



FATBAR

Congratulations on purchasing the best “working” 4-bar kit on market. The FATBAR has many features that allow it to out-perform the competition. You will notice them as we go along.

- 1. Every step of this installation is based on the rear axle centerline (C.I.). So locating the C.I. is very important. Set the chassis level and project the C.I. from the axle housing onto the frame with a level, or plumb-bob (FIG. 1). If the bed is handy, set it on the frame and roll a tire under to check the C.I. – Sometimes we want to move the C.I. from its stock location to center the wheel in the fender. Double check your chosen C.I. by measuring to several points on the chassis cab mounts, bed mounts and front C.I. to make sure it's even on both sides (square).**
- 2. Remove all of the original suspension, and mounts from the chassis. None of the rivet holes will be re-used. We suggest that you put grade #8 bolts in these holes and then weld the crossmembers back in. NOTE: 48 – 60 Ford's & 55 – 59 Chevy's may want to re-position the rear crossmember to make room for a custom tank. (FIG. 2) – It's easier to do it right now.**
- 3. Carefully measure the C.I. 36” forward on the chassis (FIG. 3) double check this. Mark the outside of the frame with a level line up and down.**
- 4. Fit the front brackets to the chassis with the front edge of the bracket on the line at 36” (FIG. 4)**
- 5. At this time, consider boxing and 'c' sectioning the rear frame. This is a must on air ride trucks, and recommended for those going to sit low. – We have rear boxing and c-sections available (FIG. 5)**

6. Assemble 4 of the bars to a length of 30 ¼". This is a measurement from the center of one eye, to the center of the other. Set all 4 bars to the same length of 30 ¼".
7. Assemble the 4-bars into the front mount, adjustable end in, then fit the rear axle brackets to the bars. Snug up the nuts – not tight. (FIG. 6)
8. With the rear axle housing cleaned of all other mounts, carefully position the axle into the brackets, rest it on some jack stands at the ride height you chose. (FIG. 7) Take your time to set it centered side to side. Then set the pinion angle – take your time here. (FIG. 8) Then tack weld the brackets onto the housing – Double check everything again. The axle mounts should be the same width apart as the chassis mounts, making the bars parallel to the chassis.
9. THE PANHARD ROD – Set the length to 28 ½" eye to eye. The short mount will fit to the bottom of the frame on the driver side, centered 6 ½" behind the axle C.I. (FIG. 9). Then fit the housing mount to the backside of the axle, with the top of the mount level with the frame (FIG. 10) tack weld both mounts.
10. At this time the suspension links are in place. Double check all measurements and clearance.
11. THE SHOCK MOUNTS – Notice that the lower shock mount is separate from the 4-bar bracket. This is done to get the widest spring base possible. Assemble the lower shock mount, shock and upper shock mount, and hold it up to the axle and chassis to get an idea of where it will fit, and the angles of the shock. Fit the lower mount out towards the tire as much as possible. The shock & mount assembly may be leaning back a few degrees to fit and clear everything. Measure back and forth and make both sides the same. Tack weld the shock mounts to the axle housing, and drill & bolt the chassis mounts in place. (FIG.11)

FAT BAR

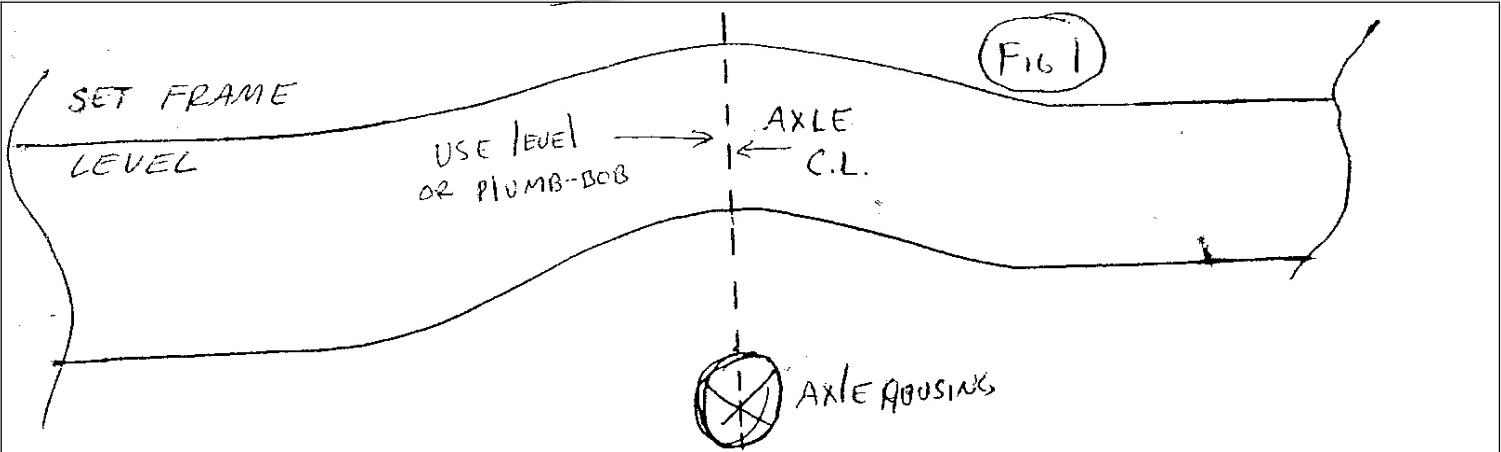
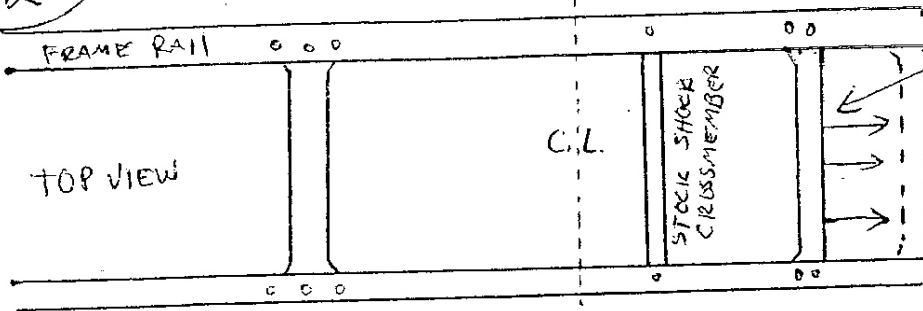


Fig 2



FOR FUEL TANK CLEARANCE, MOVE THIS CROSS MEMBER TO THE VERY BACK OF THE CHASSIS FLIP IT OVER SO THE 'KICK' GOES D

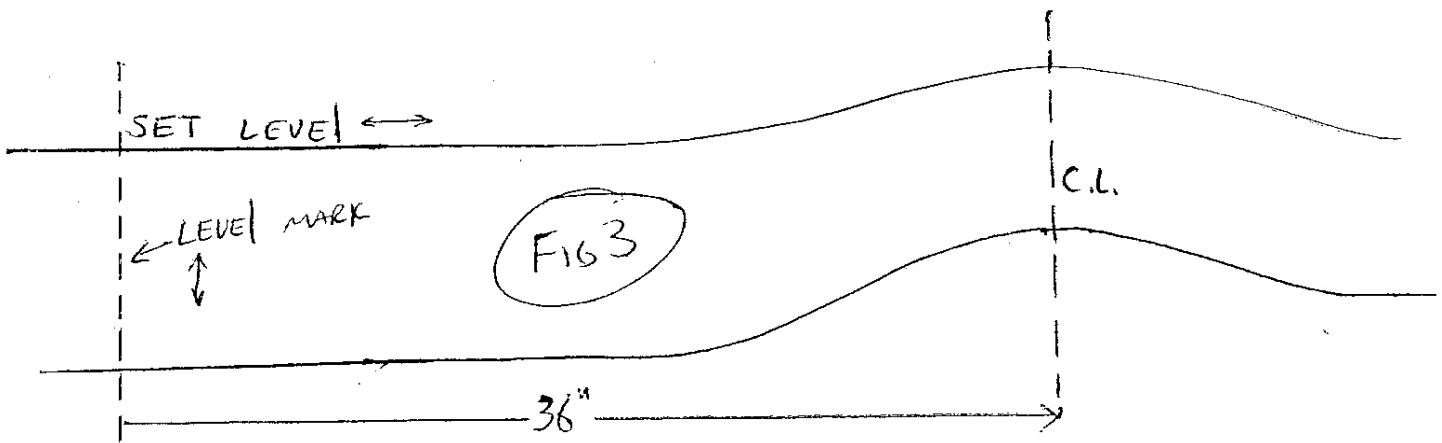
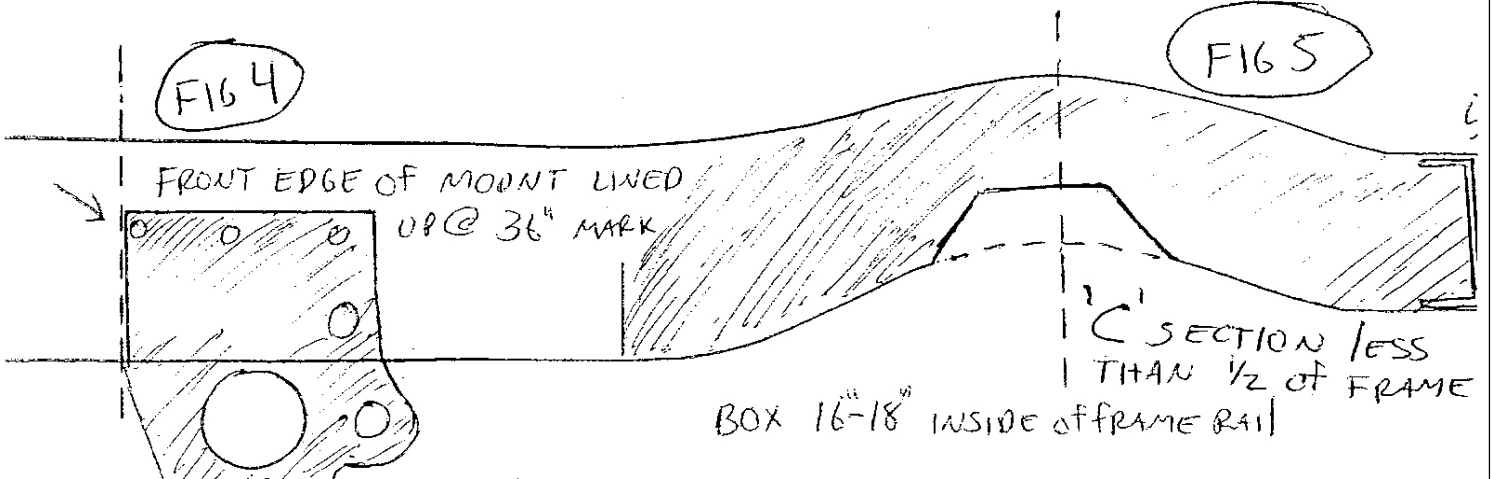


Fig 4



171 DAK

FIG. 6

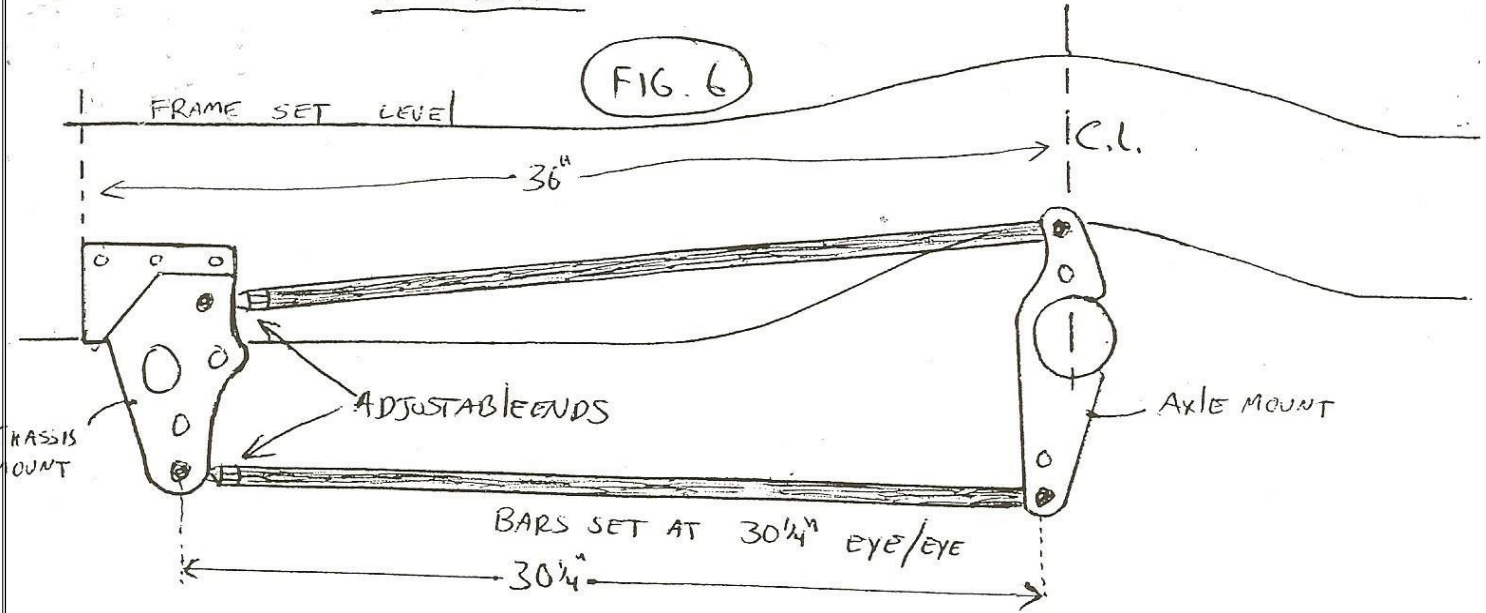
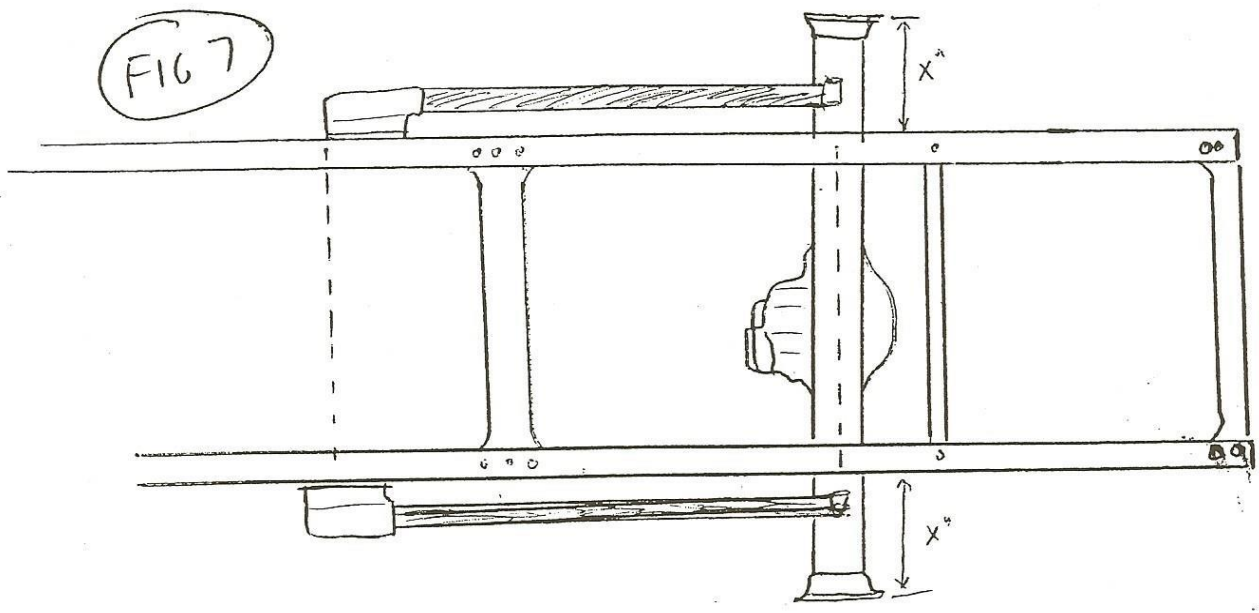


FIG 7

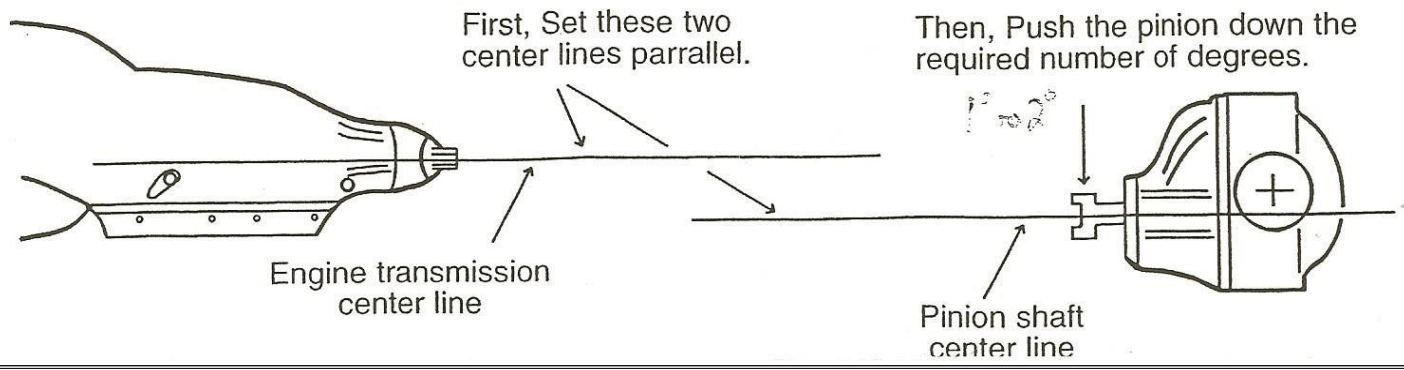


PINION ANGLE INFO

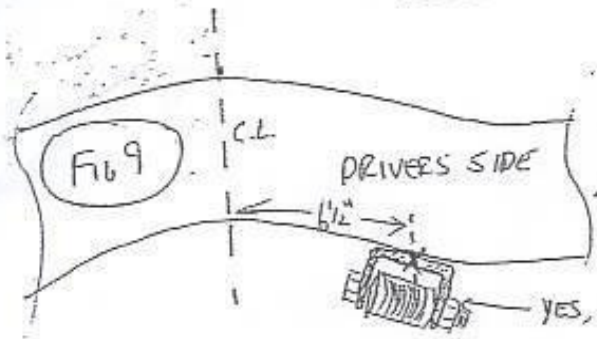
How do you set the Pinion Angle?

Good Question.
In a perfect world the pinion should be parallel to the crank shaft. (we're talking about street cars here)
Now back to reality.

FIG 8



FAT AXLE



YES, IT MAY BE AT A SLIGHT ANGLE. THATS O.K.

