



K-Frame Stand Setup and Use Instructions



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Fast setup instructions

1. Most of the brackets have a nut welded on. There will be a bag of hardware that contains bolts that fit the nuts. It is a good idea to thread a bolt into each nut. *Hint: Just start the bolt a couple of threads. If you go too far, a tube will not slip inside the tube with the nut welded on.*
2. Slide "L" bracket assembly (number 4) onto the spine (number 1). Why? Because the wheel plate (number 8) is welded onto the spine and you will not be able to slide this bracket on later. There are two of the L bracket assemblies, just put one on the spine. You will use the other one a little later. *Hint: the L bracket has two tubes welded together with lockbolts, slide the spline through the longer tube.*
3. Slide the Spine (number 1) inside the cross bracket (number 2). This makes a T shape and is the basic K-frame stand.
4. Slide the uprights (number 5) onto each side of the cross brackets. There are two of them and they hold up the K-frame, put one on each side.
5. Now slide the caster wheel brackets (number 6 and number 9) onto the arms of the cross bracket. There are two caster wheel brackets, one for each side. *Hint: On the drawing they have two numbers, but trust me – they are the same, so it does not matter which one goes on the left or right side.*
6. Slide the remaining "L" bracket assembly (number 4) onto the front of the spine. Remember I told you earlier you would use the second L bracket? Add caster wheels and tighten all bolts.

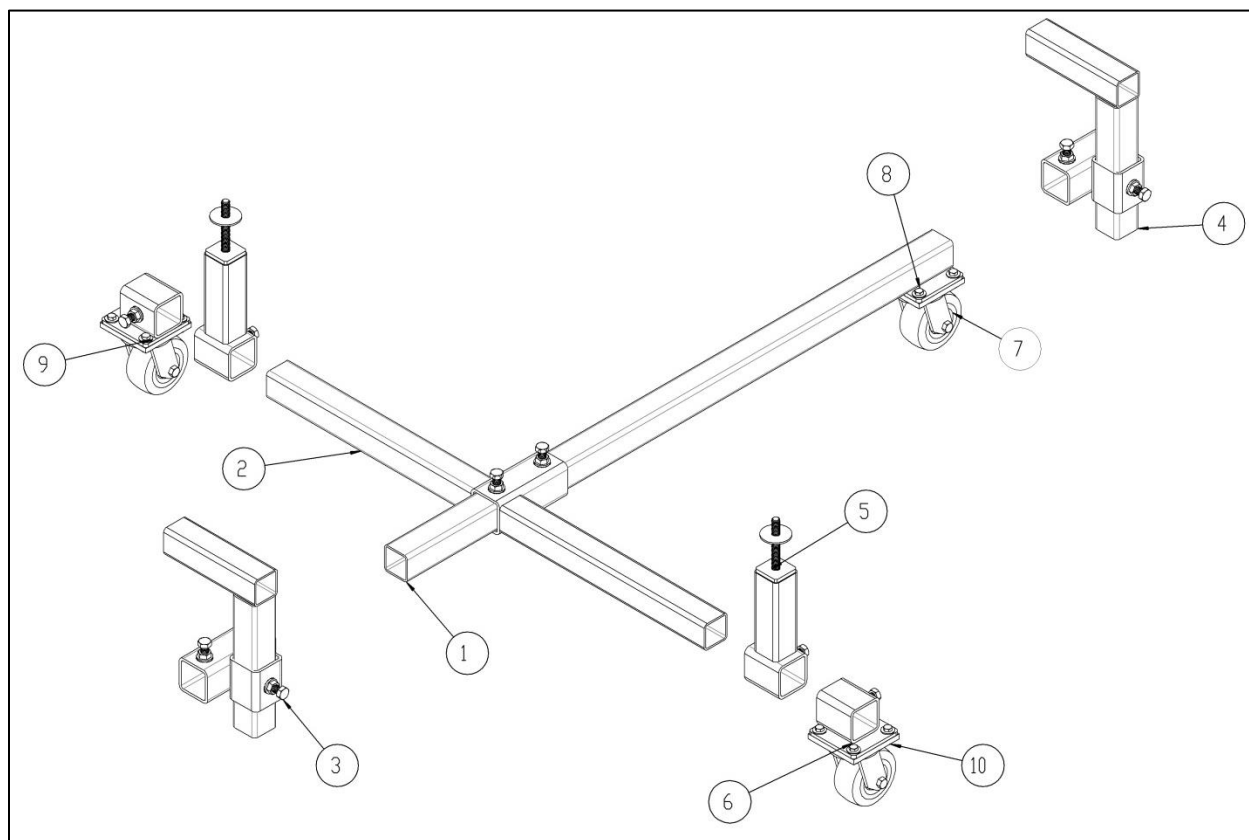


Figure 1 - K-Frame Stand Exploded View

Using the US Car Tool K-Frame Stand

The USCT K-frame stand is adjustable to fit almost any k-frame. K-frames have holes in the bottom where the factory jig was installed. Some k-frame jig holes go all the way through, so you can place the K-frame over the stud on the K-frame stand upright then a washer and nut on the top to hold the K-frame securely in position. Some K-frames only have a hole in the bottom and will need to be clamped or strapped to the stand to hold then in position.

1. Adjust the location of the uprights on the cross bracket so the studs on the uprights line up with the holes on your k-frame. Once lined up, tighten the lockbolt.
2. If your K-frame has through holes, place it over the studs and then place the washer over the top and a nut on the stud to hold the K-frame in position.



Figure 2 – 2006 Hemi K-frame with through holes showing upright studs ready for washer and nut

3. If your K-frame only has holes on the bottom, thread a nut onto the upright studs, then place the washer over the nut, then place the K-frame over the stud – you will need to clamp or strap the K-frame to keep it stable.



Figure 3 - Nut threaded onto Upright stud



Figure 4 - Washer placed over stud, resting on nut

4. Use a clamp or a strap to hold the K-frame to the front L bracket on the K-frame stand.



Figure 5 - 1970's K-frame with only bottom holes, clamped to the stand

5. You can assemble the entire front end on your K-frame, even add a motor and transmission. The uprights and L brackets are adjustable to work with a variety of K-frames, from Slant six and 426 Hemi's to late model LX 5.7 and SRT8 Hemi's.



Figure 6 - 1970 426 Hemi and Automatic Transmission



Figure 7 - 1969 318 and 904 Transmission



Figure 8 - 1969 383 and Automatic Transmission



Figure 9 - Installing a 440 sixpak into a 1971 Roadrunner