HOT ROD SUSPENSION AND CHASSIS
1928 - 1987

FAT MAN
FABRICATION

2019

HOT ROD SUSPENSION AND CHASSIS
1928 - 1987
TO SUCCEED, every company must have a guiding philosophy.

OURS comes from the fact that we're a group of experienced hot rodders, led by a trained engineer. Our approach is to favor function over fluff. We figure hot rods are expensive enough as is, so we help stretch your hard earned dollars by producing parts with maximum strength, safety, and appearance - with affordability always part of the total equation.

Many top builders, both Pro and backyard, have used our parts to build Top 25 and magazine feature cars. We have plenty of parts to trick up your installation with nickel plated or polished stainless control arms on Mustang II based IFS Kits with upgrades to coilovers and brake packages finishing the shiny stuff. At the same time, our volume of sales allows us to do this at real world prices for real rodders with real driven hot rods.

You won't call Fatman's and get someone who can't answer your questions. We actually enjoy unusual applications for our products, and we spend a lot of time helping solve problems with other guy's parts. Our phones are manned by experienced rodders, and I'm available if needed (just remember I can't personally talk to everyone while running a business and developing more neat stuff).

Our fabricators are all trained in house, and our volume of sales allows us to do this at real world prices for real rodders with real driven hot rods.

We won't make any parts without correct geometry. Some folks seem to not know, or ignore them, but we know the laws of Engineering and Mathematics can't be changed. That's why you'll never see our Mustang II kits with oddball tie rod ends, or see them for cars with Model A style fenders. We promote from within, and provide top pay and benefits, because the best way to assure quality and productivity is with a motivated, efficient staff.

We won't make any parts without correct geometry. Some folks seem to not know, or ignore them, but we know the laws of Engineering and Mathematics can't be changed. That's why you'll never see our Mustang II kits with oddball tie rod ends, or see them for cars with Model A style fenders. We promote from within, and provide top pay and benefits, because the best way to assure quality and productivity is with a motivated, efficient staff.

We're selling more than just steel. We get paid for knowing where to put the holes — knowledge gained through experience and education. We do testing on our parts and install them on several cars before releasing a new kit. We have a full service shop so that we can check out our own parts, and make continuing developments. Our Builder's Guides are available for most popular applications so that we can pass on our experience and make your rod building more enjoyable.

Thank you for your interest in our products. We encourage your questions and suggestions!

ORDERING

We make every effort to keep our catalog prices current, but changes happen between printing. We reserve the right to charge current pricing as necessary. We don't have an "Order Blank Page" because that's too easy for us and too hard for you! You don't need to learn our part number system, or puzzle out what parts you'll need without help. We'd prefer to talk one-on-one about what you're building, how trick, or how affordable you'd like. Give us a call and we'll FIX YOU UP RIGHT-THE FIRST TIME!

Handy Part Numbers

**Banjo Bolts**

- 7/16-20 (70-77 GM) # 82968
- Metric 1/8 & 5/16 # 82703

**Mustang II Springs**

- (74 MII 4 cyl. w/o air) 33-34 Fords, 33-35 Chevy # 277-3038
- (78 MII V-8 w/air) 35-48 Fat Fender Cars # 277-3038
- (78 MII V-8 50's cars and pickups) # 277-3038
- (54-57 MII 5.0L) Very Heavy Engines in 50's & 60's pickups - 460, 454, HEMI - Cut one coil and check fit of upper end

**Brake Hoses**

- Fits '75 Buick Rivera front, and accepts 3/16" hardline. This hose is 17" long, and works well on almost any front disc setup. It accepts a metric banjo hollown bolt at the caliper, and fits non-metric calipers by simply passing a 7/16" drill thru the caliper end block.

- An excellent rear hose which comes from '75 Jeep CJ-5. It is 17" long, and accepts 3/16" hard lines.

**Mustang II Power Steering Hoses**

- The smaller line is the pressure side. With a standard GM P/S pump, pressure line for rack using O-ring fittings # 7-1874
- Return lines # 7-1880

**Motor & Trans Mounts**

- Small block Chevy motor mounts # 602-1054
- Big block Chevy motor mounts # 602-1106
- All GM trans mounts # 620-1031
- Ford small block use '58 Galaxie motor mounts # 602-1152
- Ford small block use '68 Galaxie trans mounts # 620-1040
- Motor mounts from a '70 Galaxie work well with # 351-C or # 429-460

**New MII Upper & Lower**

- Tie rod end # 650-1175
- MIL and GM upper ball joints # 650-1117
- GM lower BJ # 650-1178

**Identify GM Subframes**

- '64-'72 Chevelle Steering Box on LF frame rail, front steer, 11" disc or drum brakes, 2 part spindle/steering arm
- '73-'77 Chevelle Steering Box on LF frame rail, front steer, 11" disc brakes only, front steering, one piece spindle
- '67-'69 Camaro Steering Box on LF frame rail, front steering, 11" disc or drum brakes, 2 part spindle, steering arm
- '78-'87 Monte Carlo Steering Box on LF frame rail, front steer, 10 3/8" disc brakes, one piece spindle

**Popular Rear Axles**

- 57’-70’ Mutt Maverick 5-Lug 8’, '57-'59 Ford 8
- 58’-87 Monte Carlo/Melibu (12-14 metric stud), 75-80 Granada & Lincoln
- Versailles, 67-70 Mustang/ Cougar/Fairlane
- 60’-69 Camaro, 68-79 Nova, 71-73 Mustang/Cougar
- 62’-67 Chevelle, '73-'76 Torino

**Part Numbers are NAPA unless otherwise stated**

NOTE

Returns are accepted within 90 days, but must be approved in advance. Please pack parts carefully, ship back at your expense, and include a note of explanation and your identity. Since parts have to be returned to saleable condition, a 20% restocking fee will be charged.

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
Correct geometry, with Antidive, Ackerman, proper Camber Curve, and no Bumpsteer are all designed in ALWAYS! If it won’t work right - we won’t build it!

One of the best ways to provide a smooth ride is to minimize noise, vibration, and harshness. Proper bushings and a heavy crossmember for strength and shear mass combine to absorb energy. That’s why a Bridgeport Mill runs smoothly, and a lightweight, copy, vibrates and chatters. That’s why our crossmembers are made with 1/4” wall material - the heaviest in the industry. Our tubular control arms use a molded urethane spring seat that smooths the ride even more!

All our kits have the shock tower antiveive angle and crossmember angle specially fitted for each specific frame, and have a 3° frame rake built in. (We’ve found 3° to be a very common rake angle.) The only trimming required is the small shock tower notch described in the ’40 Ford Installation article. The simple fact is that these old frames vary in width, and this simple procedure actually guarantees that the shock towers are properly located on your frame.

No flame cut parts are used anywhere. All parts are sawn or plasma cut for superior metallurgy and strength.

We make Industry Exclusive narrowed kits for super tire to fender fit. We’ve found that some cars (in particular ’33-’40 Fords) with stock width Mustang II IFS are limited to a 14x6 zero offset, or special back spaced front wheel. Our narrowed kits allow you to run up to a 15x7” front wheel for that modern stance. You simply have got to have some rubber on the ground if you want your Rod to turn and stop at it’s maximum capability!

Ultra-low kits are available to get radially low without the expense of dropped spindles. We recommend them especially on ’35-’57 and ’45-’48 Ford and 49-54 Chevys. We mount the crossmember higher in the frame to get a lower stance. This requires a “C” in the frame for rack clearance (supplied), and extra attention to oil pan clearance.

We can fit almost any car or truck with a straight rail frame and inner fender panels. Pro-street and one-off kits can be custom built, usually at standard prices. Our new “Affordable IFS” can also be custom made for many unusual cars with Model A style fender lines where a Mustang II IFS doesn’t work well.

Why Should I Use A Mustang II IFS?

Although a MII won’t be best for every car and truck, they’re often the best choice for the applications we list. Subframes can be less expensive, but are much more time consuming and difficult, and often present problems with too wide a track width, and difficult bumper and sheetmetal remounting. The worst thing about a subframe is that you’ve “Burned your Bridges” - you cannot update the suspension again. Remember all the Corvair IFS that got replaced with Mustang II - a subframe cuts off your options along with your frame!

Why Aren’t You The Cheapest Kit Out There?

In the end, the whole is the sum of the parts. The easiest way to be the cheapest is to cut corners on cost and quality. Ball joints, brakes, bearings, etc. can be bought in several quality/price levels. We avoid the cheapest stuff - you still get what you pay for. Our Power rack & pinions and brake calipers are sourced in the U.S. from major re-builders and, we employ skilled American craftsmen using American equipment paid an American wage. That ensures your parts being produced with skill and concern for quality. Your safety and satisfaction are our primary concern, one we take seriously.

What Drop Will I Get?

Since tire diameter directly affects ride height, you need to know that our standard kits put the spindle center at the same height as the bottom of the frame. Some competitor’s kits sit 1½” higher! Measure the distance from the bottom of the frame, to the lower control arm bolt to compare - ours is 31½”. Our Ultra-Low kits put the spindle center 1¾” above the frame bottom. You will have a 1” plus or minus latitude in height with your final spring trim, so by changing tire diameter and spring trim, you can generally get a 2” to 5” drop with our standard kit, and another 1½” with Ultra-Low Kits. We feel it’s best to get the right stance with the right kit - not excessively cut springs or drop spindles.

What Springs Will I Need?

It’s a matter of total weight and weight distribution due to engine position. Assuming a small block V-8 is used, light cars with the motor mounts 4-6” behind the axle center line (’33-’34 Ford and ’34-’35 Chevy) usually need 4 cyl. springs. Heavier cars (’35-’44) usually have the engine mounted further forward, and generally need V-6 springs, with a 1/2 coil cut to get the lower arms level, if necessary. Big blocks, 50’s pickups, and the larger fat fender cars usually require V-8 springs. Excessively heavy cars with Hemis, 480’s, and pickups into the 80’s and 70’s often need springs from an ’82-’93 5.0 Mustang, which are about 1” taller and 15% higher rate than MII V-8, but still fit MII mountings. The basic rule is to get the lower arms level with full weight loaded.

Is The MII Strong Enough?

The ball joint and tie rod end studs are actually larger than those on a subframe, and are the same size used on full size Fords! You should always upgrade to larger brakes on any application - see page 8 for disc brake options.

Should I Use Power Or Manual Steering?

For most pre-’36 applications, we prefer the manual, since it’s slower ratio makes for better road feel and steers easier than most people expect. Extreme U-Joint angles can greatly increase effort, so try to minimize them. We now use and recommend ’79-’93 Mustang power racks, which are less sensitive than ’74-’78 versions. Pump pressure is not an issue, and they’re easier to find. Power racks are most often used on big block installations, and 50’s pickups and cars. On stock or widened kits, either power or manual can be used.

For a full discussion of our kit features, read “The Modern Mustang IFS” in the Tech Section of our website.
ALL our kits are fully welded and ground, using SAE 1018 steel. We use CAD design systems to ensure accuracy and correct geometry.

See next page for our Hub-to-Hub Kits

This is an example of the parts used to complete a Hub-to-Hub kit; some parts will change, according to your specific order.
HUB-TO-HUB KITS & STAGES

All Stages use the same basic parts, including TIG welded tubular steel control arms. The differences are the type of spring used, and different upper mounts specific to that spring and upper control arm.

All include 4½" or 4¾" bolt circle big brake kits!

Stage II
hub-to-hub $2095.
MOST POPULAR!

Stage III
hub-to-hub $2750.

Stage IV
hub-to-hub including shocks and air springs $2750.

Stage V
hub-to-hub including Shockwaves $3395.

Stage III adds adjustable billet Ridetech coilovers to the TIG WELDED TUBULAR STEEL CONTROL ARMS. A shim system is used for unrivaled ease of adjustment. Compare this to ANYBODY’S coilover IFS, at any price! Easily graded to Stage V shockwaves with bolt-on parts!

Stage IV uses Firestone Airsprings which are so strongly built so as to act as their own bumpstop! The shock is mounted to the rear of the suspension. Compressor systems and rear air suspensions are available, and vary according to your application and budget. We use Ridetech exclusively, and can help you build a complete system with a phone call! Can be converted to Stage II coilspring with no fab work!

Upgrade the Stage III style to Ridetech Shockwaves adjustability for the ultimate street rod suspension. Easy conversion to Stage III coilovers with bolt-on parts!

Air suspensions work best to maintain ride height as the total load changes, like a full trunk and back seat. When used to allow an extremely low PARKED height, the rule is to always return the vehicle to normal ride height for driving. Driving it lowered or raised can damage tires, ball joints, and low hanging components. Sway bars are very difficult to fit on air front suspensions, and require extra effort. A rear sway bar will control the body roll effectively and make it much easier to fit.

POINTS OF INTEREST

» All Hub-to-Hub kits include the crossmember kits from the previous page, manual rack & pinion, new spindles, springs, shocks, TUBULAR STEEL control arms, and upgraded iron disc brakes in 4½" or 4¾" bolt pattern.

» We will not risk your safety with puny 9" brakes!

» For all Hub-to-Hub kits add $200 for power rack (we use the improved 78-93 racks) and $70 to cover the rack mainshaft extension used on widened kits. Narrowed ’35-‘40 Ford kits use special rack & pinions. Add $175 for manual and add $475 for power assist Th e’33-’34 Ford narrowed kits are manual only, at $175 extra.

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
MUSTANG II FRAME STUBS

Some cars have a frame which doesn’t allow a simple MII installation, yet are too narrow for a GM subframe. We built these clips which allow a 2”- 4” drop, and include premade mounts for bumpers and sheetmetal. Sheetmetal remounts with very minor, or no trimming required.

We can build the front half of any of our frames offered. These work great to repair a botched subframe installation! For ’37-’54 Chevy cars, ’37-59 Chevy trucks, ’35-’40 Ford cars, and ’48-’56 F100’s, add $250.

By reproducing the axle centerline and radiator core support positions, your bumper and sheet metal will refit with ease!

**OPTIONS**

- **2” Drop Spindles** No Charge
- **NEW Power Rack** add $200.
- **Front Sway Bar** add $190.
- **5” Bolt Circle 12” disc brakes** add $235.

**MII FRAME STUBS**

* Some will require tubular control arms

<table>
<thead>
<tr>
<th>Stage</th>
<th>Components</th>
<th>Price 1957</th>
<th>Price 1958 &amp; up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic MII Kit w/frame rails</td>
<td>Up to 1957</td>
<td>1600</td>
<td>1700</td>
</tr>
<tr>
<td></td>
<td>Over 1957</td>
<td>3500</td>
<td>3600</td>
</tr>
<tr>
<td>Stage I</td>
<td>Tubular Steel Arms</td>
<td>3500</td>
<td>4340</td>
</tr>
<tr>
<td>Stage II</td>
<td>Standard Coil Springs</td>
<td>4150</td>
<td>4340</td>
</tr>
<tr>
<td>Stage III</td>
<td>Ridtech Coilovers Tubular Steel Arms</td>
<td>4150</td>
<td>4340</td>
</tr>
<tr>
<td>Stage IV</td>
<td>Cool Ride Tubular Steel Arms</td>
<td>4795</td>
<td>4975</td>
</tr>
<tr>
<td>Stage V</td>
<td>Shockwave Tubular Steel Arms</td>
<td>4795</td>
<td>4975</td>
</tr>
</tbody>
</table>

**2” Drop Spindles** No Charge

**NEW Power Rack** add $200.

**Front Sway Bar** add $190.

**5” Bolt Circle 12” disc brakes** add $235.

**55-57 CHEVY**

**46-48 DODGE**

We’re constantly adding more; ask for yours!

Olds, Pontiac and Packard vary within the same year, so we will need you to measure from the center of the furthest forward body mount hole, straight up the centerline of the car, to the axle centerline and core support.

**ASk ABOUT OUR “EXTREME IFS” OPTION FOR CARS OVER 4500#**
Announcing Our Latest Engineering Breakthrough!

American Made

We now offer our new Nickel Plated, Precision Jig-Welded Tubular Steel A-Arms For All Of Our Front Suspension Kits.

- New, Larger Diameter 1 Inch x .188 DOM American Steel Tubing
- All Bending, Welding & CNC Machine Work Done In Our Own Shop
- USA Sourced Delrin Bushings & Spring Seat
- Premium Quality Ball Joints Included On All kits
- All USA Stainless Steel Fasteners
- Available For All Stages - Coils, Coilovers, Air Bags & RideTech
- Now All Cross Members Fabricated With A One-Piece, CNC Machined Support Tube Fully Welded Completely Through The Crossmember
- Kits Include New Spindles, New Shocks, Big Brakes & Steering Rack

For all FatMan Front Suspension Installations

- Plain Stage II
- Plain Steel TIG Welded Tubular Arms Standard on All Hub to Hub Kits
- New Nickel Plated A-Frames Upgrade On Any Hub-To-Hub Suspension Package
- Polished Stainless A-Frame Upgrade Set of 4

$330.00 Uppers
$375.00Lowers
$705.00 Set of 4 purchased separately
$225.00 $845 Outright
$225.00 $845 Outright

WHILE SUPPLIES LAST

GTech Tie rod ends

FOR MUSTANG II IFS!

Many hot rods today use higher caster settings in the range of 3-5 degrees resulting in better stability at Interstate speeds, reducing the light effort due to power rack & pinions. Since MII spindles were originally designed to run at 1 degree positive caster, this rolling back of the spindle for greater caster also has the effect of raising the outer tie rod end. That rise can be enough to create some residual bumpsteer. These new GTech tie rod ends have a special longer stud to return the tie rod to its proper height! The suspension photo shows the proper relationship, with the tie rod assembly going slightly downhill toward the center of the car, as compared to the lower control arm, in order to achieve proper instant center location. If your tie rods angles are steeper than shown, these trick pieces will reduce the bumpsteer you feel. No one else has them, and they are STANDARD equipment on Fatman MII kits with power assist!
OPTIONS FOR BRAKES, SPINDLES, AND STEERING

BRAKES  standard with your choice of cast iron rotors and calipers

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>11&quot; Ford pattern with large GM calipers (basic adaptor kit $155)</td>
<td>N/C</td>
</tr>
<tr>
<td>10 5/8&quot; Chevy pattern with metric studs (does not widen track, OK on light cars)</td>
<td>N/C</td>
</tr>
<tr>
<td><em>Add Larger Bore Calipers for increased brake power</em> ($120 pr outright)</td>
<td>$60.</td>
</tr>
<tr>
<td>11&quot; Chevy pattern with larger calipers (widens track 3/4&quot; per side, more power 7/16&quot; NF studs)</td>
<td>N/C</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Description</th>
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<tbody>
<tr>
<td>EC-704CK 41/2&quot; or 43/4&quot; bolt circle with special hub style rotor, holds standard width (13&quot; rotors - add $100)</td>
<td>$375.</td>
</tr>
<tr>
<td>DBK 5.0 Disc brake kit with 12&quot; rotor, 1&quot; rotor Iron GM Caliper</td>
<td>$235.</td>
</tr>
<tr>
<td>DBK 5.5 (choose 5x5&quot;, 5x51/2&quot; or 6x51/2&quot; bolt circle)</td>
<td>$235.</td>
</tr>
<tr>
<td>M2-WBK6</td>
<td>$235.</td>
</tr>
<tr>
<td>Add Wilwood GM Style Aluminum calipers to the above Black or Red, same price</td>
<td>$310.</td>
</tr>
<tr>
<td>Wilwood Dynamite 11&quot; rotor, 4 piston caliper, stock width Plain/Drilled/Polished &amp; Drilled</td>
<td>$500. / 605. / 610.</td>
</tr>
<tr>
<td>Wilwood Dynamite 12&quot; rotor, 4 piston caliper, stock width Plain/Drilled/Polished &amp; Drilled</td>
<td>$555. / 655. / 660.</td>
</tr>
<tr>
<td>Wilwood 13&quot; rotor 6 piston caliper, .55&quot; wider Plain/Drilled/Red Calipers &amp; Drilled</td>
<td>$925. / 1115. / 1115.</td>
</tr>
</tbody>
</table>

*Add Larger Bore Calipers for increased brake power* ($120 pr outright)

Above prices are for Hub to Hub kit options

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilwood 12&quot; rear disc kit with parking brake</td>
<td>$740. / 840. / 860.</td>
</tr>
</tbody>
</table>

Some rodders prefer a more conservative ride height, but efforts to raise the stance of a typical Mustang II IFS kit with taller springs and shocks can lead to other difficulties with alignment and correct geometry.

Fatman continues to lead the way with an INNOVATIVE SPINDLE that raises the vehicle 1 1/2" without those problems. The spindles are fabricated duplicating the MII dimensions, but some brake kits may require different calipers so the brake hose will clear your lower control arms.

Precise CNC machining and TIG welding produce a very strong part and excellent fit.

MII SPINDLES

NEW! 1 1/2" RAISED SPINDLES, TUBULAR ARMS ONLY

MII Stock height spindles, forged steel, TOP QUALITY

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2&quot; drop, accepts any MII disc brake kit</td>
<td>N/C w/kit, $219 outright</td>
</tr>
</tbody>
</table>

STEERING

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power Rack &amp; Pinion using '79-'93 Rack with '74-'78 Tie Rod Ends upgrade</td>
<td>$200.</td>
</tr>
<tr>
<td>Right Hand Drive Power Racks, All widths</td>
<td>$400.</td>
</tr>
<tr>
<td>Narrowed Manual Racks</td>
<td>$175.</td>
</tr>
<tr>
<td>Narrowed Power Rack includes P/S option 2&quot; Narrowed Only</td>
<td>$475.</td>
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</table>

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
Fatman Fabrications and Ridetech are proud to partner in a cooperative program that allows Fatman customers the opportunity to upgrade their suspension to the finest shocks on the hot rod market today! While the standard gas shocks and QA-1 coilovers provided on our hub to hub suspension kits are well proven high quality items that satisfy most drivers, some owners will want to take the extra step of upgrading their shocks for enhanced control and ride quality. Since shock absorber tuning (the British use the far more descriptive title of “dampers”) is the heart and brains of suspension refinement, we have chosen to make the Ridetech line of single adjustable shocks available as an upgrade to any Fatman suspension system!

The Monotube Design is the current choice for nearly all OEM and performance shock manufacturers. Its main advantage is that a larger piston and a more efficient oil flow path leads to cooler operating temps and more consistent performance in extreme environments. The disadvantages are that they tend to be a bit more expensive because the manufacturing process is a bit more involved and requires more precise machining. A monotube shock is also inherently a bit longer because the floating separator piston/gas chamber will take up some room. The RideTech monotube addresses some of the cost issues by utilizing a one piece impact forged body that not only eliminates any leakage problems between the shock body and the base, but makes for a more efficient manufacturing process.

The twin tube design has been around for at least 60 years and is still popular today for inexpensive shocks. The advantages are low cost, wide range of fitments, and adequate performance on many civilian cars. The disadvantages are that a twin tube will inherently use a smaller piston and that the oil flow path is more complex. In addition, the inner “working” tube is insulated by the outer tube. All this tends to create heat and therefore reduced performance during hard use.

Single Adjustable – This shock has a single adjustment to change the rebound (extension) properties. By adjusting the rebound setting, you can optimize the ride quality even more as well as dial in more performance oriented handling characteristics.

Take the Ridetech “Million Mile Challenge”! We have selected their premium quality Coilover and Shockwave units on all our complete new chassis, and now on all hub to hub kits as well!

These are a premium design wrapped around a Ridetech/Fox shock absorber with the most advanced manually adjustable valving on the market today. You will get that advantage on ANY Fatman suspension using coilovers or Shockwave Airride. And, we can equip you with a top end replacement for a less satisfactory brand for $700 a pair outright.

As one of Ridetech’s largest dealers, we also offer our complete line of Muscle upgrade packages. As an example see their ’68-’72 Chevelle complete coilover based package shown here. At $4950 plus UPS, it offers an easy bolt on way to take that ’60’s low tech wallowing Chevelle into today’s standards of handling and ride. Many other options are offered to upgrade your original Musclecar chassis.

**FATMAN AND RIDETECH PARTNER**

**FATMAN FABRICATIONS** and **RIDETECH** are proud to partner in a cooperative program that allows Fatman customers the opportunity to upgrade their suspension to the finest shocks on the hot rod market today! While the standard gas shocks and QA-1 coilovers provided on our hub to hub suspension kits are well proven high quality items that satisfy most drivers, some owners will want to take the extra step of upgrading their shocks for enhanced control and ride quality. Since shock absorber tuning (the British use the far more descriptive title of “dampers”) is the heart and brains of suspension refinement, we have chosen to make the Ridetech line of single adjustable shocks available as an upgrade to any Fatman suspension system!

ONLY shock manufacturer that can offer a MILLION MILE Warranty!

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**SHOCK FEATURES**

- 5/8” hardened shaft is precision ground and straightened to a tolerance of .001” for increased durability and performance.
- Large rubber external bumpstop to prevent harsh bottoming out.
- Integral internal bumpstop eliminates extension crashing.
- Hard coat external anodizing ensures years of lasting beauty and performance.
- Monotube design allows large piston for superior oil control – increases ride quality AND handling performance.
**GOODIES TO FINISH YOUR INSTALLATION**

### Steering Connection

3 joint shaft & U-joints by Borgeson $355.

Each different car, engine, exhaust, and motor mount combination needs a different hookup. Mock up yours with inexpensive 3/4" wood dowels or plastic pipe, with duct tape substituting for U-joints. When you've got it figured out, we've got all the pieces to do it for real!

**S/S Hose kit for P/S, 4 different pump fittings included! $155.**

This kit is designed to connect ’79-’93 Mustang power racks with swivel O-ring fittings. We also supply 4 different fittings to connect to nearly any power steering pump with integral reservoir without hunting parts! The braided stainless hose can be cut to length for a custom fit! Another version fits Cavalier and Citation power racks.

### DOT Approved S/S Braided Hoses

- DOT Approved S/S Braided Hose Kit (pictured at left) with frame tabs, Metric and 7/16" Banjo Bolts $80./set
- Single Hose for Drum brake rear axles $44./ea
- Metering Valve holds off front brakes and provides T-fitting $95./ea
- 2psi Residual Pressure Valves (discs) $25./ea
- 10psi Residual Pressure Valves (drums) $25./ea

### Sway Bars

We strongly believe in Sway Bars to control body roll without excessively stiff suspension. Rear Sway Bars are recommended for all vehicles, except pickups. Since most pre ’55 rods aren't nose heavy, they seldom need front Sway Bars with independent suspension. Big block engines and power steering do increase the need for a front bar. We carry an assortment of Sway Bars for almost every application.

*Please call for help in choosing one for yours!*

**$190 EA.**

### QA-1 Coilovers for Mustang II

The only coilover conversion available with a full size spring for a top quality ride. The spring is properly supported at the top - just like the factory!

**$450 S/A wrench $25**

### Motor & Trans Insulators

**$15./ea**

### Motor & Trans Adapters

**$75./pr**

### LS or Ford Mod Adapters

**$75./pr**

### FE Adapters

**$100./pr**

### Pickup Trans Mount

**$85.**

### Plain Motor Mounts

6" Long Ford or Chevy trim to fit your application.

**$60./pr**

### Tubular Motor Mounts

These require a little more ability to fit, but look great and reinforce your frame!

**$70./pr**

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
Front & Rear Suspensions

for ‘60-’87 Chevy Trucks & GMC Pickups

BOLT IN KITS

FOR ‘60-’62, ‘63-’72, ‘73-’87 GM PICKUPS

OPTIONS

» Hub-to-Hub Stage II
  Tubular steel arms
  $2800.

» Stage III Coilovers
  $3450.

» Stage IV Air Ride
  $3450.

» Stage V Shockwave
  $4100.

» Power Rack add
  $150.

» 5” Bolt Circle 12” disc brakes
  add $235
  No Charge

» 2” Drop Spindle
  No Charge

» Front Sway Bar
  $190.

Front & Rear Suspensions

Bolt-In Kits for GM Pickups

This kit gives you a 4”- 6” drop without the ground clearance problems seen when lowering the stock front suspension!

You can get radical with this kit!

SEE PAGE 7

A-ARM OPTIONS

SEE PAGE 7

This photo shows our ProLink REAR SUSPENSION installed in a Chevy PU chassis. It is the same assembly used in all our complete new chassis and is available separately for installation in your own original frame.

A unique feature is that whether you choose Ride-tech adjustable coilovers or Ridetech Shockwaves, all the bracketry is supplied to mount the bars inboard or outboard of the rails according to how much room you need for the tires. Can be used with either stock or 9” rear axles, welding required. See the actual kit laid out on the next page with pricing options.

This fine kit from Ridetech goes a bit further with PREFABBED FRAME REINFORCEMENT that bolt in after the frame is relieved for the axle “C”. The forward control arm mount also bolts in, the only welding required is to attach a different rear axle, stock trailing arm type axles are a bolt in!

For the super low stance some guys have to have!

$2600
WITH RIDETECH ADJUSTABLE PREMIUM COILOVERS

$2825
WITH RIDETECH SHOCKWAVES

(704) 545.0369 sales@FATMANFAB.com  www.FATMANFAB.com
Front & Rear Suspensions

for ’48-'91 Ford Pickups

See page 39 for Complete New Chassis for ’48-'79 F-100’s!

These popular pickups can drive like new ones! We have front suspension kits with options from standard springs, coilovers or Air Ride. Our bolt in rear flip kit will bring the back down to match, or go all the way with the Pro-Link 4-bar kit below.

‘65-'79 Ford F-100 Rear Axle Lowering Kit

Need an easy way to lower the rear axle of your 1965-79 Ford pickup? This newest design by Fatman Fabrications will drop the truck 5” in the back, using the original axle, without any welding being involved. A special bracket allows the axle to be shifted to the top side of the stock rear leaf springs, and a new pair of proper length shocks are bolted to special axle brackets. The frame rail does need to have clearance cut for the “C” in the frame reinforcement plate, which bolts in place to finish the job, providing vertical clearance for the repositioned axle. Normal weight can still be carried, and this kit won’t weigh down your wallet too much.

$620 complete

Universal Rear Pro-Link with Ridetech Shockwaves:

Allows coilovers and bars to be mounted inboard or outboard of your frame rails. 4-bar and “Z” bar.

POLISHED STAINLESS BARS  AIRRIIDE OPTION  SHOCKWAVE OPTION
Add $690  $1800  Add $600

Ford Truck Kits start at $2165!

(704) 545.0369  sales@FATMANFAB.com  www.FATMANFAB.com

12
'49-'51 FORD/MUSTANG II

BOLT-IN IFS SYSTEM
FOR THE '49-'51 FORD/MUSTANG II

Fits stock or lowered cars. Helps the handling more than you can imagine!

$305.

49-'51 FORD REAR SWAY BAR

MUST BE SHIPPED TRUCK FREIGHT COLLECT-(see page 6 for more details)

FROM

$1600.

Rather have a BRAND NEW CHASSIS?
Check out page 34!

Fatman has long offered their well proven weld in IFS system for these popular cars, but rodders were asking for a bolt in version, so we responded with this new design. As strengthening the original sheetmetal rails is very important, this kit surrounds that frame rail with an extremely strong system of interlocking plates. Nearly all the bolt holes used are original, with a few extra to be drilled if you choose to add an anti-sway bar. You can choose to vary the ride height with choices of 2"-3" drop Standard 4"-5" drop Ultralow kits, as well as standard, dropped or even raised spindles. Bolt in mounts for traditional small block Chevy engine are included, while the use of Ridetech Coilovers allows an easy installation with adjustable ride ride and high level of suspension compliance.

This unit carries all the standard and optional features of our Stage III coilover or Stage V Shockwave Airride systems. A complete hub to hub Stage III system with crossmember assembly, Ridetech coilovers, manual rack, plain steel tubular control arms, spindle and iron disc brakes, and mounts for a small block Chevy is $3425, the additional $675 over a weld in kit covering the additional engine mounts and bracketry to convert it to a bolt in installation.
ULTIMATE IFS SUSPENSION

For '55-'57, '58, '59-'60, '61-'64 Chevy's

The best of everything! Get a beautiful street rod quality suspension, rack & pinion steering, big disc brakes, improved ground and tire clearance — AND drop your Chevy 3” to 5”! The pre-fabricated frame stub is a weld-in unit which blends smoothly onto original frame rails. The complete kit uses the same high-end components as our proven street rod packages. THE answer to BB Chevy fitting problems!

Stage II Hub-To-Hub with tubular steel A-arms, big brakes and power rack kit. (ADD $180 '58-'64) starting at $3650
Add RIDETECH Billet aluminum adjustable coilovers $650
Add AirRide Shockwaves $1295
Front sway bar $190

Rather have a COMPLETE NEW CHASSIS? Check out PAGE 33!

Since 1995!

A-ARM OPTIONS
SEE PAGE 7
AFFORDABLE IFS

This trick kit gives you the same ride height and width as 4” dropped and 2” narrowed axle, but with independent ride at an AFFORDABLE price!

Our AFFORDABLE IFS kit uses many OEM parts in order to keep the maintenance easy and the cost down. Your wheels will be 56” hub-to-hub, with the spindle center 1” above the bottom of your frame. Proper Ackerman, Positive Camber Gain, and Antidive geometry are all designed in, along with a rear steer rack for splash pan clearance.

To achieve maximum strength, our main crossmember is made of 1/4” wall material, our tubular arms of .188 wall seamless tubing rather than the .090 wall used by many of our competitors, and we never use flame cut parts due to the problems associated with heat-crystallized steel parts.

You’ve probably noticed our competitors ads which discuss the use of long coilover shocks to improve ride quality. They’re headed in the right direction, but stop too soon. A coilover shock designed for rear axle use will have about a 250#/in. spring rate, where a front spring will be more in the 450#/in. range. The simple fact is that the same spring size cannot be made 2 1/2 times as strong without losing ride quality. That’s why we use the proven Mustang II spring and shocks: you get maximum ride quality and save money too!

For all non-Ford and Chevy applications, we need you to measure the frame outside width and depth, at the axle centerline and 6” ahead and back. This allows us to set up our JIG to match your frame exactly!

Nickel Plated A-Arms
Add $225

Nickel Plated A-Arms
Add $225

DELCUKE KIT $2650.

» Crossmember and shock tower assembly.
» Tubular arms with bolts, bushings, and ball joints.
» Standard or dropped spindles.
» New OEM Brakes
» New OEM Tie rod ends
» New OEM Rack and Pinion
» New OEM Springs and shocks

NOTE!

For all non-Ford and Chevy applications, we need you to measure the frame outside width and depth, at the axle centerline and 6” ahead and back. This allows us to set up our JIG to match your frame exactly!
Our classic IFS is designed for heavier cars such as '29-'33 Cadillac, Buick, etc. This kit uses '73-'87 Chevy PU spindles with 12”x5” bolt circle brakes, rear steer power rack, and extra size tubing.

**DELUXE KIT** $3200.

**60” Track Width**

**WE SUPPLY**

» Crossmember and shock tower assembly.
» Tubular arms with bolts, bushings, and ball joints.
» New '73-'87 Chevy PU spindles
» New 12”x5” Bolt Circle Brakes
» New OEM Tie rod ends
» New OEM Power Rack and Pinion
» New OEM Springs and shocks

**NICKEL PLATED A-ARMS**

ADD $225

Prices on ALL IFS kits are F.O.B. Charlotte, NC. Kits are shippable by UPS.

**NOTE!**

**CAUTION:** Before you purchase ANY of the custom built IFS Kits on the market, study the drawing below. Pay particular attention to the position of the rack & pinion and it’s pivot points. You can not reverse spindles or change the length or angle of the upper control arms to clear the fenders without creating dangerous changes in handling. The drawing does not reflect our opinions, but rather pure physics, mathematics, and geometry. Regardless of what some advertisers may try to tell you, the laws of engineering do not change. After study, you’ll know which one works right!

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
Many of these cars have an excellent original IFS. With the exception of the '39-54 Chevy’s, a Mustang II IFS cannot be simply installed. Subframe installations are a lot of work, and often lead to problems with being too wide, and difficult sheetmetal and bumper mounting. New Dropped Uprights provide a relatively simple way to lower your car while maintaining proper geometry, alignment and suspension travel.

Dropped Uprights and Dropped Spindles

All new - no cores required.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>NOTES</th>
<th>DROP</th>
<th>PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>'39-'54 Chevy, '53-'62 Corvette</td>
<td>Must use steering arms below</td>
<td>2” to 2 ½” drop</td>
<td>$450/pr</td>
</tr>
<tr>
<td>'49-'53 Ford, '52-'53 Mercury</td>
<td>Fitted King Pin Set, Must use steering arms below</td>
<td>2 ½” drop</td>
<td>$550/pr</td>
</tr>
<tr>
<td>'54-'56 Ford, '52-'57 Lincoln, Mercury, '55-'57 T-Bird</td>
<td>Uses '70-'77 Camaro Caliper Pins &amp; Pads And '75-'80 Granada Rotors, Bearings, Etc.</td>
<td>3” drop</td>
<td>$575/pr</td>
</tr>
<tr>
<td>'57-'78 Ford &amp; Mercury, '59-'79 T-Bird, '52-'79 Lincoln</td>
<td>See pg. 32 for Wilwood Brakes Options on Ford Dropped Spindles</td>
<td>2 ½” drop</td>
<td>$650/pr</td>
</tr>
<tr>
<td>'65-'73 Mustang &amp; Cougar, '60-'76 Falcon, Fairlane &amp; Torino</td>
<td>Also '70-'77 Maverick, '75-'80 Granada '68-'76 Torino</td>
<td>2” drop</td>
<td>$650/pr</td>
</tr>
<tr>
<td>'55-'70 Buick, Cadillac, Chevy, Olds &amp; Pontiac, 65-69 Lincoln</td>
<td>See page 21 for 2” dropped disc brake spindles</td>
<td>2” drop</td>
<td>$660/pr</td>
</tr>
<tr>
<td>'47-'55 Kaiser/Fraser, '42-'54 Packard</td>
<td>Modify steering arms</td>
<td>2” drop</td>
<td>$475/pr</td>
</tr>
<tr>
<td>'49-'51 Mercury</td>
<td>Fitted King Pin Set, Must use steering arms below</td>
<td>2 ½” drop</td>
<td>$575/pr</td>
</tr>
<tr>
<td>'34 Plymouth IFS</td>
<td>Must use disk brakes, modify steering arms</td>
<td>3” drop</td>
<td>$425/pr</td>
</tr>
<tr>
<td>'39-'56 Mopar*— Must use disc brakes</td>
<td>'39-'54 includes upper shock mounts (not needed '55-'56). Modify steering arms</td>
<td>3” drop</td>
<td>$490/pr</td>
</tr>
<tr>
<td>'39-'56 Cadillac, Lasalle</td>
<td>Requires disc brakes - see scarebird.com</td>
<td>2 ½” drop</td>
<td>$450/pr</td>
</tr>
<tr>
<td>'37-'56 Buick*</td>
<td>Modify steering arms</td>
<td>2 ½” drop</td>
<td>$450/pr</td>
</tr>
<tr>
<td>'39-'56 Olds*</td>
<td>Modify steering arms</td>
<td>2 ½” drop</td>
<td>$450/pr</td>
</tr>
<tr>
<td>'37-'57 Pontiac*</td>
<td>Modify steering arms</td>
<td>2 ½” drop</td>
<td>$450/pr</td>
</tr>
</tbody>
</table>

Dropped Steering Arms to maintain proper geometry.

49-'53 Ford, 49-'53 Mercury, 39-'54 Chevy, 53-62 Vette MUST be used with dropped uprights! $215/pr

*DO NOT SKIP THIS STEP!* - We will do yours for $180 pr. -

Stock steering arms on '37-'56 Buick, '39-'56 Mopar, '39-'56 Olds, '39-'57 Pontiac must be heated and bent down to match spindle drop. Outer tie rod end must remain in it’s original position to avoid bumpsteer.

Dropped Spindle for Chrysler Suspension

Rodders using Volare or Cordoba/Gibbon suspensions can now lower their vehicles 2” with Fatman’s MOPAR dropped spindles. The torsion bars can be put back to a practical ride height, improving ride and handling without sacrificing stance. These units accept all stock MOPAR brake and steering components. Many other MOPAR chassis will accept these spindles - call for details. Fit’s most ‘57-88 with 4 1/2” bolt circle.

Add Wilwood 11” brake kit, rotors and calipers from $680/set

$585/pr
After years of effort, the steering specialists at **Fatman Fab** and **Borgeson** have found an answer to adding power steering to the factory '49-'51 Ford cars! A special reverse rotation box was the key, with a special frame bracket and pitman arm that allow fitting to the stock or Fatman’s Improved Steering Linkage Kit. Although this is not recommended for use with the Flathead engine due to extremely tight exhaust clearance, small block Ford and Chevy engines will work well with recommended headers. An optional Column Saver kit will allow preserving the original column to preserve your vintage style, while hose kits will make those connections easier.

**Trick Tie Rod Assembly**

Available for '49-'51 Ford & Mercury. Relocated inner hookup points to eliminate factory bumpsteer and provide easier service with readily available tie rod ends and bolt on adapter for late model AMC idler arm. Use repro '65-'67 Nova oil pan on small block Chevy in '49-'51 Ford to clear tie rod assembly. (see photo @ left).

<table>
<thead>
<tr>
<th></th>
<th>$345/set</th>
</tr>
</thead>
</table>

**Steering Adapters**

All require u-joints and column modification to install.


- '49-'51 Mercury uses '68-'76 F100 P/S box. Mercury Pitman Arm fits. Best with lowered seats.

**Power Rack & Pinion Kits**

All use '83-up Cavalier power rack & pinion. Manual column shift will not work. These kits include anti-bumpsteer geometry.

- '34, '39-'53 Mopar; '37-up Olds, Buick, Pontiac, Cadillac - includes tie rod adapters, rack mounts, u-joint for rack

- '49-'51 Ford includes tie rods with ends, rack mounts, all u-joints - specify column you're using. This is your best bet when using small block Ford and Chevy engines with dual sump oil pans. (see photo @ left)

- '54-'56 Ford uses stock tie rods and ends, rack mounts and all u-joints included - specify column you're using

**Disc Brake Kits**

*for front disc brakes*

- '49-'53 Ford bolt-on no machine work using Ford rotors and GM calipers Using GM rotors and calipers Basic Adapter/Complete Kit

- '54-'64 Ford, '55-'60 T-Bird Disc brake kit from ECI

- '49-'51 Mercury spindle must be machined, we exchange yours. Using Ford rotors and GM calipers EC-720F Using GM rotors and GM calipers Adapter Kit Only EC-719C

**Master Cylinder adapters**

*for front disc brakes*

- '49-'51 Ford allows use of '74-'78 Mustang II master cylinder EC-450

- '49-'51 Merc allows use of '74-'78 Mustang II master cylinder

*See ECI 860.872.7046 for '34-'64 Chevy & '37-'72 Mopar Disc Brake Kits*
CROWN VICTORIA NARROWED

So you have installed a Crown Victoria factory IFS system in your hot rod, and now you find out that at 68” hub to hub it is too wide to comfortably fit good size wheels and tires. Fatman has the answer with Tubular Control Arms narrowed 1” per side. They are TIG welded in fixtures, using 1 ½” lower and 1” upper .188 heavy wall DOM steel tubing, and assembled with top quality bushings and ball joints. All the original mounting points for the 2003-2011 Ford design are provided. The lower mount for the factory coilover assembly is provided with an alternate hole to allow a 1 ½” drop while retaining the stock spindles and allow easy conversion to Ridetech coilovers or Shockwave suspension.

$1030 / SET OF 4
Including new ball joint, lower arm forward Delrin bushing, and new OEM upper control arm bushings.

’54-’78 FORD PARTS

Dropped Spindles for Stock Suspension
These heavy duty spindles offer a 2½” drop, and will accept the stock Ford ball joints and tie rod ends. You will need to supply ’75-’80 Granada rotors, bearings, etc. along with ’70-’77 Camaro calipers and pads.

We have complete
NEW Brake Kits, and Wilwood Caliper Upgrades!

$575 - $650./pair per application

’57-’64 Power Steering Conversion
This bolt in power steering conversion kit is Fatman’s latest addition to their line of trick parts for the Fifties Fords! A special plate bolts into the stock frame, and adapts the very nice handling Delphi type power steering box to the original tie rod linkage. The loose feel and constant leaking of the original ram and sensor power steering system is eliminated. An insulated connection is supplied for connection to an aftermarket tilt column. As the new box extends very close to the car’s toe board, column mounted shifters will not fit, and a floor shift conversion will be required. Automatic transmissions are preferred, as clutch linkages will require a modified cross shaft or a hydraulic linkage. Give the guys a call to bring the steering of your Classic Ford up to today’s standards (704) 545-0369

$1030/set of 4
Tubular control arms will trick up your car’s appearance, and incorporate revised upper control arms to achieve modern alignment settings. A CNC machined UCA shaft, revised ball joint location and improved bushings enhance control. Will work with stock parts, or our dropped spindles and power steering kits. The 63-64 arms include a service to modify your OEM front frame bushings to eliminate the “cranked” bolt.

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
**Classic GM**

**DROPPED SPINDLES**

FOR 1957 -1970 Buick, Cadillac, Chevy, Olds and Pontiac Original Suspension

Bolt on a 2” drop and 12” disc brakes!

5 on 5” bolt circle to match the original rear axle!

(4 3/4” pattern available)

$660./pair

‘57-’60 Cadillac
‘58-’64 Chevy
‘57-’70 Olds

‘57-’70 Buick
‘63-’65 Riviera
‘65-’69 Lincoln

with NEW Steering Arms

$700

**EXTREME IFS**

Rodders are starting to build very large vehicles, from Commercial chassis Cadillacs to one ton trucks.

Until now, there were no IFS kits available with the brute strength required for 4500 pound plus projects. Fatman’s Extreme IFS is professionally engineered for just this use, with shim adjusted very large diameter tubular control arms, GM truck ball joints and spindles with 12” rotors and a choice of 5 on 5” or 8 on 6 ½” bolt circles. Power rack and pinion is standard while Airride and a sway bar are valuable options. Normal ride height with standard spindles puts the center of the wheel even with the bottom of the frame rail.

Dropped spindles are a no charge option and lower the car an additional 2”. This new IFS can be used on some original frame rails as well as on certain frame stubs for cars that need them.

<table>
<thead>
<tr>
<th>Product</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 on 5” pattern crossmember kit</td>
<td>$3450</td>
</tr>
<tr>
<td>Optional on frame stub</td>
<td>$1280</td>
</tr>
<tr>
<td>8 on 6 ½” crossmember kit</td>
<td>$3750</td>
</tr>
<tr>
<td>Optional on frame stub</td>
<td>$1695</td>
</tr>
<tr>
<td>Front anti-sway bar</td>
<td>$225</td>
</tr>
<tr>
<td>Airride Option</td>
<td>$500</td>
</tr>
</tbody>
</table>

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
TUBULAR CONTROL ARMS FOR GM CARS

» Thousands of sets installed since 1991!

» Optimized geometry for modern radial tires and Hot Rod rakes

» Billet steel upper control arm shafts machined with an offset and optimized upper ball joint position allow Max G alignment settings without huge shim stacks

» Urethane upper bushings for control

» American made, TIG welded construction for Top Quality

» 1"x .188 wall tubing for maximum strength with minimum bulk

» Available in stock, or narrowed widths for tire clearance, for fatter tires and subframed hot rods (see the next page for the specific details on your car)

» All new top quality ball joints installed

» OEM lower rubber bushings installed to maintain insulation from road shock

» Urethane lower bushings optional at no extra cost... tighter but harsher

» Stamped 3/16" lower spring cup mounts a urethane lower spring insulator for NVH suppression (Noise, Vibration, Harshness)

» Easy bolt on conversion to QA-1 Coilovers or Airride

» The cheap Chinese and Nebraska copies simply mimic the OEM design - without all the improvements we have made since 1991

PROVEN TOP QUALITY AT SENSIBLE PRICES!

Set of four, complete with ball joints, shafts and bushings in primer to paint your choice of color

$1030

Optional Nickel Plating
Add $400
TUBULAR ARMS & DROPPED SPINDLES

for '78-'87 Malibu, Monte Carlo, G-Body GM Cars & '82-'03 S-10 Pickups

Our tubular control arms for these popular vehicles will provide a more custom appearance and bolt directly to the stock chassis. You can use stock spindles, dropped versions of stock spindles, or '70-'81 Camaro spindles. The taller Camaro spindles improve handling thru an improved camber curve and allow use of the larger 11” rotors and calipers from that car. We carry dropped versions of that Camaro spindle. Tubular control arms are available stock width or narrowed 1” per side for extra tire clearance, especially helpful if you have installed this suspension in an earlier hot rod chassis. They are TIG welded using 1’ x .188 DOM tubing, featuring a molded urethane lower spring seat which is removable for easy conversion to Coilovers or Airride. We use an offset control arm shaft to allow proper alignment without needing huge shim stacks, and the upper ball joint has been relocated to allow more aggressive alignment settings. This can be very helpful on lowered and autocross cars. The narrowed arms do require some minor frame mods and the Camaro spindles mentioned above.

The photos show the general style of construction for all versions of these control arms. We also offer them in a 3” widened version for rodders who are using S-10 chassis under their project cars. This has proven especially helpful on the '39-59 Chevy pickups mounted on the S-10 frame.

Tubular Arms $1030/set

GM TUBULAR ARM DETAILS

'55-'57 Chevy
Stock width or narrowed 1½” per side. OEM bushing supplied to install with your original cross shafts. Aftermarket sway bars will require welding to fit.

'58-'64 Chevy
Stock width only. OEM bushings supplied to install with your original cross shafts. Sway bar tabs and steering stops installed.

'64-'72 Chevelle
Stock width, or narrowed 1” per side. Assembled with new shafts, bushings, and ball joints. Sway bar mounts included on stock width, narrowed arms will require modifications to mount a sway bar.

'70-'87 Malibu/Monte Carlo, '82-'93 S-10
See above for details.

'67-'72 Camaro,'68-'74 Nova
Stock width, or narrowed 1½” per side. Assembled with new shafts, bushings, and ball joints. Sway bar mounts included on stock width, narrowed arms will require modifications to mount a sway bar.

'70-'81 Camaro,'75-'79 Nova,'73-'77 Chevelle,
'77-'81 Impala, '79-'81 Seville
Stock width or narrowed 1” per side. Assembled with new shafts, bushings, and ball joints. Sway bar mounts and steering stops installed on stock and narrowed versions.
TRICK IFS PARTS

Strut Suspension for ’62–’67 NOVA

This TOTALLY bolt-in installation is based on ’82–’92 Camaro strut suspension, which we have converted to adjustable height coilover suspension. You’ll be gaining a lower stance, enhanced handling, disc brakes, and more precise steering thru a power assisted front steer rack and pinion. You’ll have no more oil pan/tie rod hassles, much improved routing for exhaust, and the shock towers can be trimmed for header clearance. The 5/16” main K member plate bolts into the original lower control arms/engine mounts, adding much needed stability to the Unibody structure!

» BETTER HANDLING » BETTER BRAKES » EASY TO FIND PARTS
» LOWER STANCE » LESS WEIGHT » GREAT RIDE

**BASIC KIT** $2350.

Includes all non-factory parts required for this conversion

<table>
<thead>
<tr>
<th>We Supply</th>
<th>You Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>» Tubular Lower A arms (no more strut rods!!) with new bushings and ball joints</td>
<td>» ’82–’92 Camaro spindles, complete brakes, hoses, shock struts</td>
</tr>
<tr>
<td>» Main K member plate with A arm and rack mounts</td>
<td>» ’94–’04 Mustang power or manual rack and bushings</td>
</tr>
<tr>
<td>» Replacement braces for old strut rod mounts</td>
<td>» ’80–’85 Citation tie rod ends</td>
</tr>
</tbody>
</table>
| » New LH engine mount to clear the supplied | (We can supply all the parts above for $1600)
| » Steering U joints and shaft | |
| » Shock tower braces | |
| » Upper strut mount bearing plates | |
| » Coilover conversion springs and threaded sleeves | |

6 cylinder engines will not work, Big Blocks fit well!
8” balancers fit, so Small blocks and LS engines fit super!

**Coming Soon!**

A completely new BOLT-IN NOVA IFS with a difference. Based on our famous First Gen Camaro Spindle, it offers:

- Superior Handling
- Maximized Tire Space
- Super Low Stance!

A totally new BOLT-IN NOVA IFS

**HIGH POWER Four Bar for your ’68–’74 Nova**

This is a terrific way to go for the rodder who has more power and needs more traction than the stock springs can handle, but doesn’t want to cut his car for a full equal length four bar. A tubular upper crossmember bolts in to support the triangulated upper bars, coilovers, and the frame rails. Tabs for the axle end of the upper bar can be welded to the stock GM, or a 9” Ford rear axle housing. The lower bars clever design registers to the stock front spring mount and the spring pads on the axle.

Superior traction and handling are the result of this design by our friends at Airride Technologies. Their cars have tested and proven this design on the road and track! We are pleased to offer this fine rear suspension control system with your choice of either the Airride Shockwaves shown, or single adjustable, billet aluminum Ride Tech coilovers.

**With coilovers** $2175.
**With shockwaves** $2400.

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
Our Camaro replacement front suspension was first on the market in 2001, and has just been updated to use our GTech dropped spindle for the First Gen Camaro IFS. Any disc brake kit for the '67-'69 Camaro will fit, including ones you may have already installed on your car, as well as the OEM and Wilwood options listed on page 8. You will achieve better handling through vastly improved camber control and correct Ackerman geometry. Ground clearance is improved, as is the 1” narrower than stock track width to allow up to 10” wide front wheels to fit with the proper backspace. Expect a 2”-3” drop from stock ride height.

Mounts for the body, radiator support, bumper, engine and trans are provided and will accept either OEM of aftermarket pieces as you choose.

Package includes a power rack and pinion, front sway bar, premium Ride Tech HQ coilovers (Shockwaves optional at $220), tubular control arms, and forged steel GTech spindles. Improved appearance, reduced front end weight bias, and vastly improved drivability are all yours for $6495 total plus freight.

Our totally unique SPORTALIGN IFS solves the dilemma of having your car aligned for high speed stability on the Interstate versus the highly reactive settings for the Autocross. A few minutes and a couple ¾” wrenches allows the camber to be moved 1 degree and the caster 2 degrees! A simple cam system drives the change and a lock plate holds the setting and makes it repeatable as you move back and forth on your settings.

Our design avoids those problems and will be appreciated by your alignment professional.

Our tubular style engine mounts provide tremendous triangulated strength to the subframe assembly while allowing easy U joint and hose connections to the power rack. We also chose to use mounting pads matched to the original subframe so that your OEM small or big block engine stands and trans crossmember can be used rather than requiring aftermarket additions that also raise your costs. Given that concept, LS engine installations can use any aftermarket mount kits, oil pans and headers that would fit an original suspension car.

We prefer the use of our GTech spindle to Corvette based designs. The GTech spindle is designed to use a wheel with a heavy backspacing, producing a rather flat, front wheel drive appearing wheel. The issue has to do with having correct scrub radius, which controls how the tire rolls thru a turn. When scrub radius is incorrect due to improper matching of spindle design and wheel offset, the tire scrubs partially sideways in a turn resulting in loss of traction and accelerated tire wear.

**Special Features found on our Design Camaro Stub**

High Power Rear Four Bar System

For '67-'69, '70-'81 Camaro, '68 - '74 Nova

This is a terrific way to go for the rodder who has more power and needs more traction than the stock springs can handle, but doesn’t want to cut his car for a full equal length four bar. A tubular upper crossmember bolts in to support the triangulated upper bars, coilovers, and the frame rails. Tabs for the axle end of the upper bar can be welded to the stock GM , or a 9” Ford rear axle housing. The lower bars clever design registers to the stock front spring mount and the spring pads on the axle.

Superior traction and handling are the result of this design by our friends at Ride Tech. Their cars have tested and proven this design on the road and track! We are pleased to offer this fine rear suspension control system with your choice of either the Ride Tech Shockwaves shown, or single adjustable coilovers.

With Ride Tech Coilovers

$2175

Shockwaves

$2400

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
Begin with upgraded shocks and sway bars to improve handling. Race quality gas shocks will yield an amazing dividend in your chassis control by providing control without harshness. Adjustable shocks take that control to a level toned to your own taste.

Sway bars counteract over or understeer by controlling the force transfer on the end of the car that’s out of balance. Ride quality is essentially unaffected while the limited body roll enhances cornering and comfort.

Lowering the car for appearance sake also enhances cornering thru a lower center of gravity. Dropped spindles accomplish this without loss of suspension travel, and also permit conversion to disc brakes. Our taller “G-force” spindle for early Camaros and Chevelles improves handling by changing the camber curve to keep more tire in contact with the road. Shorter springs can be used along with dropped spindles for maximum drop. Coilover conversions combine a race quality shock with an easily adjustable ride height. AirRide options do that as well, with the simple push of a button!

Tubular control arms really enhance appearances, and have their geometry optimized for the alignment setting used with modern tires and highways. Narrowed arms can allow use of larger tires for extreme rubber. Rear suspensions on ’64-’72 Chevelles can be upgraded with tubular control arms.

Now that your muscle car can get around a corner, you can begin to really use the power up front. Finish the job with disc brakes, upgrading size as much as your wheels will allow. Today’s traffic demands stopping power never imagined in the sixties. Drilled rotors and anti-corrosion plating don’t improve performance, but provide the racy style that is popular now.
DROPPED SPINDLES

FOR FORD PONY CARS

These heavy duty spindles offer a 2 1/2” drop, and will accept the stock Ford ball joints and tie rod ends. We built the revised outer tie rod end position for bumpsteer reduction into the weld fixture. You will need to supply ’75-’80 Granada rotors, bearings, etc. along with ’70-’77 Camaro calipers and pads. We will need to know exactly the year of your car and whether it has power steering.

Available for: ’60-’73 Mustang, Falcon, Fairlane, Maverick, ’68-’76 Torino, ’57-’78 Galaxie

All NEW Iron Brake Parts ................................................ $275
11” Wilwood Rotors & Calipers/Drilled............... $900/$1015
12” Wilwood Rotors & Calipers/Drilled............... $985/$1100
13” Wilwood Rotors & Calipers/Drilled............... $1544/$1656

Trick Four Bar Rear Suspension System

For the ’65-’70 Classic Mustangs!

Also ’60-’64 Galaxie

This is a terrific way to go for the rodder who has more power and needs more traction than the stock suspension can handle, but doesn’t want to cut his car for a full equal length four bar. A tubular upper crossmember bolts in to support the triangulated upper bars, coilovers, and the frame rails. Tabs for the axle end of the upper bar can be welded to the stock 8” or a 9” Ford rear axle housing. The lower bars clever design registers to the stock front spring mount and the spring pads on the axle. The triangulated upper bars serve to control pinion angle as well as side sway, while providing more exhaust clearance than a panhard bar 5 link system.

Superior traction and handling are the result of this design by our friends at Ridetech Technologies. Their cars have tested and proven this design on the road and track! We are pleased to offer this fine rear suspension control system with your choice of either the Airride Shockwaves shown, or single adjustable, billet aluminum Ridetech coilovers.

With Ride Tech Coilovers $2175.

Shockwaves $2400.

’65 - ’68 MUSTANG SHOCK TOWER BRACE

The popular Mustang chassis often gets upgraded for better handling, but the increased stresses can overwhelm a unibody structure designed for 200 HP and skinny bias ply tires. Adding this bracing structure will triangulate the shock towers to the firewall with major improvement to that kit. It will fit with Fatman’s strut IFS conversion as well as any other that preserved the OEM upper shock mount. Chrome clevis rod ends are adjustable to make it easy to fit. Your engine bay will look much more trick as well!

$385 WITH PLAIN STEEL BARS

WITH RIDETECH COILOVERS $2400.
Your stock suspension suffers from terrible bumpsteer, mediocre brakes, and a leaky power steering system. Modern fat and sticky tires just make things worse!

Our bolt-in kit supplies an adjustable 2"-3" drop, large disc brakes, positive rack & pinion steering in either power or manual versions with a mount that reinforces your frame, and ZERO bumpsteer so the car can handle right with big rubber. Adding a tilt column makes the job easier, and the car more comfortable.

» ’64½-’66 Mustang » ’60-’62, ’63-’65 Falcon/Comet » ’67-’73 Mustang/Cougar » Fairlane/Torino/Comet/Montego/Maverick

This suspension bolts into your stock unibody sheetmetal structure with a minimum of fuss!

Optional AirRide suspension allows even lower stance.

Since an upper control arm is no longer needed, the shock towers can be trimmed for improved header clearance.

Kit is designed to use your stock 8½" long front sump oil pan, stock exhaust manifolds, and the stock front sway bar mounts right up! Better geometry handles great without a monster ride killing sway bar!

More at fatmanfab.com

NOTE

We chose not to do a Mustang II kit as it requires moving the engine up and forward, provides little drop, and puts the car’s weight on a tin subrail never designed for that purpose; the weight should be carried into the shocktower and firewall, just as Ford designed the original unibody structure.

WE SUPPLY...

» U-joints & shaft (per your column)
» Tubular lower control arms w/new ball joints & bushings
» Coilover conversion kit for your strut assembly
» Upper strut mounts w/adjustable camber
» Rack & Pinion mounting crossmember & clamps w/special steering arms
» Die & handle to rethread tie rods.

YOU SUPPLY...

» ’79-’93 Mustang struts
» ’94-’04 Mustang spindle, & brakes assembly
» ’90-’03 Escort power or manual rack & pinion assembly with complete tie rods
» 15" or larger ’94-’04 spec wheels, early oil pan & exhaust

’79-’93 Mustang struts are used on ’94-’04 spindles to allow more drop and camber adjustment.

We can supply all the parts to complete this suspension, as listed above. Rebuilt spindles and racks join with new struts, rotors, and Wilwood aluminum calipers for an easy and trick installation!

‘67-’70 Mustang Kit Shown $2350. for kit

For options to kit, See below.

Steel tilt column $350.
Chrome tilt column $460.
Polished or brushed column $480.
Stainless U-joints & shaft $200.
Stainless P/S hose $155.
Stainless brake hoses with Banjo bolts set $80.
Shockwave Airstruts #1212400 $640.
13” Wilwood Brakes $1600 Completion Kit
Plain Rotors $1230 / Drilled $1340.

POWDER BRAKE & VALVE ASSEMBLY

’64½-’66 Disc/Drum $525.
’64½-’66 Disc/Disc $525.
’67-’70 Disc/Drum $360.
’67-’70 Disc/Disc $450.
Rear disc kit w/E-brake $495.
’67-’70 Power Pedal $100.

More at fatmanfab.com

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
PUT MODERN MUSTANG HANDLING
AND BRAKES IN YOUR CLASSIC FORD!

» No More Bumpsteer! No More Strut Rods!

» No more squeaky Upper Arms!
» No Cutting up your Car!
» Stronger Unibody Structure!
» Power Rack and Pinion!
» World Class Disc Brakes!
» Run Modern Mustang Wheels!

More Room for Headers!
Shock towers can be trimmed if you wish!

The different applications vary slightly as to the exact components used, but share the design concept of a 5/16” K member plate that mounts the lower A arms and rack & pinion, bolted into the original Unibody structure. That K member acts to tie the original frame rails together for greatly reduced flexing and vibration.

We’ll be pleased to send the complete instructions on request so that you can see first hand how well this design concept works!

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
BOLT-in IFS for ‘65 - ‘70 MUSTANG!

- Front Steer Rack and Pinion for optimized fit of Ford Coyote Engines
- Includes Mounts for Coyote, MOD, Windsor, FE, and even LS Engines!
- 1/4” Steel Plates bolted to the original subrails PROPERLY braces the unibody structure
- Based on Fatman’s famous Stage III IFS with Ridetech coilovers or Shockwave airride
- Tubular Control Arms, Power Rack and Anti-Sway Bar all standard
- Wide variety of metal finishes and brakes allow personalization

As incredibly popular as they are, installing a large engine into the ‘65-'70 Mustang Unibody structure with its shocktowers intruding into the engine bay has always been difficult. The extremely powerful Coyote engines are even tougher to fit due to the extreme width across the valve covers. After years of study and thought, Fatman has designed a totally bolt in IFS kit that does just that. Filler plates for the removed shock towers are supplied, along with tubular control arms, Ridetech premium coilovers, 11” iron disc brakes, power steering and anti-sway bar get installed, with bolt on engine mounts for the Coyote, Windsor and FE series engines. Bring the technology of your favorite Mustang up to the classic style for a ride that will run with all the ponies….new and old! (Shown installed on reproduction subrails for illustration purposes…subrails not included)

Complete Stage III hub to hub with fender filler panels, forward subframe braces and engine mounts

See pages 7 and 8 for other Stage III and IV options!

$4500
We found a better way! Our Frames are built using CNC Mandrel bent rectangular tubing for more strength and lower cost! These are the strongest frames on the market, which is especially important on fiberglass cars.

Complete Rolling Chassis with MII IFS, tubular control arms, used 8" rear axle, rear suspension, rear sway bar, engine & trans mounts, manual pedal assembly, dual master cylinder, upgraded front brakes, manual rack & pinion.

Ready to fit your body!

Complete Rolling Chassis w/Coilover Rear Suspension
$12,400. FOB Charlotte

Complete Rolling Chassis w/Parallel Leaf Rear Suspension
$10,700. FOB Charlotte

Builder Special
Rails, SBC Motor & Trans Mounts, X-Member, and MII Kit installed
$6795. FOB Charlotte

Builder Special Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedal Assembly-Manual/Power</td>
<td>$425. / $725.</td>
</tr>
<tr>
<td>Tubular Control Arms, plain/stainless</td>
<td>$705. / $930.</td>
</tr>
<tr>
<td>Mounts for Chassis Engineering</td>
<td></td>
</tr>
<tr>
<td>Rear Leafs, Shocks, Sway Bar</td>
<td>$225.</td>
</tr>
<tr>
<td>Rear Leaf &amp; Shock Kit</td>
<td>$550.</td>
</tr>
<tr>
<td>Rear Sway Bar</td>
<td>$275.</td>
</tr>
</tbody>
</table>

Wilwood Brakes Are Now Available!
If you’re building a car with a new fiberglass body, we can provide the paperwork to help you title it!

As seen on the Street Rodder Magazine 2012 Tour Car!
1937-40 CHEVY CHASSIS!

'37-'39 & '40 Chevy Chassis

» 2x4x.188 Mandrel Bent Main Rails
» Body, Bumper, Radiator, Gas Tank, and Running Board Mounts Included
» Mustang II Crossmember
» Small or Big Block Chevy Mounts
» Our unique Transmount will fit any GM Trans with Tailshaft Mounting
» Same options & pricing as '35-'40 Ford Chassis listed on Page 30
» Full X-Member for ultimate strength

from $6795

Refer to page 33 for options and pricing.

Anglia and Morris Minor Chassis

» 46” track IFS with Tubular Steel arms, 11” brakes, and manual rack
» Engine and trans mounts installed

Anglia Shown to illustrate construction. Others are of similar construction.

» Pedal Assembly and master cylinder, not mounted
» NEW Narrowed 9” housing, axles, bearings and seals
» Rear Pro-link with Ridetech adjustable coilovers
» You must build a new floor and rockers to fit your body & frame.

Priced from only $11,000!
The '49-'54 Chevy remains one of the popular “go to” cars for a modern hot rod project, with great styling and terrific parts support. Having been building suspension to be added to the stock frame since 1988, Fatman now offers a complete new chassis for these cars. An extremely stout 2 x 4 x .188 rail and X member provides stability far beyond the OEM design. Put your project into overdrive while we do the heavy lifting for you!

Fatman's famous IFS with nickel plated control arms is standard, as are power rack and pinion, front and rear sway bars, 4 wheel 11" iron disc brakes, engine and trans mounts feeding power to a new 9" rear axle housing with 3.70 TracLoc gearset, adjustable rear ProLink, all supported by Premium quality Ride-tech coilovers for advanced handling and ride quality. Options such as the Wilwood disc brakes shown above are available, as are Shockwave airride, brake plumbing, Standard, dropped and raised spindles and Ultralow options allow this chassis the stance that suits your style build. Check out our complete Builders Guide for a comprehensive list and pricing to build the chassis of YOUR dreams!

This very complete standard chassis begins at $17,600

ORDER YOURS TODAY!
The fabulous Tri-Five Chevys have been a favorite hot rod since they were new, and today’s builds are taken to a standard never dreamed of years ago! Any good build begins with a firm foundation, and the Fatman is proud to announce their repro chassis for these classics. A superior X member design allows for 3" exhaust and is designed to handle high stress loads with a fully encapsulated center section. Main frame rails are fixture welded using 3" x 4" x .188 material for strength far in excess of the stock chassis. All body mounts are tended to, along with Chevy engine and trans mounts of your choice. LSX engines fit well with Camaro oil pan. Big Blocks fit great, solving the steering box to exhaust clearance issues seen with the 605 box conversions. We can help with the correct oil pan numbers too!

Fatman’s famous nickel plated control arms are standard, as are power rack & pinion, front and rear sway bars, 4 wheel 11" iron disc brakes, new 9" rear with a 3.70 Posi gearset, and rear Pro-Link, all supported by Premium Autocross proven Ridetech adjustable billet coilovers for advanced handling. Ride quality is enhanced by designing this chassis for a longer than usual 5" stroke rear coilover, which may require a minor mod to the left front of the trunk on some body styles. Stock rear wheel tubs will accept up to 10" wide wheels with this design.

The base price, including all the above as standard, is only $17,600.

Options such as Shockwaves, Wilwood or Baer brakes, Winters Quickchange rear axle, and more combine to make your chassis one of a kind!

For all the details, too many to list here, call for the Builder’s Guide or see it on our website at www.FATMANFAB.com. Our chassis specialists will be pleased to discuss the exact specs for the chassis of your dreams!
Get off the creeper and let Fatman do the heavy work!

‘49–’51 Ford owners now have another option available for their projects. We now have a complete bolt-on chassis for these very popular Fords. Featuring the same .188” heavy wall construction that goes into all of their chassis, it promises to be a major step up in strength for your Shoebox Ford.

BASE PRICE
including all the above as standard,
is only $17,600.

Fatman’s famous NICKEL PLATED front control arms are STANDARD, as are power rack & pinion, front and rear sway bars, 4 wheel 11” iron disc brakes, new 9” rear with 3.70 Posi gearset, and rear Pro-Link, all supported by Premium Autocross proven Ridetech adjustable billet coilovers for advanced handling. Ride quality is enhanced by designing this chassis for a longer than usual 5” stroke rear coilover.

As seen on the Street Rodder Magazine 2013 Tour Car!

Check out the Complete Builder’s Guide online for a list of options such as Shockwaves and Wilwood brakes to build the chassis you’ve always dreamed about!
Owners of the popular 1955-56 Fords now have another option available for their projects. Our new complete bolt-on chassis is available to complement their already large list of components for these very popular Fords. Featuring the same heavy wall construction that goes into all of our chassis, it promises to be a major step up in strength for your Classic Ford. OE style four wheel disc brakes, premium coilovers from Ridetech, Electroless Nickel plated tubular control arms, power steering, sway bars, 9” rear axle loaded with 3.70 Posi gears, and complete body and bumper mounts are only a few on the standard features. Stainless steel control arms and 4 bar links, Airride and Wilwood brakes are on the option list.

Get off the creeper and let Fatman do the heavy lifting!

AS SEEN ON OUR OWN ’56 FORD VICKY BUILD UP, FEATURED IN “STREET RODDER MAGAZINE” IN 2015 AND 2016!

FROM $17,600
Our new chassis can transform that classic 'Bird into a wonderful Hot Rod with a new chassis that fits with minimal trunk floor mods to accommodate the 5" long stroke Ridetech rear coilovers that contribute so much to ride quality and handling.

Features common to our '49-'56 Ford chassis such as nickel plated control arms, Ridetech coilovers, power rack, sway bars, new 9" rear and OE style 4 wheel discs are standard.

Add options such as Wilwood brakes, stainless control arms and 4 bar links to build the T-bird you've dreamed about for years!
**NEW CHASSIS FOR HOTROD PICKUPS!**

**AVAILABLE IN PRO-STREET OR STANDARD VERSIONS**

**CHEVY PICKUPS** » 34-36, 37-46, 47-54, 55-59, 60-62, 63-66, 67-72 and 73-87

**Featuring John 9” Factory All New Housing, Axles, Bearings & Seals. Select Your Gearset and Rear Brake Options From the Builder’s Guide!**

---

**Builder Special: $6,795**

Includes main rails, MII crossmember, motor & trans mounts, no rear suspension, pedal assembly, or front bolt-on parts.

---

**Roller Chassis: $11,000**

Includes Stage II Mustang suspension hub-to-hub with big brakes and manual rack. Rear suspension includes 9” housing and axles, 4 bar/coilovers, and manual pedal assembly.

*Options Same As ‘35-‘40 on page 21. Add $680 for ‘61-‘79 F-100

---

**Universal Rear Pro-Link with Ridetech Coilovers: $1,800**

Allows coilovers and bars to be mounted inboard or outboard of your frame rails. 4-bar and “Z” bar. Add Rear Sway Bar for $225.

---

**Polished Stainless Bars**

Add $690

**AirRide Option**

$1,800

**Shockwave Option**

Add $600

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(704) 545.0369  
sales@FATMANFAB.com  
www.FATMANFAB.com
We now offer Chassis for the ‘60-’62, ‘63-’66 and ‘63-’72 Chevy PU & Panel Trucks -
Starting at $11,700!

All Chassis are normally supplied with a new 9” rear axle. This customer started with an S-10 Chassis swap, then decided it had too many drawbacks. We installed the S-10 rear axle to help him save money!

‘49 - ‘64 Studebaker Pickup from $11,700

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
NEW CHASSIS FOR HOTROD PICKUPS!

AVAILABLE IN PRO-STREET OR STANDARD VERSIONS

FORD PICKUPS

‘35-‘56 and ‘61-‘79

Featuring John 9" Factory All New Housing, Axles, Bearings & Seals.

SELECT YOUR GEARSET AND REAR BRAKE OPTIONS FROM THE BUILDER’S GUIDE!

A-ARM OPTIONS
SEE PAGE 7

Builder Special: $6,795
Includes main rails, MII crossmember, motor & trans mounts, no rear suspension, pedal assembly, or front bolt-on parts.

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Universal Rear Pro-Link with
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Allows coilovers and bars to be mounted inboard or outboard of your frame rails. 4-bar and "Z" bar. Add Rear Sway Bar for $225.

POLISHED STAINLESS BARS
Add $690

AIRRIDE OPTION
$1800

SHOCKWAVE OPTION
Add $600

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com
'42 - '47 F-1 Frames

(704) 545.0369 sales@FATMANFAB.com www.FATMANFAB.com

'61 - '79 F-100 From $11,700

NO Track Width Problems as seen with Crown Victoria IFS Swaps!

See Page 19 for Narrowed Crown Victoria Tubular Control Arms.