



(919) 855-8200

www.USCTmotorsports.com

Install Instructions for Mini-Tub Kits

USCT Motorsports does it again! Well known for their chassis stiffening products, USCT has now created a kit to help Mopar car owners get even better performance by providing up to 3” more room for rear tires. Anyone who has ever looked underneath the rear end of a Mopar notices the wheel tubs 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 USCT mini-tub kits make it easy giving you all the essential pieces to move your factory wheel tubs over.

Kits Include:

1. Fabricated Wheel Tub Fillers
2. Trunk Hinge Support Brackets
3. Cut Templates
4. Instructions

New two piece mini tub assembly instruction

1. Due to Supply chain and shipping cost increases, we are re-tooling the mini tubs to manufacture them in 2 pieces. This allows them to fit in a much smaller shipping box and reduces the shipping costs substantially, in some cases, shipping will be less than half of the older one piece version.
2. If your mini tub kit has the new two piece design, the two pieces are tabbed and keyed so they fit together one way and then are tack welded into a one piece minitub. We designed the seam to be in a spot to minimize any visual impact and to be unseen after installation.

Basic install procedure

1. Place Cut Templates
2. Mark for cutting
3. Cut out marked section
4. Mock up filler pieces in position
5. Tack Weld In Position
6. Weld fully in position.

Detailed install instructions

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.
4. Drill spot welds on trunk bracket to wheelhouse.



5. Using our provided cutting templates, place into position and mark the cut line with paint.



6. We suggest that you drill out the factory spot welds at the inner wheelhouse to trunk floor seam before you make the cut. This will give you some nice holes to spot weld back to the side of the frame rail once moved over.
7. The cut templates are marked front and back, once they are marked you will need to scribe a line from the front to the back to connect the templates. Once marked you will notice that the straight section of the cut is right against the frame rail. You will be essentially cutting the lip off of the frame rail.
8. Once the cuts are marked be careful to not cut on the line, cut away from the line.

9. This is to ensure that you do not over cut. 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.



10. Once the first cuts are made, test fit your inner wheel house to check for fit.
11. Once 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.
12. Once you get the filler panel to the desired fit you can remove the wheelhouse and weld it to the factory wheel house solid.
13. Repeat on opposite side.

14. Once the fillers are fully welded it is time to install for final fit.
15. You will notice that once the lip is cut off the frame rail earlier in the process, the trunk floor is no longer attached to the frame rail. We suggest that you seam weld the trunk floor to the frame rail and grind smooth before installing modified wheel house.
16. Now you will want to tack the modified wheel house into position and check for fit before fully welding. (Check front to back orientation and general fit around welding seams.)
17. Now it's time to weld fully, we suggest that you spot weld the wheel house to the side of the frame rail and also seam weld the wheel house to the trunk floor for strength.
18. Once fully welded, the trunk hinge brackets have to be modified. We include a bracket to re-attach your factory trunk bracket to the modified wheel house.
19. Place our bracket on top of the factory trunk bracket and mark its position, now you will want to trim away the part of the trunk bracket that will be in contact with the wheel house.
20. Once this is trimmed away our bracket will weld in place.



21. Seam seal, prime and paint.
22. Re-install all removed parts.
23. Test fit new wider tire and wheel combination.

We have installation pictures available on our website under the pictures section.

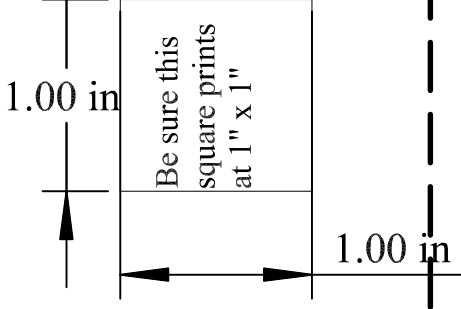
Any questions or concerns feel free to give us call at (919) 855-8200

Cut

Cut

67-75 A-Body Minitub Cut Template

FRONT



NAME	DATE
Person	1/2022
DRAWN	
CHECKED	
ENG APPR.	
MFG APPR.	
Q.A.	

UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN INCHES.
REFER TO ALL EDGES AND RADIUS
DIMENSIONS AS FINISH.
TOLERANCES UNLESS OTHERWISE SPECIFIED:
FRACTIONS ± 1/16
DECIMALS ± .010
ANGLES ± 1°
HOLE LOCATIONS ± .010
THREE PLACE DECIMALS ± .005

INTERPRET GEOMETRIC TOLERANCING PER: ASME Y14.5-2009

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MATERIAL FINISH
DO NOT SCALE DRAWING

TITLE: 67-75 A-Body Minitub Cut Template Front	REV
SIZE DWG. NO.	
SCALE: 1:1	WEIGHT:
	SHEET 1 OF 1

