

37-39 and 40 Chevy Chassis Builders Guide



Thank you for your interest in a Fatman Fabrication frame for your 37-40 Chevy. Before you begin there are a few things we would like to discuss and point out.

First, **PLAN YOUR PROJECT!!!** Know how you want it to look when it's finished. This will be repeated many times because it can't be said enough. Do you intend for it to be hi-tech or old style? Billet wheels or painted steelies? Pro street? Pro touring? Ground scrapping low? Who's going to drive the car and where? Is it going to be a low mileage show car or a freeway flyer for cross country cruising? Establish parameters based on *reality* and not just wishful thinking. Blown big block motors rarely make good long-distance cruisers. Big inch wheels look awesome on some cars but tradeoff ride comfort for looks by requiring short sidewalls that don't absorb road shock. Remember, there is a tradeoff to everything, so save yourself time, money, and aggravation by planning your project.

Second, keep in mind **you are building a car**. You may be using an old steel body, but manufacturing process 60+ years ago were not very exact and there are minor variations in all these old cars, and minor modifications are likely on **every** step of the car, so plan for that and **test fit everything** before you paint or powdercoat anything. But, after building over fifty of these frames we have them dialed in pretty good.

All of our frames for the 37-40 Chevys are constructed of 2"x4"x.188" mandrel bent rectangle tubing with 1"x2".120" mandrel bent x-member. They are made to follow the original shape and form, and to fit with original body mounts. We include radiator mount holes, bumper mount holes, the topside body mount holes, and running board mounts. For the sedans we also include the gas tank mounts. We have been accused of building our frames "too heavy duty", but we pride ourselves on a strong, rigid frame which you'll find is an extra big benefit if you're using a fiberglass body or parts. We also use a 1/4" wall front crossmember and .120 wall X-bracing and you'll understand that these are the strongest frames available!

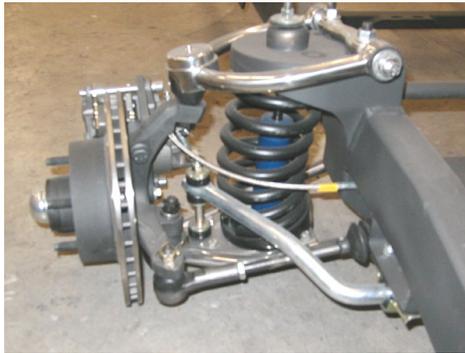
Front suspension

Fatman frames come standard with Stage 2 suspension, which uses coil springs and Ridetech MII shocks. The ride height is approximately 4" lower than stock height and track width comes stock (56 1/2") width. Tire to fender clearance is adequate on these cars, but attention should be paid to your wheel and tire spacing. 7" or smaller wheels fit the best. You can also choose a 2" drop spindle for a lower ride height or our exclusive 1 1/2" raised spindle for a more conservative ride height. Be aware, these frames will NOT maintain stock ride height no matter which option you choose.

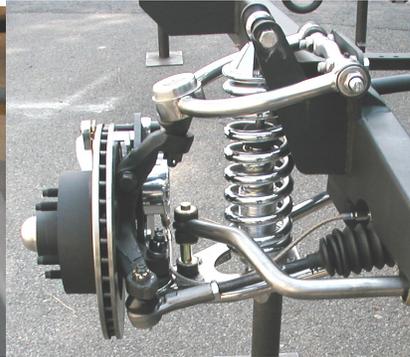
Stage 3 coilovers are our most popular option for the frontend because slight height adjustment, excellent shock, and good looks that match the electroless nickel plated steel tubular control arms that is standard on all frames, regardless of stage ordered.

Air ride comes in either "cool" ride (Stage 4) or shockwave (Stage 5). "Cool" ride has the air spring in place of the coil spring and the shock mounted behind the control arms. Shockwaves are similar to how a coilover looks and mounts with the shock inside the air spring. A compressor system is needed with both options. Manual rack and pinion

steering is standard on “roller frames”, but power steering is available as an option and is generally recommended.



Stage 2



Stage 3



Stage 4



Stage 5

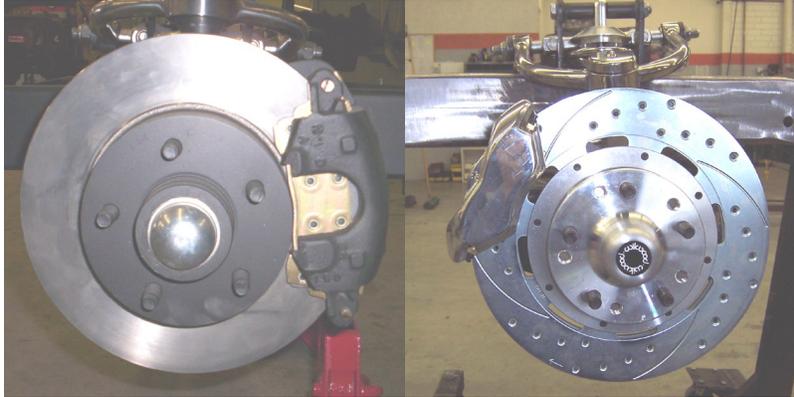
Shocks are probably the biggest factor in ride comfort and handling of a car. Shocks are the ‘brains’ of the front suspension because it controls the velocity of the suspension. NASCAR teams take dozens of shocks to the track but only a couple pair of springs. Ridetech shocks are standard and allow you to fine tune your ride comfort and handling of your car.

Brakes

Something to keep in mind as we discuss brakes is that some people use bigger brakes to “fill” their new big billet wheels or as a “dress up”, without thinking about the safety aspect. 37-40 Chevys generally weigh about the same as a stock Mustang II car, but remember bigger brakes are better brakes. You have never heard anyone say “if I had less brakes I could have really nailed that car”.

That is why all Fatman frames come standard with OE style kits that use early GM “big” piston calipers and provide 65% more braking capacity than the stock Mustang II, and twice as much as other kits that use the small piston GM calipers. These 11” disc brakes use OEM parts that are easily serviceable units using parts that are available at your local auto parts store, should you need to make emergency repairs. 5 lug 4 ½ “(Ford pattern) is standard. 5 lug 4 ¾ “(Chevy Pattern, w/ 12mm x 1.5mm metric studs) is also available but use the above-mentioned small piston GM calipers. Talk to the Fatman rep. about the options that are available for bigger brakes if using Chevy pattern.

We have several options from Wilwood. Wilwood has an aluminum GM big piston replacement caliper that uses OEM brake pads. Complete Wilwood big brake kits are available that use aluminum hubs, 4 or 6 piston aluminum calipers with 11-inch through 14- inch rotors. Drilled rotors and polished calipers are options on these kits.



Standard brakes

Wilwood drilled and polished brakes

Keep in mind that larger brake kits require larger wheel/tire combinations. Talk to the Fatman rep about what will fit. **Remember** bigger brake options are cheaper than a new fender or grill that you will have to buy because a new Honda that you rear ended has better brakes than you! Above all, think safety first.

Master cylinder and power brake options

Manual brakes come standard and work well with common disc/drum combination brakes. They leave extra room for exhaust routing also. Power assist brakes are a great option and are recommended with disc/disc applications. To make it easier to service the master cylinder, remote filling kits are available as is a “cooler” looking aluminum reservoir kit. Chromed and polished booster/master cylinder kits are also available.

We use standard automotive steel brake lines for brake plumbing. These are D.O.T. approved, show quality looking and will last a lifetime. When you see the bent lines you’ll swear a machine did it. We also use braided stainless flex hoses from the frame to the calipers. Metering valves are used with disc/drum applications. 2 psi residual pressure valves are used between master cylinder and discs, and 10 psi residual pressure valves are used with drums.

Rear Suspension

We use Chassis Engineering parallel leaf springs on the rear. They can be setup to accommodate either the standard or ultra-low ride heights. They provide excellent ride quality and adjust for changes in load (people and luggage) very well. They are excellent for a stock width frame, but don’t work well with frame rails that have been narrowed to accommodate larger tires. 4 bar rear suspension (either parallel or tri-link) is used with coilovers or air ride. We often recommend the air ride on the rear due to the flexibility

afforded with the variable pressure. Coilovers do not accommodate changes in load well as they have a given spring rate that may be comfortable in an empty car, not heavy enough in car loaded with extra stuff. The air ride can be set for a comfortable ride and proper ride height at the push of a button, regardless of the load. Don't forget a compressor fill kit is required with an air ride suspension so there is an extra cost and there is less exhaust routing area. The floor will have to be modified in the trunk area when using coilovers or air ride.



Leaf Springs

Tri Link w/ air springs

Sway bars

Rear sway bars come standard on all car frames to help control body lean. We seldom use a front sway bar because of the nearly 50/50 weight distribution and good roll center on Mustang II based suspensions. If using a big block engine, then one is recommended. Also, if you want a "G" machine that has excellent cornering qualities, then choose this option. Plus, if the "midlife crisis" guy with the new Corvette thinks that your "old" car is no match for his, you will have something for him. Beware; some ride quality suffers to make it handle better. Again, this all goes back to what kind of car you are building.

If using rear disc brakes with coilovers or air ride suspension with either disc or drum, a prostreet style rear sway is required.

Rearends

Fatman standard 'roller' frames include a new 9" Ford rear housing and 31 spline axles now supplied by Moser Engineering in Portland, IN.

You can get brand new gear sets also supplied by Moser Engineering. Available in Trac Loc, Tru-trac or Wave-trac configuration. All new gearsets feature their lightweight nodular case (good up to 600HP), aluminum bearing support and new non-billet 1350 series yoke.

You can get disc and drum brakes for the 9" rearends. We generally use kits that use O.E.M. parts. Kits from Wilwood are also available to match front brake assemblies or also for better frame clearance issues.

8" wide wheels, regardless of the diameter, will fit under the rear fenders with the proper backspacing. 10" or wider wheels will require the rear frame rails to be narrowed. We will have a 9" rearend made per your exact measurements of your mounted tire and wheel combination (No, we're not going to go by what the tire manufacture says the inflated tire size is. We have yet to see the right measurement in those pamphlets).

Engine/Transmissions

We can setup the chassis for small or big block Chevy engines. The small block with a short snout water pump fit the best and is easily customized. LS series engines require an adapter plate that we can supply. They also will require the use of an aftermarket accessory drive system. Steering hookup for an LS series is difficult at best, so choose headers carefully. Any engine other than a Chevrolet will require us to have it in hand for placement.

700R4 and 4L60 overdrive transmissions are popular due to the stoplight friendly first gear and the overdrive for the highway. With the 700R4 we do need to know if it is case mount or tailshaft mount. We also will need the measurement from front face of transmission to the transmission mount on the Chevy 4L60E as they do vary. With manual shift transmissions we will need the measurement from bellhousing to transmission mount, the width at the widest point.

We set up the clutch pedal assembly using a Wilwood hydraulic clutch master cylinder. You will set up the transmission with whichever style of hydraulic clutch slave cylinder you desire.

Finish of frames

All frames come completely assembled (except air ride compressor systems and fuel tanks) and coated with a rust inhibitor. As an option *Reflections Paint and Body Shop, Inc.* (located in the same complex) has a frame priming service that includes the following steps:

1. Alcohol wash
2. Orbital sanding
3. Phosphoric acid wash
4. Etch priming
5. Epoxy priming

Epoxy primer is packaged in a variety of different colors. The black epoxy is the most popular of all the colors but will fade in the sun and eventually absorb water, so it should receive at least a coat of semi-gloss clear to seal it. When catalyzed and sprayed, the black epoxy gives the same "satin" appearance as any new sheet metal parts right out of the factory. This primer can be left as is but will hold up best if scuff sanded and topcoat painted. This paint system is recommended by the paint manufacturer and is the best undercoat system available on the market today. Remember, not everything is exact and some minor modifications are likely on **every** step of the car, so plan for that and **test fit everything** before you paint anything.

Other options

The power steering hose kit is a must have if going with power steering. This kit supplies 4 different fittings to connect to nearly any power steering pump with integral reservoir. The braided stainless hose can be cut to length for a custom fit.

The 3 U-joint steering hookup kit supplies Borgeson U-joints, 3/4" steel rod, and heim joint. Use 3/4" wood dowels or plastic pipe in place of the steel rod to mock up with.

Notes

37-40 Chevy Builders Special Frame

Standard Items include:

- 2"x4"x.188" mandrel bent tubing frame rails, 1"x2"x.120" mandrel bent x-member
- Radiator and bumper mount holes, topside body mount holes, runningboard holes, and gas tank mounting holes
- Mustang II based front crossmember made of 3"x4"x .312" tubing and upper mounts for stage 2 to stage 5
- Engine and transmission mounts for small block Chevy

Add your own bolt on front suspension parts, rear suspension, and brake pedal assembly

37-40 Chevy Roller Chassis *Builder special \$ 7,895*

Builder special options:

<input type="checkbox"/> front bolt on suspension parts	from \$2,000
<input type="checkbox"/> manual brake pedal and bracket installed	add \$550
<input type="checkbox"/> power brake pedal and bracket installed	add \$850
<input type="checkbox"/> mounts for leaf springs	add \$395
<input type="checkbox"/> rear leaf spring kit	add \$750
<input type="checkbox"/> rear sway bar	add \$425

Standard Items include Builder Special items plus:

- Fatman stage 2 front suspension including electroless 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 housing with 31 spline axles
- Shipped coated with a rust inhibitor

Roller price \$12,900**Options****Front upgrades:**

___ coilsprings (Stg 2)	no charge	
___ coilovers (Stg 3)	add \$800	triple adjustable add \$1,500.00 to option
___ "Cool" air ride (Stg 4)	add \$995	
___ shockwave (Stg 5)	add \$1,300	triple adjustable add \$1,500.00 to option
___ ultra low crossmember	add \$375	lowers front without drop spindles; narr front recommended
___ power steering	add \$200	
___ 2" drop spindles	N/C option	
___ 1 1/2" raised spindles	add \$295	
___ front sway bar	add \$425	recommended for big blocks, better handling
___ front sway bar for Airride	add \$540	
___ Chevy bolt patt.	N/C	82-92 Camaro rotor and caliper
___ Zero offset brake kit	add \$525	hub style, large caliper, avail Ford or GM pattern 11" rotor
___ Zero offset-13 kit	add \$625	" " " " " " " " " " 13" rotor
___ Wilwood caliper	add \$395	black or red powdercoat, includes pins
___ Wilwood 11" kit	add \$725	4 piston, alum. hub, fits 15" or larger wheels
___ Wilwood 12" kit	add \$780	4 piston, alum. hub, fits 17" or larger wheels, some 16's
___ Wilwood 12" kit	add \$940	6 piston, alum. hub, fits 17" or larger wheels, some 16's
___ Wilwood 13" kit	add \$1,255	6 piston, alum. hub, fits " " " "
___ Wilwood 14" kit	add \$1,920	6 piston, alum. hub, fits 18" " " "
___ above Wilwood kits drilled rotors	add \$125	

Front upgrades: (continued)

___ above Wilwood kits red calipers	N/C	
___ above Wilwood kits polished calipers	add \$55	4 piston, 6 piston N/A

Engine upgrades:

___ SB Ford or Chevy	no charge	
___ any other motor	add \$500	including LS/LT engine
___ Chevy LS1/LT	add \$125	motor mount adaptors

Power brake upgrades:

___ power booster	add \$325	
___ show p/b	add \$650	stainless steel booster, chrome master cylinder
___ remote fill	add \$355	

Power brake upgrades: (cont.)

<input type="checkbox"/> Alum remote fill	add \$550	
<input type="checkbox"/> brake lines	add \$895	D.O.T. approved steel hard lines and braided steel hoses
<input type="checkbox"/> clutch pedal	add \$850	includes Wilwood clutch m/c for hydraulic hookup

Rear Suspension upgrades:

<input type="checkbox"/> ultra low leaf	add \$550	
<input type="checkbox"/> 4 bar w/ coilovers	add \$2,400	triple adjustable add \$1,500.00 to option
<input type="checkbox"/> 4 bar w/ "cool" air ride	add \$2,700	
<input type="checkbox"/> 4 bar w/ shockwaves	add \$2,600	triple adjustable add \$1,500.00 to option
<input type="checkbox"/> Stainless steel 4 link bars	add \$900	add on to above 4 link systems
<input type="checkbox"/> frame notches	add \$300	required for some ultra low and rear disc brake clearance
<input type="checkbox"/> pro street rails	add \$2,200	
<input type="checkbox"/> pro street sway bar	add \$550	required with some 4link setups and/or rear disc brakes

Rearend upgrades:

<input type="checkbox"/> new Trac Loc 9" gearset	add \$1,995	
<input type="checkbox"/> Tru-trac upgrade from Trac-loc	add \$250 to Trac-loc option	
<input type="checkbox"/> Wave-trac upgrade from Trac-loc	add \$340 to Trac-loc option	
<input type="checkbox"/> new HD Nodular case -35 spline Tru-trac gearset	add \$850 to trac-loc gearset	
<input type="checkbox"/> new drum brakes for 9"	add \$625	
<input type="checkbox"/> OE style rear disc	add \$850	11" Trans-Am rotors, Cadillac calipers w/ parking brake
<input type="checkbox"/> Wilwood 11" rear disc	add \$970	11" rotors, 4 piston-will fit most 15" disc brake wheels
<input type="checkbox"/> Wilwood 12" rear disc	add \$975	12" rotors, 4 piston with internal shoe parking brake
<input type="checkbox"/> Wilwood 13" rear disc	add \$1,875	13" rotors, 4 piston with internal shoe parking brake
<input type="checkbox"/> above Wilwood kit drilled rotors	add \$125	
<input type="checkbox"/> above Wilwood kit red calipers	N/C	
<input type="checkbox"/> above Wilwood kit polished calipers	add \$55 on 11" & 12" and \$225 on 13" brakes	

Other options:

<input type="checkbox"/> epoxy primer	add \$1,950	
<input type="checkbox"/> Borgeson 3 joint steering hookup	add \$395	
<input type="checkbox"/> Power steering hose kit	add \$155	
<input type="checkbox"/> 2 way Air ride comp. kit w tank	add \$995	
<input type="checkbox"/> 4 way Air ride analog system-3 gal.	add \$1,375	manual operation, dial gauges
<input type="checkbox"/> 4 way Air ride digital system- 3 gal.	add \$2,425	Ridepro E5
<input type="checkbox"/> 4 way Airpod comp kit-3 gal. w/ cover	add \$2,775	Ridepro E5
<input type="checkbox"/> Ride height sensor kit add on to E5 systems	add \$525	

Custom options available, if you have an idea let's discuss it.

Total options \$ _____

Roller frame +\$12,900

Total price \$ _____

1/3 deposit required with order. Personal check ok for deposit. 1/3 payment required once your frame goes into our frame jig. Balance due prior to shipment in cashier's check. Shipping cost will be added to final balance once a shipping quote is received from one

of our freight carriers. No credit cards on frame orders. Shipped frames require a \$375.00 pallet fee. Shipped frames may require applicable sales tax charges for their respective states. No refunds on completed frames. Frames picked up are subject to North Carolina sales tax currently 7.25%

Once our sales team has worked with you on a basic plan, we will connect you with our frame shop specialist. He will assist you in verifying and dialing in the final version, then we'll send a written proposal for your approval. A signed copy must be returned to us before the frame is ready to be built and will assure that both parties clearly understand the chassis specifications, the way you want it!

(704)545-0369 phone
(704)573-0401 fax

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