

Ford Baby Moon Notch Kit installation

Version 5 based off 7.4.2023

Covers open driveline kit

- At this point in the installation, the assumption is you have already moved through the two link installation.
- All parking brake cable brackets, brake hose brackets, fuel hoses, and wiring should be removed and cleaned up by this point. If not, refer back to 2 Link installation instructions
- Cycle the suspension up and mark the underside of the chassis.
- Loosely position notch assembly on chassis.
- Clean and prep chassis down to bare metal in prep for assembly installation.
- Re position the notch on chassis. Lay out and scribe or sharpie notch opening to chassis. Repeat side to side.
*Once both sides are positioned, we recommend verifying both assemblies are in the same position front to rear side to side.
- Once notch assemblies positioned correctly side to side, we recommend taking a straight edge (a long piece of material typically) and clamping it to the lower edge of the chassis. We clamp this to the front / leading lower edge of the notch and adjust both sides to be in the same location. Mark the underside of the chassis as a cut line for the notch.
- You can move the straight edge to the rear / trailing edge of the notch and mark the underside of the chassis at this point if you'd like.
- If you're cutting the notch out, at this point we cut the notch. We prefer to have some structure to the chassis prior to cutting the notch out, this can prove difficult when cutting the corners out. We recommend cutting the bottom edge of the chassis first. If doing this with a plasma cutter, you've got this and know what you're getting into. If you're on your back, in a garage, on a creeper with limited tools. We've got you. Drill the corners of the notch angles with a small drill bit. This will keep you from cutting into the bag / notch assembly. You can proceed to cut the straight lines out with a cut off wheel or sawzall blade.
- Once the notch is cut out, grind clean, and install bent chassis cap into notch opening. Bend, grind, and trim as needed for final desired fit.
- Once all weld work is finalized, re can paint everything and re assemble the 2 link kit.
- Once notch work completed, cycle suspension up and position axle in notch fully buried.
- Place provided upper bag plate on 2 x 2 block. Bags are 2" fully collapsed. You'll want to move this around until you find a spot that clears the floor. Remember to give yourself $\frac{3}{4}$ " above the bag mount for fitting clearance.
- Once location determined, position provided bag mount gussets. Tack in place.
- Remove block of 2 x 2 material and cycle back up. Determine center of upper bag mount. Transfer bag centerline to link arm using an adjustable square. OR measure off the rear of the provided crossmember to the center of the upper bag mount. Transfer that to the link arm.

- Scribe that transferred measurement across the top of the link arm. You can swing the link arm down or remove the link arm all together to finalize the measurement, then center punch that measurement on the center of the link arm width wise. Drill link arm all the way through from top through bottom. We use one bolt on the center of the bag through the link arm to bolt the bag in place.
- Cycle suspension back up, determine lower shock placement. Provided shock tabs can be positioned to side of link arm or to rear of link arm.

Replacement part numbers for shock absorbers

5803 for baby moon notch kit without installing notch using stem upper shock mount

5753 for baby moon notch kit with baby moon notch installed using stem upper shock mount

31000 for both baby moon notch kit and big notch kit when using welded on lower shock tab

31001 for shock bolt hardware

Universal Air AirHouse II air bags.

Heim joints are standard LHT and RHT 3/4 heims.

If parking brake cables are desired once kit has been installed, we use Control Cables for custom parking brake cables built to your spec per your rear axle. This allows the use of a stock hand brake control and you can route the cables to adequately clear and suspension components.

IMPORTANT NOTES:

-When removing tires from an air ride vehicle in the rear, it may be necessary to disconnect the lower shock bolts to allow the axle to travel further down. In some instances, the panhard bar may need to be removed on one side to allow the axle to freely move side to side to allow for the wheel clearance. Letting the air out of the tires can help as well.

-Brake hose placement and length. There are a handful of ways to plumb the brakelines on these vehicles, ensure there is no stretching or crushing of any brake hose or brakeline when routing brakelines. Common issues are found when routing steel brakeline on top of the axle and the brakeline being crushed or pinched against the chassis when the vehicle is aired out. Brake hose length and placement is the same issue. Check the fit and clearance of all components through the entire range of travel.

-Parking brake cables; same issue as listed above. The concern is not as much crushing a parking brake cable as much as it is pulling them tight through the travel. This would cause the cables to pull tight and engage the parking brakes at certain points in the travel.

-Air line routing. Keep air lines routed away from heat, pinching, crushing, and sharp edges. Airlines are the lifelines for your air bags. If an airline chaffs through and blows, the vehicle will air out abruptly.