



(919) 855-8200

www.uscartool.com

Install Instructions for Core Support Stiffener

The USCT Motorsports Core Support Stiffener is designed and engineered to add stiffness and strength to the front end of your car's unibody. This system is designed to allow suspension forces to be dissipated into the unibody rather than causing a bending motion in any single component. Stated plainly, your frame rails will not bend as much after install the USCT core support stiffener!

Basic install procedure

1. Dry fit all the components, adjust as necessary for close, weld able fit.
2. Tack Weld In Position
3. Weld core support stiffener 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 under fender 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 Radiator, front fenders, front valence, and any other items that might be subject to damage during installation.
3. Do a dry fit of the core support stiffener onto the car and be sure you understand where it fits. Clean the area where you will be welding. Remove undercoating etc. You need bare metal for the welds to penetrate and hold.
4. Look at the other side of the areas you will be welding. Be sure there is nothing flammable or plastic touching the core support in the engine compartment! The welds will penetrate all the way through the core support sheet metal. If you have your wiring harness held in place while you are welding on the core support, you will melt the wires together and probably the plastic clips that hold it in place. Check the engine compartment side of the core support and move things out of the way.
5. The order of installation is as follows:
 - a. Clamp core support in position, the piece is meant to fit tightly so you may have to use a rubber mallet to work the piece in place.
 - b. Tack weld core support stiffener in place.
 - c. Weld core support fully including inside the flanged holes.
6. Let cool, undercoat or prime/paint the weld areas, re-install all parts removed for installation and go for a test ride with your new stiffer and stronger car!

B-Body

The factory bracket that mounts the k-frame to core support bracket and grill support has to be removed. To do this you will need to drill the spot welds. It can be re-installed in the same location after the new core support is installed.

E-Body

The core support has slots and a hole for the existing holes used for mounting front grill support and k-frame to core support bracket.

We have seen some E-Bodies have a 45 degree chamfer on the factory lower core support bracket. This chamfer does not allow the USCT Motorsports core support brace to sit flush and does not provide a surface to weld through the dimple die holes. We include a flat "backer" that is welded between the factory core support bracket and the USCT Motorsports core support brace to provide the support needed to weld fully.

A-Body

The core support has slots and a hole for the existing holes used for mounting front grill support and k-frame to core support bracket.

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