FABRICATIONS

FAT MAN

HOT ROD SUSPENSION AND CHASSIS

1928 - 1987
Fat Man Fabrications Inc. was founded in 1984 by Brent VanDervort. Brent and his older brother restored a 1930 Model A pickup as their first vehicle and they even took their Driver’s Test in that vehicle. Having built over 20 cars for himself and his friends as a side job over the next 17 years building hot rod parts seemed to be a natural progression. A second trip to college after moving to Charlotte netted him a Mechanical Engineering degree that was added to an earlier Business Management degree. The combination of real-world fabrication experience and formal education equipped Fat Man with the knowledge needed to design practical parts for real hot rod enthusiasts.

As the business grew to over 20 employees, a 6-acre plot was purchased to give Fat Man Fabrications a home that would accept expansion. We currently occupy 3 buildings totaling 22,000 square feet. The area is split up into Sales, warehouse, shipping, MII kit, frame stub, tubular product, complete chassis, and prototype/customer installation shops.

The employees here at Fat Mans see very little turnover and that pool of experience is a real asset to the company and our valued customers. The different product and installation areas are set up with a very experienced team leader to ensure quality and continuity of training future leaders.

In September of 2020, Brent sold the business to one of his longtime employees and Operations Manager Tim Tullo, and his wife Maria. Together, with the experienced staff Fat Man Fabrications will continue to develop innovative and high-quality products for the street rod, Muscle car, and classic truck markets. This future planning assures the security of all parties with quality assured by a motivated and knowledgeable staff far into the future.

Feel free to stop by for a shop tour Mon-Thurs 8-5 at 8621-C Fairview Road, Hwy 218 Mint Hill, NC 28227. As well as check us out on social media @fatmanfabrications.
All part numbers are NAPA numbers unless otherwise stated.

**Banjo Bolts**
- #82698 7/16"-20 ('70 -'77 GM)
- #82703 Metric ('78 & up GM)
- #1243 Copper Washers

**Brake Hoses**
- #36959 Fits '85 Buick Riviera 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 (hollow) bolt on the caliper and fits non-metric calipers by simply passing a 7/16" drill through the caliper end block. You may want to cut off the included mounting bracket.
- #36799 An excellent rear hose which comes from the '75 Jeep CJ-5. It is 17" long and accepts 3/16" hard lines.

**Mustang II Power Steering Houses**
- #7-1874 The smaller line is the pressure side with a standard GM power steering pump, pressure line for rack using O-ring fittings
- #7-1880 Return line

YOU MUST USE GENUINE POWER STEERING FLUID! NO TRANSMISSION FLUID

These return hoses will simply slide over the return tube on your pump. The pressure hoses will need the upper end changed to match your pump. The O-ring fittings will still swivel when fully tightened

DO NOT OVERSTRESS THE FITTINGS!

**Mustang II Springs**
- #277-3039 ('74 MII 4 cyl. without air) ‘33-’34 Fords, ‘33-’35 Chevy
- #277-3036 ('78 MII V-6 with air) ‘35-’48 Fat Fender Cars
- #277-3038 ('78 MII V-8) ‘50s Cars and Pickups
- #277-3057 ('84 Mustang with 5.0) for heavy engines in '50s and up cars and pickups –big blocks with cast iron heads and early Hemi’s

We have these in stock at $120.00/pair

Above assumes small block engines, go up one spring size for any big blocks engines.

(704) 545-0369 sales@FATMANFAB.com www.FATMANFAB.com
Motor & Transmission Mounts

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

New Rubber Dust Boot

#650-1175 Tie rod end
#650-1177 MII and GM upper ball joints
#650-1178 GM lower ball joints

Identify GM Subframes

'64-'72 Chevelle Steering Box on the left frame rail, front steer, 11” disc or drum brakes, 2 -piece spindle, steering arm.

'73-'77Chevelle, '75-'79 Nova, '70-'81 Camaro Steering Box on the left frame rail, 11” disc brakes only, front steer, one-piece spindle.

'67-'69 Camaro, '68-'74 Nova Steering Box near firewall, rear steer, 11” disc or drum brakes, 2-piece spindle, steering arm.

'78-'87 Monte Carlo, Malibu Steering Box on the left frame rail, front steer, 10 3/8” disc brakes, one-piece spindle.

Popular Rear Axles Measured across wheel mount surfaces

• 57” '70-'77 Maverick 5-Lug 8”, '57-'59 Ford 9”
• 58” '78-'87 Monte Carlo/Malibu ('82-up metric studs), '75-'80 Granada & Lincoln Versailles, '67-'70 Mustang/Cougar/Fairlane
• 60” '67-'69 Camaro, '68-'79 Nova, '71-'73 Mustang/Cougar
• 62” '64-'77 Chevelle, '73-'76 Torino
• Correct geometry, with anti-dive, Ackerman, proper Camber Curve, and no Bump steer are all designed in ALWAYS! If it doesn’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 combine to absorb energy. That’s why our crossmembers are made with 1/4” wall material. It’s the heaviest in the industry. Our tubular control arms use a molded urethane spring seat that smooths the ride even more!

• All of our kits have the shock tower angle and crossmember angle specially fitted for each specific frame. Some minor trimming may be required in addition to a small shock tower notch. The simple fact is that these old frames vary in width, and this simple procedure 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 so the tires fit under the fender. 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 backspaced front wheel. Our narrowed kits allow you to run up to a 15x7 front wheel for that modern stance. You simply have to have some rubber on the ground if you want your car to turn and stop at its maximum capability!

• Ultra-low kits are available to get the slammed look without the expense of dropped spindles. We recommend them especially on ’35-’37 and ’46-’48 Ford, and ’49-’54 Chevys. We mount the crossmember higher in the frame to get a lower stance. This requires a “C-notch” 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. 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?
Although an 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, difficult, often present problems with too wide of a track width, and difficult bumper and sheet metal 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?
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 levels. Our Power rack & pinions and brake calipers are sourced in the U.S. from major manufacturers and we employ skilled American craftsmen using American equipment paid an American wage. That ensures your parts are being produced with skill and concern for quality. Your safety and satisfaction are our primary concerns and ones we take seriously.

WHAT DROP WILL I GET?
Because tire diameter directly affects ride height you need to know that our standard kit puts the spindle center at the same height as the bottom of the frame. Measure the distance from the bottom of the frame to the lower control arm bolt to compare - ours is 3 1/2”. Our Ultra-Low kits put the spindle center 1 1/2” above the bottom of the frame. You will have a 1” plus or minus latitude in height with your final spring trim. By changing tire diameter and spring trim, you can generally get a 2” to 5” drop with our standard kit, and another 1 1/2” 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 mount 4-6” behind the axle centerline (‘33-’34 Ford and ‘34-’35 Chevy) usually need 4 cyl. springs. Heavier cars (’35-’54) 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, ’50s pickups, and the larger fat fender cars usually require V-8 springs. Excessively heavy cars with Hemis, 460s, and pickups into the ’60s and ’70s 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 MUSTANG II STRONG ENOUGH?
The ball joint and tie rod end studs are larger than those on a subframe and are the same size used on full-size Fords! The spindles use larger outer bearings than GM 1/2-ton pickups! You should always upgrade to larger brakes on any application - see page 12 for disc brake options.

SHOULD I USE POWER OR MANUAL STEERING?
For most pre-’36 applications we prefer manual steering since its slower ratio makes for a better road feel and steers easier than most people expect. Extreme U-Joint angles can greatly increase effort-try to minimize them. We use and recommend ’79-’93 Mustang power racks which are less sensitive than ’74-’78 versions. The pump pressure is not an issue and they’re easier to find. Power racks are most often used on big block installations, and ’50s pickups and cars. On stock or widened kits, either power or manual can be used.
All of our Fat Man Fabrication Mustang II (MII) Kits are fully welded SAE 1018 steel and ground for a cleaner appearance. We use tubular crossmembers that are fully boxed at the ends. To ensure accuracy and correct geometry we used a PAD-designed system.

The MII kit is fitted to your application while giving you more options such as Hub-to-Hub kits available in Stage 2-Coil Spring and Shock, Stage 3- Coilover, Stage 4-Air Ride, or Stage 5-Shockwave with customizable upgrades. There is no need for a universal product from Fat Man. If we don’t have your Mustang II kit listed then we will help you make the right measurements for your specific car. If you don’t see your kit here, contact us, we are more than happy to discuss your specific application. The possibilities are endless with any Fat Man Fabrication suspension product because we take the time to determine exactly what you need for your specific vehicle whether it’s a car, truck, complete custom, or anything in between.

56 ½” Basic kit $450.00

- 1934 – 1935 Buick/40
- 1936 Buick
  40 Series
  60 Series
- 1934 – 1935 Chevy Standard
- 1934 Oldsmobile
- 1936 Chevy Standard
- 1934 Chevy Master
- 1934 Pontiac
- 1935 – 1936 Chevy Master
- 1937 – 1941 Chevy ~
- 1942 – 1948 Chevy ~
- 1949 – 1954 Chevy ~
- 1953 – 1962 Corvette
- 1933 – 1934 Chrysler CA
- 1935 – 1937 Chrysler
- 1935 – 1937 Desoto
- 1933 Dodge (Short Wheel Base)
- 1933 Dodge (Long Wheel Base)
- 1933 – 1934 Ford*
- 1935 – 1940 Ford ~*
- 1941 – 1948 Ford ~
- 1935 Hudson
- 1938 Hudson
- Jeepster
- 1936 Lafayette
- 1937 – 1939 Lafayette
- 1939 – 1940 Mercury
- 1941 – 1948 Mercury
- 1934 – 1940 Nash
- 1933 Plymouth PC
- 1933 Plymouth PD
- 1934 Plymouth PG
- 1935 Plymouth / Dodge
- 1935 Plymouth / Dodge / Desoto
- 1935 – 1936 Pontiac V6
- 1936 Pontiac V8
  2 x 3 or 2 x 4 Stubs
- 1934 — 1942 Studebaker
- 1946 – 1947 Studebaker
- 1933 – 1938 Terraplane
- 1937 – 1942 Willys ~*
- 1934 – 1954 Chevy Pickup Truck
- 1933 – 1946 Dodge Pickup Truck
- 1935 – 1941 Ford Pickup Truck ~*
- 1938 – 1941 International Pickup Truck
  28” Frame
- 1946 – 1954 International Pickup Truck
  28” Frame
- 1946-54 Willys Pickup Truck/Panel
  Top Hat Frame
- Anglia/Metro
  45 ½” Track
- 1933 – 1936 Willys
  50 ½” Track

- ~Available Ultra-low
- * Our ‘33 -’34 and ‘35 -’40 Ford kits are available narrowed 2” for better tire clearance and require a narrow manual rack & pinion (add $200.00 to Hub-to-Hub kits). The ‘35 -’40 kit can also use a narrower power rack (add $500.00 to the Hub-to-Hub kit). Coilover stage 3 is required on ‘35 -’40 Ford narrowed kits.

Weld-in MII Crossmember Kits

(704) 545-0369    sales@FATMANFAB.com    www.FATMANFAB.com
58 ½” Basic kit
2” Widened $520.00
- 1933 Buick
  50 Series
- 1947 – 1954 Dodge Pickup Truck
- 1942 – 1952 Ford Pickup Truck
- 1940 – 1941 Graham Hollywood / Hupmobile Skylark
- 1946 – 1954 International Pickup
  30” Frame
- 1955 – 1957 International Pickup Truck
  26” Frame
  33 ½” Frame
- Jaguar
  Mark 8
  Mark 9
- 1936 – 1938 Lincoln
- 1939 – 1948 Lincoln
- 1936 Nash
- 1949 – 1964 Studebaker Pickup Truck
- 1946 – 1954 Willys Pickup Truck / Panel
  “C” Frame

60 ½” Basic kit
4” Widened $520.00
- 1941 – 1948 Studebaker Pickup Truck
- 1934 – 1936 Hupmobile
- 1955 – 1959 Chevy Pickup Truck
- 1955 – 1959 Dodge Pickup Truck
  (Coke bottle frame $590.00)
- 1953 – 1956 Ford Pickup Truck
- 1957 – 1964 Ford Pickup Truck
- 1965 – 1979 Ford Pickup Truck

62 ½” Basic kit
6” Widened $590.00
- 1980 – 1991 Ford Pickup Truck

64 ½” Basic kit
8” Widened $590.00
- 1960 – 1971 Dodge Pickup Truck

Hub-to-Hub Kits
- Stage 2 $2,245.00
- Stage 3 $2,900.00
- Stage 4 $2,900.00
- Stage 5 $3,545.00
For more pricing, stages, and upgrade information see page 10-12

Note:
‘74-’78 Mustang reproduction manual or new ‘79-’93 Mustang power racks can be used. The later power racks are less sensitive and easier to find. All widened kits use an extension for the rack main shaft. ALL Fat Man Mustang II suspensions will require tubular control arms.
Some cars have a frame that doesn’t allow a simple MII installation and is too narrow for a GM subframe. For these cars we build frame stubs that allow a 2-4” drop and include provisions for bumper and core support mounts so that your sheet metal remounts with very minor trimming. We make a wide variety of Mustang II frame stubs for a multitude of makes and models. If you don’t see your vehicle listed below contact us and we will be more than happy to discuss your specific application. We can build the front half of any of our frames offered. These work great to repair a botched subframe installation by reproducing the axle centerline and radiator core support positions your bumper and sheet metal will refit with ease.

- **Austin A-40/Princess**
- **Jag MK7 (2”Narrow) MK 5**
- **1948-1959 Bentley**
- **1935-1940 LaSalle**
- **1935 Buick (Check Series)**
- **1961-1963 Special (available Stage3 ONLY – $4,640.00)**
- **1949-1957 Lincoln**
- **1934-1968 Cadillac (Check Series)**
- **1949-1957 Mercury**
- **1937-1970 Chevy**
- **1940-1948 Nash**
- **1964-1972 Chevelle (GM A-Body)**

**NOTE:**

Some applications will require you to measure your existing frame this will help verify that our drawing matches your vehicle. Not all the manufacturers were consistent with their original drawings. Call or email us for a stub information sheet.

### Basic MII based kit

<table>
<thead>
<tr>
<th>Stages</th>
<th>1957</th>
<th>1958 &amp; up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stage 4</td>
<td>$4,300.00</td>
<td>$4,490.00</td>
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<tr>
<td>Stage 5</td>
<td>$4,950.00</td>
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### Stage 2

<table>
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<tr>
<th>Stages</th>
<th>1957</th>
<th>1958 &amp; up</th>
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<tbody>
<tr>
<td>Stage 2</td>
<td>$3,650.00</td>
<td>$3,830.00</td>
</tr>
<tr>
<td>Stage 3</td>
<td>up to $4,300.00</td>
<td>$4,490.00</td>
</tr>
</tbody>
</table>

**NOTE:**

For ‘37-’54 Chevrolet Cars, ‘37-’59 Chevrolet Trucks, ‘35-’40 Ford Cars & ‘48-’56 F-100 Pickup Trucks. There is an additional **$350.00** charge for these stubs and an **$80.00** pallet fee. All basic and hub-to-hub stubs are shipped at discount freight collect we charge a **$50.00** pallet fee. Shipping charges are not collected by us, you will pay the freight company directly upon delivery. Our discount is applied to the shipping charges.
STAGE 2 Traditional Coil Spring and Shock
Our huge volume allows us to supply our TIG Welded Tubular Steel Control Arms as standard which eliminates the strut rod by straddling the crossmember for stability. Easily converted to Stage 4 air ride with bolt-on parts and a weld-on shock bracket! Shim alignment is now standard!

STAGE 3 Coilovers
Stage 3 adds adjustable Ridetech HQ Series Coilovers to the TIG welded tubular steel control arms. A shim system is used for ease of adjustment. Easily upgraded to Stage 5 Ridetech Shockwaves with bolt-on parts!

STAGE 4 Air Springs
Stage 4 uses Firestone air springs that are so strongly built to act as their own bump stop! The OEM style 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 be converted to Stage 2 coil spring with no fab work!

STAGE 5 Shockwaves
Upgrades the Stage 3 style to Ridetech HQ series Shockwaves. Offers easier adjustability and a premium tunable shock for the ultimate street rod suspension.

Points of Interest
All Stages use the same basic parts, including our TIG welded tubular steel control arms and a manual rack and pinion. The differences are the type of spring used and different upper mounts specific to that spring and upper control arm. All Our kits are fully welded and using SAE 1018 steel and we use CAD design software to ensure the accuracy of the geometry.

Air suspensions work best to maintain ride height as the total load changes like a full trunk and backseat. When used to allow an extremely low parked height the rule is to always return the vehicle to normal ride height for driving. Driving your vehicle lowered or raised can cause damage to the vehicle and its components. Air ride does NOT allow you to vary the ride height for driving.

All Hub-to-Hub kits include the crossmember or frame stub kits from the previous page, manual rack & pinion, new spindles, springs, shocks, TUBULAR STEEL control arms, and upgraded OEM style iron disc brakes in 4 1/2” or 4 3/4” bolt pattern. We will not risk your safety with small 9” brakes! For all Hub-to-Hub kits add $200.00 for power rack (we use the improved ‘79-‘93 racks) and $70.00 to cover the rack main shaft extension used on widened kits. Narrowed ’35-‘40 Ford kits use special rack & pinions add $200.00 For manual add $500.00 For power assist on the ’33-‘34 For narrowed kits are manual only add $200.00. Ford narrowed kits must upgrade to Stage 3 coilovers.

(704) 545-0369 sales@FATMANFAB.com www.FATMANFAB.com
Steering Connection

- **3 joint shaft & U-joints by Borgeson $355.00**
  Each car, engine, exhaust, and motor mount combination needs a different hookup.

- **Stainless Steel Hose kit for Power Steering $155.00**
  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 an integral reservoir without hunting parts! The braided stainless hose can be cut to length for a custom fit!

**DOT Approved Stainless Steel Braided Hoses**

- DOT Approved S/S Braided Hose Kit with frame tabs, Metric and 7/16” Banjo Bolts
  - $80.00/set

- Single hose for drum brake rear axle
  - $44.00/each

- Metering valve holds off front brakes and provides T-fitting
  - $95.00/each

- 2psi Residual Pressure Valves (discs)
  - $25.00/each

- 10psi Residual Pressure Valves (drums)
  - $25.00/each

**Sway Bars**

We strongly believe in sway bars to control body roll without an excessively stiff suspension. Rear sway bars are recommended for many early vehicles, except pickups. Since most pre ‘55 rods aren’t nose-heavy they rarely need front sway bars with independent suspension. Big block engines and power steering does increase the need for a front bar. We carry an assortment of sway bars for almost every application. Please call for help in choosing the right one for your application!

- **‘49-‘51 Ford car rear sway bar kit $350.00**
- **$225.00**

**Steering**

- **NEW (not rebuilt) power rack & pinion**
  - $200.00 upgrade

- **Narrowed manual rack**
  - $200.00 upgrade on specific kits

- **Narrowed power rack included power steering option 2" narrowed only**
  - $500.00 upgrade

**Motor Mounts**

- Plain motor mounts 6” or 10” long Ford or Chevy, trim to fit your application.
  - $60.00/pair

- **LS or Ford mod/ Coyote adaptors**
  - $75.00/pair

- Ford FE adaptors
  - $100.00/pair

- **Pick up transmission mount**
  - $85.00

- Tubular motor mounts require a little more ability to fit
  - $70.00/pair

**Replacement Parts**

- Bushing kits for our MII tubular arms—now made of Delrin!
  - $60.00/set

- (specify 1/2" or 5/8" lower arm bolt)
  - $60.00/set

- Rack bushings (OEM style-1 piece)
  - $15.00/pair

- OEM replacement or G-Tech tie rod ends
  - $60.00/pair
• OEM style brake kits with Ford or GM truck patterns:
  $250.00 upgrade on kits - $600.00 outright
• 11” Ford pattern with large GM calipers
  basic adaptor kit $175.00
• 10 5/8” Chevrolet pattern with metric studs
  (Does not widen track width, okay on light cars) add larger bore calipers for increased brake power $70.00 ($140.00 outright)
• 11” Chevrolet pattern with larger calipers
  (widens track width 3/4” per side, more power 7/16” NF studs) No Charge
• EC-704CK
  4 1/2” or 4 3/4” bolt circle with special hub style rotor, holds standard width $375.00 upgrade
  (13” rotors add $100.00)
• Wilwood GM style aluminum calipers to the above
  (red or black) $365.00 upgrade $410.00 outright
  (13” rotors add $100.00)
• Wilwood Dynalite 11” rotor, 4 piston caliper, stock width
  Plain rotor, black or red caliper $640.00
  Drilled & slotted rotor, red or black caliper $740.00
  Drilled & slotted rotor, polished caliper $840.00
• Wilwood Dynalite 12” rotor, 4 piston caliper, stock width
  Plain rotor, black or red caliper $695.00
  Drilled & slotted rotor, red or black caliper $795.00
  Drilled & slotted rotor, polished caliper $895.00
• Wilwood Dynalite 13” rotor, 6 piston caliper, .55” wider per side
  Plain rotor, black or red caliper $1,130.00
  Drilled & slotted rotor, red or black caliper $1,230.00

Above prices are for hub-to-hub kit upgrades, add $275.00 to buy outright unless otherwise listed.
• Wilwood 12” rear disc kit with internal drum parking brake
  Plain rotor, black or red caliper $875.00
  Drilled & slotted rotor, red or black caliper $980.00
  Drilled & slotted rotor, polished caliper $1,080.00

NOTE:
These brake kits will most likely NOT allow fitment of your OEM wheels.
OEM wheels do not have the proper inside taper to clear a modern full-size caliper that didn’t exist when the vehicle was manufactured.

MII Raised Spindles
Some hot rod enthusiasts 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 geometry.
Fat Man 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, however, some brake kits may require different calipers so the brake hose will clear your lower control arms. These will not work with factory stamped steel arms or some other manufacturers’ tubular arms.
Precise CNC machining and TIG welding produce a very strong part and excellent fit.
• New 1 1/2” Raised Spindles, tubular arms only
  $275.00 with the kit, $495.00 outright
• MII Stock height spindles, forged steel
  No Charge with the kit, $219.00 outright
• 2” drop, accepts any MII disc brake kit
  No Charge with the kit, $219.00 outright
Many of these cars have a decent original IFS, however, the ‘39-’54 Chevy’s, a Mustang II IFS cannot be simply installed. OEM Subframe installations are a lot of work and often lead to problems with being too wide with difficult sheet metal 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 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>1939-1954 Chevrolet 1953-1962 Corvette</td>
<td>Will require steering arms</td>
<td>2” to 2 1/2” drop</td>
<td>$495.00/pair</td>
</tr>
<tr>
<td>1949-1953 Ford 1952-1953 Mercury</td>
<td>Includes new-fitted kingpin set Will require steering arms</td>
<td>2 1/2” drop</td>
<td>$595.00/pair</td>
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<tr>
<td>1949-1951 Mercury</td>
<td>Includes new-fitted kingpin set Will require steering arms</td>
<td>2 1/2” drop</td>
<td>$625.00/pair</td>
</tr>
<tr>
<td>1934 Plymouth</td>
<td>Must use disc brakes Must modify factory steering arms</td>
<td>2 1/2” drop</td>
<td>$475.00/pair</td>
</tr>
<tr>
<td>1939-1956 Mopar</td>
<td>Includes shock relocation mounting kit. Must modify factory steering arms, requires disc brake conversion</td>
<td>3” drop</td>
<td>$525.00/pair</td>
</tr>
<tr>
<td>1942-1954 Packard small series</td>
<td>Must modify factory steering arms</td>
<td>2” drop</td>
<td>$495.00/pair</td>
</tr>
<tr>
<td>1939-1956 Cadillac, Lasalle</td>
<td>Must modify factory steering arms, requires disc brakes - see scarebird.com</td>
<td>2 1/2” drop</td>
<td>$475.00/pair</td>
</tr>
<tr>
<td>1937-1956 Buick 1939-1956 Oldsmobile 1937-1957 Pontiac</td>
<td>Modify steering arms Must use disc brakes</td>
<td>2 1/2” drop</td>
<td>$475.00/pair</td>
</tr>
</tbody>
</table>

**NOTE**

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. The outer tie rod end must remain in its original position to avoid bump steer.

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 $295.00/pair.

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## Dropped Spindles

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<tr>
<td>1954-1956 Ford 1952-1957 Lincoln, Mercury 1955-1957 T-Bird</td>
<td>Call for specific vehicle info and availability on all Lincoln &amp; Mercury applications. Requires ‘70-'77 Camaro calipers, pins, pads, and ’75-'80 Granada rotors</td>
<td>3” drop</td>
<td>$620.00/Pair</td>
</tr>
<tr>
<td>1957-1978 Ford, Mercury 1958-1979 T-Bird</td>
<td>Call for Wilwood Brake option Pricing</td>
<td>2 1/2” drop</td>
<td>$695.00/Pair</td>
</tr>
<tr>
<td>1967-1969 Camaro 1968-1974 Nova 1964-1972 Chevelle</td>
<td>Our exclusive G-Tech 2” drop spindle and raised upper ball joint increases camber gain in turns for better handling- uses OEM or OEM replacement disc brake upgrades.</td>
<td>2” drop</td>
<td>$389.00/Pair</td>
</tr>
<tr>
<td>1957-1960 Cadillac 1957-1970 Oldsmobile 1958-1964 Chevrolet</td>
<td>Must use disc brakes – Cadillacs require 17” or larger wheel Must modify factory steering arms</td>
<td>2” drop</td>
<td>$695.00/Pair</td>
</tr>
<tr>
<td>1957-1970 Buick 1963-1965 Riviera</td>
<td>Includes new steering arms</td>
<td>2” drop</td>
<td>$800.00/Pair</td>
</tr>
<tr>
<td>1957-1988 Mopar (Volare)</td>
<td>Will fit most passenger vehicles with a 5 x 4 1/2” bolt circle call for specific vehicle fitment confirmation.</td>
<td>2” drop</td>
<td>$625.00/Pair</td>
</tr>
</tbody>
</table>

- Tie rod ends for Ford and Mercury $400.00
- Volvo 140 box adapter for ‘49-'51 Ford $95.00
- ‘49-'51 Mercury power box adapter $95.00
- Mopar, Buick, Olds, Pontiac rack kits $325.00
- ‘49-'51 Ford master cylinder adapter $240.00
- ‘49-'51 Mercury master cylinder adapter $95.00
• Thousands of our GTECH control arm sets have been installed since 1991.
• Optimized geometry for modern radial tires and hot rod rakes.
• Optimized upper ball joint position allows more positive caster for better handling without huge shim stacks.
• Delrin-type upper and lower bushings for control (dependent on application).
• American-made TIG-welded construction to ensure top quality.
• 1” x .188” wall DOM tubing for maximum strength with minimal bulk.
• Available in stock or narrowed widths for clearance on vehicles with fatter tires and subframes.
• All new top-quality ball joints are installed.

• 1955-1957 Chevy
  Stock width or narrowed 1 1/2” per side. OEM bushing supplied to install with your original cross shafts. Aftermarket sway bars will require welding to fit.

• 1958-1964 Chevy
  Stock width only. OEM bushings supplied to install with your original cross shafts. Sway bar tabs and steering stops installed.

• 1964-1972 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.

  Stock width or narrowed 1-1/2” 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.

  Built with new shafts, bushings, and ball joints. Sway bar mounts and steering stops installed on stock and narrowed versions.

  You can use stock spindles, dropped versions of stock spindles, or ‘70-’81 Camaro spindles. The taller Camaro spindles improve handling through an improved camber curve and allow the use of the larger 11” rotors and calipers from that car. Tubular control arms are available stock width or narrowed 1” per side for extra tire clearance. 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. The narrowed arms do require some minor frame mods and the ‘70-’81 Camaro spindles mentioned above. We also offer them in a 3” widened version for hot rod enthusiasts who are using S-10 chassis under their project cars. This has proven especially helpful on the ‘55-’59 Chevy pickup.

• Set of four, complete with ball joints, shafts and bushings in primer to paint your choice of color $1,150.00
• Optional Nickel Plating Add $400.00

(704) 545-0369  sales@FATMANFAB.com  www.FATMANFAB.com
FATMAN TUBULAR MII CONTROL ARMS
MADE HERE IN THE U.S.

- For all Mustang II applications
- New - Larger Diameter 1 inch x .188 DOM American Steel Tubing
- All bending, Welding, and CNC machine work done in our shop
- USA sourced Delrin bushings and urethane spring Seat
- Premium quality ball joints included on all kits
- We now offer our new nickel-plated precision jig-welded tubular steel control arms for all of our front suspension kits.
- Available for all stages - Coil Spring and Shocks, Coilovers, Air Bags & RideTech Shockwaves

- Paintable tubular upper control arms only $350.00/pair
- Paintable tubular lower control arms only $400.00/pair
- Paintable tubular control arms only $750.00/set of 4
- New nickel plated control arms upgrade $250.00/set of 4
- New nickel plated control arms outright $1,000.00/set of 4
- Polished stainless control arms upgrade $300/set of 4
- Polished stainless control arms outright $1,150/set of 4

**Ford Tubular Control Arms**

Tubular control arms will clean 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. They will work with stock parts or our dropped spindles and power steering kits. The ‘63-’64 arms also include a service to modify your OEM front frame bushings to eliminate the “cranked” bolt.

**1957 – 1964 Ford Full Size**

$1,150.00/set of 4  
Optional Nickel Plating Upgrade: $400.00

If you have installed a Crown Victoria factory IFS system in your hot rod and find out that at 68” hub-to-hub is too wide to comfortably fit good size wheels and tires. Fat Mans has the answer with Tubular Control Arms narrowed 1” per side. They are TIG welded in fixtures, using 1 1/2” 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 1/2” drop while retaining the stock spindles and allowing easy conversion to RideTech Coilovers or Shockwave suspension. They will not work with OEM Police package coilovers.

$1,150.00 / Set of 4  
Including new ball joint, lower arm forward Delrin bushing, and new OEM upper control arm bushings. Shown with optional nickel plating. $400.00 option.

(704) 545-0369 sales@FATMANFAB.com www.FATMANFAB.com
65-'79 Ford F-100 Rear Axle Lowering Kit

Need an easy way to lower the rear axle of your ‘65-'79 Ford pickup? This new design by Fat Man Fabrications will drop the truck 5” in the back, using the original axle, without any welding 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 shock extensions. The frame rail does need to have a clearance cut for the “C-notch” in the frame reinforcement plate which bolts in place to finish the job providing vertical clearance for the re-positioned axle.

$690.00 complete

High Power Ford 4-Bar Rear Suspension Kit

If your vehicle has more power and needs more traction than the stock suspension can handle but you don’t want to cut the car for a full-length four-bar. Then this may be what you’re looking for. A tubular upper crossmember bolts into the support of the triangulated upper bars, coilovers, and 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 results of this design by our friends at Ridetech. Their cars have tested and proven this design on the road and track! We are pleased to offer this fine Mustang Four Bar Rear End suspension control system with your choice of either Ridetech HQ series coilovers or Shockwaves.

With your new Mustang front suspension and the Mustang Four-Bar Rear Suspension, your new Mustang will handle like a dream. You won’t ever have to worry about traction or handling issues again.

- 1964 - 1970 Classic Mustang
- 1960 - 1964 Galaxie
With Ride Tech Coilovers $2,275.00
Shockwaves $2,475.00

(704) 545-0369 sales@FATMANFAB.com www.FATMANFAB.com
Universal Rear Pro-Link

Our Pro-link parallel 4-bar kit allows coilovers and bars to be mounted inboard or outboard of your frame rails. This kit includes 4-bars, brackets for a 3” axle tube, a “Z” bar for better lateral control, hardware, and Ridetech coilovers.

It is the same assembly used in all our completely new truck chassis and is available separately for installation on your original frame.

A unique feature is that whether you choose Ridetech 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. This can be used with either stock or 9” rear axles, welding is required.

Universal design for most pick up trucks

4-Bar with coilovers or airbag option: $2,100.00
4-Bar with Shockwave option: $2,750.00
Polished stainless bars: Add $750.00

High power Chevrolet 4-bar Rear Suspension Kit

Get the best out of your Sub Frame Front Suspension by upgrading the High Power Four Bar Rear End Suspension Kit! This is a terrific way to go for the hot rod enthusiasts who have more power and need more traction than the stock springs can handle but don’t want to cut their car for a full equal length four-bar.

Tubular upper crossmember bolts in to support the triangulated upper bars, Coilovers, and 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 results of this design by our friends at Ridetech. Their cars have tested and proven this design on the road and track!

When paired with our replacement front sub-frame this Four Bar Rear End Suspension will have your Camaro handling like a dream. You won’t ever have to worry about traction or handling issues again!

- 1967 – 1969 Camaro
- 1968 - 1974 Nova
- 70-81 Camaro additional- $1,110.00
With Ride Tech Coilovers $2,275.00
Shockwaves $2,475.00

(704) 545-0369 sales@FATMANFAB.com www.FATMANFAB.com
Our bolt-in kit supplies an adjustable 2”-3” drop, large disc brakes, positive power rack & pinion steering with a mount that reinforces your frame, and ZERO bump steer so the car can handle right with big rubber. Adding a tilt column makes the job easier and the car more comfortable.

1962 – 1967 Nova*

**We Supply:**
- Tubular Lower Control Arms (no more strut rods) with new Bushings & Ball Joints
- Main K member plate with Control Arm and Rack Mounts
- Replacement braces for old strut rod mounts
- New LH engine mount to clear the supplied steering U joints and shaft
- Shock tower braces
- Upper strut mount bearing plates
- Coilover conversion springs and threaded sleeves

**Basic Kit $2,550.00**

**You Supply:**
- ’82-’92 Camaro Spindles, Complete Brakes, Hoses & Shock Struts
- ‘94-’04 Mustang Power Rack & Bushings
- ‘80-’85 Citation Tie Rod Ends
(We can supply all the parts above for $1,800.00)
• This suspension bolts into your stock unibody sheet metal structure with a minimum of fuss!
• Since an upper control arm is no longer needed, the shock towers can be trimmed for improved header clearance.
• This kit is designed to use your stock 8 1/2” long front sump oil pan, stock exhaust manifolds, or short/block-hugger headers and the stock front sway bar mounts right up! Better geometry so it handles great without a monster ride-killing sway bar!

NOTE
This kit allows for a bolt-in installation with no sheet metal trimming required that way the car can be returned to the factory suspension later. It uses the unibody structure just as Ford designed it; with the suspension forces and weight being carried from the shock tower through the braces and into the firewall.

Call Master Power Brakes for power booster and master cylinder kits 800-472-4181

We Supply:
• U-joints & shaft (per your column)
• Tubular lower control arms with new ball joints & bushings
• Coilover conversion kit for your strut assembly
• Upper strut mounts with adjustable camber with special steering arms
• Die & handle to rethread inner tie rods.

Basic Kit $2,550.00

You Supply:
• ‘79-’93 Mustang struts
• ‘94-’04 Mustang spindle, & brakes assembly
• ‘90-’03 Escort power rack & pinion assembly with 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 above for $1,800.00)
As incredibly popular as they are, installing a large engine into the '65-'70 Mustang Unibody structure with stock shock towers intruding into the engine bay has always been difficult. The extremely powerful Coyote engines are even tougher to fit due to the width across the valve covers. After years of engineering, Fat Man has designed a complete 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 sway bar with bolt-on engine mounts for the Coyote, Windsor, and FE series engines. Put modern technology under your favorite classic Mustang that will make it run with all the ponies...new and old! (Shown installed on reproduction sub rails for illustration purposes...sub rails not included)

Complete Stage 3 hub-to-hub with fender filler panels, forward subframe braces, and engine mounts.

- 1965 - 1970 Mustang/Cougar
  Stage 3 $4,750.00

- Front Steer Rack and Pinion for an optimized fit of Ford Coyote Engines
- Includes Mounts for Coyote, MOD, Windsor, or FE
- 1/4” Steel Plates bolted to the original sub rails PROPERLY braces the unibody structure
- Based on Fat Man’s famous Stage 3 IFS with RideTech coilovers
- Tubular Control Arms, Power Rack, and Sway Bar all standard
- A wide variety of metal finishes and brakes allow personalization

(704) 545-0369    sales@FATMANFAB.com    www.FATMANFAB.com
Fat Mans has long offered their well-proven weld in IFS system for these popular cars, but the hot rod enthusiast asked for a bolt-in version, so we responded with this new design. Strengthening the original sheet metal 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 a sway bar. You can choose to vary the ride height with choices of standard, dropped, or even raised spindles. This unit carries all the standard and optional features of our Stage 3 coilover or Stage 5 Shockwave systems. A complete hub-to-hub Stage 3 or stage 5 system with crossmember assembly, manual rack, plain steel tubular control arms, spindle, and iron disc brakes, and mounts for a small block Chevy are included.

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 OEM and Wilwood options available. You will achieve better handling through improved camber control and correct Ackerman geometry. Ground clearance is improved, as is the 1” narrower than the 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 transmission are provided and will accept either OEM or aftermarket pieces as you choose.

The package includes a power rack and pinion, front sway bar, stage 3 premium Ride Tech HQ coilovers or stage 5 Shockwaves, tubular control arms, and forged steel GTech spindles. Improved appearance reduced front-end weight bias, and improved drivability.

**Stage 3**
- 1967 - 1981 Camaro/ Firebird
  - Stage 3 $6,695.00
- 1968 - 1973 Nova
  - Stage 3 $6,695.00
- Stage 5 $6,915.00

**Stage 5**
- 1949 - 1954 Chevy Car
  - Stage 3 $3,575.00
  - Stage 5 $4,225.00
This kit gives you a 4-6” drop without the ground clearance problems seen when lowering the stock front suspension!

1960 - 1987 Chevy/GM Pickup
- Stage 2 Coil Spring and Shock $2,950.00
- Stage 3 Coilovers $3,600.00
- Stage 4 Air Ride $3,600.00
- Stage 5 Shockwave $4,250.00
- Power Rack add $200.00
- 5 on 5 brakes add $250.00
• 1965 - 1979 Ford Pickup (coming soon)

Mustang II Based Bolt-in

Raised Spindles (close to stock ride height)
Our new bolt-in suspension packages are now available for GM midsize muscle cars!
We’re currently covering the 64-72 GM A-bodies with more to follow
For 64-72 GM A-bodies (Chevelle, GTO, Skylark, Cutlass, etc.)

Package 1: $2,800.00
Includes:
• G-Tech 2” drop spindles
• Front and rear sway bars
• Premium Ridetech HQ series front shocks with Eaton replacement front springs
• Ridetech rear coilover kit
• Borgeson quick ratio power steering box

Package 2: $4,300.00
Adds to Package 1:
• Fat Man tubular upper and lower control arms
• Ridetech strong arm rear control arms

(704) 545-0369    sales@FATMANFAB.com     www.FATMANFAB.com
The Extreme IFS is specially engineered for heavy vehicles 1949 and Later and is based on ‘73-‘87 Chevy pickup spindles and brakes. These heavy-duty parts have been selected and then modified for use in this design. We supply a 2” dropped spindle (using a 12” diameter rotor with a 5 on 5” bolt circle) which puts the center of the wheel about 1” below the bottom of your frame rail. We can also build the system for 8 lug wheels and brakes in either the dropped or standard spindle.

### 5 ON 5” Extreme IFS

**We Supply**
- Crossmember and shock tower assembly
- Control arms with bolts, bushings, and ball joints
- Standard or dropped spindles
- 12” x 5” disc brakes
- Modified tie rod ends
- ‘94 -’04 mustang power rack and pinion
- New OEM springs and shocks

<table>
<thead>
<tr>
<th>Stage 2</th>
<th>Stage 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossmember kit $3,650.00</td>
<td>Crossmember kit $4,350.00</td>
</tr>
<tr>
<td>Frame Stub kit $5,130.00</td>
<td>Frame Stub kit $5,830.00</td>
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</tbody>
</table>

### 8 ON 6.5” Extreme IFS

**We Supply**
- Crossmember and shock tower assembly
- Control arms with bolts, bushings, and ball joints
- Standard or dropped spindles
- 13” x 8” disc brakes
- Modified tie rod ends
- ‘94 -’04 mustang power rack and pinion
- New OEM springs and shocks

<table>
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<tr>
<td>Crossmember kit $3,950.00</td>
<td>Crossmember kit $4,650.00</td>
</tr>
<tr>
<td>Frame Stub kit $5,545.00</td>
<td>Frame Stub kit $6,245.00</td>
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</tbody>
</table>

**NOTE:** Each spindle choice will use different brakes and bearings so changes after the order is filled, will result in a longer manufacturing time. Due to the longer control arms required for proper geometry, these kits can only fit frame rails that are 28” outside-to-outside or less when measured at the axle centerline.
Early vehicles (mainly pre-1933) use fenders that bolt directly to the top of the frame rails and have the axle centerline located closer to the front radiator grille/cowl. This makes it very difficult to correctly set up an MII-based suspension on these vehicles without having to cut the fenders and cowl for the upper control arm and rack clearance. Our Affordable IFS is the best solution for these cars. With proper geometry, stance, and tire-to-fender clearance you’ll be one step closer to hitting that open road! This kit gives you the same ride height and width as a 4” dropped and 2” narrowed axle, but with an independent ride at just the right price!

Our Affordable independent front suspension kit uses many OEM parts to keep the maintenance easy and cost down. Your wheels will be 56” hub-to-hub with the spindle center approximately 1” above the bottom of your frame rail. Proper Ackerman, positive camber gain, and anti-dive geometry are all designed along with a rear-steer manual rack and pinion for splash pan clearance.

To achieve maximum strength in our Affordable IFS we make our main crossmember of .250” wall structural steel and our tubular arms of .188” wall DOM seamless tubing. We never use flame cut parts due to the problems associated with heat-crystallized steel parts.

We use the proven Mustang II springs and shocks and many other OEM components on our Affordable IFS. This helps keep the cost down and makes it easier to source replacement parts when worn items need replacing. You’ll get the maximum ride quality and keep more money in your pocket!

A coilover version will be in development soon!

Many other cars with similar fender lines where a Mustang II IFS won’t fit correctly. This is the most affordable IFS for these cars with proper geometry, stance, and tire-to-fender clearance. This kit gives you the same ride height and width as 4” dropped and 2” narrowed axle, but with an independent ride at an affordable price!

DELINE KIT $2,850.00
We Supply

- 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
  Nickle Plated A-Arms add $275.00
  Coilover version coming soon!

Many other applications can be built, we just need the measurements mentioned below.

NOTE:
For all 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 Fat Man Fabrication Classic IFS Kits are designed for customers who love the heavier luxury cars built in the same era as the Affordable IFS. This kit uses ‘73-’87 Chevrolet pickup truck spindles with 12” 5-on-5” bolt circle disc brakes, rear steer power rack, and extra size tubing. Because of these vehicles’ fender lines, they require a short upper control arm to clear them and a rear steer power rack and pinion which will not interfere with the lower grill shell pan.

We supply super heavy-duty tubular control arms and crossmembers that will take the weight of these very heavy automobiles. We spent extensive time and research perfecting our Independent Front Suspensions. The Classic IFS is designed for these larger early cars like the big Buicks, Oldsmobiles, and Packards that have rails wider than 30” outside-to-outside at the axle centerline and a hub-to-hub track width around 60”.

NOTE:

For Independent Front Suspension (IFS) Kits study the drawing below. Pay particular attention to the position of the rack & pinion and its pivot points. You cannot 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 studying, you’ll know which one works right!

(704) 545-0369    sales@FATMANFAB.com     www.FATMANFAB.com
1939-1953 Ford Anglia Chassis
1948-1953 Morris Minor Chassis

Get the improvement you crave with the correct geometry of our Ford Anglia & Morris Minor Chassis. Fat Man manufactures a complete 1939-1953 Ford Anglia & 1948–1953 Morris Minor Chassis with plenty of upgrade options to make your Ford Anglia & Morris Minor Chassis perform like you want.

Our Frames are built using heavy .188 wall rectangular tubing for more strength and lower cost! These are the strongest frames on the market, which is especially important on Fiberglass cars. Your 1939-1953 Ford Anglia & 1948–1953 Morris Minor will require new floors and rockers to fit to our chassis.

Call or email us for a builder’s guide!

**Ford Anglia Chassis Includes: Builder special Start At $7,945.00**
**Roller Chassis Start At $12,200.00**
- 46” track width with tubular steel arms
- OEM style big brakes
- Narrowed manual Rack
- Engine & transmission mounts (installed)
- Pedal Assembly & master cylinder (not mounted)
- NEW Narrowed 9” housing, axles, bearings, and seals
- Rear Pro-link with Ridetech adjustable coilovers

**Morris Minor Chassis Includes: Builder special Start At $7,945.00**
**Roller Chassis Start At $12,200.00**
- 49” track width with tubular steel arms
- OEM style big brakes
- Narrowed manual rack
- Engine & transmission mounts (installed)
- Pedal assembly & master cylinder (not mounted)
- NEW narrowed 9” housing, axles, bearings, and seals
- Rear Pro-link with Ridetech adjustable coilovers

NOTE:
To use your Ford Anglia Chassis properly you will need to build a new floor and rockers to fit your body to our frame.
1935–1940 Ford Car Chassis

Fat Man manufactures a complete 1935–1940 Ford chassis with multiple options to make your Ford chassis perform as you want. 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. Our 1935–1940 Ford chassis are ready to fit your body! Call or email us for a builder’s guide!

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**Builder Special Start At: $7,495.00**
- 2”x4” x.188” mandrel-bent tubing frame rails, 1”x2” x.120” mandrel-bent crossmember
- Radiator and bumper mount holes, topside body mount holes drilled and tapped, gas tank mounting holes, and body boxes.
- Mustang II based front crossmember made of 3”x4”x .250” tubing and upper mounts for your choice of stage
- Engine and transmission mounts for small or big block Ford or Chevy

**Roller Chassis Start At: $12,500.00**
- Builder Special items plus:
  - Fat Man stage 2 front suspension including nickel plated steel tubular control arms, coil springs, Ridetech shocks, mustang II spindles with 11” disc brake assembly, and manual rack and pinion steering
  - Single pedal brake assembly with manual master cylinder
  - Chassis Engineering parallel leaf spring rear suspension with rear sway bar
  - New 9” Ford rear end housing with 28 spline axles
  - Assembled and coated with a rust inhibitor

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(704) 545-0369    sales@FATMANFAB.com    www.FATMANFAB.com
1949-1951 Ford Car Chassis

All of our frames for the 1949-1951 Ford are constructed of 4”x4”x.188”, 3”x3” x .188 wall rectangle tubing rear kick-up rails, and 1”x2”x .120 crossmember. They are made to follow the original shape and form and to fit with the original body and core support mounts. Expect a 21-3” drop from stock with our standard chassis and standard spindles. Air ride, and 2” dropped spindles are options to slam the car.
For strength and rigidity necessary for Pro-Touring performance, the frame is constructed using 4”x4”x.188 main rails with a massive crossmember. Clearance for 3” exhaust is provided while maintaining full strength and good ground clearance.
Call or email us for a builder’s guide!

Premium Line starts at: $18,500.00

• 4”x4”x.188” and 3”x 3”x.188 tubing frame rails, 1”x2”x.120 mandrel-bent crossmember
• Radiator and bumper mount holes, body mounts included
• Mustang II based front crossmember made of 3”x4”x.250” tubing and upper mounts for stage 3 or stage 5
• Engine and transmission mounts for small or big block Ford or Chevy
• Fat Man stage 3 front suspension including nickel plated steel tubular control arms, Ridetech HQ series coilovers, mustang II spindles with 11” disc brake assembly, power rack and pinion steering, and a front sway bar
• Our Pro-link parallel 4-bar rear suspension with a rear sway bar
• New Ford 9” Ford rear end housing with 28 spline axles, a new Trac-Lok 3.70 gearset, and OEM style disc brakes
• Assembled and coated with a rust inhibitor
• Wilwood big brake kits are available that use aluminum hubs, 4 piston aluminum calipers.

(704) 545-0369    sales@FATMANFAB.com     www.FATMANFAB.com
Owners of the popular 1955-1956 Fords now have another option available for their projects. Our new bolt-on premium 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 our chassis, it promises to be a major step up in strength for your classic Ford. OEM style four-wheel disc brakes, premium Ridetech coilovers, electroless nickel plated tubular control arms, power steering, sway bars, 9” rear axle loaded with 3.70 Trac-Lok gearset, and complete body and bumper mounts are only a few of the standard features. Stainless steel control arms and 4-links, air ride, and Wilwood brakes are on the upgrades list.

Call or email us for a builder’s guide!

**Premium Line starts at: $18,500.00**

- 4”x4”x.188” and 3”x 3”x.188 tubing frame rails, 1”x2”x.120” mandrel-bent crossmember
- Radiator and bumper mount holes, body mounts included
- Mustang II based front crossmember made of 3”x4”x.250” tubing and upper mounts for stage 3 or stage 5
- Engine and transmission mounts for small or big block Ford or Chevy
- Fat Man stage 3 front suspension including nickel plated steel tubular control arms, Ridetech HQ series coilovers, mustang II spindles with 11” disc brake assembly, power rack and pinion steering, and a front sway bar
- Our Pro-link parallel 4-bar rear suspension with a rear sway bar
- New Ford 9” Ford rear end housing with 28 spline axles, a new Trac-Lok 3.70 gearset, and OEM style disc brakes
- Assembled and coated with a rust inhibitor
- Wilwood big brake kits are available that use aluminum hubs, 4 piston aluminum calipers.
1955 - 1957 Thunderbird Chassis

It seems like everyone likes the iconic 2-passenger Thunderbird styling, but frankly driving a restored car can be a real disappointment in terms of handling and ride quality. Our new chassis can transform that classic Thunderbird into a clean hot rod. Our new chassis 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 premium line of chassis such as nickel plated control arms, Ridetech coilovers, power rack and pinion, sway bars, new 9” rear end, and OEM style 4-wheel disc brakes are standard. Add on options such as Wilwood brakes, polished stainless control arms, and 4-bar links to build the Thunderbird you’ve dreamed about for years!

Call or email us for a builder’s guide!

Premium Line starts at: $18,500.00

- 4”x4”x.188” and 3”x 3”x.188 tubing frame rails, 1”x2”x.120” mandrel-bent crossmember
- Radiator and bumper mount holes, body mounts included
- Mustang II based front crossmember made of 3”x4”x.250” tubing and upper mounts for stage 3 or stage 5
- Engine and transmission mounts for small or big block Ford or Chevy
- Fat Man stage 3 front suspension including nickel plated steel tubular control arms, Ridetech HQ series coilovers, mustang II spindles with 11” disc brake assembly, power rack and pinion steering, and a front sway bar
- Our Pro-link parallel 4-bar rear suspension with a rear sway bar
- New Ford 9” Ford rear end housing with 28 spline axles, a new Trac-Lok 3.70 gearset, and OEM style disc brakes
- Assembled and coated with a rust inhibitor
- Wilwood big brake kits are available that use aluminum hubs, 4 piston aluminum calipers.

(704) 545-0369    sales@FATMANFAB.com     www.FATMANFAB.com
1955-1957 Tri-five Chevrolet Chassis

Premium Line starts at: $18,500.00

- 4”x4”x.188” and 3”x 3”x.188 tubing frame rails, 1”x2”x.120” mandrel-bent crossmember
- Radiator and bumper mount holes, body mounts included
- Mustang II based front crossmember made of 3”x4”x.250” tubing and upper mounts for stage 3 or stage 5
- Engine and transmission mounts for small or big block Ford or Chevy
- Fat Man stage 3 front suspension including nickel plated steel tubular control arms, Ridetech HQ series coilovers, mustang II spindles with 11” disc brake assembly, power rack and pinion steering, and a front sway bar
- Our Pro-link parallel 4-bar rear suspension with a rear sway bar
- New Ford 9” Ford rear end housing with 28 spline axles, a new Trac-Lok 3.70 gearset, and OEM style disc brakes
- Assembled and coated with a rust inhibitor
- Wilwood big brake kits are available that use aluminum hubs, 4 piston aluminum calipers.

Call or email us for a builder’s guide!

(704) 545-0369    sales@FATMANFAB.com     www.FATMANFAB.com
1937 - 1940 Chevy Car Chassis

**Builder Special Start At: $7,495.00**
- 2”x4”x.188” mandrel-bent tubing frame rails, 1”x2”x.120” mandrel-bent crossmember
- Radiator and bumper mount holes, topside body mount holes drilled and tapped, and gas tank mounting holes.
- Mustang II based front crossmember made of 3”x4”x.250” tubing and upper mounts for stage 2 - stage 5
- Engine and transmission mount for small or big block Ford or Chevy.

**Roller Chassis Start At: $12,500.00**
- Builder Special items plus:
  - Fat Man stage 2 front suspension including nickel plated steel tubular control arms, coil springs, Ridetech shocks, mustang II spindles with 11” disc brake assembly, and manual rack and pinion steering
  - Single pedal brake assembly with manual master cylinder
  - Chassis Engineering parallel leaf spring rear suspension with rear sway bar
  - New 9” Ford rear end housing with 28 spline axles
  - Assembled and coated with a rust inhibitor

Call or email us for a builder’s guide!

(704) 545-0369 sales@FATMANFAB.com www.FATMANFAB.com
**1949 - 1954 Chevy Car Chassis**

**Premium Line starts at: $18,500.00**

- 4”x4”x.188” and 3”x3”x.188 tubing frame rails, 1”x2”x.120” mandrel-bent crossmember
- Radiator and bumper mount holes, body mounts included
- Mustang II based front crossmember made of 3”x4”x.250” tubing and upper mounts for stage 3 or stage 5
- Engine and transmission mounts for small or big block Ford or Chevy
- Fat Man stage 3 front suspension including nickel plated steel tubular control arms, Ridetech HQ series coilovers, mustang II spindles with 11” disc brake assembly, power rack and pinion steering, and a front sway bar
- Our Pro-link parallel 4-bar rear suspension with a rear sway bar
- New Ford 9” Ford rear end housing with 28 spline axles, a new Trac-Lok 3.70 gearset, and OEM style disc brakes
- Assembled and coated with a rust inhibitor
- Wilwood big brake kits are available that use aluminum hubs, 4 piston aluminum calipers.
  Call or email us for a builder’s guide!

*Brake pedal assembly not included*
Builder Special Starts at $8,195.00
- Includes perimeter frame with 2”x 5”x.188 main frame rails, 2”x 4”x.188 mandrel-bent rear kick up
- Mustang II based cross member set up with your choice of stage front suspension
- Motor and transmission mounts
- No rear suspension, pedal assembly, or front bolt-on parts

Roller Chassis Start at $13,100.00
- Builder Special items plus:
  - Stage 2 Mustang II based front suspension hub-to-hub with coil springs and Ridetech shocks
  - OEM style big brakes and manual rack and pinion
  - The rear suspension includes a new 9” housing and axles
  - 4 bar rear suspension with Ridetech coilovers
  - Engine and transmission mounts
  - Manual pedal assembly with master cylinder

(704) 545-0369    sales@FATMANFAB.com     www.FATMANFAB.com
Get the improvement you crave with the precision of perfect and proven geometry in our Ford pickup chassis. Fat Man manufacturers a complete 1935–1941 Ford pickup chassis with multiple options to make your Ford truck chassis perform as you want.

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. Our 1935–1941 Ford truck chassis are ready to fit your body!

Call or email us for a Builders Guide today!

**Builder Special Start At: $7,495.00**
- 2"x4"x.188" mandrel-bent tubing frame rails,
- 1"x2"x.120" mandrel-bent crossmember
- Radiator and bumper mount holes, topside body mount holes drilled and tapped, and gas tank mounting holes.
- Mustang II based front crossmember made of 3"x4"x.250" tubing and upper mounts for your choice of stage 2-5
- Engine and transmission mounts for small or big block Ford or Chevy

**Roller Chassis Start At: $12,200.00**
- Builder Special items plus:
- Fat Man stage 2 front suspension including nickel plated steel tubular control arms, coil springs, Ridetech shocks, mustang II spindles with 11” disc brake assembly, and manual rack and pinion steering
- Single pedal brake assembly with manual master cylinder
- Chassis Engineering parallel leaf spring rear suspension with rear sway bar
- New 9” Ford rear end housing with 28 spline axles
- Assembled and coated with a rust inhibitor
  (The fuel tank shown is optional)

(704) 545-0369    sales@FATMANFAB.com    www.FATMANFAB.com
Get the improvement you crave with the proven geometry in our Ford truck chassis. Fat Man manufacturers a complete 1948–1952 Ford truck chassis with multiple options to make your Ford truck chassis perform as you want.

We found a better way! Our frames are built using heavy .188 wall rectangular tubing for more strength and lower cost! These are the strongest frames on the market. Our 1948–1952 Ford truck chassis are ready to fit your body!

Call or email us for a Builder’s Guide!

Builder Special Start At: $7,495.00
- Includes perimeter frame with heavy 2”x6”x.188 wall main rails, and a 2”x4”x.188 mandrel-bent rear kickup
- Mustang II based cross member
- Motor and transmission mounts
- No rear suspension, pedal assembly, or front bolt-on parts

Roller Chassis Start At: $12,200.00
- Builder Special items plus:
- Includes Stage 2 Mustang II based front suspension hub-to-hub with coil springs and Ridetech shocks
- OEM style big brakes and manual rack and pinion
- The rear suspension includes a new 9” housing and 28 spline axles
- 4 bar rear suspension with Ridetech coilovers
- Engine and transmission mounts
- Manual pedal assembly with master cylinder
Get the improvement you crave with the proven geometry in our Ford truck chassis. Fat Man manufacturers a complete 1961–1979 Ford truck chassis with multiple options to make your Ford truck chassis perform as you want it to.

We found a better way! Our frames are built using heavy .188 wall rectangular tubing for more strength and lower cost! These are the strongest frames on the market. Our 1961–1979 Ford truck chassis are ready to fit your body!

Call or email us for a builder’s guide!

**Builder Special Start At: $8,195.00**
- Includes perimeter frame with 2 1/2”x5”x.188 frame rails
- Mustang II based crossmember
- Motor and transmission mounts
- No rear suspension, or front bolt-on parts

**Roller Chassis Start At: $13,100.00**
- Builder Special items plus:
  - Includes Stage 2 Mustang II based front suspension hub-to-hub with coil springs and Ridetech shocks
  - OEM style big brakes and manual rack and pinion
  - Engine and transmission mounts
  - 4 bar rear suspension with Ridetech coilovers
  - New 9” rear end housing and 28 spline axles

(704) 545-0369    sales@FATMANFAB.com     www.FATMANFAB.com
Get the improvement you crave with the precision of perfect and proven geometry in our Chevrolet truck chassis. Fat Man manufacturers a complete 1934–1946 Chevrolet truck chassis with multiple options to make your truck perform as you want.

We found a better way! Our frames are built using heavy .188 wall rectangular tubing for more strength and lower cost! These are the strongest frames on the market. Our 1934–1946 Chevrolet truck chassis are ready to fit your body!

Call or email us for a builder’s guide!

**Builder Special Start At: $7,495.00**
- Includes perimeter frame with heavy 2”x5”x.188 wall main rails, and a 2”x4”x.188 mandrel bent rear kickup
- Mustang II based cross member,
- Motor and transmission mounts
- No rear suspension, pedal assembly, or front bolt-on parts

**Roller Chassis Start At: $12,200.00**
- Builder Special items plus:
- Includes builder special Stage 2 Mustang II based front suspension hub-to-hub with coil springs and Ridetech shocks
- OEM style big brakes and manual rack and pinion
- The rear suspension includes a new 9" housing and 28 spline axles
- 4-bar rear suspension with Ridetech coilovers
- Engine and transmission mounts
- Manual pedal assembly with master cylinder

(704) 545-0369    sales@FATMANFAB.com    www.FATMANFAB.com
1947–1966 Chevrolet Truck Chassis

Get the improvement you crave with the proven geometry in our Chevrolet truck chassis. Fat Man manufacturers a complete 1947–1966 Chevrolet truck chassis with multiple options to make your truck perform as you want.

We found a better way! Our frames are built using heavy .188 wall rectangular tubing for more strength and lower cost! These are the strongest frames on the market. Our 1947–1966 Chevrolet truck chassis are ready to fit your body! 1967-up coming soon.

Call or email us for a builder’s guide!

Note: ‘60-’66 frames are an additional $700.00

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**Builder Special Start At: $7,495.00**

- Includes perimeter frame with 2”x5”x.188 main frame rails and a 2”x4”x.188 mandrel-bent rear kickup
- Mustang II based cross member
- Motor and transmission mounts
- No rear suspension, pedal assembly, or front bolt-on parts.

**Roller Chassis Start At: $12,200.00**

- Includes builder special plus Stage 2 Mustang II based front suspension hub-to-hub with coil springs and Ridetech shocks
- OEM style iron disc brakes
- Manual rack and pinion
- The rear suspension includes a new 9” rear end housing and 28 spline axles
- 4-bar rear suspension with Ridetech coilovers
- Manual pedal assembly with master cylinder.

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