1. TOTAL COST INVOLVED
TUBE OR I-BEAM AXLE
47 1/2" king pin centers with stock 38 1/2" spring perch centers to retain stock spring width for best ride.

2. TOTAL COST SPINDLES
Total Cost spindles are based on the popular 37-41 Ford round spindle. Spindles utilize stock seals, bearings and king pins.
(1 pair)

3. TOTAL COST DISC BRAKE KIT
Total Cost vented rotor disc brake kit for 37-48 Ford spindles was designed specifically to stop the heavier 35-48 Fords. Kit uses 78-up GM intermediate calipers. Kit features caliper mounting brackets, bearings, seals, spindle washers, hardware and instructions. Choice of 4 1/2", 4 3/4" bolt pattern. The 4010 brake kit comes with the GM calipers. The 4012 brake kit comes without calipers.

4. GM CALIPERS
Remanufactured quality 78-up GM intermediate calipers with semi-metallic pads. (1 pair)

5. STAINLESS BRAIDED HOSES
Show quality braided stainless steel front brake hoses. (1 pair)

6. KING PIN KITS
Replacement king pin kit includes pins, bearings, bushings and hardware for 37-41 or 42-48 Ford spindles. Specify year. Available plain or with polished stainless top. (1 kit)

7. FRONT SHACKLES
New Total Cost front shackles kit includes polished nylon bushings, pressed stud shackles and hardware. Available gold or stainless and chromed. (1 set)

8. FRONT U-BOLT KIT
Includes new front U-bolts, plate, spacers and hardware. Available gold or stainless and chromed. (1 kit)

9. FRONT SHOCK KIT
New Total Cost bolt-on front shock kit includes shocks, lower perch pin shock mounts, upper tubular shock mounts and all hardware. Available with standard or chrome shocks. (1 kit)

11. LOWER STEERING ARMS
Total Cost special deep-drop lower steering arms. Left and right. Also available in chrome. (1 pair)

12. TIE ROD
Correct length tie rod with new ends. Available in standard finish, polished stainless or chrome plated. Ends also available in chrome. Kit includes tie rod, ends and jam nuts.

13. DRAG LINK
Correct length drag link with new ends. Available in standard finish, polished stainless or chrome plated. Ends also available in chrome. Kit includes drag link, ends and jam nuts.

14. SAGINAW ADAPTER PLATE
Adapts mid 60's Saginaw steering to stock 35-40 steering mount. Includes mounting plate and hardware.

15. VEGA STEERING ADAPTER
Replaces stock steering mount in frame to mount 70-78 Vega or mid 60's Saginaw steering box. Includes mount and hardware.

16. VEGA PITMAN ARM
Correct pitman arm when using Vega steering in 35-40 Fords. Available in standard finish or polished stainless.

17. FRONT ANTI-ROLL BAR
New Total Cost front anti-roll bar kit comes complete with bar, urethane pillow blocks, linkage and urethane bushings and all necessary hardware.

18. CHEVY ENGINE MOUNTS
New Total Cost bolt-in engine mounts for small block Chevy into 35-40 Fords. Includes mounting brackets and hardware.

19. TURBO 350 TRANS PLATE
Mounts T-350 trans only to 35-40 frames. Includes hardware.

20. TURBO 350 TRANS/ WISHBONE SPLIT PLATE
Mounts T-350 trans and split wishbone to 35-40 frames. Includes mounting plate, wishbone ends, tie rod ends and hardware.

21. TURBO 350 TRANS/ WISHBONE SPLIT/X-SUPPORT PLATE
Same as #20 above with longer plate to fully support x-member.

22. X-MEMBER TOP PLATE
Bolts to top of x-member to add rigidity. Includes plate and hardware.

23. X-MEMBER INSIDE PLATE
Bolts to x-member. Top plate and #21 bottom plate tying all three together for superior strength. Includes plate and mounting hardware.

24. X-MEMBER SIDE SUPPORTS
Steel side supports provide additional x-member strength. Includes left and right supports and hardware.

25. X-MEMBER SIDE SUPPORT/ BOOSTER MOUNT
Same as #24 above with power brake booster mount installed on drivers side.

26. BRAKE PEDAL ASSEMBLY
New Total Cost 35-40 brake pedal assembly bolts on with minor chassis modifications. Mounts Ford master cylinder with 5 1/4" hole centers. Includes pedal arm, master cylinder mount, push rod and all hardware.
31. REAR LEAF SPRING MOUNTING KIT
New Total Cost rear spring mount kit easily adapts `68 - `76 Nova rear ends and `61 - `71 Dodge truck front springs to `35 - `40 chassis. No welding required. Kit includes front and rear spring hangers, bushings, shackles, u-bolts, 5-hole spring plates and hardware. Springs not included.

32. REAR SPRING MOUNT KIT W/PADS
Same as #31 above but with weld-on axle spring pads to adapt 9 Ford or other rear end housings. Springs not included.

33. REAR LEAF SPRINGS
Brand new Total Cost rear leaf springs for use with our rear spring mounting kit. (1 pair)

34. REAR SHOCK KIT
New Total Cost rear shock kit for `35 - `40 Fords is designed to work with our rear leaf spring kit. Kit includes standard or chrome shocks, upper mounts and hardware (5-hole spring plates provide lower mount).

35. REAR ANTI-ROLL BAR KIT
New Total Cost rear anti-roll bar kit comes complete with bar, urethane pillow blocks, linkage with urethane bushings and hardware. Designed to work with our rear leaf spring kit (5-hole spring plate provides lower mount).

36. 9" FORD REAR HOUSING
Total Cost offers narrowed and centered 9 Ford rear housings modified to bolt-in with our rear leaf spring kit. Available in one width, 54" axle flange to axle flange. Stage 1 housings include a clean housing, spring pads installed, shortened axles and backing plates. Stage 2 housings include all of the above plus axle bearings and seals. 1" drums, wheel cylinders, 2 1/4" Bendix lining, springs, adjusters and emergency brake hardware. Stage 3 housings include all of 1 and 2 plus a rebuilt 3.0 gear ratio Ford 3rd member. Stage 2 and 3 housings come assembled and primed.

39. STAINLESS BRAIDED HOSES
Show quality braided stainless steel rear brake hoses. (1 pair)

40. WALKER RADIATORS
Total Cost offers Walker pressurized radiators for `35 - `40 Fords. Available are the "Standard Line" with 3 core, the "5-line" with 4 core and the "Cool Mates" for air conditioning. All radiators come with horns, coolers.
'35-'40 FRONT SHOCK KIT
1. Remove stock front shock absorbers and spring perch and drill out square holes in frame with a 1/2" drill. Bolt upper brackets to frame rails using hardware supplied. Make sure to use the flat washers supplied on the inside of the frame rails.
2. Install new perch so that inside face is parallel to frame rail. (Note - if you encounter a problem with the perch turning in the axle when tight, it may be necessary to punch the inside of the wishbone taper in a few places to give the perch a bite.)
3. Bolt shocks to upper and lower mounts (perch must be parallel to frame rail or shock will not bolt up easily).

BOLT-ON SAGINAW ADAPTER PLATE
This plate (not shown) simply bolts to the stock steering box mount allowing you to bolt in a mid-60's Saginaw steering box.

'35-'40 FRONT ANTI-ROLL BAR KIT
1. Front hole of pillow block is located at third rivet back from front of frame rail. Rivets must be drilled out, and depending on your particular chassis, the rear hole may need to be drilled.
2. Bolt bar to chassis using pillow blocks and urethane bushings supplied.
3. Install lower mount onto bottom of spring perch. Cone shaped washer fits onto perch with tapered side against taper in bottom of wishbone. Lower mount then mounts against flat side of washer.
4. Mount connecting link between bar and lower mount using hardware and urethane bushings supplied.

'35-'40 CHEVY ENGINE MOUNTS
1. Locate stock 5/16" hole in top of frame rail 6 1/4" back from center rivet in front crossmember. Drill out to 3/8".
2. Using center hole, bolt engine mount to the frame making sure it's parallel to the inside edge of the frame rail. Use end holes in mount as a pattern to drill two new 3/8" holes in upper frame rail.
3. Rear mounting hole in bottom frame rail must be drilled out to 3/8".
4. Bolt mount between upper and lower frame rails as shown.

'35-'40 VEGA/SAGINAW STEERING ADAPTER
1. Drill out and remove the 4 rivets that attach the stock steering mount to frame. When rivets are out, move the mount in and out several times to break the factory spot weld on the top flange of the frame and remove the mount.
2. Drill out the stock rivet holes to 1/2". Using the TCI mount as a guide, drill one new 1/2" hole in frame. Bolt the mount to the frame using the hardware supplied, making sure that the bolts are as tight as possible (welding mount to frame is recommended to eliminate any possible movement). Mount is installed under top and bottom flanges of frame.
3. Upper mounting boss on steering box ('70-'78 Vega or mid-60's Saginaw) must be drilled out to 7/16". Also the backside must be ground flat so bolt head will seat flat against box.
4. Bolt steering box to the mount installing the spacers supplied between the mount and the steering box.
'35 - ’40 REAR LEAF SPRING KIT
This kit is designed to install Nova or 9” Ford rear ends and new Total Cost or ’61 - ’71 Dodge truck front springs. The Nova rear end is a direct bolt-in with no cutting or welding. Any ’68 - ’76 Nova or ’68 - 69 Camaro rear end will work, but the ’68 - ’72 multiple leaf models work best. The 9” Ford rear end requires cutting off the stock axle pads and welding on a new set with pinion up 6 degrees from bottom of spring pod to third member face. Front springs from any ’61 - ’71 Dodge A-100, D-100, D-200, P-200, W-100 or W-200 truck will fit well, but the new Total Cost units are highly recommended.

1. Rearmost hole in rear spring hanger is located 2 1/8” forward from center of front bumper bolt hole. Holes will need to be drilled 3/8”. Front hole is generally in frame from the factory, but not always. Tubular spacers install on inside of frame rail.

2. Front spring hangers mount to existing rivet holes in frame just forward of kick-up in frame. Rivets must be removed and holes drilled 3/8”.

3. 5-hole spring plates mount with shock tabs towards center of chassis. Tab’s usually point down. (Note - Spring plates may be swapped side to side to compensate for spring arch versus shock length. Make sure shocks will not bottom out.)

4. To install, mount springs to front hangers, install rear end on springs, and finally install springs to shackles at rear.

'35 - ’40 REAR SHOCK KIT
1. Center of the upper shock bracket is located 7” from the inside edge of the bottom frame flange. Clamp brackets to frame and drill 3/8” holes.

2. Shockstud bolts on tab on 5-hole spring plate to provide bottom mount. (Note - Spring plates may be swapped side to side to compensate for spring arch versus shock length. Make sure shocks will not bottom out.)

'35 - ’40 REAR ANTI-ROLL BAR KIT
1. Rear anti-roll bar pillow blocks bolt to stock rear shock mount holes. Connecting link bolts between bar and outboard hole in 5-hole spring plate using hardware and urethane bushings supplied.