USCT MOTORSPORTS

Cool Tools, Parts & Services To Restore Or Modify Your Mopar, Camaro, or Mustang!

2019 CATALOG $5.95
Chassis Stiffening

**Fast Is No Accident!**

**Level 1**
Get your Stiff started!
Frame Connectors and torque boxes add stiffness where the factory engineers knew you need it. Less twist and Unibody flex.

Level 1 Kit includes:
- CNC Frame Connectors
- Front & Rear Torque Boxes

Performance you can feel on the road. Modications to stock suspension start to move forces to new areas of your car. The Level 2 kit stiffens your whole car. Less body twist equals more power to the ground. It's an old equation that works on your Muscle Car!

Level 2 Kit includes:
- CNC Frame Connectors
- Front & Rear Torque Boxes
- Core Support Brace
- Inner Fender Braces
- Rear Spring Relocation Kit
- Mini Tub Kit

Performance you can feel! Where the stock rear tire clearance is just right

**Level 3**
Kick Asphalt! Max stiff & max tire. Max power to accelerate & stop.
Max your chassis and max your tire combination. For straight line performance, autocross or canyon carving, The Level 3 kit goes to the Max. Get all the go and whoa to move the car - not twist it. When you want max power and max traction, get max stiff! Add Level 3 and go kick some Asphalt.

Level 3 Kit includes:
- CNC Machine-Cut Frame Connectors
- Complete Set of Front & Rear Torque Boxes
- Lower Core Support Frame Brace
- Rear Spring relocation kit
- Mini-tub kit

Get your Stiff Started! Level 1
Hot Rod Chassis Stiffening Kits

**Level 1 Chassis Stiffening Kit**
Add the package of weld-in frame connectors and torque boxes to your Unibody. Get started on the road to stiff! This is a package that will add rigidity and structure to your hot rod, adding frame connectors where the Unibody needs the strength and re-imaging how the OEM torque boxes can be even stronger.

Level 1 Chassis Stiffening Kit includes:
- CNC Machine-Cut Frame Connectors
- Complete Set of Front & Rear Torque Boxes

Get your Stiff Started! Level 2
Hot Rod Chassis Stiffening Kits

**Level 2 Chassis Stiffening Kit**
A weld-in unibody stiffening package for your hot rod, Resto Mod or sleeper plus maximum rear tire width. This is a complete chassis stiffening package that adds an incredible amount of rigidity and structure to your Unibody and provide for maximum rear tire clearance while retaining a back seat and stock interior. Provides maximum stiff and maximum tire. The most rigid possible short of adding a full roll cage to your car.

Level 2 Chassis Stiffening Kit includes:
- CNC Machine-Cut Frame Connectors
- Complete Set of Front & Rear Torque Boxes
- Lower Core Support Frame Brace
- Set of Inner Fender Braces
- Rear Spring relocation kit
- Mini-tub kit

Get your Stiff Started! Level 3
Hot Rod Chassis Stiffening Kits

**Level 3 Chassis Stiffening Kit**
The complete weld-in unibody stiffening package for your hot rod, Resto Mod or sleeper plus maximum rear tire width. This is a complete chassis stiffening package that will add an incredible amount of rigidity and structure to your Unibody and provide for maximum rear tire clearance while retaining a back seat and stock interior. Provides maximum stiff and maximum tire. The most rigidly possible short of adding a full roll cage to your car.

Level 3 Chassis Stiffening Kit includes:
- CNC Machine-Cut Frame Connectors
- Complete Set of Front & Rear Torque Boxes
- Lower Core Support Frame Brace
- Rear Spring relocation kit
- Mini-tub kit

Performance you can feel! Where the stock rear tire clearance is just right

**Level 2 Hot Rod Chassis Stiffening Kit**
A weld-in unibody stiffening package for your hot rod, Resto Mod or sleeper retaining the stock wheel well and width. This is a complete package that adds an incredible amount of rigidity to your Unibody, provides maximum stiff and the most rigidly possible short of adding a full roll cage to your car.

Level 2 Hot Rod Chassis Stiffening Kit includes:
- CNC Machine-Cut Frame Connectors
- Complete Set of Front & Rear Torque Boxes
- Lower Core Support Frame Brace
- Set of Inner Fender Braces
- Rear Spring relocation kit
- Mini-tub kit

**Level 3 Hot Rod Chassis Stiffening Kit**
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- CNC Machine-Cut Frame Connectors
- Complete Set of Front & Rear Torque Boxes
- Lower Core Support Frame Brace
- Rear Spring relocation kit
- Mini-tub kit

Now you can see and feel the difference...
INNER FENDER BRACES
The Inner Fender Brace Kit adds incredible triangulated strength to the front end of your Mopar sub-frame front end. The kit includes CNC cut plate steel to box in the top of the OEM shocktower and tie it to the OEM fender panel. Designed to resist frame rail twisting and spread suspension loads away from the torsion bar crossmember and places them all onto the front sub-frame.

HOT ROD FRAME CONNECTORS
CNC Machine cut from 12ga steel (factory rails are made from 16 gauge material) and CNC bent for a precision fit, these frame rail connectors are designed to be welded onto your existing unibody floor pan. No cutting of the floorpan is required and once welded in, they create a fully boxed frame rail connector that is stronger than the original factory frame rails!

HOT ROD TORQUE BOXES
These torque boxes add strength to your Mopar unibody in several critical areas. The factory added torque boxes on high-HP, high-torque cars and convertibles. Hemi cars, six-pak cars etc. Our interpretation of the boxes improves on the OEM design. We use stronger than OEM 1/8” thick steel and have them CNC Machine cut and CNC bent. Set of four.

CORE SUPPORT STIFFENERS
CNC Machine cut Front Lower Core Support Brace, installs between the front frame rails, under the factory radiator. Can replace the factory sheetmetal support or installation top of the factory core support. Adds substantial rigidity to the extreme front frame rails and reduces suspension geometry shift.

ADJUSTABLE WIDTH A-BODY RADIATOR CORE SUPPORT
The USCT Adjustable Width A-Body Radiator Core Support is made from 12ga steel (twice as thick as than the OEM) and adds much needed stiffening to the front frame rails and inner fenders while maintaining that stock OEM look. Adjustable to fit any radiator, from 22” up to a mammoth 28” wide C-Body radiator or aftermarket Aluminum radiator.

DRIVESHAFT LOOP
100% bolt in with NO HOLES OR WELDING!! The USCT Bolt-In Driveshaft Loop uses existing factory OEM chassis mounting to securely fasten to the unibody structure of your car. Adjustable to fit all engine/transmission/exhaust combination’s. Meets regulations for NHRA and IHRA sanctioning bodies.

New & Improved!
• New 2 piece loop design installs w/o removing driveshaft!
Ford Mustang Chassis Stiffening

MUSTANG WELD-IN HOT ROD FRAME CONNECTORS
If you have ever wanted to take your Mustang to the next level of chassis updates, you know you need frame rail connectors. The US Car Tool frame rail connectors are custom CNC cut to be a precision fit to the floorpan of your Mustang.

These frame rail connectors are precision CNC cut and CNC bent to form a unique frame member that follows the contour of your existing floor. When they are welded to the floorpan of your Mustang Unibody, you create a complete boxed in frame rail section that is stronger than the original frame rails on your car. Our frame connectors are made from 12 gauge steel (about 1/8” thick) and will create the strongest chassis you can have for your Mustang (without going to a full tube style chassis).

These frame rail connectors install from underneath your car – no need to cut a slice out of your floor! For years, racers have been cutting a 2” wide slice out of the floor and installing a section of 2x4 box tubing that is then welded to the floor as a frame rail connector. When done this way, the connectors are very strong, since the entire floor is connected to the frame. The new US Car Tool frame rail connectors give you the same “welded to the floor” boxed strength, but they do not intrude into the passenger compartment. This means you will have no problems installing carpet or your seats!

NOW AVAILABLE FOR FORD MUSTANG!
LEVEL 2 HOT ROD CHASSIS STIFFENING KITS

HOT ROD TORQUE BOXES
These torque boxes are designed to add strength to your Mustang unibody in several critical areas. The factory added OEM torque boxes on the high-HP, high torque cars and convertibles. Our interpretation of the OEM pieces improves on that proven design. We made them stronger by using 1/8” thick steel and having them CNC Machine cut and CNC bent. Set of four.

All Makes

HOT ROD ROLL CAGE AND CHASSIS FABRICATION
Need roll cage or chassis fabrication done on your full-tilt race car or serious street brawler? Yeah, we have you covered. Mopar, Ford, or GM product—we can handle it and hook you up. MIG/TIG welded, seriously strong, and guaranteed to get you through tech with no sweat. Give the shop a call for details and a real-world price estimate—919-855-8200.

USCTMotorsports.com Call 919-855-8200 Our Web Store Is Open 24/7 Call: 9am to 6pm, EST
Mopar Body Moving Wheels

This is a set of four (4) body wheels that bolt to your unibody so you can roll the body shell around in your shop or take it onto your trailer to go to the paint shop etc. Each set includes two front 8” ball bearing swivel caster body wheels and two 8” fixed rear caster body wheels. The rear brackets bolt onto the leaf spring mounting locations. The front brackets are specially designed, laser cut, formed and welded to allow bolting onto either front bumper mounting location or the K-frame bolting locations. Brackets are powdercoated in wrinkle black for years of great looks, even in the roughest garage environment. We use them in our shop all the time!

Part Number Item
USCT4M1001 A/B/E-Body Body Wheel Moving Set
USCT4M1002 A/B/E-Body Body Wheel Moving Front Set
USCT4M1003 C-Body Body Wheel Moving Front Set
USCT4M1004 A/B/E-Body Body Wheel Moving Rear Set
USCT4G2002 67-69 Camaro Body Wheel Set
USCT4F3003 1965-1970 Mustang Car Moving Body Wheel Set

Mopar Engine Dolly With Swivel Casters

If you have an empty block, longblock or a complete motor, the USCT Motorsports Engine Dolly is the best tool to store and roll it around your shop or garage. Based on the original design by AR Engineering (design used with permission) and made of 304 grade stainless steel, the USCT Motorsports Engine Dolly will withstand years of use, will never rust and is not affected by gasoline, oil, water or fluids.

Bolts easily onto the engine mounting ears in the front and the bellhousing location in the rear - all hardware is included to mount the Engine Dolly to your Mopar Big Block; fits 361, 383, 400, 413, 426(wedge) and 440 motors with standard OEM type engine mounts on the block. (some specialty motors, such as 67-69 A Body big blocks require an adapter - contact us for details). Has plenty of room for deep oil pans with over 9” clearance below the block oil pan rail. Have a roadrace oil pan with kickouts? Plenty of width for those wide pans or race oil pumps and pickups as well. Need to secure the engine while on the dolly in the back of your pickup truck? Convenient slots for cargo straps on each upright make secure tiedown easy.

For any Engine Dolly, it is all about the Casters. We source these casters from the same company that makes them for our K-frame stands and Rotisseries. These 4” caster wheels are rated to support over 500lbs each. We put four of them on the USCT Engine Dolly because we have a simple philosophy that is the foundation of our products; “Nothing overbuilt ever broke”.

We start by CNC laser cutting 304 Stainless steel sheet, then fold these on our CNC Press Brake, add four(4) high strength ball bearing swivel casters and all the hardware to mount these to your block or engine. Have a roadrace oil pan with kickouts? Plenty of width for those wide pans or race oil pumps and pickups as well. Need to secure the engine while on the dolly in the back of your pickup truck? Convenient slots for cargo straps on each upright make secure tiedown easy.

For any Engine Dolly, it is all about the Casters. We source these casters from the same company that makes them for our K-frame stands and Rotisseries. These 4” caster wheels are rated to support over 500lbs each. We put four of them on the USCT Engine Dolly because we have a simple philosophy that is the foundation of our products; “Nothing overbuilt ever broke”.

We start by CNC laser cutting 304 Stainless steel sheet, then fold these on our CNC Press Brake, add four(4) high strength ball bearing swivel casters and all the hardware to mount these to your block or engine. Have a roadrace oil pan with kickouts? Plenty of width for those wide pans or race oil pumps and pickups as well. Need to secure the engine while on the dolly in the back of your pickup truck? Convenient slots for cargo straps on each upright make secure tiedown easy.

For any Engine Dolly, it is all about the Casters. We source these casters from the same company that makes them for our K-frame stands and Rotisseries. These 4” caster wheels are rated to support over 500lbs each. We put four of them on the USCT Engine Dolly because we have a simple philosophy that is the foundation of our products; “Nothing overbuilt ever broke”.

We start by CNC laser cutting 304 Stainless steel sheet, then fold these on our CNC Press Brake, add four(4) high strength ball bearing swivel casters and all the hardware to mount these to your block or engine. Have a roadrace oil pan with kickouts? Plenty of width for those wide pans or race oil pumps and pickups as well. Need to secure the engine while on the dolly in the back of your pickup truck? Convenient slots for cargo straps on each upright make secure tiedown easy.

For any Engine Dolly, it is all about the Casters. We source these casters from the same company that makes them for our K-frame stands and Rotisseries. These 4” caster wheels are rated to support over 500lbs each. We put four of them on the USCT Engine Dolly because we have a simple philosophy that is the foundation of our products; “Nothing overbuilt ever broke”.

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### The Body-In White

#### What Is It?
The Body-in-white program is a program to have your classic auto body shell restored back to an all-metal state. All old paint is stripped to bare metal, dents, rust and incorrect collision work repaired to a metal finish (No BONDO). Inside rust inhibitive coatings are replaced and exterior panels are in primer, ready for final prep and paint.

#### Why do I want it?
All work done in metal. No hidden rust, no shoddy hidden work, NO BONDO! No surprises in the costs of having your classic done right, you know what the costs are at the start of the project. Complete picture and written documentation of every step in the process.

#### What Is Included?
The **Body-in-White Deluxe** includes all metal body panels on your classic. The **Body-in-White Standard** includes only parts welded to the Body Shell, except roofs, frame rails, Body Shell Stripped to bare metal (Media Blast and / or Chemical Dip), Disassemble panels at factory spot weld locations, Repair or Replace damaged panels (parts cost included!)

**Standard Body-in-White Includes:**
- Core Support
- Inner Fenders
- Firewall
- Cowl
- A Pillars
- B Pillars
- Rockers
- Floor Pans – Front, Rear and Kick-up
- Dutchman Panel
- Package Tray
- Quarter Panels
- Inner and Outer Wheelhouses
- Trunk Gutters
- Trunk Floor Pan
- Trunk Floor Extensions
- Tail Panel

**Deluxe Body-in-White Includes:**
Everything included in the Standard plus;
- Front Frame Rails
- Fenders
- Hood
- Roof
- Roof Gutters
- Doors
- Deck Lid
- Rear Frame Rails

**What Is NOT Included?**
Specialty cars such as Aero, Wing cars, limited production, Exotics, Shelby etc. Disassembly of your Body (Available for $2,000 plus storage fees). Paint (other than Primer, which IS included!). Restoration of any parts removed (Available, standard time and material). Reassembly (Available for $5,000 plus parts).

In BOTH Standard and Deluxe Body-In-White programs we fabricate unavailable panels to factory OEM appearance (You will not be able to tell). Rust inhibitive coating is applied inside panels and structures and standard factory undercoating applied inside quarter panels. The entire body shell is primed, ready for final prep and paint.

#### Cost

<table>
<thead>
<tr>
<th>Mopar Bodystyle/Year</th>
<th>Standard</th>
<th>Deluxe</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-Body Hardtop 1970-1974 Cuda’s, Dodge Challengers etc.</td>
<td>$17,500</td>
<td>$25,000</td>
</tr>
<tr>
<td>B-Body Hardtop 1968-1972</td>
<td>$17,500</td>
<td>$25,000</td>
</tr>
<tr>
<td>A-Body Hardtop 1967-1975</td>
<td>$16,500</td>
<td>$25,000</td>
</tr>
<tr>
<td>Body Hardtop 1965 and earlier</td>
<td>$16,500</td>
<td>$27,000</td>
</tr>
<tr>
<td>E-Body Convertible 1970-1974 Cuda’s, Dodge Challengers etc.</td>
<td>$21,500</td>
<td>$27,500</td>
</tr>
<tr>
<td>B-Body Convertible 1966-1972</td>
<td>$21,500</td>
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**MUSTANGS**

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<thead>
<tr>
<th>Ford Mustang Bodystyle/Year</th>
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<tbody>
<tr>
<td>Mustang Coupe 1964-1970</td>
<td>$9,500</td>
<td>$13,500</td>
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<tr>
<td>Mustang Fastback 1964-1970</td>
<td>$8,750</td>
<td>$13,750</td>
</tr>
<tr>
<td>Mustang Convertible 1964-1970</td>
<td>$11,500</td>
<td>$13,500</td>
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**Ford Mustang**
Transforming rusty, crusty, bent and beat unibodies into a like-new body in white. We don’t scare easy!
**DELUXE AUTO BODY ROTISSERIE**

This is our Deluxe Rotisserie with roller bearings, 8 Caster wheels and hydraulic jacks. Rated to support up to 2,000 lbs, fully adjustable in height, width, and length. You can load just about any automobile body, or pickup cab onto the rotisserie and rotate it to work on the underside without having to crawl on your back!

We are a professional restoration and fabrication shop and use these rotisseries every day, so we know what works! The rotator heads are precision built with tapered roller bearings and a machined axle assembly for smooth operation. This makes the US Car Tool Auto Body Rotisserie spin easily! The tapered roller bearings in each rotator head assembly eliminate any play or movement in the rotating assembly and provide precise rotation about the axis. No other rotisserie comes close.

Our Auto Body Rotisserie is designed to be completely modular and portable. No single piece is longer than 48” or weighs more than 35 lbs. The entire rotisserie disassembles into small pieces and can even be stored under a car when not in use.

Each deluxe rotisserie is powder coated for long lasting protection and durability for use in the toughest shop environment.

Order the Deluxe Rotisserie or our convenient U-Weld-It Kit for an economy version where you buy the steel tubing locally and then build it in your own shop.

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**COMPLETE SPINDLE TO SPINDLE K-FRAME REBUILD SERVICE**

- Complete Disassembly & strip to bare metal
- Inspect and repair (weld K-frame etc.)
- Powdercoat and/or detail to factory OEM appearance
- All new bushings, ball joints, tie rod ends, bump stop
- your choice of OEM rubber or Poly
- Assemble, ready for installation and final torque

**Options:**
- Tubular Upper Control Arms $400
- Sway Bar - add $125
- Torsion Bars - add $75
- Brake rebuild service - price based on application
- New LCA Pivot/steel $65
- New torsion bar adjusters $75
- New Brake Strut Rods Steel $120 (powdercoated)
- New Brake Strut Rods Aluminum $150 (natural)

**Price**

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<tr>
<th>Part Number</th>
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<tr>
<td>USCTSM1001</td>
<td>K-Frame Rebuild Service</td>
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**UNI-LIFT UNIBODY FRONT END LIFTING TOOL**

The Uni-Lift allows the front end of your Mopar A/B/E-Body to be lifted over 5’ in the air for easy installation or removal of the front suspension. The Uni-Lift bolts to the front bumper mounts on the front frame rails and is CNC machine cut with the bolt patterns for Mopar A, B & E- Bodies. Other patterns can be accommodated with a simple modification. The Uni-Lift comes powdercoated and is fully adjustable to fit any car body. Requires an engine hoist (not included) to safely lift the front of your car body with the rear tires on the ground. Combine this tool with our US Car Tool K-Frame Stand for a great restoration engine installation experience!

**Price**

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<tr>
<td>USCTMR1001</td>
<td>Uni-Lift Unibody Front End Lifting Tool</td>
<td>$174.00</td>
</tr>
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</table>

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**K-FRAME STAND**

Fits all A/B/E-Body Mopars that use a K-frame front suspension. Adjustable for all engines and transmissions, from Stant 6 through Hemi’s! Allows removal or installation of the entire front drivetrain assembly from underneath the car just like the OEM factory did. No more paint scratches or accidents from swinging motors held on the end of a chain. Combine this with our Uni-Lift to remove or install the front suspension/engine assembly without the need for a lift. Includes 4’ caster wheels for easy rolling.

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<td>K-Frame Stand</td>
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**K-FRAME ADAPTERS**

These are adapters for the USCT Motorsports K-frame stand. They permit using the K-frame stand with a non factory OEM tubular style K-frame such as the RMS Alterktion or the Magnumforce K-frames. You will receive two (2) adapters and they mount on the top of the K-frame stand uprights, this permits any square or round tube member of the aftermarket K-frame to be supported by the USCT Motorsports K-frame stand.

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<td>USCTMR5012</td>
<td>K-Frame Adapters</td>
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**K-FRAME STAND**

Fits all A/B/E-Body Mopars that use a K-frame front suspension. Adjustable for all engines and transmissions, from Stant 6 through Hemi’s! Allows removal or installation of the entire front drivetrain assembly from underneath the car just like the OEM factory did. No more paint scratches or accidents from swinging motors held on the end of a chain. Combine this with our Uni-Lift to remove or install the front suspension/engine assembly without the need for a lift. Includes 4’ caster wheels for easy rolling.

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- Complete Disassembly & strip to bare metal
- Inspect and repair (weld K-frame etc.)
- Powdercoat and/or detail to factory OEM appearance
- All new bushings, ball joints, tie rod ends, bump stop
- your choice of OEM rubber or Poly
- Assemble, ready for installation and final torque

**Options:**
- Tubular Upper Control Arms $400
- Sway Bar - add $125
- Torsion Bars - add $75
- Brake rebuild service - price based on application
- New LCA Pivot/steel $65
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<td>K-Frame Rebuild Service</td>
<td>$1,999.00</td>
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**UNI-LIFT UNIBODY FRONT END LIFTING TOOL**

The Uni-Lift allows the front end of your Mopar A/B/E-Body to be lifted over 5’ in the air for easy installation or removal of the front suspension. The Uni-Lift bolts to the front bumper mounts on the front frame rails and is CNC machine cut with the bolt patterns for Mopar A, B & E- Bodies. Other patterns can be accommodated with a simple modification. The Uni-Lift comes powdercoated and is fully adjustable to fit any car body. Requires an engine hoist (not included) to safely lift the front of your car body with the rear tires on the ground. Combine this tool with our US Car Tool K-Frame Stand for a great restoration engine installation experience!

**Price**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Item</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>USCTMR1001</td>
<td>Uni-Lift Unibody Front End Lifting Tool</td>
<td>$174.00</td>
</tr>
</tbody>
</table>

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**K-FRAME STAND**

Fits all A/B/E-Body Mopars that use a K-frame front suspension. Adjustable for all engines and transmissions, from Stant 6 through Hemi’s! Allows removal or installation of the entire front drivetrain assembly from underneath the car just like the OEM factory did. No more paint scratches or accidents from swinging motors held on the end of a chain. Combine this with our Uni-Lift to remove or install the front suspension/engine assembly without the need for a lift. Includes 4’ caster wheels for easy rolling.

**Price**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Item</th>
<th>Price</th>
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<tbody>
<tr>
<td>USCTTM1001</td>
<td>K-Frame Stand</td>
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**K-FRAME ADAPTERS**

These are adapters for the USCT Motorsports K-frame stand. They permit using the K-frame stand with a non factory OEM tubular style K-frame such as the RMS Alterktion or the Magnumforce K-frames. You will receive two (2) adapters and they mount on the top of the K-frame stand uprights, this permits any square or round tube member of the aftermarket K-frame to be supported by the USCT Motorsports K-frame stand.

**Price**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Item</th>
<th>Price</th>
</tr>
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<tbody>
<tr>
<td>USCTMR5012</td>
<td>K-Frame Adapters</td>
<td>$35.00</td>
</tr>
</tbody>
</table>
MINI-TUB KIT

Ever wanted to gain more room for bigger tires in your vintage A/B-Body Mopar but thought that moving the wheel tubs was too much work? US Car Tool has created a kit to save you time and money for just that! This kit allows you to Mini-Tub your A/B/C-Body Mopar in a weekend with our pre-fabricated wheel tub filler.

Includes:
- Set Of Pre-Fabricated Wheel Tub Fillers
- Set Of Trunk Hinge Braces Extensions
- Complete Set of Cut Templates
- Complete Set Of Instructions

Part Number Item
USCTAM2009 67-75 A-Body Mini-Tub Kit
USCTAM2010 66-70 B-Body Mini-Tub Kit
USCTAM2017 62-66 B-Body Mini-Tub Kit
USCTAM2023 70-74 E-Body Mini-Tub Kit
USCTAM2025 71-72 B-Body Mini Tub Kit
USCTAM2026 78-79 B Body Mini Tub Kit (Dodge Magnum)

MINI-TUB & SPRING RELOCATION KIT

Complete kits featuring the above Mini-Tub and Spring Relocation hardware to mini-tub your A or B-Body Mopar and relocate the rear leaf springs.

Part Number Item
USCTAM2013 A-Body Mini-Tub & Spring Relocation Kit Combo
USCTAM2014 B-Body Dodge Mini-Tub & Spring Relocation Kit Combo
USCTAM2015 B-Body Plymouth Mini-Tub & Spring Relocation Kit Combo
USCTAM2018 62-65 B-Body Dodge Mini-Tub & Spring Relocation Combo
USCTAM2019 63-65 B-Body Plymouth Mini-Tub & Spring Relocation Combo
USCTAM2024 70-74 E-Body Mini-Tub & Spring Relocation Combo Kit

SPRING RELOCATION KIT

US Car Tool has now created a kit to help Mopar car owners get even better performance by providing up to 8" more room for rear tires. Anyone who has ever looked underneath the rear end of a Mopar notices the leaf springs are in the way of really wide tires/wheels. Racers and chassis fabrication shops have been moving these in for years, and believe me, it is not as easy as it sounds. Why do you think all the race cars ads say “Hooks hard and goes straight”, unless going straight was not the norm? The US Car Tool leaf spring relocating kit is self aligning off the factory leaf spring mounting holes and includes instruction on how to cut the factory frame rails, locate and weld in the new front and rear mounts and measure to be sure you are straight and square. This kit will help an advanced hot rodder gain up to 8” of tire tread space in the back of their Mopar!

Part Number Item
USCTAM2003 63-75 A-Body (Dart, Valiant, Duster, Demon) Spring Relocation Kit
USCTAM2004 70-74 E-Body Leaf Spring Relocation Kit
USCTAM2005 66-70 B-Body Dodge Spring Relocation Kit
USCTAM2006 66-70 B-Body Plymouth Spring Relocation Kit
USCTAM2011 62-65 B-Body Dodge Spring Relocation Kit
USCTAM2012 62-65 B-Body Plymouth Spring Relocation Kit

How To Mini-Tub Your Mopar Using Our Kit!

1. Disassemble the car, removing the back seat, decklid, fuel filler tube, etc.
2. Using a spot weld cutting bit, drill out the spot welds holding the wheelhouse in the car.
3. Drill out the spot welds holding the package tray bracket to the inner wheelhouse.
4. Drill out the spot welds holding the trunk hinge bracket to the inner wheelhouse.
5. Tape the cutting line templates (included in the kit) in place and use spray paint to mark your cutting lines.
6. Following your painted cutting lines, use a Sawzall or other cutting tool to cut out your inner wheelhouse.
7. Use a Sawzall or other cutting tool to cut out your inner wheelhouse.
8. Once the inner wheelhouse is removed, weld the wheel tub filler in place.
9. Here’s what your widened wheel tubs should look like after you’re finished welding.
10. Weld your widened wheel tubs in place!
11. Be sure to weld the package tray brackets to your new widened wheel tubs and use the trunk hinge bracket in the kit to weld your trunk hinge brackets into place.
12. Use some seam sealer to fill any gaps just like the factory did. Now you’re ready for some nice wide meats!
### Summer 2019 Price List

#### Level 3 Chassis Stiffening Kit

<table>
<thead>
<tr>
<th>SKU #</th>
<th>Item</th>
<th>Price</th>
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<tbody>
<tr>
<td>USCT1M1023</td>
<td>Level 3 Chassis Stiffening Kit 70-70 B-Bodies US Car Tool Mopar Dodge</td>
<td>$1152.00</td>
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<tr>
<td>USCT1M1024</td>
<td>Level 3 Chassis Stiffening Kit 67-75 A-Body Duster/Dart Sport</td>
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<tr>
<td>USCT1M1025</td>
<td>Level 3 Chassis Stiffening Kit 70-75 A-Bodies Duster&amp;Dart Sport</td>
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<td>USCT1M1027</td>
<td>Level 3 Chassis Stiffening Kit 63-65 B-Bodies (Dodge/Plymouth)</td>
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<tr>
<td>USCT1M1028</td>
<td>Level 3 Chassis Stiffening Kit 63-65 B-Bodies (Dodge Only)</td>
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<td>USCT1M1029</td>
<td>Level 3 Chassis Stiffening Kit 70-71 Demon</td>
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<tr>
<td>USCT1M1030</td>
<td>Level 3 Chassis Stiffening Kit 72-74 E-Body US Car Tool Mopar Dodge</td>
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<tr>
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<td>USCT1M1035</td>
<td>Level 3 Chassis Stiffening Kit 63-66 A-Bodies Dodge</td>
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#### Level 2 Chassis Stiffening Kit

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<td>USCT1M1001</td>
<td>Level 2 Chassis Stiffening Kit 70-74 Plymouth Cuda</td>
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<td>USCT1M1002</td>
<td>Level 2 Chassis Stiffening Kit 70-74 E Body Dodge Challenger</td>
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<td>USCT1M1003</td>
<td>Level 2 Chassis Stiffening Kit 67-70 B Body Dodge Plymouth</td>
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<tr>
<td>USCT1M1004</td>
<td>Level 2 Chassis Stiffening 67-75 A Body Dodge Plymouth/Scamp (except Dodge Demon)</td>
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<tr>
<td>USCT1M1005</td>
<td>Level 2 Chassis Stiffening Kit 67-75 Mopar A Body Duster/Dart Sport</td>
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<tr>
<td>USCT1M1007</td>
<td>Level 2 Chassis Stiffening Kit 62-65 B-Body Dodge Plymouth (except 63A/64 Dodge)</td>
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<tr>
<td>USCT1M1008</td>
<td>Level 2 Chassis Stiffening Kit 63-66 A-Body Dodge Only</td>
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<tr>
<td>USCT1F1006</td>
<td>Level 2 Chassis Stiffening Kit 65-66 Mustang Coupe</td>
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#### Level 1 Chassis Stiffening Kit

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<td>Level 1 Chassis Stiffening Kit 70-74 E Body Dodge Challenger</td>
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<td>USCT1M1113</td>
<td>Level 1 Chassis Stiffening Kit 70-74 B-Bodies</td>
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<td>USCT1M1014</td>
<td>Level 1 Chassis Stiffening Pack 70-74 Plymouth Cuda E Body</td>
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<td>USCT1M1015</td>
<td>Level 1 Chassis Stiffening Kit 67-75 Dart/Valliant A-Body</td>
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<td>USCT1M1016</td>
<td>Level 1 Chassis Stiffening Kit 67-75 Duster A-Body</td>
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<td>Level 1 Chassis Stiffening Kit 62-65 Dodge Plymouth B-Body (except 63 and 64 Dodge)</td>
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<td>USCT1M1020</td>
<td>Level 1 Chassis Stiffening Kit 71-72 B-Bodies</td>
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#### Frame Connectors

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<tr>
<td>USCT1F1108</td>
<td>Ford Mustang 79-04 CNC Cut Floor Contoured Frame Rail Connector</td>
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<td>USCT1F1111</td>
<td>65-66 Mustang CNC Cut Floor Contoured Frame Connectors</td>
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<tr>
<td>USCT1F1115</td>
<td>Ford Mustang Convertible 79-04 CNC Cut Floor Contoured Frame Rail Connector</td>
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<tr>
<td>USCT1F1116</td>
<td>1965-1966 Ford Mustang Convertible Frame Connectors</td>
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<td>USCT1M1010</td>
<td>68-70 B-Body Frame Connectors</td>
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<td>USCT1M1012</td>
<td>70-74 E Body Frame Connector for Dodge Challenger</td>
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<tr>
<td>USCT1M1013</td>
<td>70-74 E Body Frame Connector for Plymouth Cuda</td>
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<tr>
<td>USCT1M1004</td>
<td>67-75 Mopar A Body Frame Connectors</td>
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<td>70-75 Mopar A Body Duster Frame Connectors</td>
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<td>63-66 Plymouth A Body Frame Connectors</td>
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<td>62-65 B-Body Frame Connectors</td>
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<td>USCT1M1111</td>
<td>63 &amp; 64 Dodge B-Body Frame Connectors</td>
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<td>71-72 A-Body Demon Frame Connectors</td>
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<td>76-80 F-Body Volare Frame Connectors</td>
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<td>USCT1M1201</td>
<td>Weld in Frame Connector for 1978-1979 Dodge Magnum</td>
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<td>Weld-in Frame Connector 73-75 Dodge and Plymouth w/o Catalytic converter</td>
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<td>USCT1G1124</td>
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<td>USCT1G1201</td>
<td>66-70 B-Body Bolt-on Frame Connectors</td>
<td>$199.00</td>
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