Hot Rod innovators FAT MAN FABRICATION by SOUTHERN Rods & Parts

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## INSTRUCTIONS FOR CLASSIC IFS

This suspension is based on '73-'87 Chevy pick up spindles and brakes. We normally supply a 2" dropped spindle (using a 12" x 1" rotor with a 5-on-5" bolt circle) which puts the spindle center about 1" above the bottom of your frame rail. On special request, for a more conservative ride height (1" below the frame bottom), we can supply stock non-dropped spindles which use a 1 ¼" rotor. Note that the different spindles use completely different bearings, seals, nut kit, dust covers, and calipers. An '82-'85 Chevy Citation power rack is used, mounted to the rear side of the crossmember, with the mount holes drilled to 1/2" to accept the enclosed 1/2" x 2" bolts. Citation outer tie rod ends are also, with ¾" cut off the rack outer ends in order to get the correct toe in distance. Shocks and springs are '78 Mustang II, using V-8 springs for small block powered cars, and special springs based on '86 5.0 Mustang springs for heavier engines.

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| '82-'85 Citation power rack | TRW 15707R or NAPA 22-101 |
| passenger side mount bushing | TRW HB1242 |
| outer tie rod ends | NAPA 269-2492 |
| '74-'78 Mustang springs | NAPA 277-3038 small block<br>or 5.0 type for big blocks |
| shocks | NAPA 94055 |
| '73-'87 Chevy dropped spindles | 1" rotor NAPA 85596 |
| 1" rotors, calipers, pads | A3, A6 bearings, NAPA 19984 seals |
| (1 ¼" rotors, calipers, pads) | (NAPA 85537)<br>(A3, A5 bearings, NAPA 47477seals) |
| Tubular control arms by Fatman | Lower ball joint '73-'87 Chevy PU<br>Upper ball joint Moog K-772<br>Urethane bushings from Fatman |

1) Set your car on jack stands, level side to side, and on a 2-3 degree forward rake to simulate the final ride stance. Mark the axle centerline before removing the original front suspension. Be sure you are pleased with the placement of the tire in the fender and adjust as needed. Box the frame rails from 4" inside the firewall to either 4" ahead of the axle center-line or into the stock

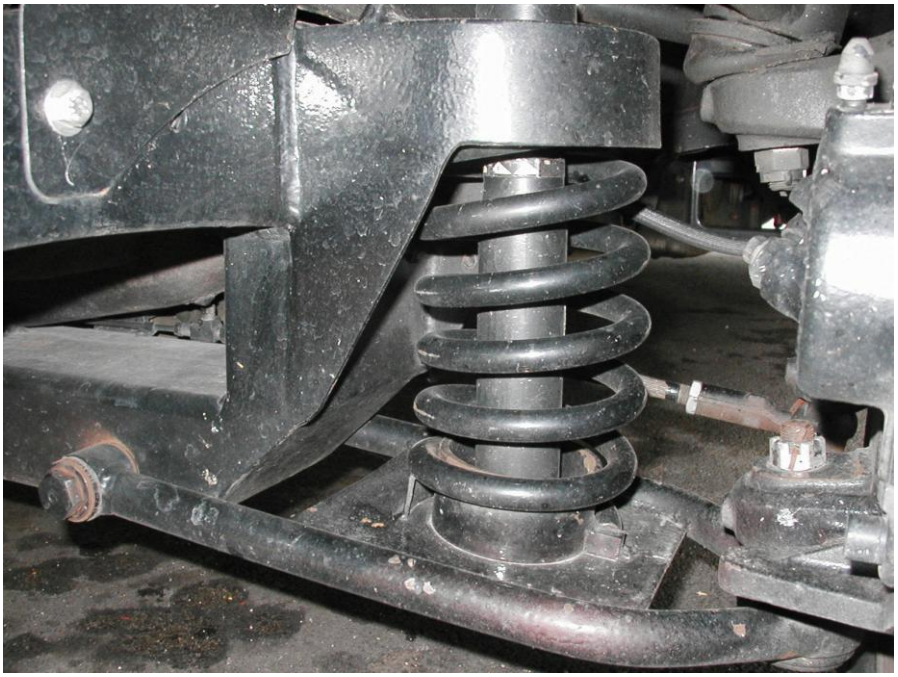
front crossmember. Most cars can retain their stock front crossmember with its radiator mount by trimming it to connect to the new suspension.

2) Set the new crossmember in place, matching its centerline to the original centerline noted earlier. The crossmember main lower tube should be level side to side and front to back. You can shim it or grind a little to get it right on. Tack it securely in place for now.

3) Assemble the lower arms into the crossmember using anti seize compound to ease its way. The springs install with the flat wound end on top and the open end tail outboard near the lower ball joint. The shocks bolt directly in place next. If your car is incomplete you will need to wait to install the springs. DO NOT attempt to set the ride height earlier by guessing at the total vehicle weight. You can cut a 2" length of ¾" ID tube and set it over the shock shaft to temporarily convert it to a solid strut, holding the lower arm level at the design ride height.

4) Install the upper control arms and spindles next and check for clearance at the fender brace. Most cars can use the fender brace as is or with a small notch boxed with round tubing to clear the upper arm shaft. Double check the ride height and wheel position in the fender. If it looks right finish the welding.

5) Add the rack and outer tie rod ends next with the tie rods coming up through the steering arms and the castle nuts on top. Grease the bearings and install them in the rotors along with the seals, washers, spindle nuts, and dust caps. Finish with the calipers, pins, and pads.



6) NAPA #7-1845 pressure side and #7-1888 return hoses work well with the pressure hose upper end changed to match your pump. The pressure side will be the larger fitting. Brake hoses from a 70-78 Camaro will fit well. We also have both type hoses in braided stainless for an easier custom fit and nicer look. Use ‘73-‘87 Chevy PU alignment specs, going to the strong side of the caster range to 2-3 degrees positive for an excellent highway feel.