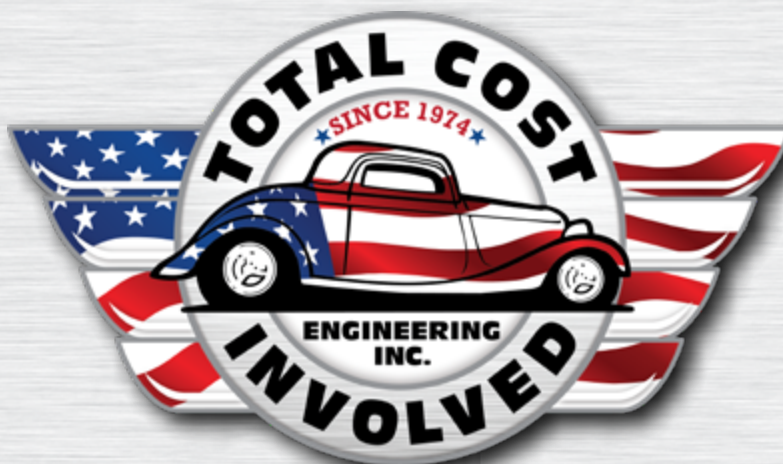


# FORD & CHEVY

## *Street Rods*

SUSPENSION • CHASSIS • COMPONENTS

2025 CATALOG



*Next*

Engineered for Performance,  
Driven by Excellence for Over 50 Years.

☎ 1.800.984.0223

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





Click link for  
Shortcut

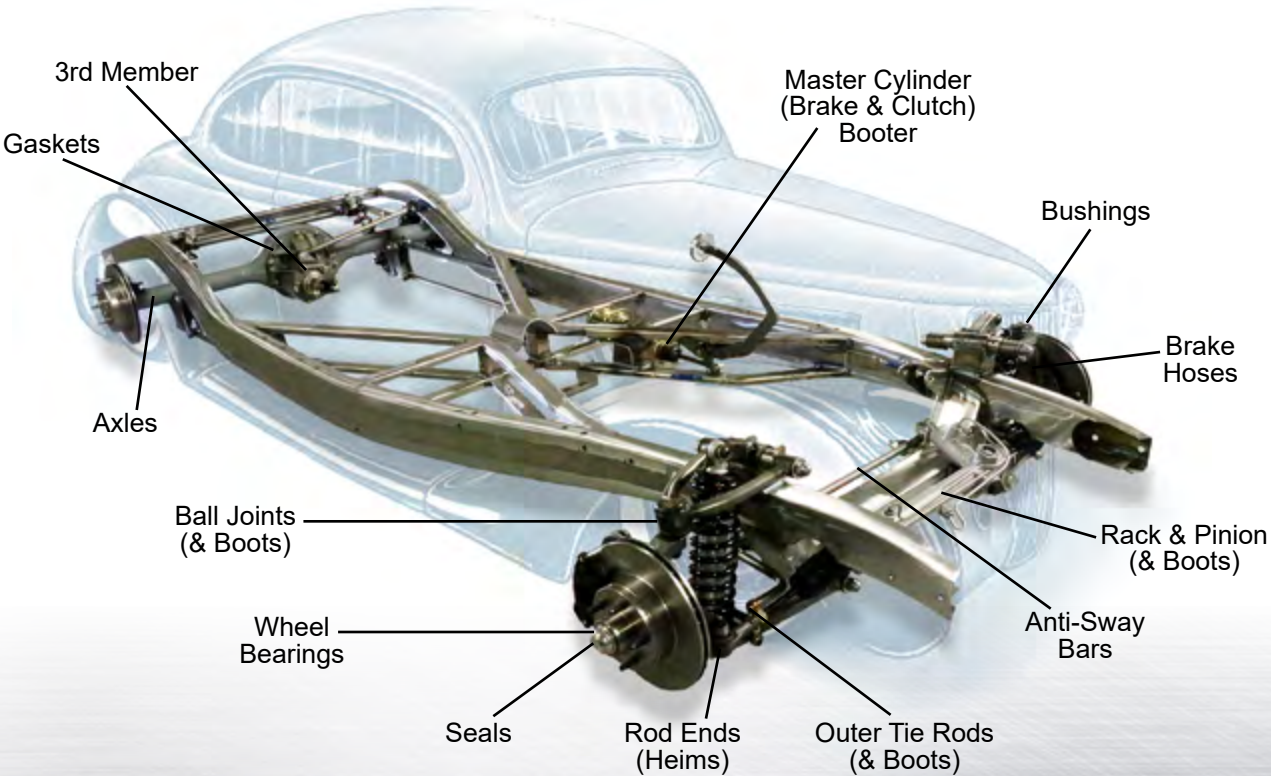
★ **DUAL WARRANTY** ★  
**LIFETIME WARRANTY ON TCI MANUFACTURED ITEMS**  
**6 YEAR/60,000 MILE WARRANTY ON WEAR & TEAR ITEMS**

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-Overs, Coil-Over Bushings, Coil-Over Spherical Bearings, Anti-Sway Bars, Booster, Master Cylinder (Brake & Clutch), Upper Control Arm Cross-shaft, Brake Hoses, Bushing Adjusters, King Pins, Vega Steering Box, Steering U-Joints, Steering Column, Engine/Transmission Mounts, Shocks, Springs (Coil & Leaf), Air Bags, Proportioning Valve, Check Valves, Hardware, Power Steering Hose Kit, Flow Valves, and Headers.

BACK TO  
CONTENTS



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



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



**CONTENTS ▼**

Warranty & Mission Statement .....	2 - 3
Customer Showcase & Testimonials .....	4 - 5
'28-54 Chevy Front Suspension .....	6 - 7
'37-54 Chevy Rear Suspension .....	8 - 9
'28-34 Ford Suspension .....	10 - 11
'35-41 Ford Suspension .....	12 - 13
'28-48 Ford Suspension & Components .....	14 - 15
'28-31 Ford Model 'A' Chassis .....	16 - 17
'32 Ford Model 'B' Chassis .....	18 - 19
'33-34 Ford Chassis .....	20 - 21
'35-41 Ford Chassis .....	22 - 23
Universal Suspension .....	24
Accessories .....	25
Tech Info. - Coil-Spring IFS .....	26 - 27
Tech Info. - Custom IFS .....	28 - 29
Tech Info. - Brake & Shock .....	30 - 31
Tech Info. - Suspension & Rear End .....	32 - 33
About TCI Engineering .....	34 - 35

BACK TO  
CONTENTS

SHOP NOW >

Get a Quote on All Chassis,  
Suspensions & Components

BUY NOW >

Our best-selling suspensions  
in stock & ready to ship







Click on image for FULL BUILD ↴

“We have really appreciated the firm foundation and awesome customer service that TCI has provided us. My TCI complete chassis is working perfectly! Thanks to the entire team at TCI for being with us from the start to the finish line!”

- Michael & Linda Okuley,  
1929 Ford Model A



Click on image for FULL BUILD ↴

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

- Aaron Watkins,  
Watkins Restorations,  
1950 Chevy Sedan



“Since 1996, I haven't had one issue with my frame and suspension components from TCI, and I beat them up every chance I get.”

- Al Traille, 1932 Ford Roadster



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

- Jim Black, 1932 Ford Pickup



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

- Jim Mothershead,  
1933 Ford Sedan



“The TCI Mustang II IFS with the TCI Parabolic Leaf Spring Rear Suspension is amazing. If you don't buy TCI, you're certainly not buying the best. Their products are worth every penny!”

- Ed Mitchell, 1954 Chevy 210 Delray



BACK TO CONTENTS



1931 Ford Model A - Larry Barbier



1932 Ford Race Deuce, Tanya Toothman, by Crosby Designs



STREET ROD D'ELEGANCE FINALIST  
2019 Goodguys

1934 Ford Tudor, Tom Agostino, by Divers Street Rods



STREET ROD D'ELEGANCE FINALIST  
2024 Goodguys

1936 Ford Club Cabriolet - Tim Frey



1939 Chevy Car - Mike Percy



1953 Chevy, Ray McDonald, built by Chris Carlson



1931 Ford Model A - Rodney Stewart



1932 Ford Coupe, Pat & Marcia Thomas, by Kenny's Rod Shop



1934 Ford Sedan - Kenny & Lynn Seresun



STREET ROD D'ELEGANCE FINALIST  
2020 Goodguys

1935 Ford Coupe - Dave Gonzales



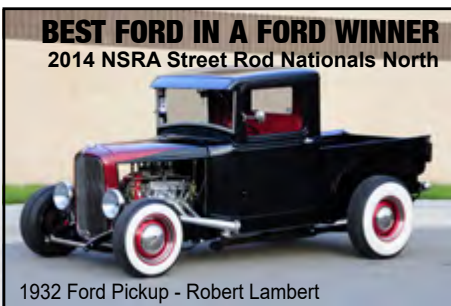
1953 Chevy 210 Sedan - Matt Hayes



1954 Chevy Sedan - Nobody Customs



1931 Ford Victoria - Tim Hughes



BEST FORD IN A FORD WINNER  
2014 NSRA Street Rod Nationals North

1932 Ford Pickup - Robert Lambert



1934 Ford Pickup - Roy & Donna Tuttle

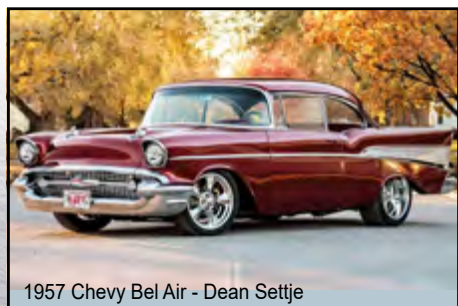


BEST FORD IN A FORD WINNER  
2019 Grand National Roadster Show

1937 Ford Coupe - Jim Bridgewater



1954 Buick Century 'Jaded' - Fred DeFalco



1957 Chevy Bel Air - Dean Settje

BACK TO CONTENTS





'28-36 Chevy Suspension



'37-54 Chevy Car Suspension



Click On Product To SHOP NOW!

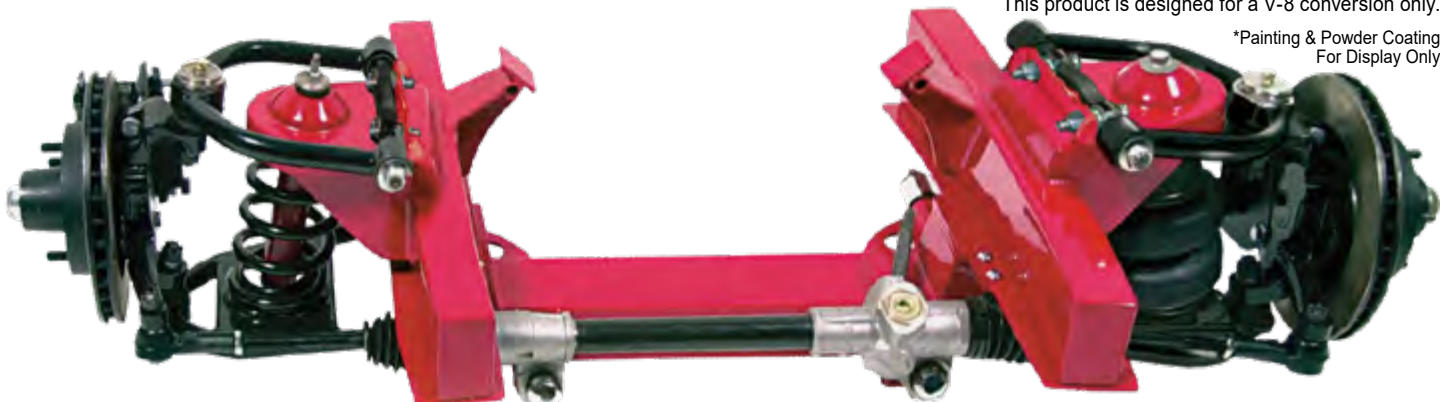
\*Painting & Powder Coating For Display Only



Click On Product To SHOP NOW!

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

\*Painting & Powder Coating For Display Only



'28-36 CHEVY CAR & TRUCK CUSTOM IFS

Click on image for FULL BUILD



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

Features & Benefits:

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

Included Products:

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

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL



'37-54 CHEVY CAR COIL-SPRING IFS

Click on image for FULL BUILD



1953 Chevy Sedan Ray McDonald built by Chris Carlson



1954 Chevy Bel Air "Project Sucker Punched"

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

Features & Benefits:

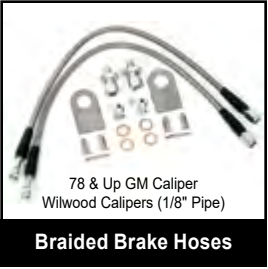
- This front end is engineered for a cleaner look and easy installation
- Lowered stance and center of gravity provide superior handling
- Moves the wheels back to the center of the wheel well
- Redesigned upper control arm mounting brackets provide easy alignment, tuning adjustability and control of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

Included Products:

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

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

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



BACK TO CONTENTS

BACK TO CONTENTS





Click On Product To SHOP NOW!



Click On Product To SHOP NOW!

1937-1939 Shown

'37-54 CHEVY CAR CURRIE 9" REAR AXLE

Click on image for FULL BUILD ↴



1955 Chevy Bel Air  
Mark Lopez



1957 Chevy Bel Air  
Dean Settje

TCI Engineering fabricates all of its 1937-1939 and 1949-1954 Chevy Car 9 inch Ford Rearend housings in-house using only high quality 100% Curries 9-Plus rear end components. Modeled after the popular factory 9" Ford stock housing which is now nearly extinct, the 9-Plus Hot Rod housing is similar to the early style . The 9-Plus model is made of U.S. supplied premium grade formed steel. Strength and rigidity is increased by using thicker gauge steel. The housing comes with American Made 3" O.D. x .188" wall 1026 D.O.M. steel tubing. 100% new Billet steel 9-Plus late model large bearing (Torino style) housing ends. Exhaust routing is made easier and bracket clearance is increased due to the shape of the housing.

Features & Benefits:

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

Included Products:

- Currie round back housing with late/large Ford bearing flanges (width of your choice)
- All TCI Suspension bracketry installed and fixture welded
- Nodular 3rd member with your choice of new gear sets ranging from (3:00 to 4:56)
- 31 Spline axles with new tapered bearings, seals and axle studs
- 12" Hi-Tech Rear Disc (GM Caliper)
- Axle brackets fully welded
- 1350 Yoke
- Your choice of 4.5" or 4.75" Bolt circles
- Gear lube and Posi lube (when applicable)

"The TCI Suspension is amazing. If you don't buy TCI, you're certainly not buying the best. Their products are worth every penny!"

- Ed Mitchell, 1954 Chevy 210 Delray



Posi Unit (TwinTrac)



12" Hi-Tech Rear Disc (GM Caliper)



Currie F9 Housing



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



13" with 6 Piston Calipers

'37-39 & '49-54 CHEVY CAR LEAF SPRING REAR

Click on image for FULL BUILD ↴



1954 Chevy Bel Air  
"Project Sucker Punched"

These American made 1937-1939 and 1949-1954 Chevy Car Parabolic Leaf Springs are a modern implementation of traditional parabolic leaf springs. This design is characterized by fewer leafs whose thickness varies from center to ends following a parabolic curve. In this design, inter-leaf friction is unwanted, and therefore there is only contact between the springs at the ends and at the center where the axle is connected. The primary benefit of parabolic springs is better ride quality and not being as "stiff" as conventional "multi-leaf springs". As an added bonus there are less springs which offers 28% weight savings over the 5 leaf kit previously offered.

Features & Benefits:

- Parabolic leaf 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

Included Products:

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



Crossmember Transmission Mount Kit

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

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



Engine Mounts

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



Power Brake Pedal Assemblies

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



Coil-Spring F/E Air Spring Option



Coil-Over Retro Fit Kit



GM Brake



12" with 4 Piston Calipers







Shown with power rack and coil-over retro fit kit

\*Painting & Powder Coating  
For Display Only

Click On Product To  
SHOP NOW!



'28-34 FORD CUSTOM IFS

Click on image for FULL BUILD ↴



1932 Ford Race Deuce  
Tanya Toothman  
built by Crosby Designs



1934 Ford Sedan – Ken and Lynn Seresun

This 1928 to 1934 Ford Custom IFS is engineered for easy installation, enhanced drivability and broader range of alignment adjustments. This front end is based on our custom designed spindle with bolt on steering arms and proprietary geometry to maximize comfort and performance. One piece crossmember installs easier than the traditional 3 piece design. The offset stainless eccentric adjuster provides easy camber and caster adjustments. Rear mounted rack and pinion & anti-sway bar leaves the visible side of the crossmember open and clean. Available with dropped or stock height spindles to provide a ride height that matches your specific desires.

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 crossmember provides superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance anti-roll bar provides superior handling characteristics
- Ridetech Coilovers provide 1,000,001 Mile Warranty

Included Products:

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

\* See page 25 for steering columns, u-joints, power steering flow valves and power steering hose kits.



Single Adjustable Shock (F&R)



Triple Adjustable Coil-Overs



Ridetech Shockwaves



1934 Ford Truck - Roy & Donna Tuttle



Stock Height Spindles  
(Requires Wilwood Calipers)



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



14" with 6 Piston Calipers

Click On Product To  
SHOP NOW!



\*Show package shown.

\*Painting & Powder Coating  
For Display Only

'28-34 FORD DROPPED AXLE FRONT

This 1928 to 1934 Ford Dropped Axle front suspension is engineered for the classic look, enhanced drivability and ease of use. We've implemented the newest design and manufacturing innovations into a classic design. Comfort and safety are key design elements while retaining a traditional look. Fixture welded tube axle using only U.S. made steel. Fixture welded link bars using only Energy Suspension polyurethane bushings with lubrication valleys and come with their patented poly lube. Big Bore calipers on big 10.5" rotors. Fitted king pins and fully packed front bearings using hi-temp grease. SoCal Speed Shop provides the front shocks and shock mounts.

Features & Benefits:

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

Included Products:

- Monoleaf spring with shackles
- Upper shock mounts
- Adjustable Panhard bar
- 46" Tube axle
- Spindles fitted with king pins
- Steering arms
- Greasable urethane bushings
- Tie rod and drag link
- Adjustable 4-link with brackets and batwings
- GM big bore disc brake kit (20% more clamping force)
- Painted shocks with lower shock mount



1931 Ford Model A, Kenny's Rod Shop

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



1932 Ford Highboy Roadster  
Phil & Barbara Cocuzza



1933 Ford Coupe  
Dave Bagdon



Front Crossmember & U-Bolt Kit



Vega Steering Box



UniSteer Rack & Pinion



I-Beam Axle



Radius Rods



SoCal Hot Rod Brakes



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

Braided Brake Hoses





'35-41 Ford Car & Truck Suspension



\* Show package shown.  
\*Painting & Powder Coating  
For Display Only

Click On Product To  
SHOP NOW!



'35-41 FORD CUSTOM IFS

Click on image for FULL BUILD

- 2020 Goodguys Street Rod d'Elegance
- Street Rod Of The Year Finalist
- America's Most Beautiful Roadster - GNRS
- Ridler Award



1935 Ford Coupe - Dave Gonzales  
Built by Lakeside Rods & Rides

2024 Goodguys Street Rod 'Elegance Finalist



1936 Ford Club Cabriolet, Tim Frey

This '35-40 Ford Car & '35-41 Truck 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 & caster
- RideTech Coilovers provide 1,000,001 Mile Warranty
- 3/16" heavy duty Cross member and boxing plates provide superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance anti-roll bar provides superior handling characteristics

Included Products:

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

\* See page 25 for steering columns, u-joints, power steering flow valves and power steering hose kits.



Single Adjustable Shock (F&R)



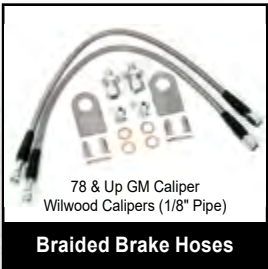
Triple Adjustable Coil-Overs



Ridetech Shockwaves



1940 Ford Pickup  
Art & Ronnie Toy  
Built by Lucky 7  
Speed Shop



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

Braided Brake Hoses



14" with 6 Piston Calipers



13" with 6 Piston Calipers



12" with 4 Piston Calipers



11" with 4 Piston Calipers

'35-41 Ford Car & Truck Suspension



Click On Product To  
SHOP NOW!



Shown with power rack and coil-over retro fit kit

\*Painting & Powder Coating  
For Display Only

'35-41 FORD COIL-SPRING IFS

Click on image for FULL BUILD

This '35-40 Ford Car & '35-41 Truck 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
- 7/8" Performance anti sway bar
- Spindles (stock height or 2" drop)
- Greasable urethane bushings
- 1 1/2" x .156w U.S. DOM tubular upper & lower A-arms
- Manual rack and pinion (power available)
- Boxing plates
- GM Big Bore disc brake kit (20% more clamping force)
- Black powder coated springs
- Painted shocks

\* See page 25 for steering columns, u-joints, power steering flow valves and power steering hose kits.



2015 Goodguys  
TRUCK OF THE YEAR EARLY  
1940 Ford Pickup - Robert Anderson



1936 Ford  
Lords Of The Car Hoards



TCI's Exclusive  
Advanced  
Vertical Mount  
for Upper  
Control Arm on  
Mustang II IFS



Air Spring Kit



Single Adjustable Shock



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



Power Rack & Pinion

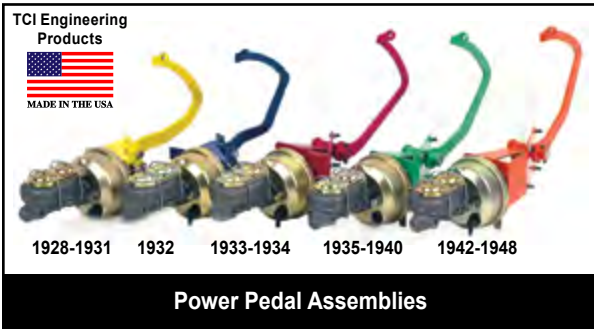


78 & Up GM Caliper  
Wilwood Calipers (1/8" Pipe)

Braided Brake Hoses

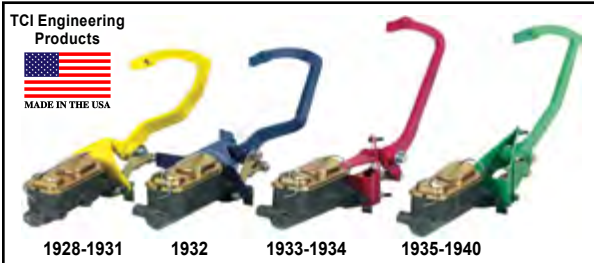






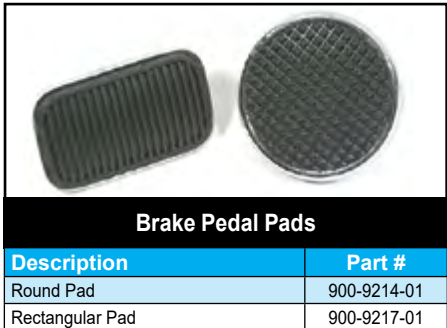
Description	Part #
'28-31 Pedal & Bracket	601-6511-00
'28-31 Complete Assembly	601-6510-00
'32 Pedal & Bracket	602-6511-00
'32 Complete Assembly	602-6510-00
'33-34 Pedal & Bracket	603-6511-00
'33-34 Complete Assembly	603-6510-00
'35-40 Pedal & Bracket	604-6511-00
'35-40 Complete Assembly	604-6510-00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

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

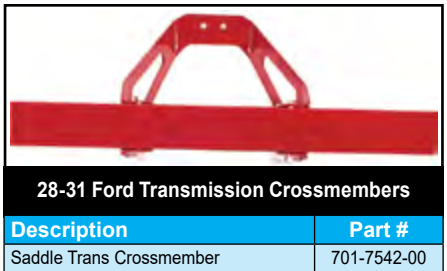


Description	Part #
'28-31 Pedal & Bracket	601-6504-00
'28-31 Complete Assembly	601-6502-00
'32 Pedal & Bracket	602-6504-00
'32 Complete Assembly	602-6502-00
'33-34 Pedal & Bracket	603-6504-00
'33-34 Complete Assembly	603-6502-00
'35-40 Pedal & Bracket	604-6504-00
'35-40 Complete Assembly	604-6502-00
Options	Part #
1" Master Cyl. - RH-Outlets	600-6522-00
1" Master Cyl. - LH-Outlets	600-6523-00
Wilwood Master Cylinder (1")	600-6926-00

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



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



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



Description	Part #
Manual Brake-Hyd Clutch	600-6571-56
Power Brake-Hyd Clutch	600-6570-56
Power Brake-Hyd Clutch (Less Booster/Mstr.)	600-6573-00

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



Description	Part #
Ford Engine Mounts (pr)	700-7102-00
Chevy Engine Mounts (pr)	700-7112-00
Urethane Chevy Engine Mts. (pr)	700-7132-00
Urethane Chevy Engine Mts. (pr) Chr	700-7132-01
Trans Mount - Ford	700-7602-00
Trans Mount - GM T350 & 700R4	700-7604-00
Trans Mount - GM 400TH	700-7606-00
Urethane GM Trans Mts. (Multi-Fit)	700-7632-00
Urethane GM Trans Mts. Chrome	700-7632-01



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

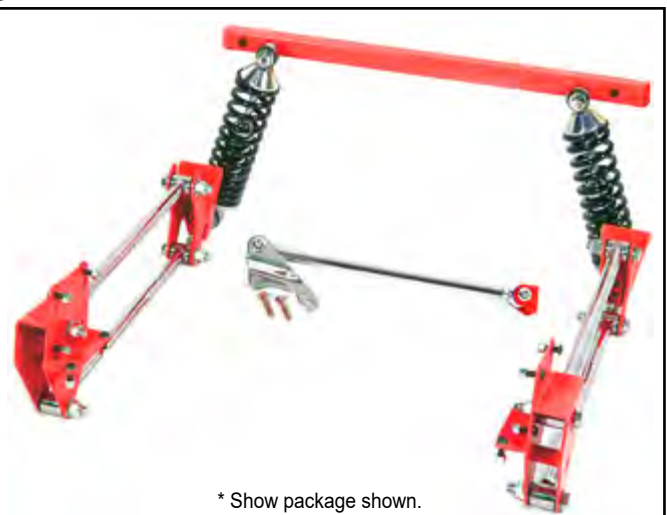
These American made Parabolic Leaf Springs are a modern implementation of traditional leaf springs. This design is characterized by fewer leaves whose thickness varies from center to ends following a parabolic curve. In this design, inter-leaf friction is unwanted, and therefore there is only contact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

- Features & Benefits:**
- Parabolic leaf 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



TCI Engineering fabricates all of its 9" rearend housings in-house using only high-quality 100% Curries 9-Plus rear-end components. 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.

- Features & Benefits:**
- 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
  - Tapered roller bearings provide the proper preload for long bearing life
  - 1350 Yoke is commonly used and durable
  - Commonly used late/large bearing housing ends makes finding replacement bearings/seals easy
  - 9-Plus Hot Rod housing utilizes thicker gauge steel for increased strength and rigidity
  - The 9-Plus Rear Drum Brake Kit comes complete with backing plates assembled



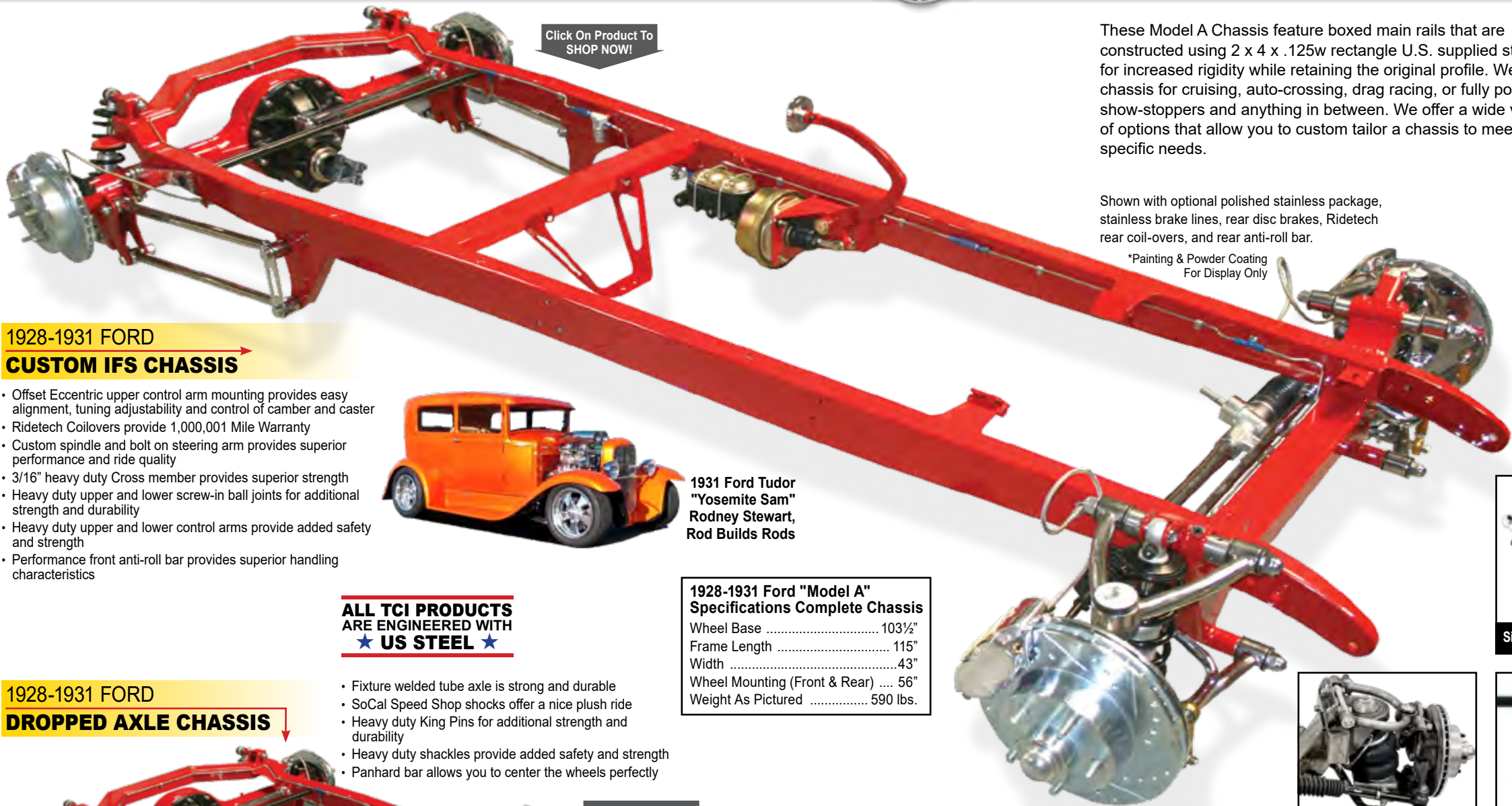
Description	Part #
'28-31 Parallel Kit	501-5102-00
'32 Parallel Kit	502-5102-00
'32 Triangulated Kit	502-5110-00
'33-34 Parallel Kit	503-5102-00
'33-34 Triangulated Kit	503-5110-00
'35-40 Parallel Kit	504-5102-00
Options	Part #
Polished Stainless Upgrade/Show Package (Parallel)	Change 00 to 02
Polished Stainless Upgrade/Show Package (Triangulated)	Change 00 to 02
Anti-Roll Bar Kit (Plain) ('28-31 Ford)	401-4856-00
Anti-Roll Bar Kit (Plain) ('32-34 Ford)	402-4856-00
Anti-Roll Bar Kit (Chrome) ('32-34 Ford)	402-4856-01
Anti-Roll Bar Kit (Plain) ('35-40 Ford)	404-4856-00
Anti-Roll Bar Kit (Chrome) ('35-40 Ford)	404-4856-01
R-Joint Upgrade	-
RideTech Rear Single Adjustable Shock	400-4930-00
RideTech Rear Triple Adjustable Shock	400-4932-00
RideTech Shockwaves	400-4251-00

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

- Features & Benefits:**
- Dramatically improve ride quality
  - Lowered stance and center of gravity
  - 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" Upper & lower link bars with stainless adjusters
  - Greasable urethane bushings
  - Weld-on link bar frame brackets
  - All American coil-over shocks
  - Coil-over mounts
  - Panhard bar
  - Axle brackets
  - Hardware kit







Click On Product To SHOP NOW!

1928-1931 FORD  
CUSTOM IFS CHASSIS

- 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
- Custom spindle and bolt on steering arm provides superior performance and ride quality
- 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
- Performance front anti-roll bar provides superior handling characteristics



1931 Ford Tudor  
"Yosemite Sam"  
Rodney Stewart,  
Rod Builds Rods

ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
★ US STEEL ★

1928-1931 Ford "Model A" Specifications Complete Chassis	
Wheel Base .....	103½"
Frame Length .....	115"
Width .....	43"
Wheel Mounting (Front & Rear) ....	56"
Weight As Pictured .....	590 lbs.

1928-1931 FORD  
DROPPED AXLE CHASSIS

- Fixture welded tube axle is strong and durable
- SoCal Speed Shop shocks offer a nice plush ride
- Heavy duty King Pins for additional strength and durability
- Heavy duty shackles provide added safety and strength
- Panhard bar allows you to center the wheels perfectly

Click On Product To SHOP NOW!

Shown with optional stainless package, stainless brake lines, rear disc brakes, Ridetech rear coil-overs, and Unisteer rack.  
\*Painting & Powder Coating For Display Only



"My TCI complete chassis working perfectly! Thanks to the entire team at TCI for being with us from the start to the finish line!"  
- Michael & Linda kuley,  
1929 Ford Tudor Sedan

These Model A Chassis feature boxed main rails that are constructed using 2 x 4 x .125w rectangle U.S. supplied steel for increased rigidity while retaining the original profile. We offer chassis for cruising, auto-crossing, 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.

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

\*Painting & Powder Coating For Display Only

- Features & Benefits:**
- This chassis is engineered for a cleaner look with modern handling characteristics
  - Lowered stance and center of gravity
  - Dramatically improve ride quality
  - Engineered using only U.S. made steel for exact tolerances and reliability
  - Vented rotors and big bore calipers provide excellent braking capabilities
  - Energy Suspension bushings provide long lasting performance
  - Fully plumbed brake lines with pedal, master & booster shorten fabrication time
  - 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:**
- Complete frame with crossmembers
  - Complete front suspension
  - 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
  - Small block engine and automatic transmission mounts
  - Pedal assembly with master cylinder and booster
  - Wilwood proportioning & check valves
  - 12" Hi-Tech Rear Disc (GM Caliper)
  - Body & Hood latch brackets
  - Core support mount



Single Adjustable Shock (F&R)



Triple Adjustable Coil-Over



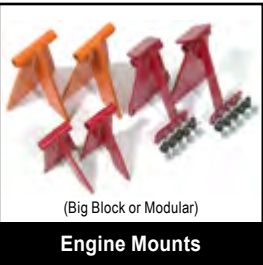
Ridetech Shockwaves



Air Spring Conversion Kit (F&R)



Anti-Roll Bar Kit



Engine Mounts



Manual Transmission Upgrade



Manual Transmission Upgrade



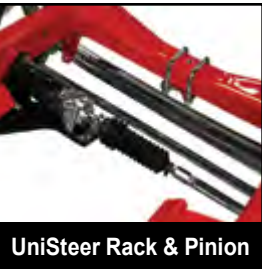
Pro Street Upgrade



I-Beam Axle



SoCal Hot Rod Brakes



UniSteer Rack & Pinion



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



Posi Unit (TwinTrac)



Currie F9 Housing









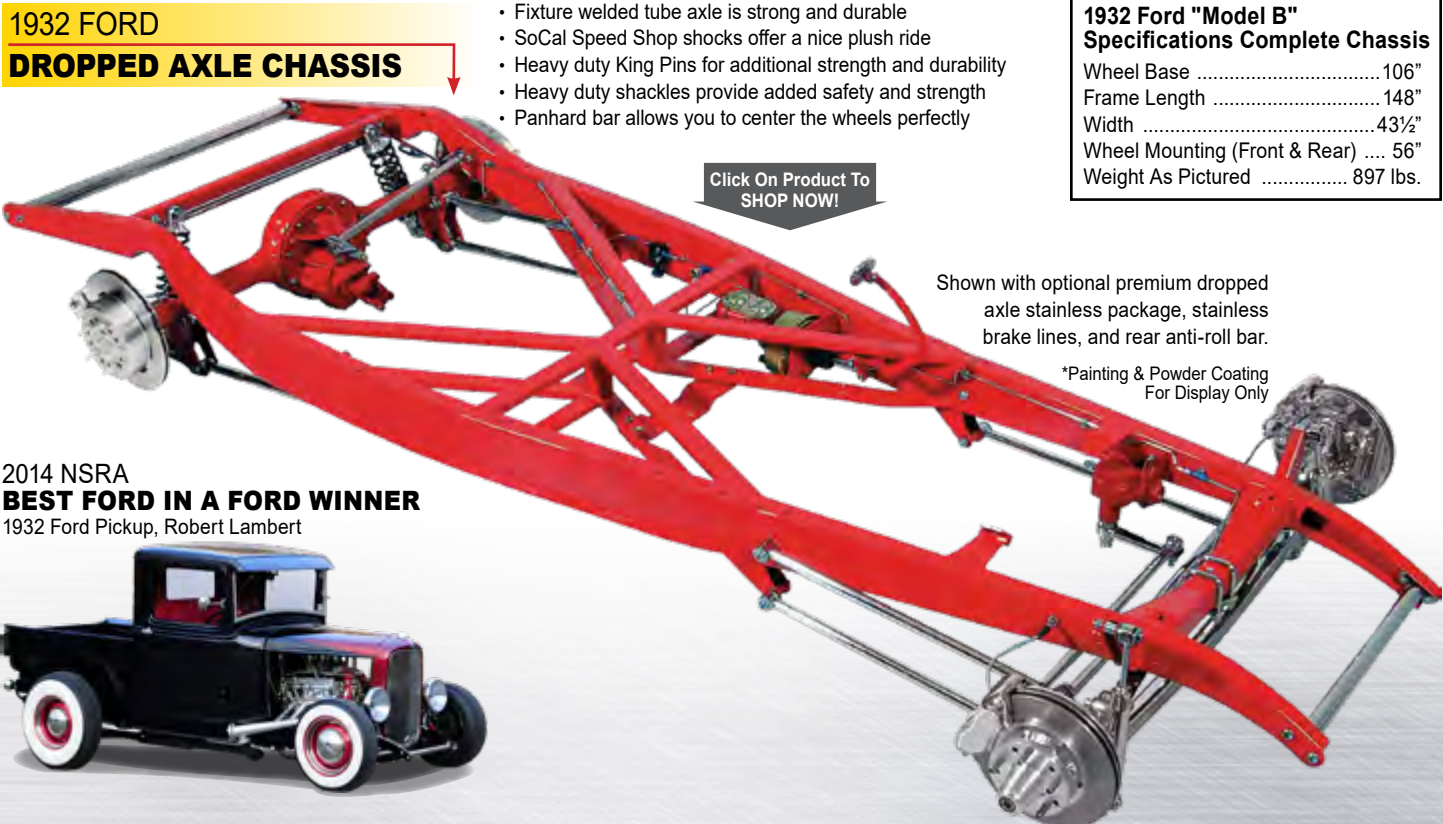
Click On Product To SHOP NOW!

**1932 FORD  
CUSTOM IFS CHASSIS**

- 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
- Custom spindle and bolt on steering arm provides superior performance and ride quality
- 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
- Performance front anti-roll bar provides superior handling characteristics



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




Click On Product To SHOP NOW!

**1932 FORD  
DROPPED AXLE CHASSIS**

- Fixture welded tube axle is strong and durable
- SoCal Speed Shop shocks offer a nice plush ride
- Heavy duty King Pins for additional strength and durability
- Heavy duty shackles provide added safety and strength
- Panhard bar allows you to center the wheels perfectly

**2014 NSRA  
BEST FORD IN A FORD WINNER**  
1932 Ford Pickup, Robert Lambert



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

\*Painting & Powder Coating For Display Only

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


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

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


\*Painting & Powder Coating For Display Only

- Features & Benefits:**
- This chassis is engineered for a cleaner look with modern handling characteristics
  - Lowered stance and center of gravity
  - Dramatically improve ride quality
  - Engineered using only U.S. made steel for exact tolerances and reliability
  - Vented rotors and big bore calipers provide excellent braking capabilities
  - Energy Suspension bushings provide long lasting performance
  - Fully plumbed brake lines with pedal, master & booster shorten fabrication time
  - 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:**
- Complete frame with center section
  - Complete front suspension
  - Complete rear suspension
  - 9" Hot Rod Currie housing with your choice of gear set (3.00-4.56)
  - Small block engine and automatic transmission mounts
  - Pedal assembly with master cylinder and booster
  - Wilwood proportioning & check valves
  - 31 Spline axles with new tapered bearings, seals and axle studs
  - 12" Hi-Tech Rear Disc (GM Caliper)
  - Core support mount




Single Adjustable Shock (F&R)




Triple Adjustable Coil-Overs



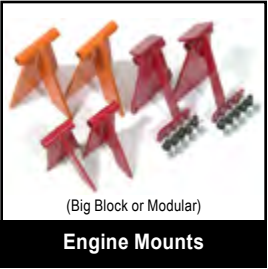
Ridetech Shockwaves




Air Spring Conversion Kit (F&R)




Anti-Roll Bar Kit




Engine Mounts




Manual Transmission Upgrade




Pro Street Upgrade




I-Beam Axle




SoCal Hot Rod Brakes




UniSteer Rack & Pinion




11" with 4 Piston Calipers




12" with 4 Piston Calipers



13" with 6 Piston Calipers



Posi Unit (TwinTrac)



Currie F9 Housing

ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
★ US STEEL ★







Click On Product To SHOP NOW!

1933-1934 FORD  
CUSTOM IFS CHASSIS

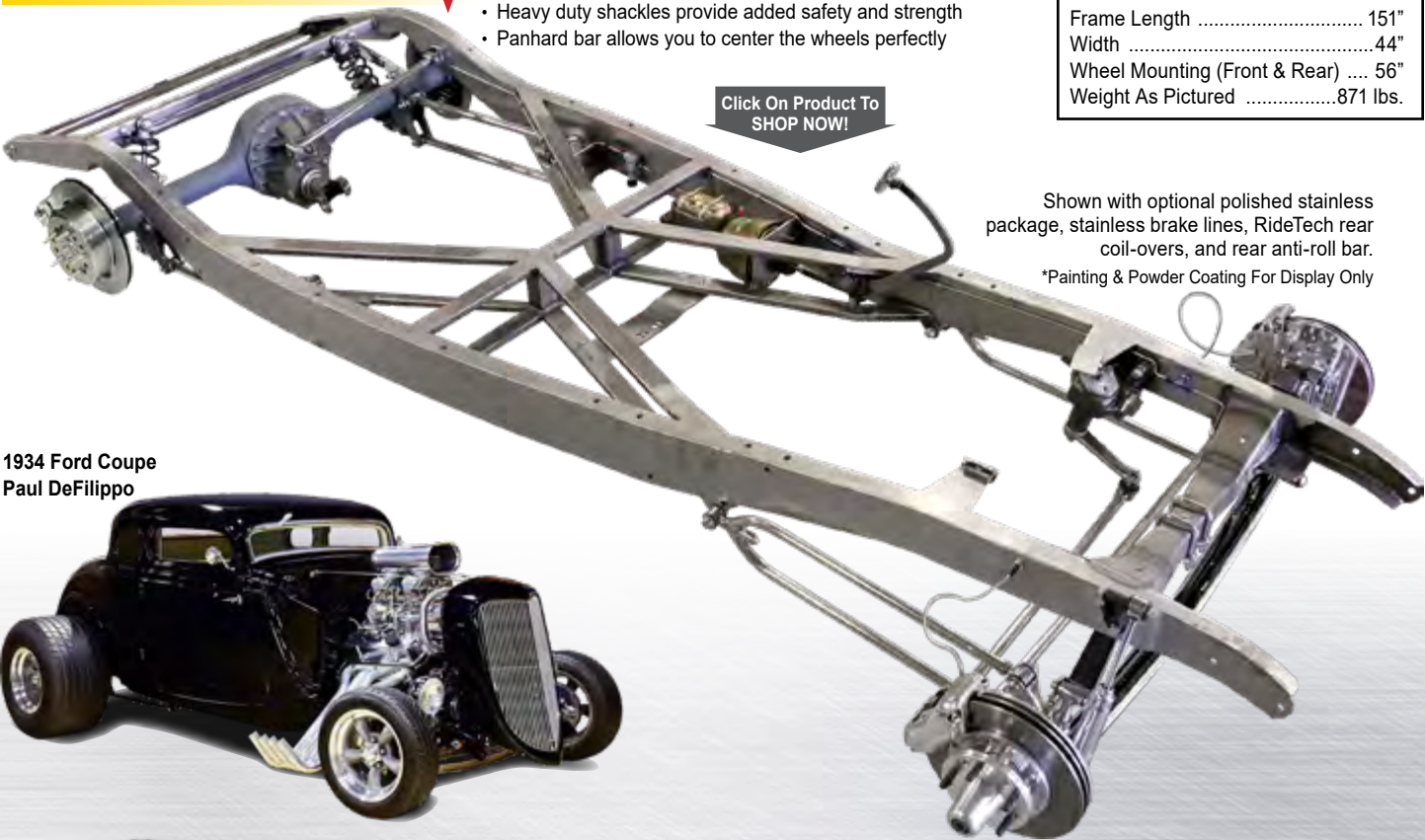
- Offset Eccentric upper control arm mounting provides easy alignment, tuning adjustability and control of camber and caster
- Ridetech Coilovers provide 1,000,001 Mile Warranty
- Custom spindle and bolt on steering arm provides superior performance and ride quality
- 3/16" heavy duty Cross member provides 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
- Performance front anti-roll bar provides superior handling characteristics



1934 Ford Tudor  
Tom Agostino  
Built by Divers Street Rods

1933-1934 FORD  
DROPPED AXLE CHASSIS

- Fixture welded tube axle is strong and durable
- SoCal Speed Shop shocks offer a nice plush ride
- Heavy duty King Pins for additional strength and durability
- Heavy duty shackles provide added safety and strength
- Panhard bar allows you to center the wheels perfectly



Click On Product To SHOP NOW!

1934 Ford Coupe  
Paul DeFilippo



1933-1934 Ford  
Specifications Complete Chassis

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

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

\*Painting & Powder Coating For Display Only

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

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

\*Painting & Powder Coating For Display Only



ALL TCI PRODUCTS  
ARE ENGINEERED WITH  
★ US STEEL ★

Features & Benefits:

- This chassis is engineered for a cleaner look with modern handling characteristics
- Lowered stance and center of gravity
- Dramatically improve ride quality
- Engineered using only U.S. made steel for exact tolerances and reliability
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Fully plumbed brake lines with pedal, master & booster shorten fabrication time
- 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:

- Complete frame with center section
- Complete front suspension
- Complete rear suspension
- 9" Hot Rod Currie housing with your choice of gear set (3.00-4.56)
- Small block engine and automatic transmission mounts
- Pedal assembly with master cylinder and booster
- Wilwood proportioning & check valves
- 31 Spline axles with new tapered bearings, seals and axle studs
- 12" Hi-Tech Rear Disc (GM Caliper)
- Core support mount



Single Adjustable Shock (F&R)



Triple Adjustable Coil-Over



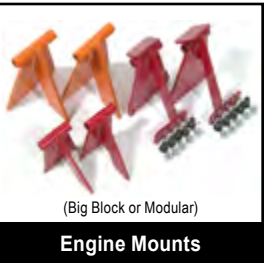
Ridetech Shockwaves



Air Spring Conversion Kit (F&R)



Anti-Roll Bar Kit



(Big Block or Modular)

Engine Mounts



Manual Transmission Upgrade



(Your choice of rear wheel width up to 16)

Pro Street Upgrade



I-Beam Axle



SoCal Hot Rod Brakes



UniSteer Rack & Pinion



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



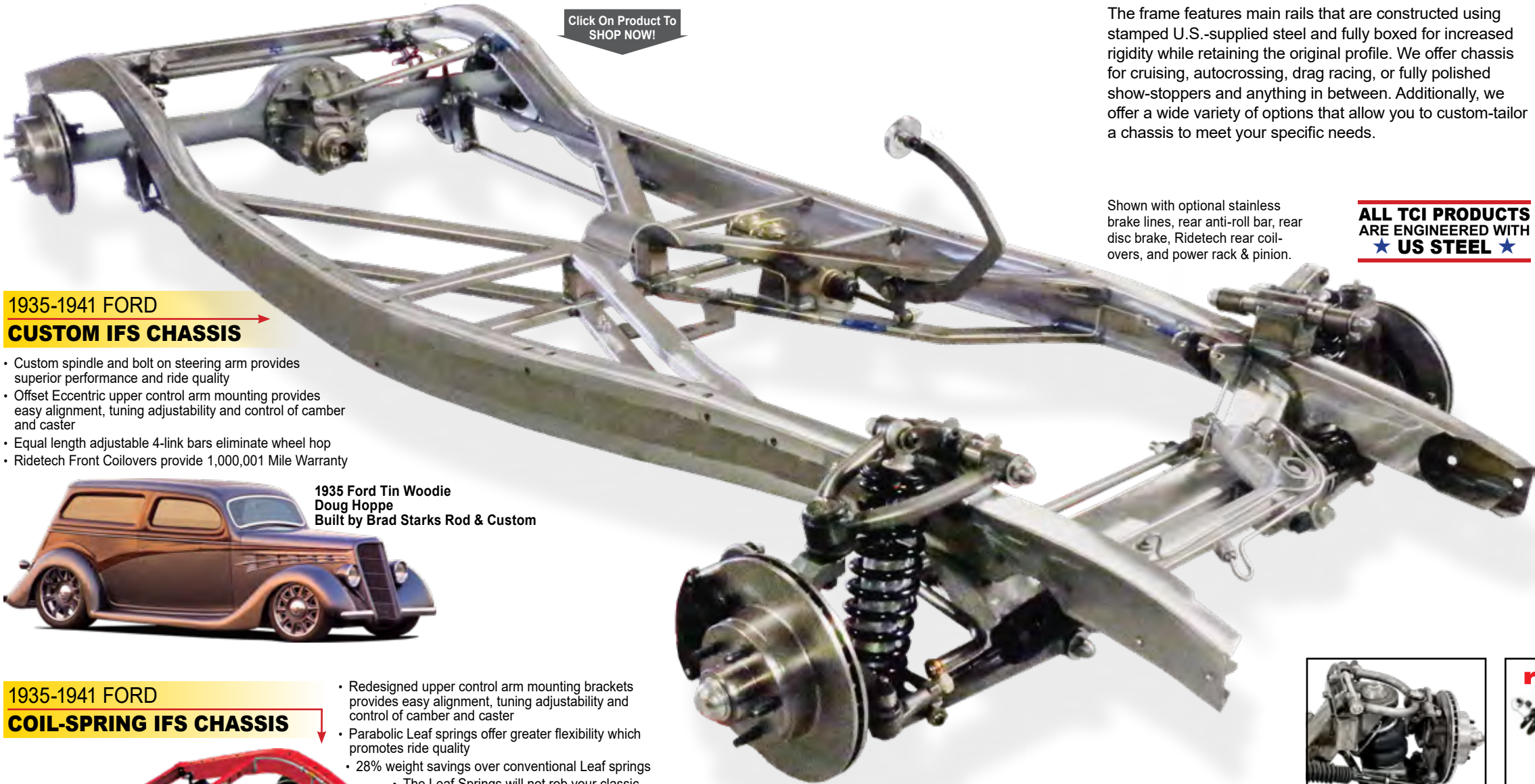
Posi Unit (TwinTrac)



Currie F9 Housing







Click On Product To SHOP NOW!

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

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

ALL TCI PRODUCTS ARE ENGINEERED WITH US STEEL

1935-1941 FORD  
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
- Equal length adjustable 4-link bars eliminate wheel hop
- Ridetech Front Coilovers provide 1,000,001 Mile Warranty



1935 Ford Tin Woodie  
Doug Hoppe  
Built by Brad Starks Rod & Custom

1935-1941 FORD  
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



Click On Product To SHOP NOW!

\*Painting & Powder Coating For Display Only



1939 Ford Pickup  
Chuck Rosencranz,  
built by Blue Sky Performance

Features & Benefits:

- 6" Tall fully boxed frame rails offer exceptional strength and rigidity
- Custom built center section offers strength while still allowing exhaust clearance
- This chassis design is engineered for a cleaner look and excellent ride quality
- Lowered stance and center of gravity provide superior handling
- 3/16" Heavy duty Crossmember provides superior strength
- Heavy duty upper and lower screw-in ball joints for additional strength and durability
- Heavy duty upper and lower control arms provide added safety and strength
- Vented rotors and big bore calipers provide excellent braking capabilities
- Energy Suspension bushings provide long lasting performance
- Performance front anti-roll bar provides superior handling characteristics
- 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
- Complete rear suspension
- 9" Hot Rod Currie housing with your choice of gear set (3.00-4.56)
- Small block engine and automatic transmission mounts
- Pedal assembly with master cylinder and booster
- Wilwood proportioning & check valves
- 31 Spline axles with new tapered bearings, seals and axle studs
- 12" Hi-Tech Rear Disc (GM Caliper)
- Core support mount

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

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



(MI-4-Link only)  
Air Spring Conversion Kit (F&R)



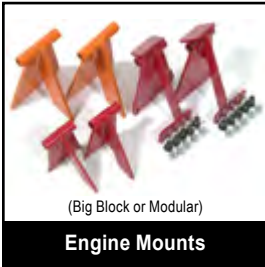
Single Adjustable Shock (Rear)



Single Adjustable Shock (Front)



Ridetech Shockwaves



(Big Block or Modular)  
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



Rear Anti-Roll Bar



11" with 4 Piston Calipers



12" with 4 Piston Calipers



13" with 6 Piston Calipers



Posi Unit (TwinTrac)



Currie F9 Housing







Click On Product To SHOP NOW!

UNIVERSAL COIL SPRING IFS



UNIVERSAL PRO TOURING IFS

**Coil Spring Universal front end**  
2" x 3" frame rails that are 34" long.  
Outside frame width 30" with 57.5" track width front mounted sway bar.  
UNI-2202-00

**Coil Over Universal front end**  
2" x 4" frame rails that are 38" long.  
Outside frame width 34" with 60" track width front mounted sway bar.  
UNI-2200-00

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 for PT IFS only)

**Note:** Ford engines require a rear sump pan.

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
- 1" Performance anti-sway bar
- GM Big Bore disc brake kit (20% more clamping force)
- Spindles (stock height or 2" drop)
- Custom steering arms
- Boxing plates
- Greasable urethane bushings
- RideTech Single Adjustable Coil-Over Shocks (Included for PT IFS only)



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 Master 15/16"	-



Power Steering Flow Valves

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

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



Power Steering Hose Kit

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

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



Complete Bushing Sets

Description	Part #
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



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

"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 & Restoration, '57 Studebaker Transtar Pickup owned by Brent Maxwell



Spanner Wrench

Description	Part #
Spanner Wrench	157-Spanner

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

Merchandise - Click [Here to Buy Now](#)



T-Shirt  
Small to 3XL



TCI Dickies Jacket  
Small - 3XL



Hoodie  
Small - 3XL



TCI Hat

"It was an easy swap out and the suspension rides like a real Cadillac should. Tight steering, smooth ride, and just the right ride stance. Well done on creating such a simple front-frame clip (Pro Touring IFS)." - Dallas Moore, '54 Cadillac Coupe







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 1/8" 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 1/4 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 prelude.
- 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 1/8" 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.

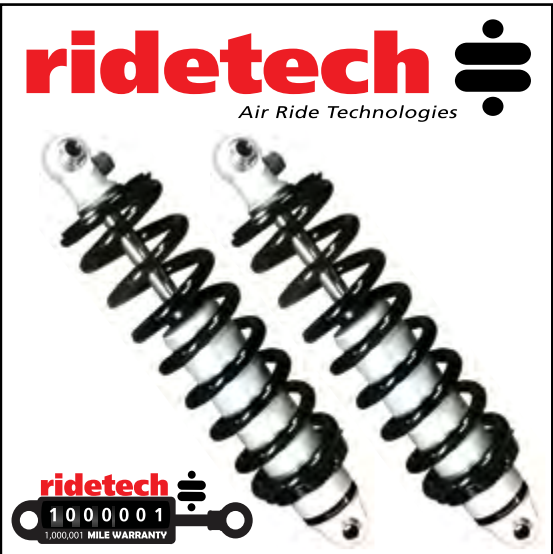
- Bolt-on rack and pinion
- Screw-in tie rod ends

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.

Available red, black or polished

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



6 Lug Rotors With Big Bore Calipers

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

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



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

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

Available red, black or polished.

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

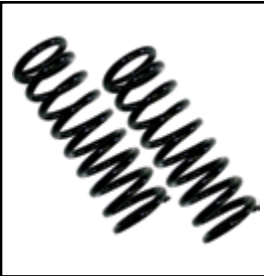


5x5" & 5x5 1/2" Lug Rotor With Big Bore Calipers

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

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

Coil-Over Shock & Shockwaves



Coil-Over Springs

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



All American Coil-Over Shocks

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

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



Custom IFS Coil-Over - Single Adjustable

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

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



Custom IFS Coil-Over - Triple Adjustable

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

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



Rear Shockwaves

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



Front Shockwaves

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







Parabolic Leaf Springs

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

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

Features and Benefits

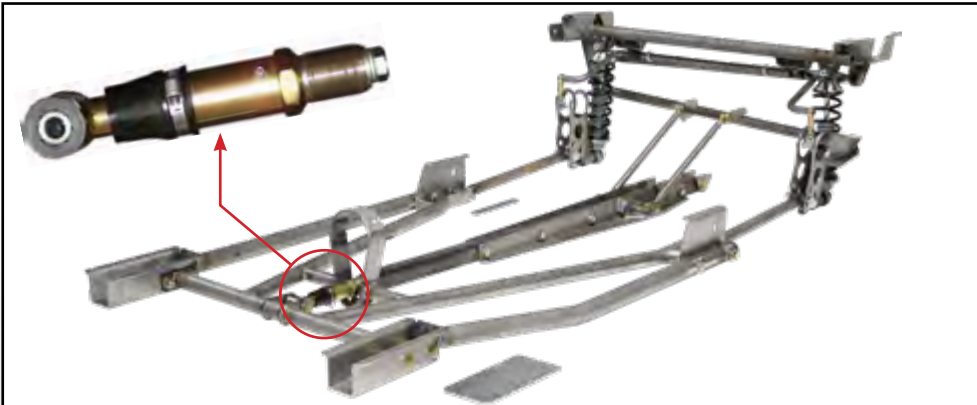
- The main advantage of parabolic springs is their greater flexibility.
- This design promotes a 28% weight savings over conventional springs
- They will not rob your classic car or truck of performance



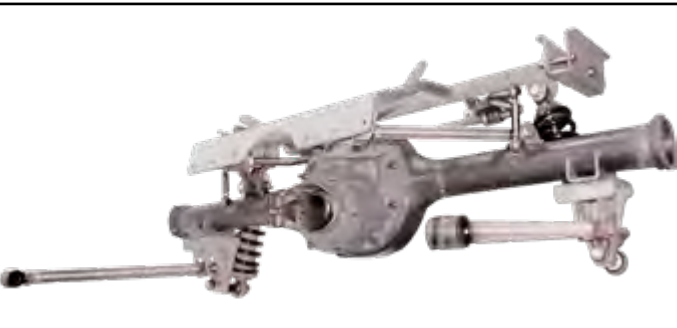
Parallel 4-Link

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

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



Torque Arm Suspension



Triangulated 4-Link

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

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.

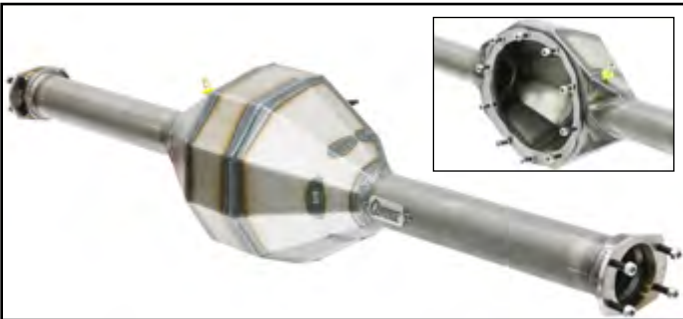
31 Spline Axles



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 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.

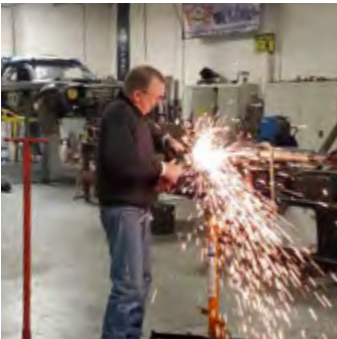
HOURS OF OPERATION

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

CONTACT INFO.

Phone: 1-800-984-0223  
1416 Brooks St., Ontario, CA 91762  
Email: sales@totalcostinvolved.com  
Website: www.totalcostinvolved.com

Engineered for Performance, Driven by Excellence for 50 Years.





**BACK TO  
CONTENTS**



**Total Cost Involved Engineering, Inc.**  
1416 Brooks St., Ontario, California, 91762

 **1.800.984.0223**     **[totalcostinvolved.com](http://totalcostinvolved.com)**