



USCT Motorsports Bolt-in Drive shaft Loop Instructions
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Short Version

1. Safely lift the front of the car
2. Remove the two inner crossmember bolts
3. Place the crossmember plate in position and install the crossmember bolts
4. Place the “Z” support in position
5. Mount the lower loop half to the “Z” support
6. Attach the upper loop half to the lower loop half, around the driveshaft

Long Version

Thank you for purchasing the finest Bolt-in Drive shaft loop available. USCT Motorsports takes great pride in producing the best tools and products possible. If you have any questions about one of our products or a suggestion for how we can make something better, please do not hesitate to call. You can also call just to say Hi, or tell us how the installation went. We're car folks too!

Safely lift the front of the car

If you have access to a lift, installing the bolt-in Drive shaft loop can be easily done with your car on a lift, either a frame lift or a four post drive on style. If you do not have access to a lift, it is best to raise the front end of the car in the air to provide adequate access to the transmission crossmember area. Please use jack stands and wheel chocks (for the rear tires) and be safe.

Take a moment to look at the area around the transmission crossmember, the front U-joint, driveshaft and exhaust system. Visualize how you will install the components of the driveshaft loop and look for any potential tight spots. Can you get all the parts in without dropping the exhaust system? Also consider any routine maintenance that might be best performed now. Do you need to change the front U-joint? This is the perfect time!



Drive shaft

Our new Driveshaft Loop uses a two-piece loop design that permits installation without the need to remove the driveshaft.

Remove the two inner crossmember bolts

Locate the transmission crossmember. It is held in with 4 bolts. We are going to remove only the innermost two bolts. Never remove all 4 bolts without properly supporting the crossmember or it will fall out. Remove the two inner bolts.

Place the crossmember plate in position and re-install the crossmember bolts

Place the crossmember plate against the crossmember so the holes in the plate line up with the boltholes in the crossmember. We supply two (2) new Grade 8 - 1/2" or 3/8" diameter long flange bolts and lock nuts for mounting the crossmember plate to the crossmember. If the original bolts are long enough, you can re-use them if you prefer. Install the bolts and nuts and tighten to the factory torque specification.

Place the "Z" support in position

The long (17") "Z" support bracket is the next part to be installed. It can be positioned on top of the tab on the crossmember plate or below it. This provides a wide range of adjustment to clear the various exhaust configurations and also clear the U-joint. Install the bracket using the supplied 1/2" x 1.25" bolts and locknuts finger tight until all the adjustments have been made, then go back and securely tighten all the locknuts.

Connect the Loop half together to form a loop around the Driveshaft

The lower loop half has a 2" wide tab welded to it with two (2) 1/2" holes. The tab should be down and facing the front of the car. The upper loop half attaches to the lower loop half using four (4) button head bolts and locknuts. Place the button heads towards the inside (driveshaft) and bolt the two half's together to form the loop. Securely tighten all the locknuts.



Mount the loop to the “Z” support

The loop has a 2” wide tab welded to it with 2 ½” holes. The loop is installed on top of the “Z” support bracket using the supplied ½” x 1.25” grade 8 bolts and lock nuts. The loop can be installed in a variety of positions by varying holes used on the “Z” support bracket. This offers a wide range of adjustability, front to back.

The installed height of the loop can be adjusted using the extra ¼” thick spacer tab supplied with your drive shaft loop as a spacer between the loop tab and the “Z” support bracket. This will help raise the loop into the tunnel and away from any close exhaust pipes (sometimes necessary on “H” pipe cars).

Once you have adjusted the loop to fit the exact configuration of your car (exhaust and drive shaft) go back and securely tighten the 4 locknuts on the drive shaft loop – 2 for the “Z” bracket to crossmember plate and 2 for the loop to “Z” bracket mount.

Optional mounting hole in the top of the loop

At the top of the loop you will see a square hole. This is a mounting location for an optional (not supplied) carriage head bolt and spacer. The customer supplied carriage bolt, spacer and top plate would provide additional support to the loop. Installing this extra support does require drilling a hole in the floor of the car and using a reinforcement plate on the top side of the floor.

Check the driveshaft

Check the drive shaft for any interference with the drive shaft loop or the mounting bolts. Take a careful look at the U-joint area as this is an area with very close clearances. Does the “Z” support bracket clear the U-joint? Remember that the U-joint spins and can move as the engine/transmission moves (rubber mounts after all!). Be sure there is enough clearance around the driveshaft loop to avoid any contact by the driveshaft.