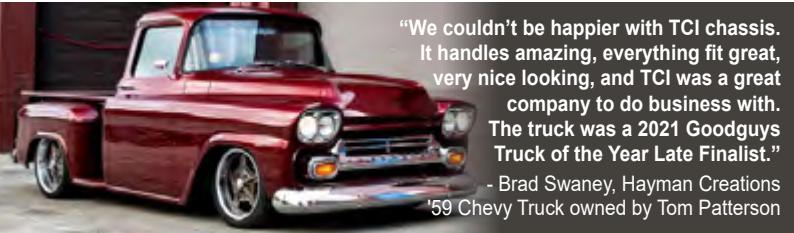




Click On Product To
LEARN MORE

1955-59 CHEVY TRUCK
CUSTOM IFS CHASSIS

- Custom spindle and bolt on steering arm provides superior performance and ride quality
- Offset Eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
- Ridetech Coilovers provide 1,000,001 Mile Warranty
- Equal length adjustable 4-link bars eliminate wheel hop



"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 Swaney, Hayman Creations '59 Chevy Truck owned by Tom Patterson

1955-59 CHEVY TRUCK
COIL SPRING IFS CHASSIS

- Redesigned upper control arm mounting brackets provides easy alignment, tuning adjustability and control of camber and caster
- 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



1955 Chevy 3100 - Walt Nelson

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) | 59½" |
| Rear Wheel Mounting | 60" standard/custom widths available |
| Weight As Pictured | 1,120 lbs. |

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.

ALL TCI PRODUCTS
ARE ENGINEERED WITH
★ US STEEL ★

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
- 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.
- All TIG welded for the highest quality & strength

Included Products:

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



LS Long Tube Headers



Air Spring Conversion Kit (F&R)



Rear anti-sway bar



Single Adjustable Shock (Rear)



Single Adjustable Shock (Front)



Ridetech Shockwaves



LS/LT Engine Mounts



Manual Transmission Upgrade



Torque Arm Rear Suspension



Pro Street Upgrade



Posi Unit (TwinTrac)



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



14" with 6 Piston Calipers



Currie F9 Housing



1947-1954 Chevy Truck Chassis (1/2 Ton)



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.

1947-54 CHEVY TRUCK
CUSTOM IFS CHASSIS

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ARE ENGINEERED WITH
★ US STEEL ★



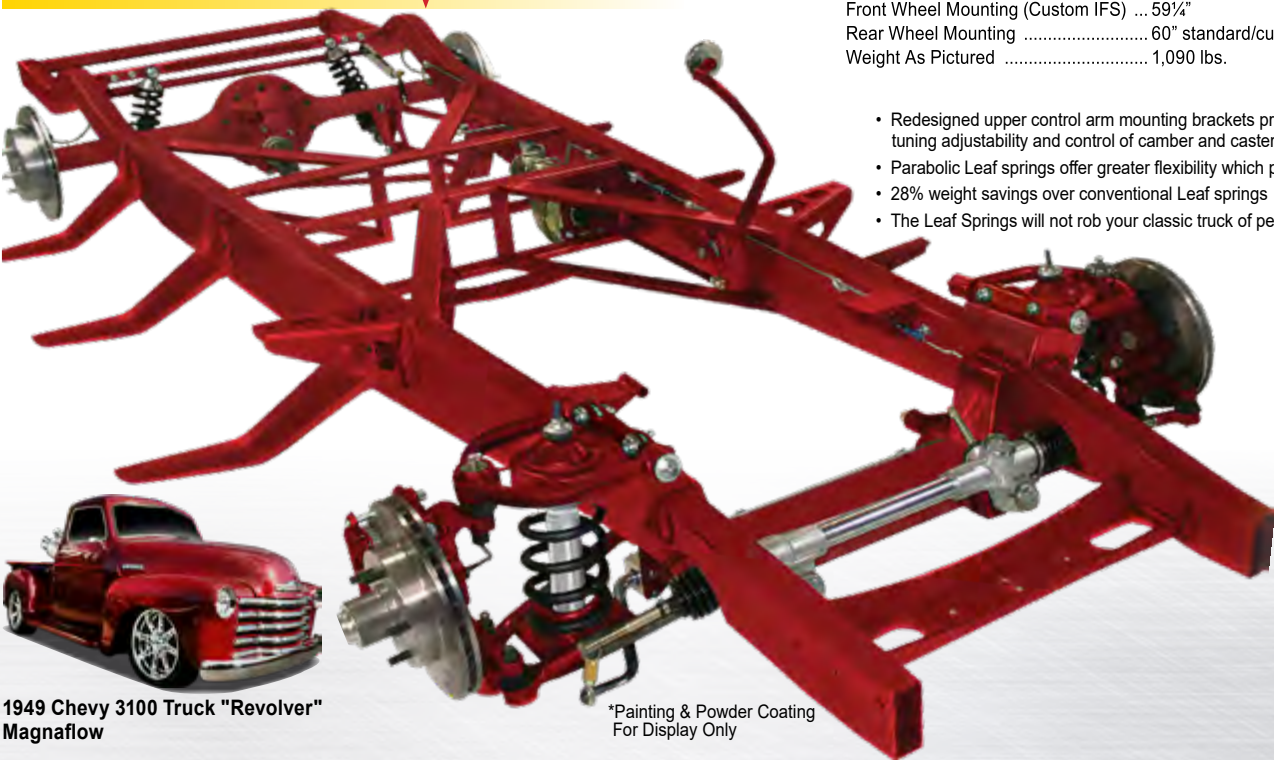
1952 Chevy "Ultimate" 3100,
Apicella Designs

*Painting & Powder Coating
For Display Only

AVAILABLE!

'54 & '55
1st Series
Truck

1947-54 CHEVY TRUCK
COIL SPRING IFS CHASSIS



1949 Chevy 3100 Truck "Revolver"
Magnaflow

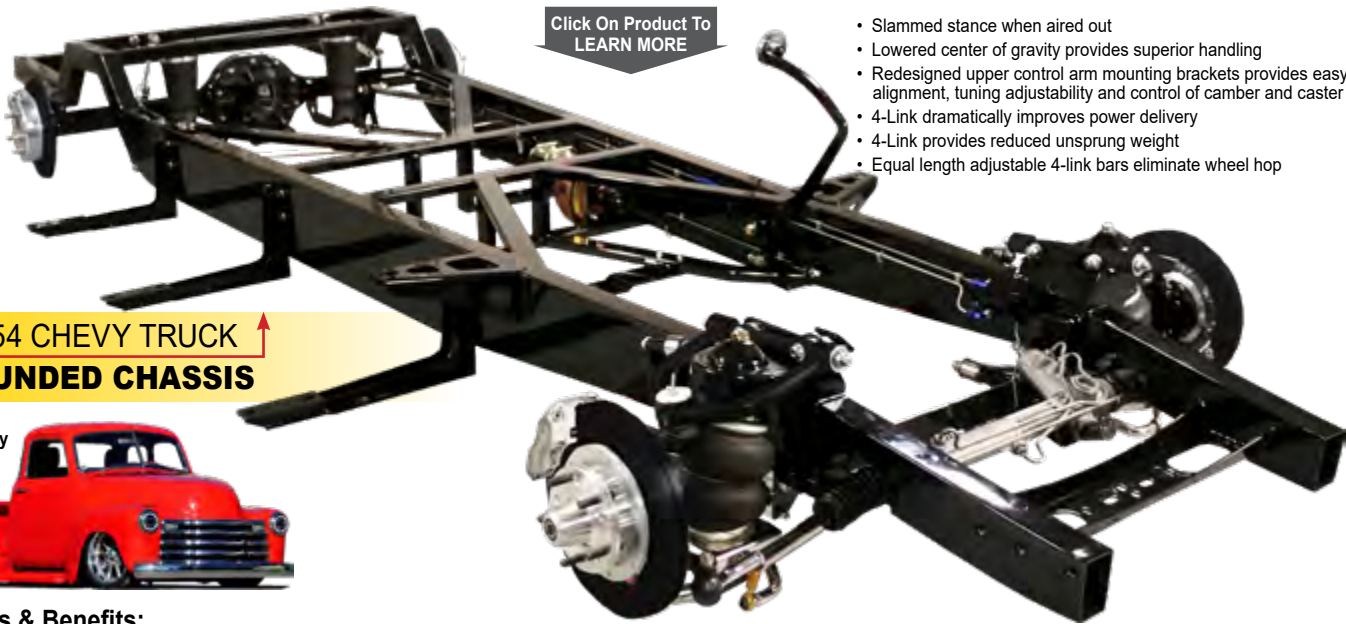
*Painting & Powder Coating
For Display Only

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. |

- Redesigned upper control arm mounting brackets provides easy alignment, tuning adjustability and control of camber and caster
- 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

1947-1954 Chevy Truck Chassis (1/2 Ton)



1947-54 CHEVY TRUCK
GROUNDED CHASSIS

1953 Chevy
Truck
Sal Seeno

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
- 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.
- All TIG welded for the highest quality & strength

Included Products:

- Complete frame with center section
- Complete front suspension with disc brakes
- Complete rear suspension
- 9" Hot Rod Currie housing with your choice of gear set (3.00 - 4.56) and drum brakes
- Custom steel brake lines terminated just under the cab
- 31 Spline axles and 11" drum brakes
- Pedal assembly with master cylinder and booster
- Wilwood proportioning & check valves
- Small block engine and automatic transmission mounts
- Running board brackets
- All cab, bed, bumper, core support mounts



* See page 36 for u-joints,
power steering flow valves,
and power steering hose kits.



(4-Link Only)

Single Adjustable Shock (Rear)



(ONE MILLION+ MILE WARRANTY)

Single Adjustable Shock (Front)



(Air Ride Technologies)

Ridetech Shockwaves



(MIL-4-Link only)

Air Spring Conversion Kit (F&R)



Rear anti-sway bar



LS/LT Engine Mounts



Manual Transmission Upgrade



(Upgrade from 4-Link)

Torque Arm Rear Suspension



(Your choice of rear wheel width up to 16)

Pro Street Upgrade



Posi Unit (TwinTrac)



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



14" with 6 Piston Calipers



Currie F9 Housing





Click On Product To
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Shown with options

Click On Product To
LEARN MORE



Shown with options

'37-59 CHEVY TRUCK COIL-SPRING IFS

Click on image for FULL BUILD



1946 Chevy Pickup - Flippin' RVs



1951 Chevy Pickup - The Paint Shop

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.

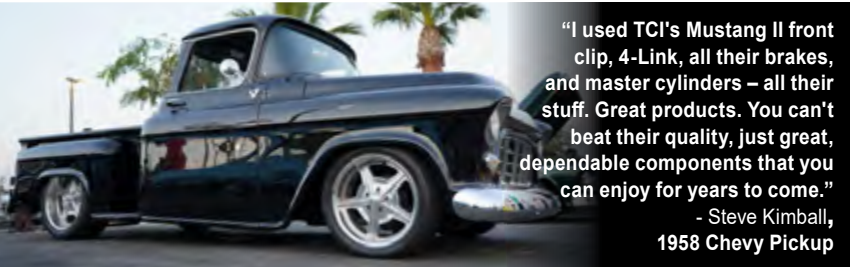
Features & Benefits:

- 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
- 1" x .156w US DOM tubular upper A-arms
- 1 1/8" x .156w U.S. DOM tubular lower A-arms
- Spindles (2" Drop or Stock Height)
- 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

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



Single Adjustable Shock



Air Spring Conversion Kit (F&R)



14" with 6 Piston Calipers



13" with 6 Piston Calipers



12" with 4 Piston Calipers



11" with 4 Piston Calipers



6 x 5 1/2" Bolt Pattern (GM style only)

'47-59 CHEVY TRUCK CUSTOM IFS

Click on image for FULL BUILD



1953 Chevy Drag Truck
Erica Martin



1956 Chevy Pickup - Nikki Bunn

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)
- 1 1/8" x .156w U.S. DOM tubular upper & lower A-arms
- Spindles (2" Drop or Stock Height)
- 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

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



1949 Chevy 3100 Havoline Truck,
built by Gas Monkey Garage



Single Adjustable Shock



Triple Adjustable Coil-Overs



Ridetech Shockwaves



6 x 5 1/2" Bolt Pattern (GM style only)



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



14" with 6 Piston Calipers





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'55-59 CHEVY TRUCK PRO-TOURING IFS

Click on image for FULL BUILD



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

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 the 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
- Spindles (2" Drop or Stock Height)
- 11" Drilled & slotted rotors
- Big bore calipers (with 20% more clamping force)

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



Triple Adjustable Coil-Overs



Ridetech Shockwaves



78 & Up GM Caliper
Wilwood Calipers (1/8" Pipe)

Braided Brake Hoses



1956 Suburban
Gary Salter



14" with 6 Piston Calipers



13" with 6 Piston Calipers



12" with 4 Piston Calipers



11" with 4 Piston Calipers



LS/LT Engine Mounts



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'55-59 Chevy Truck Shown

4-LINK REAR SUSPENSION

| 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 # |
| Anti-Roll Bar Kit (Plain) ('55-59 Chevy) | 412-4856-00 |
| Anti-Roll Bar Kit (Plain) ('37-54 Chevy) | 432-4856-00 |
| 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 |
| Upgrade to Tapered Air springs | - |

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 TIG 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

ALL TCI PRODUCTS
ARE ENGINEERED WITH
★ US STEEL ★



Rear Disc Brake Assembly



4-Link Air Bag Upgrade



Single Adjustable Shock



Triple Adjustable Coil-Overs



Ridetech Rear Shockwaves



'55-59 Chevy Truck Shown

PARABOLIC LEAF SPRING REAR

| 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 |

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 TIG welded for the highest quality & strength



CURRIE 9" REAR AXLE

| 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 # |
| 12" Hi-Tech Rear Disc (GM Caliper) | Included |
| Posi Unit (TwinTrac) | 500-5964-00 |
| Wilwood 11" Drilled Rotors 4-Piston Calipers - (Red, Black, Polished) | 600-6911-00 |
| Wilwood 12" Drilled Rotors 4-Piston Calipers - (Red, Black, Polished) | 600-6912-00 |
| Wilwood 13" Drilled Rotors 6-Piston Calipers - (Red, Black, Polished) | 600-6913-00 |
| Wilwood 14" Drilled Rotors 6-Piston Calipers - (Red, Black, Polished) | 600-6227-00 |
| Currie: F-9 Sheet Metal Rear End Housing (Upgrade) | 500-5150-00 |

- 9-Plus Hot Rod housing utilizes thicker gauge steel for increased strength and rigidity
- Your choice of gear ratios to match desired cruise RPM
- 100% brand new Nodular Iron case is Strong and Durable
- 31 Spline High Performance 1541 Forged Alloy axles are rated for 600 HP
- Commonly used Late/Large bearing housing ends makes finding replacement bearings/seals easy
- Tapered roller bearings provide the proper preload for long bearing life
- 1350 Yoke is commonly used and durable





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UNIVERSAL MUSTANG II IFS



Owned by
Brent Maxwell
built by Andy's
Hotrods &
Restoration

1957 Studebaker
Transtar Pickup



1969 AMX - Terry Scroggin
built by Chris Carlson



"The TCI suspension, it's in my opinion, is the best on the market and that's all we use for all my builds personally and for customers."

- Chet Jackman,
1934 Dodge Pickup

Universal Mustang II IFS is 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

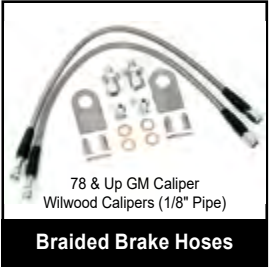
Included Products:

- 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)
- Spindles (2" Drop or Stock Height)
- Custom steering arms
- 1" Performance anti-sway bar
- Boxing plates
- Greasable urethane bushings

Goodguys 2014
CUSTOM ROD OF
THE YEAR AWARD
1954 Pontiac Star Chief
Bill Raper



Power Rack & Pinion



Braided Brake Hoses



Single Adjustable Shock



Air Spring Conversion Kit (F&R)



14" with 6 Piston Calipers



13" with 6 Piston Calipers



12" with 4 Piston Calipers



11" with 4 Piston Calipers



5 x 5.5" Bolt Pattern (GM style only)

Click On Product To
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UNIVERSAL PRO TOURING IFS

Universal Pro-Touring IFS is 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)
- Spindles (2" Drop or Stock Height)
- Custom steering arms
- 1" Performance anti-sway bar
- Boxing plates
- Greasable urethane bushings
- Ridetech single adjustable coil-over shocks

"It was an easy swap out and the TCI suspension rides like a real Cadillac should. Tight steering, smooth ride, and just the right ride stance. Well done TCI on creating such a simple front-frame clip."

- Dallas Moore, 1954 Cadillac Coupe



1970 Jaguar XJ >
John Margaritis



1959 El Camino "Hulk-Camino" Chris Walker



1954 Buick "Jaded" Fred DeFalco

Coil over universal front end 2"x3" frame rails 30" wide 57.5" track width. Front mounted sway bar.

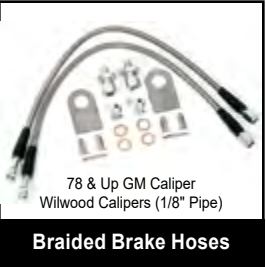
Coil over universal front end 2"x4" frame rails 34" wide 60" track width. Front mounted sway bar.



Triple Adjustable Coil-Overs



Ridetech Shockwaves



Braided Brake Hoses



Power Rack & Pinion



5 x 5.5" Bolt Pattern (GM style only)



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



14" with 6 Piston Calipers





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 |



* Bolt-in crossmember fits most transmissions

Transmission Crossmember

| 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 |
| Rack Fittings | 312-3030-00 |



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.



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 # |
|--|-------------|
| '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 |



* For use with factory style rubber mounts.

Weld-On Style Engine 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 |
| Wilwood 15/16" | - |



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 1/2" 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: Chevy Muscle Cars & Trucks using TCI Engineering suspension components. These headers are made with 3/8" thick flanges, 1 1/2" O/D primaries, 3" v-band collectors and ceramic/hi-temp coated for long lasting good looks. All hardware, gaskets, clamps, and outlet flanges with oxygen sensor bungs are included.



'62-67 Nova DSE Mini-Tubs

| Description | Part # |
|------------------------------|-------------|
| '62-67 Nova DSE Mini-Tub Kit | 2238-040404 |

The 1962-1967 Nova Detroit Speed (DSE) Mini-Tubs are inner wheel housings designed to accommodate wider tire and wheel packages. They fit tires as wide as 295mm for the '62-65 Chevy II and 315mm for the '66-67 Chevy II. These Mini-Tubs are 2 1/2" wider than stock, stamped from 18-gauge steel, and retain a stock appearance for a perfect fit. Made in the USA.



'67-69 Camaro & Firebird DSE Mini-Tubs

| Description | Part # |
|---|-------------|
| '67-69 Camaro/Firebird DSE Mini-Tub Kit | 2238-040401 |

The 1967-1969 Camaro & Firebird DSE Mini-Tubs are inner wheel housings designed to accommodate wider tire and wheel packages, including tires as wide as 315mm for the 1967-1968 F-Body and 335mm for the 1969 F-Body. They are designed for a perfect fit and retain stock appearance. The Mini-Tubs come complete with driver and passenger side sets of laser-cut framerail and trunk closeouts, cut templates, and package tray braces, so no extra sheet metal is required. The Mini-Tubs are almost three inches wider than stock, stamped from 18-gauge steel, and made in the USA. Mini-Tubs will significantly reduce the number of hours required for a mini-tub project.



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, TIG 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.



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, TIG welded 3/8" thick laser cut flanges, with 3" collectors. These headers are designed to work with either straight or angle plug heads. Comes complete with header bolts, gaskets and reducers.



'62-67 Nova Aluminum Core Support

Designed to fit: 1962-1967 Chevy Nova. Proudly made in the USA, this core support is crafted from lightweight 10-gauge Aluminum and includes all the necessary mounting hardware. The TCI Engineering Core Support is a direct replacement for the original unit. Weighing in at just 11.5 lbs, it's 5 lbs lighter than the factory piece. It attaches seamlessly to the frame, fenders, and mud buckets, just like the original.



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

Spanner Wrench

| Description | Part # |
|----------------|-------------|
| Spanner Wrench | 157-Spanner |

Merchandise



T-Shirt
Small to 3XL

Click [HERE](#) to Shop

TCI Dickies Jacket
Small to 3XL



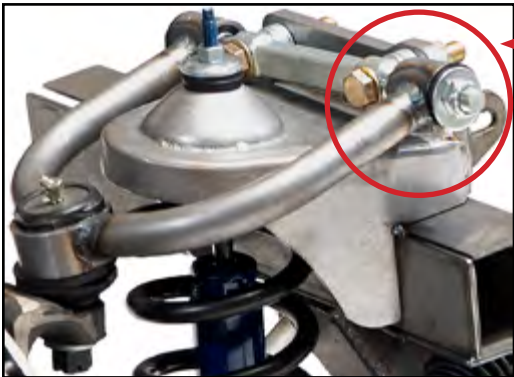
TCI Hat

Hoodie
Small to 3XL





Coil-Spring IFS (Independent Front Suspension)



Total Cost Involved's exclusive advanced vertical mount for upper control arm on Mustang II IFS

Coil-Spring Tower & Crossmember Design

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

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



Lower Control Arm Mounting Design - Standard

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

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

Coil-Spring Upper Control Arms

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



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

Heavy Duty Coil-Spring Lower Control Arms

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



- 1 1/2" O/D - .156" wall tubular DOM material (Strongest in the market)
- Urethane bushing not rubber bushings
- Screw-in ball joints USA made by Moog



Smooth Rotor

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

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

Ford Applications Tech Info.

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

Chevrolet (GM) Applications Tech Info.

- 11" Rotor size
- 5 on 4 3/4 bolt pattern
- 7/16" Stud diameter x 20 thread per inch.



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 1/2" 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.



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

Manual Applications:

- Front Steer come with '75-78 Mustang

Power Applications:

- Front Steer come with '89-92 Mustang LX



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. (GM style only)

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



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. (GM style only)

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

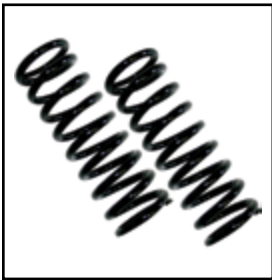


Wilwood 13" & 14" Drilled & Slotted Rotors With 6 Piston Calipers

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

Coil-Over Shock & Shockwaves



Coil-Over Springs

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



All American Coil-Over Shocks

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



Custom IFS Coil-Over - Single Adjustable

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

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



Custom IFS Coil-Over - Triple Adjustable

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

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



Rear Shockwaves

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



Front Shockwaves

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





Parabolic Leaf Springs

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

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

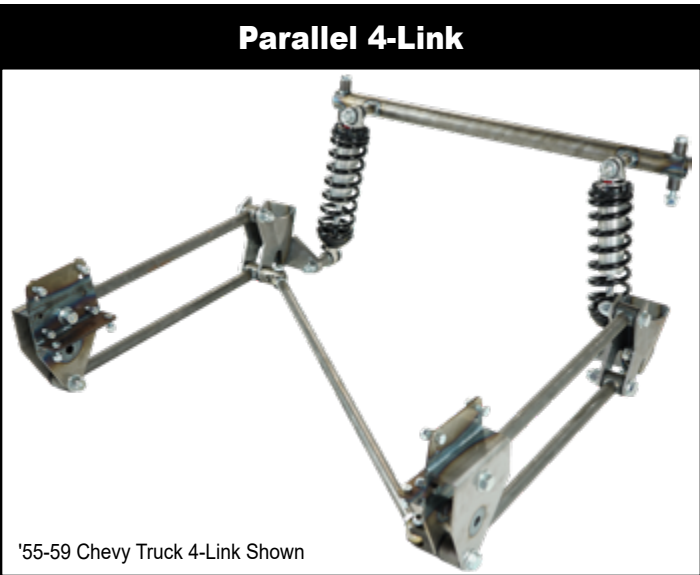
Features and Benefits

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

TCI Engineering'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.



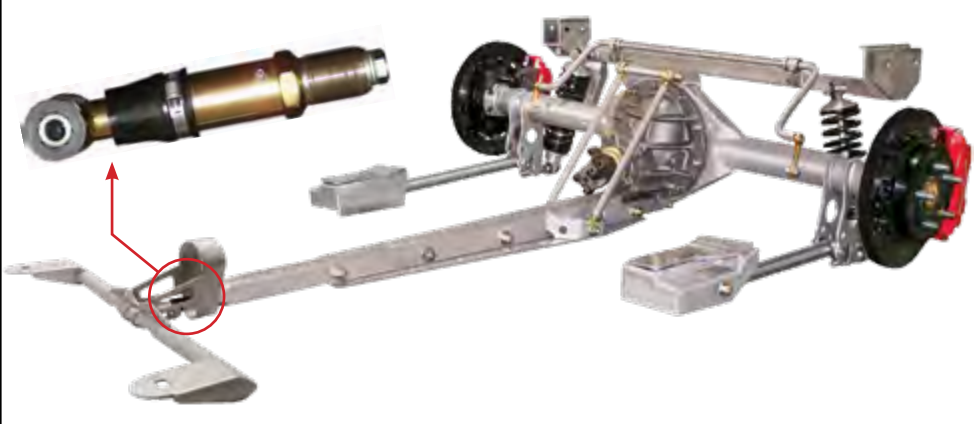
'62-67 Nova 4-Link Shown



'55-59 Chevy Truck 4-Link Shown

Torque Arm Suspension

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.



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 1350 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.

Currie F-9 Sheet Metal Rear End Housing

offered with the pinion centered (locates the driveshaft in the center of the vehicle) or housing centered (places the fabricated section in the center of the vehicle) and feature 3-inch diameter axle tubes with Torino style large bearing housing ends.



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



Rachel Gallegos
Logistics Coordinator

Edgar Mendez
Sales Tech

Daniel Sanchez
Sales Tech

Jeff Howe
Sales Supervisor



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, PayPal 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

CONTACT INFO.

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Website: www.totalcostinvolved.com



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