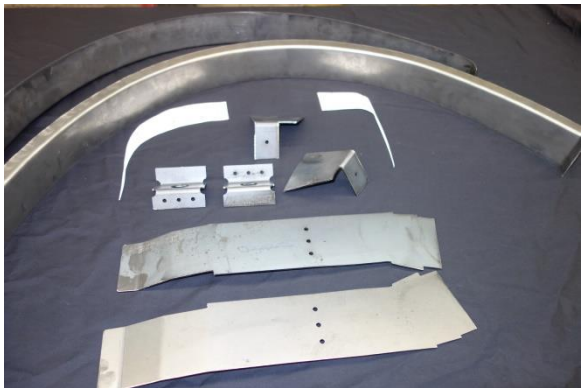
Install Instructions for USCT Motorsports E-Body Mini Tub kit

USCT Motorsports does it again! Well known for their chassis stiffening products, USCT has now created a kit to help Mopar E-Body car owners run even bigger tires by providing 2” more room per side for rear tires in the wheelhouse. You will have 15+” of room for a tire between the frame rail and the quarter panel lip after doing the mini-tub. (Use a spring relocation kit to take full advantage of the new wider wheelhouse.) You can even roll the lip for larger tires (wow!).

Anyone who has ever looked underneath the rear end of an E-Body Mopar notices the wheel tubs and frame rails 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 car ads say "Hooks hard and goes straight", unless going straight was not the norm? The USCT mini-tub kits make it easy giving you all the essential pieces to move your factory wheel tubs over and notch the rear frame rail for amazing clearance with wide tires.

Kits Include:

1. Fabricated Wheel Tub Fillers
2. Frame Rail Notch Template (metal)
3. Frame Rail Notch Panel
4. Frame Rail Notch Inner Brace
5. Wheelhouse Cutting Templates (paper)
6. Instructions

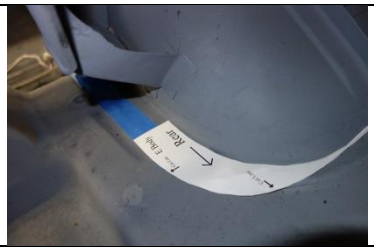


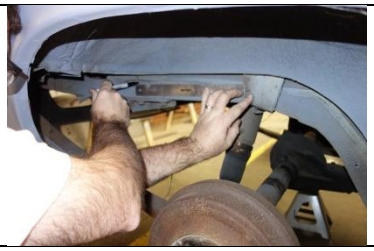
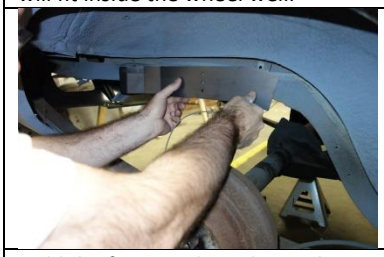
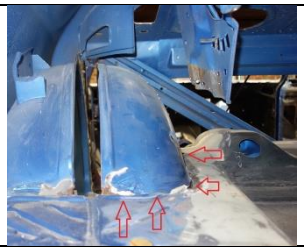
Basic install procedure (full pictured install instructions on next pages)

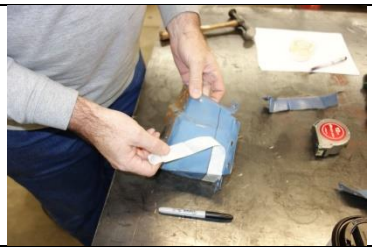
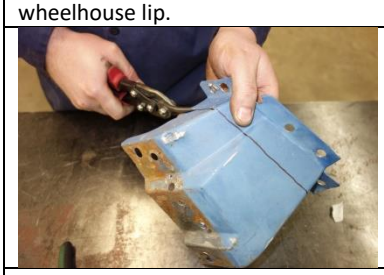
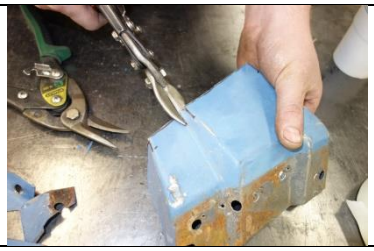
1. Remove Inner Wheelhouse, clearance rear seat brackets
2. Place Frame Rail Notch Template, mark, measure and cut out Frame rail side
3. Place Cut Templates, mark, cut out and remove section of floor
4. Install Frame Rail Notch Bracket and Frame Rail Notch Panel
5. Mock up Wheel Tub Filler Panel in position
6. Tack Weld in position
7. Confirm placement and fitments, then Fully Weld in position

Preparation

1. Prepare the car for the installation. Before you jack up the car and remove the tire, consider washing the area to remove road grime and dirt. Place the car on secure jack stands and remove the tire. Be safe and make sure the car is not going to tip or fall off the jack stands!
2. Remove Interior
3. Remove rear axle and rear leaf springs and hanger assemblies

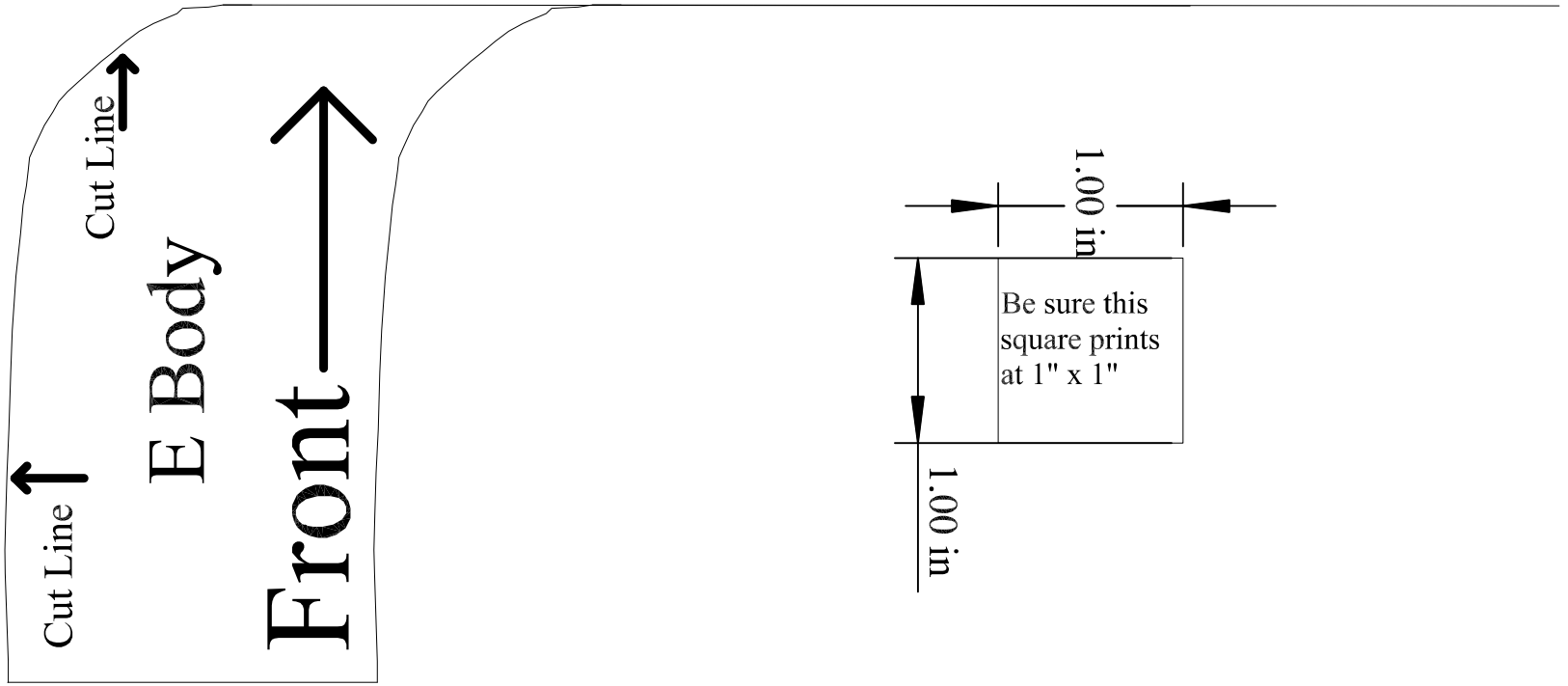
		
Drill spot welds on trunk hinge bracket to wheelhouse and remove lower bracket.	Drill spot welds on package tray to inner wheelhouse brace and separate brace from wheelhouse. The brace will need to be cut to permit room for the Wheelhouse to move inboard. Cut the brace and save, you will re-install after the inner wheelhouse is moved inboard.	Drill spot welds on rear seat brace to inner wheelhouse. Bend this brace up and out of the way. The rear X brace behind the rear seat will need to be modified to allow for the inner wheelhouse to move inboard. Cut away material or bend the brace to permit the wheelhouse to move inboard approximately 2 inches.
		
Using our provided cutting templates, place into position and mark the cut line. Using paint is an easy method to mark the cut line, but a marker or tape is also effective.	The cut templates are marked front and back, once the floor is marked for cutting, you will need to mark a line from the front to the back to connect the cut lines and show the section of the floor to be cut and removed.	We suggest that you drill out the factory spot welds at the inner wheelhouse to trunk floor seam before you make the floor cut. This will give you some nice holes to weld through onto the side of the frame rail once moved over.
		
We don't provide a template for cutting the inner wheel house away from the outer wheel house. This cut is done on the trunk floor side of the factory flange where the inner and outer wheelhouses come together. Use a chisel to start a cut …	… then complete the cut to separate the inner from the outer with a Sawzall or cutoff wheel or saber saw. Be sure to cut on the inside so as to leave the lip on the outer wheelhouse.	Remove the wheelhouse

		
Here is a picture showing why the rear frame rail needs to be notched for wheelhouse clearance on an E-Body. The frame rails spread outward and will touch the tire without notching. This tire is a massive 355/30-19 and it will fit inside the wheel well.	Place the frame rail notch template (made of metal) in location, using the rearward hole in the frame bump stop to line-up with the hole on the template. There are left and right templates, be sure to use the correct one and be sure Front is towards the front of the car.	Mark a line on the Frame Rail at the front edge of the frame rail notch template. This will be the front of the frame rail cut. Measure 12 inches back from the back side of the frame rail notch template and make a line on the frame rail. This will be the rear of the frame rail cut.
		
Hold the frame rail notch panel up to the frame rail and confirm proper fitment. The frame rail notch panel should be longer than the area you marked on the frame rail side. (The patch overlaps on the inside of the frame rail.)	Cut the side of the frame rail between the marks and remove. (You will trim the top and bottom later, just remove the side for now.)	Now cut the floor along the marked line to allow the inner wheelhouse to be moved inboard 2 inches. Be careful to cut away (outside) from the line not on it. This is to ensure that you do not over cut.
		
With the floor cut, insert the Frame Rail Notch Panel inside the frame rail (the ends go behind the original frame rail sides) adjust fitment and then mark the location of the Frame Rail Notch Bracket.	Install the Frame Rail Notch Bracket inside the frame rail and confirm fitment to support the Frame Rail Notch Panel, weld into position against the opposite side frame rail through the provided holes in the bracket.	Install the Frame Rail Notch Panel (the ends go behind the original frame rail) and confirm final fitment. Weld into position and then grind the top and bottom of the frame rail to match the Notch provided by the panel.

		
With the floor cut made and the frame rail notch installed, test fit your inner wheel house and verify fit. The inner wheelhouse should be 2 inches inboard. As you mockup the inner wheelhouse, you will need to grind the floor (and top of the frame rail lip) back to the marked line. Always being careful to not over cut. It is easier to remove a little metal than to have to add it back!	When the wheel house fits correctly, you will need to either tack weld or sheet metal screw our filler panel in place for a test fit. Our piece will go under the inner factory wheel house step. This will also give you some adjustment on width from front to back.	Once you have the filler panel to the desired fit you can weld it to the factory inner wheel house.
		
Install the inner wheelhouse back in the car, clamp and adjust as necessary for correct fitment. When the wheelhouse is in position, fully weld to the floor and outer wheelhouse lip.	Reinstall the package tray to inner wheelhouse brace (removed and cut in a prior step) into a new position and weld.	Modify the original trunk hinge bracket to fit the moved inner wheelhouse by measuring up 1” from the original flange and cutting. We used 1” wide tape for easy marking.
		
Cut on the marked line.	Now add a new flange by marking up ½ inch at the bend lines, and cutting up ½ inch.	And then turning up a ½ wide flange, using a panel tipping tool or a pair of pliers.
		
Test Fit the modified trunk hinge bracket. Make any adjustments and weld into position.	On the interior, form the rear seat bracket to fit the new inner wheelhouse position and weld.	

A set of Mini Tubs installed in a 1971 Plymouth Cuda, ready for seam seal and primer/paint.

We have installation pictures available on our website under the pictures section.
Any questions feel free to give us call at (919) 855-8200



USCT MOTORSPORTS

UNLESS OTHERWISE SPECIFIED:		NAME	DATE
DIMENSIONS ARE IN INCHES DEBURR ALL EDGES AND HOLES TOLERANCES FRACTIONAL ± 1/16 ANGULAR: MACH ± .5 BEND ±0.5 TWO PLACE DECIMAL ±.010 THREE PLACE DECIMAL ±.005	DRAWN	J Peterson	2/2022
	CHECKED		
	ENG APPR.		
	MFG APPR.		
INTERPRET GEOMETRIC TOLERANCING PER: ASME Y14.5-2009	Q.A.		
	COMMENTS:		

MATERIAL

FINISH

DO NOT SCALE DRAWING

US Car Tool

TITLE: 70-74 E-Body Mini-Tub Cut Template Front

SIZE	DWG. NO.	REV

SCALE: 1:1	WEIGHT:	SHEET 1 OF 1

US Car Tool

UNLESS OTHERWISE SPECIFIED:		NAME	DATE
DIMENSIONS ARE IN INCHES DEBURR ALL EDGES AND HOLES TOLERANCES: FRACTIONAL ± 1/16 ANGULAR: MACH ± 1 BEND ±05 TWO PLACE DECIMAL ±.010 THREE PLACE DECIMAL ±.005	DRAWN	Dmorrison	2/2022
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INTERPRET GEOMETRIC TOLERANCING PER: ASME Y14.5-2009	Q.A.		
	COMMENTS:		

TITLE: 70-74 E-Body Mini-Tub
Cut Template Rear

SIZE | DWG. NO. | REV

SCALE: 1:1 | WEIGHT: | SHEET 1 OF 1

MATERIAL

FINISH

DO NOT SCALE DRAWING

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