



Baby Moon Notch Kit installation

Version 5 based off 7.4.2023

Covers both open driveline and closed driveline kits

- 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
- Loosely position bag mount / notch assembly on chassis based off front body mount reference, mark chassis and remove bag mount.
- Clean and prep chassis down to bare metal in prep for assembly installation.
- Re install bag mount / notch assembly on chassis. Clamp in place. 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 bag / 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.
- With the straight edge in place, we position the outer overlay plates in the same location. Using the front / leading lower edge of the notch to align the outer overlay plate.
- You can move the straight edge to the rear / trailing edge of the notch and mark the underside of the chassis at this point.
- Remove straight edge, remove outer chassis overlay plate, and prep chassis (strip down to bare metal) in preparation for installation.
- Re position overlay plate and clamp in place.
- At this point you can begin tacking both inner and other plates in position. Clamp to chassis as needed to ensure bag / notch assembly sits flush against chassis.
- We recommend placing a jack under the rear crossmember at this point with light tension to keep chassis from bowing while welding.
- Fully weld outer perimeter and windows of bag / notch assembly in place ***NOTE*** Do **NOT** weld baby moon notch opening.
- If you choose to not cut the notch out and wish to keep the trunk fully intact, you are ready for re assembly at this point.
- 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 (reason behind welding the assemblies in place prior to cutting the notch). 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.
- For our trunk sheet metal, you can position it in place inside the trunk. It will fit between the existing structures for the stock upper shock mounts. Sit it in place, trace the outer perimeter, and **cut 1" INSIDE** that outer perimeter. If you want to flush fit it in the floor, by all means go right ahead and cut on the traced perimeter line. This will be time consuming.
- Once the floor is cut for the differential sheetmetal cover, use a few sheet metal screws to secure it into place prior to welding out.
- Once welded, we recommend sealing the sheetmetal perimeter with a body sealant. A body sealant is important because it will flex with the body. Other sealants may be too rigid, dry out and crack over time.

Important specs.

Front crossmember location:

3.8125" from front face of crossmember to vertical edge of nearest forward body mount. 81.25" from rear face of crossmember to rear edge of rear chassis crossmember.

18.75" from rear face of crossmember to Center of leaf spring bolt hole

Important info for baby moon notch kit:

25.50" from rear face of crossmember to bag mount center

Replacement part numbers for shock absorbers

5803 for baby moon notch kit without installing notch using bolt on lower mount

5753 for baby moon notch kit with baby moon notch installed using bolt on lower 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.

