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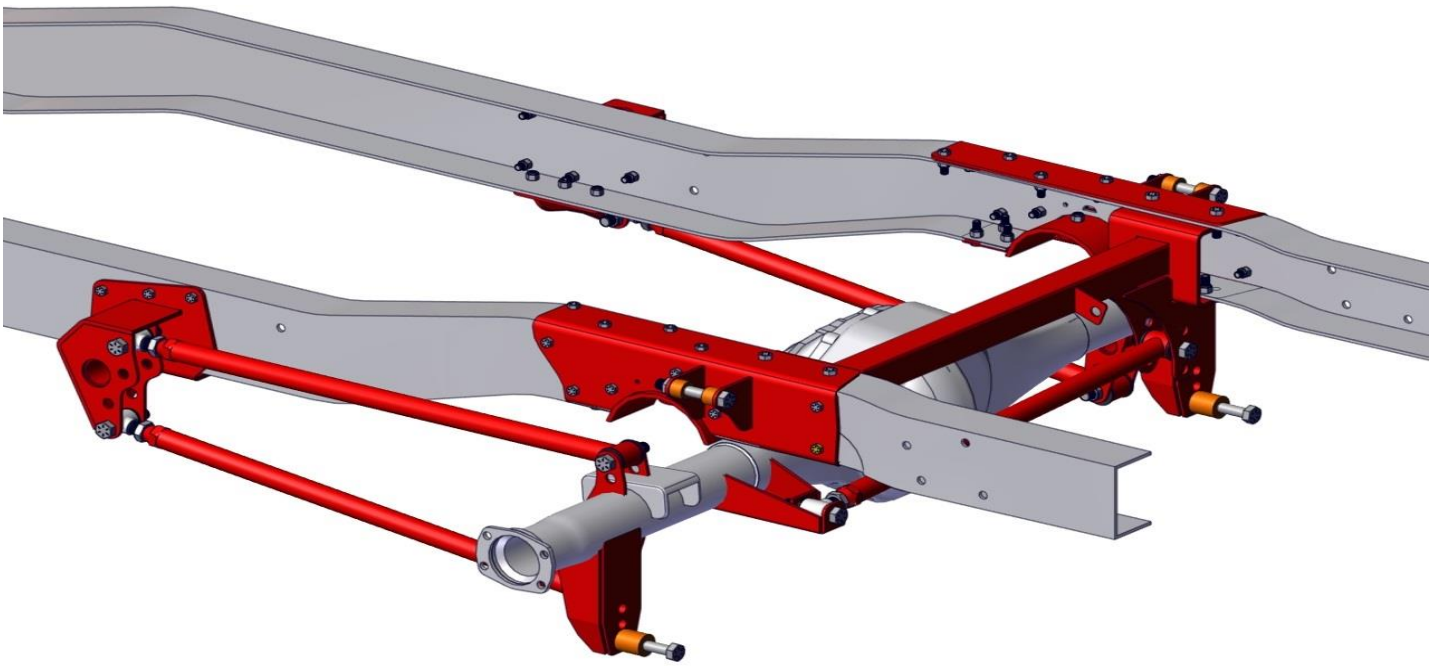
1001 EPCO DRIVE • DANDRIDGE, TN 37725

1973-1987 CHEVY FAT BAR KIT



What's Included:

2	C-Notch Brackets Driver/Pass.		4	Fat Bars	
2	Fat Bar Frame Mounts Driver/Pass.		1	Panhard Bar	
1	PanHard Bar Crossmember		2	Bump Stops	
2	Fat Bar Axle Mounts		2	Shocks	
2	Lower Shock Mounts		2	Springs	
1	Axle PanHard Bar Mount		1	Fat Bar Kit Hardware Bag	
1	C-Notch Cutting Template		1	C-Notch Kit Hardware Bag	
1	C-Notch Backing Spacer				
2	Lower Shock Mount Spacers				
4	Upper Shock Mount Spacers				

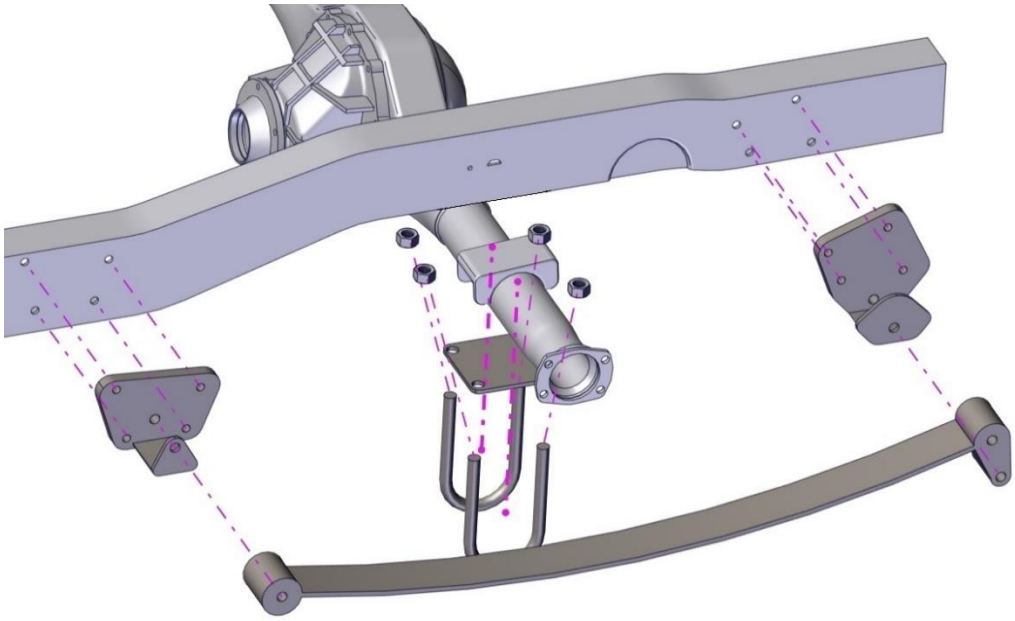
Note: For this installation the bed of the Truck **WILL** have to be removed for install.

Step 1:

- The bed of the truck will need to be completely removed, yes, all the way off. (**Note: The gas tank may need to be removed as well)**.
- The truck will also need to be jacked up off the ground and leveled out for the best result.
- To keep the rear section from flexing poles/or rods should be clamped to the rear end of the rail to the ground to support the rails.

Step 2:

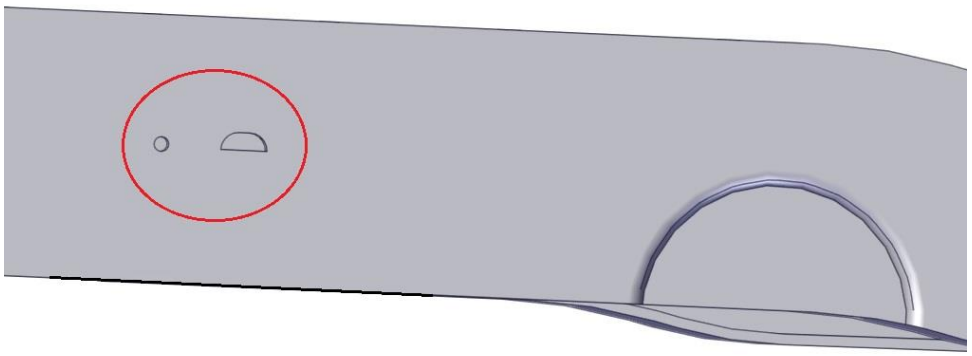
- Unbolt the axle from the leaf springs, disconnect the drive shaft, and disconnect the brake line at the chassis. Move the axle out of the way it will be worked on later, please don't try and do anything to it right now, be patient.

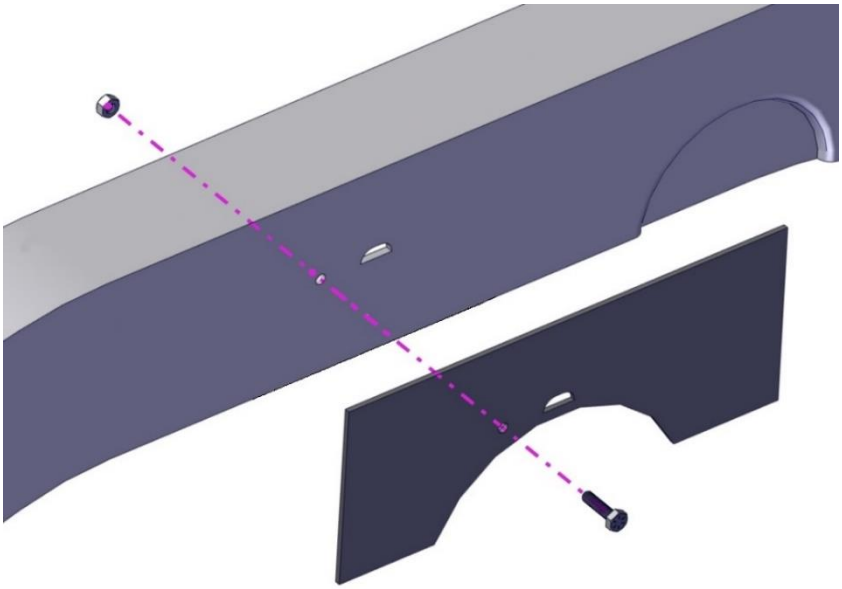


- Chisel, torch, drill, or press out the rivets that hold the leaf spring mounts and shackle hangers onto the frame, however you need to just get them off and throw that junk in the trash.

Step 3:

- To cut the C-Notch, hold the aluminum C-Notch Cutting Template onto the outside of each frame rail. The truck has a ¼" hole and a slot cut into it from the factory, use these to line up the template. A ¼" Bolt can be found in the C-Notch Kit hardware Bag to hold the template in place.





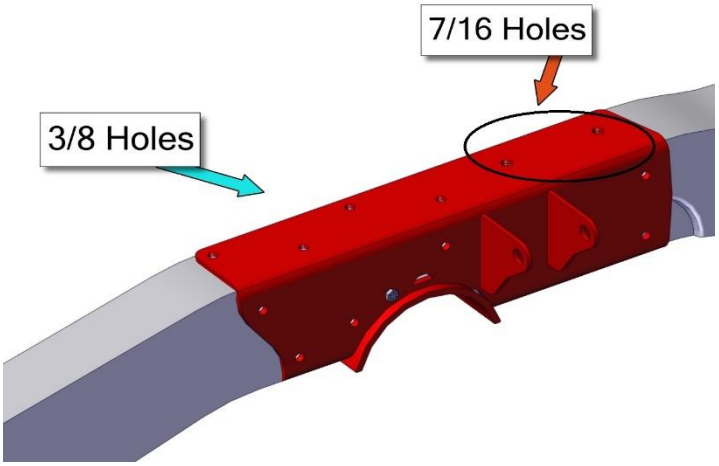
- Make sure the template is even with top of the frame before marking

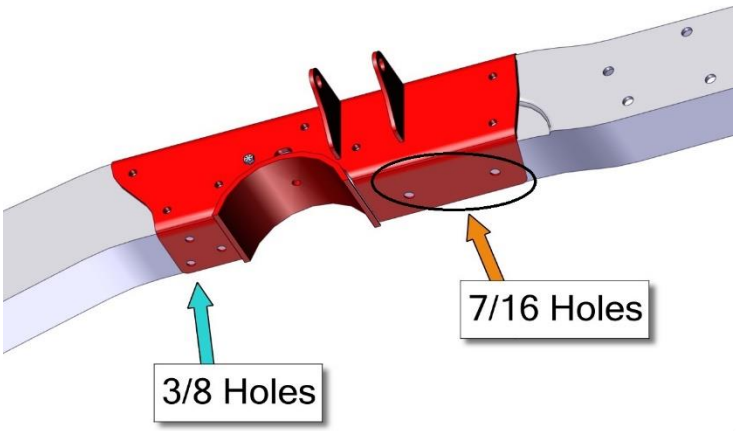
- Mark the semi-circle area out with a scribe or sharpie, remove the template and cut out the shape. Do this for both sides.

- For best results clean the edges around cut with a grinding, flapper, or sanding disc, because It will be sharp and it will cut you.

Step 4:

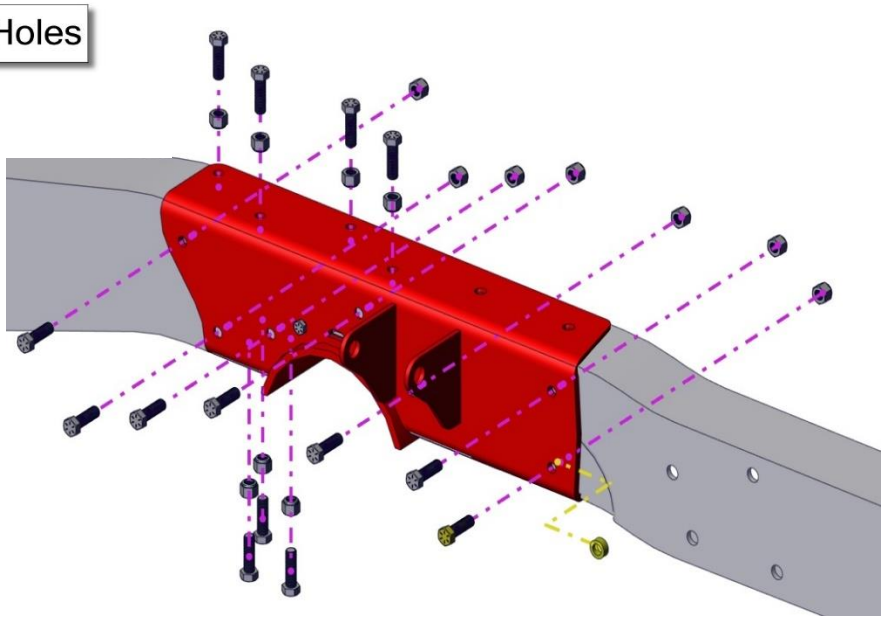
- Install the C-Notch Plate and line up the ¼" hole and the slot. Make sure all faces of the mount are touching the frame. Once lined up drill out all of the 3/8" and 7/16" holes on the Top, Bottom, and Sides of the Plate.





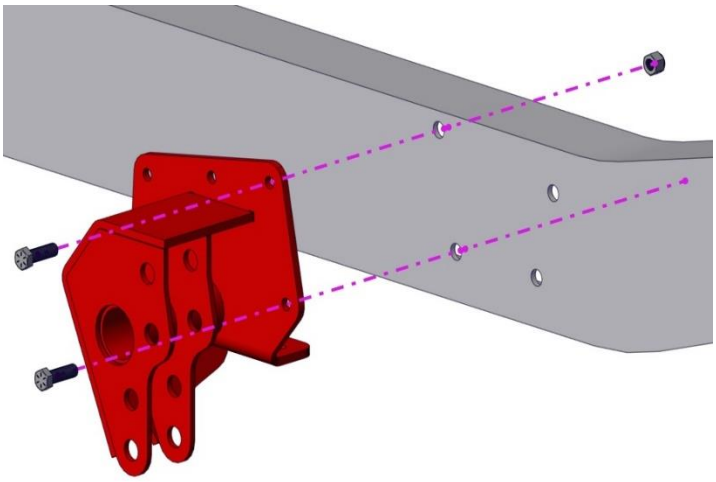
- Only install the 3/8" Hardware, the 7/16" hardware will be needed in a later step. Use the C-Notch Hardware bag for this install.

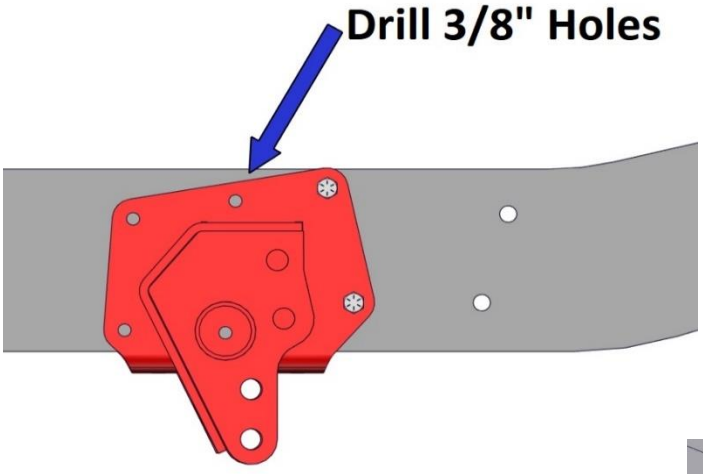
- Repeat the same process for the passenger side. Because of a pocket for the OEM shocks, a small backing spacer is needed on the Driver Side to fill the gap, a single spacer and 3/8 -24 x 1 ¾" bolt has been provided for this specific reason, and will install as **shown in yellow here. ->**

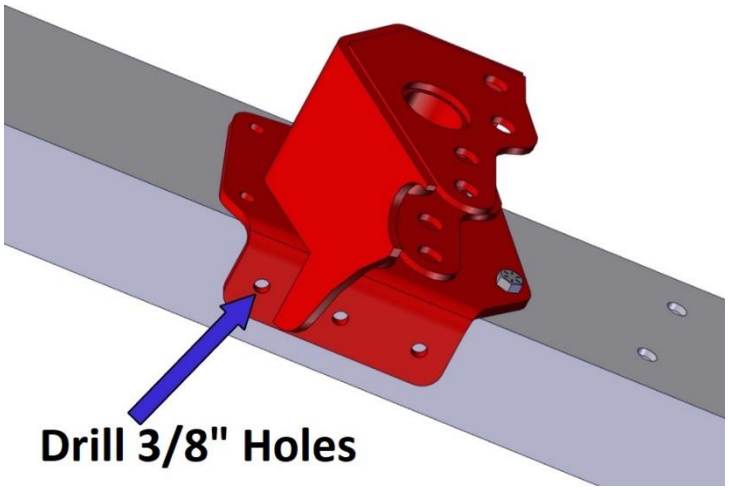


Step 5:

- Install the Fat Bar Frame Mounts in the two forward most holes from the front leaf spring hanger which will line up with the back two holes on the Fat Bar Frame Mount. Use two 3/8” bolts from the Fat Bar Kit Hardware Bag to hold it in place.
- Make sure the bottom of the bracket is sitting even against the bottom of the frame.
- Drill out the 3/8” holes and install the remaining Hardware. Repeat this process for the other side

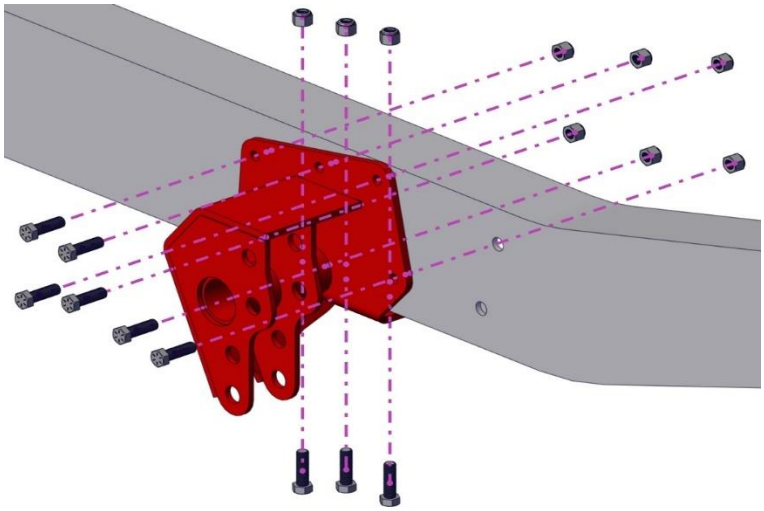


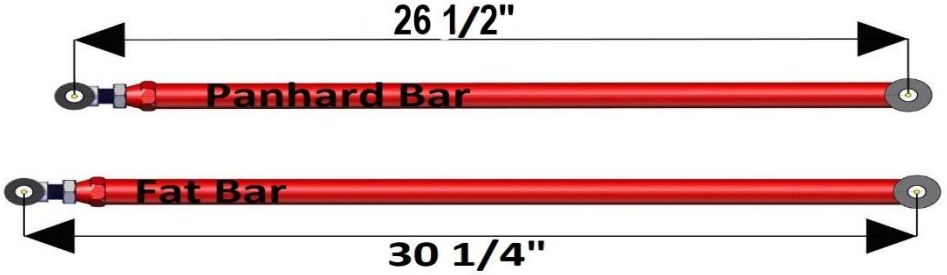


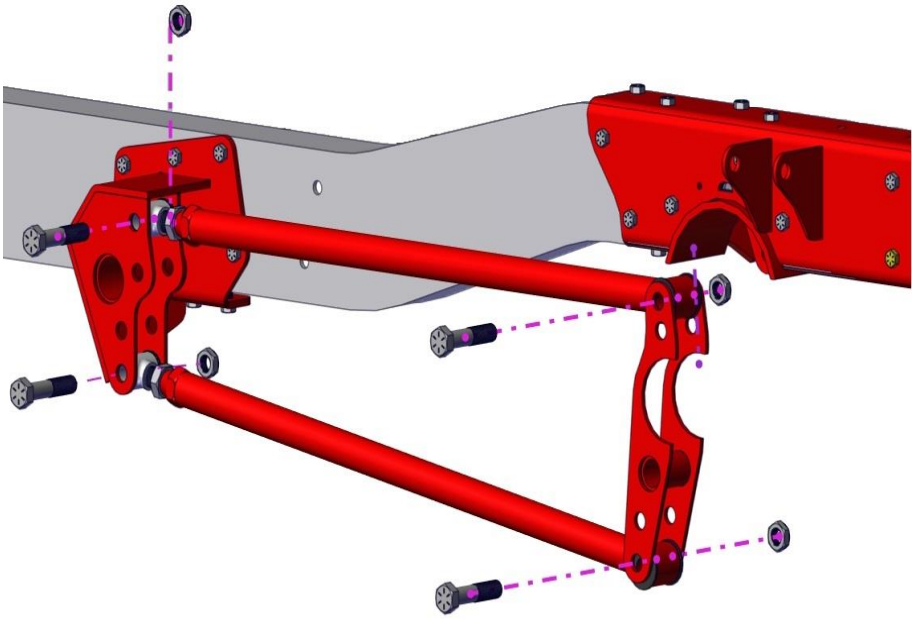


Step 6:

- Set the four Fat Bars so that each one measures 30 ¼” from the center to center. As well as setting the Panhard Bar to 26 1/2” center to center. This is important if they are set wrong you’ll know when you try and drive the truck.
- Tighten the jam nuts and use the 5/8”-18 x 2 ¾” bolts to install them to the Fat Bar Frame Mount and to the Fat Bar Axle Mount.





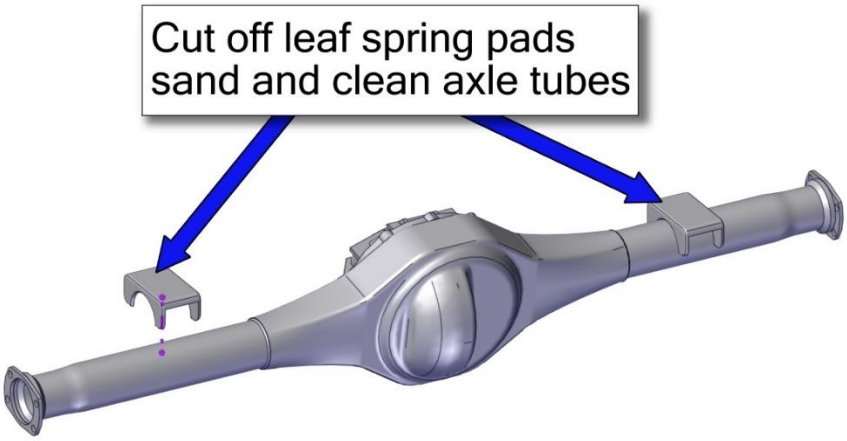


- Do this to both sides only snug the bolts, you're going to need them loose.

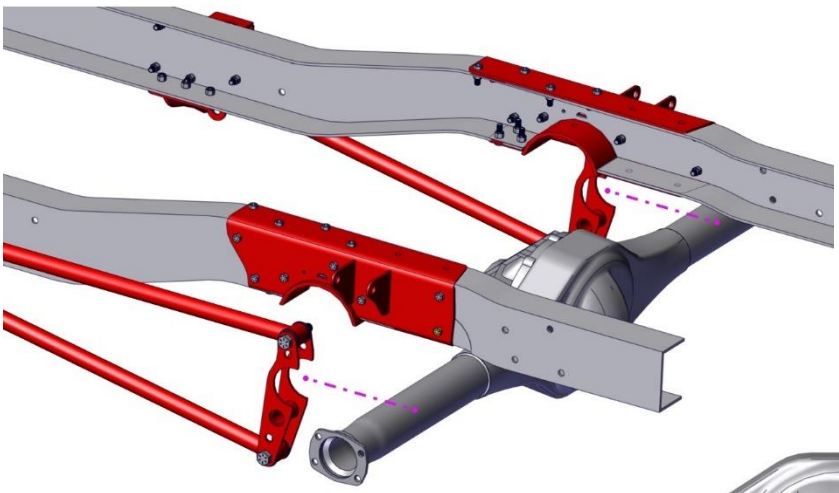
- With both sides set up in this configuration, its finally time to get to the rear axle.

- Cut the existing leaf spring pads off of the axle tubes and use a grinding, flapper, or sanding disk to completely remove excess material and to strip off paint/dirt/rust.

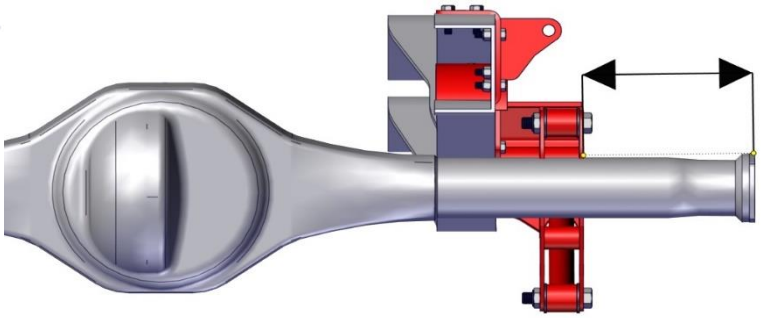
Step 7:



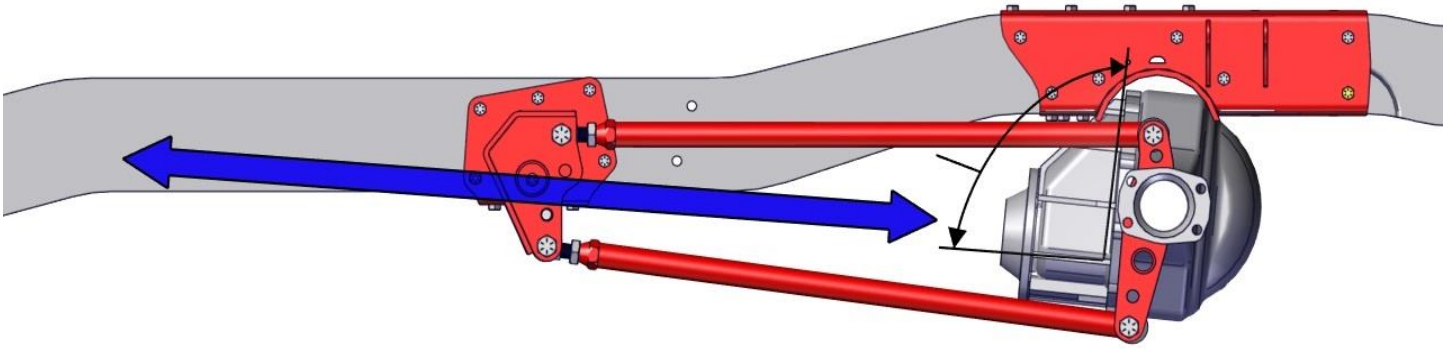
- Put the axle into the circle slots of the Fat Bar Axle Mount use jack-stands, blocks, or whatever necessary to keep the axle in place. (**Note: It is helpful to place a tie-down strap from the axle to a crossmember to help pull the axle forward**). It is CRITICAL to have the axle sitting all the way into these mounts and CRITICAL to center the axle on both sides.



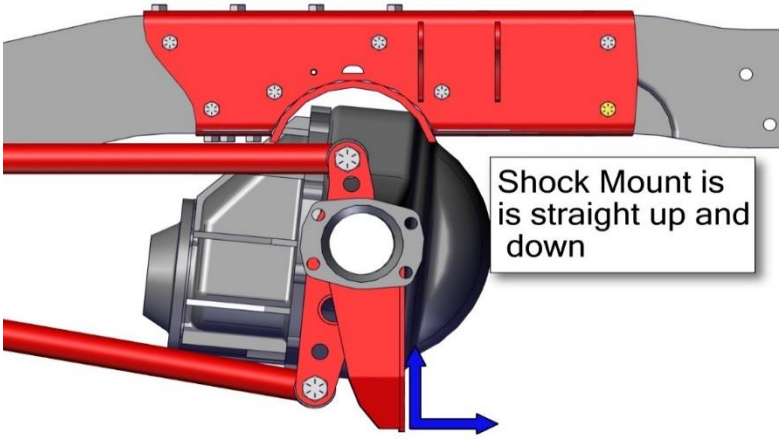
- There is no set measurement to center the axle you will just have to make sure each side has the same length.
- Once the axle is centered you will need to set the pinion angle before tacking the brackets.

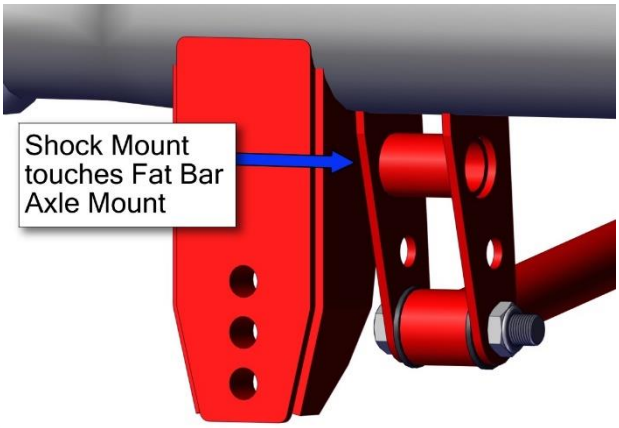


- To set the pinion angle refer to our friends at https://www.iedls.com/#Power_Train Inland Empire Driveline, setting pinion angle is very important to how your vehicle will perform and handle. If neglected and set incorrectly you will feel terrible vibrations causing severe damage to drivetrain components.



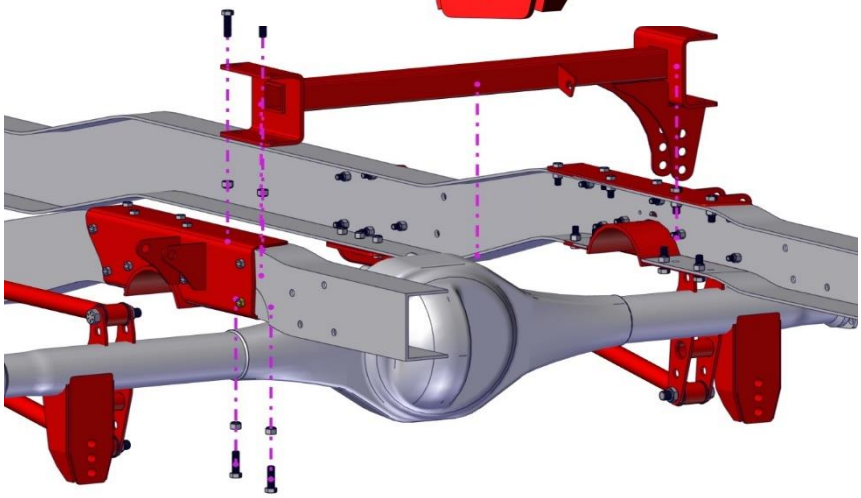
- The pinion angle must be set to that of the engine, use an angle finder to find the angle of the crankshaft either by harmonic balancer or oil pan bolt line. Set the axle to 1 degree less than the crankshaft so that when the weight of the truck is on the axle it will shift to the correct angle.
- Once you have the axle positioned correctly tack weld the Fat Bar Axle mounts into place and begin installing the Lower Shock Mounts
- The Lower Shock Mounts sit directly on the axle tube and sit directly against the OUTSIDE of the Fat Bar Axle Mount. With the axle in position they sit straight up and down. Once positioned tack weld them into place.



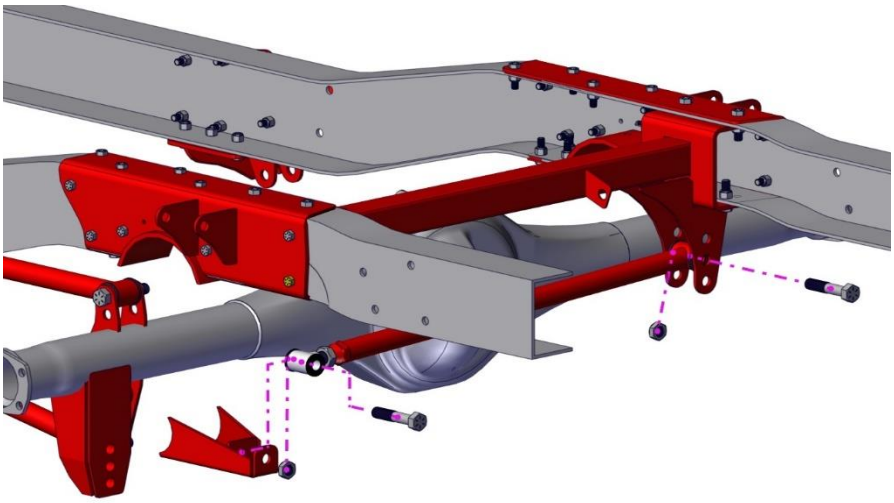


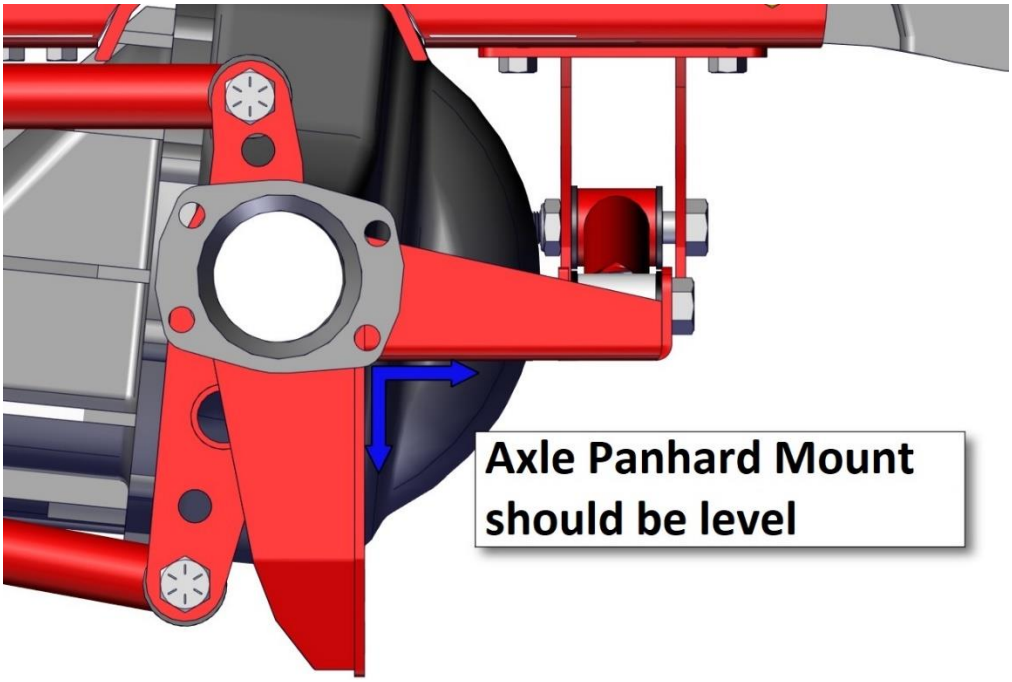
Step 9:

- Now it's finally time to use the 7/16" bolts, by installing the Panhard Bar Crossmember into the holes drilled for it earlier. (**Note: light sanding may need to be done for it to fit between the rails**).



- With the Panhard Bar Crossmember installed loosely install the Panhard Bar and then swing the bar up and place the Panhard Bar Axle Mount against the axle, this is where the Panhard Bar Axle Mount needs to be. Make it completely level and tack into place.





- With every thing tacked into position, carefully remove the axle not to break any tack welds, if any break resetting the axle will be necessary in order to have a correct alignment. Set the axle onto a secure surface and finish welding the brackets. (**Note: for best results weld in increments of 1 inch to 1 ½" inches and then switch sides repetitively to prevent any brackets or the tubes from warping**).

Step 10:

- Reinstall the fully welded axle and begin to torque down all of the bolts. For 3/8" bolts torque to **40 lb-ft.** the 7/16" bolts torque to **45 lb-ft.** and the 5/8" bolts torque down to **50 lb-ft.**
- Install the shocks of your choosing, use the largest shock spacer on the Lower Shock Mounts and the two smaller shock spacers on the Upper Shock Mounts. Torque to **50 lb-ft.** and proceed to drive your vehicle like it was stolen and the neighbors have just called the cops…