FAT MAN

FAT MAN FABRICATIONS

STAGE IV COOL-RIDE INSTALLATION INSTRUCTIONS

The Mustang II crossmember and shock towers must be completely installed prior to adding the air ride components.

This suspension uses firestone #6781 air springs. Although height can be controlled by using an outside air fill, like air shocks an onboard air compressor with tank and control panel with gauges is highly recommended. Be sure to pay careful attention to the labels on the air spring mounts as it is very easy to over torque the fasteners and ruin the air springs.

Install the tubular lower control arms crossmembers originally made to use the stock Mustang II lower control arms will need the lower arm bolt holes drilled to 5/8" and a bolt tube reinforcement welded in place inside the crossmember.

The lower control arm is installed with the shock tab to the rear and pointing down from the underside of the arm. Monroe #59041 front shocks are used and supplied if you purchase a complete Fat Man hub-to-hub suspension kit. Support the lower control arm in a level position simulating normal ride height and verify that the upper shock mount will allow the shock to be in the middle of its travel at this point. You may adjust the notch in the upper mounting bracket if necessary. Check for clearance throughout full suspension travel and tack the upper shock mount in place.

The upper air spring mount has a 3-1/2"diameter hole to fit snugly over the spring retainer ring inside the shock tower. Slip it over the ring from underneath and clamp it in place with the lower oval plate extending outboard from the frame. Use the upper mount as a guide to drill two 3/8" holes which will be used to fasten the mount to the shock tower.

Bolt the air spring to the upper mount being careful to not over torque the bolts. Attach the air line and feed it up through the original shock mounting hole as you attach the upper mount using the 3/8" holes just drilled. Bolt the air spring to the lower control arm and check for clearance throughout full suspension travel. The air spring should be at 5" installed at normal ride height plus or minus 1/2". Finish welding the upper shock mounts to the frame rails.

Install the rest of the suspension parts per the instructions provided with your kit. Connect your air supply and test the system. Record the air pressure which sets the car at normal ride height with the lower control arms LEVEL (parallel with the ground). ALWAYS DRIVE THE VEHICLE AT THIS HEIGHT!!! Driving it lowered or raised from this position can and will cause damage to the ball-joints and tie-rod ends, wear the tires prematurely, and cause erratic handling. ALL of these issues are UNSAFE!!!