

USCTAM2048 Gen3 Hemi Swap K-Frame Notch Install Instructions

Swapping a Gen3 Hemi into an older Mopar presents challenges. One of them is that most OEM Gen3 Hemi's come with a front sump oil pan. A front sump oil pan will interfere with a classic Mopar front suspension K-frame. Installing the USCT Motorsports K-Frame notch provides clearance for a front sump oil pan.



Note: Oil pan side to side clearance is tight, most car engines are offset to the passenger side. You should mockup and confirm fitment before cutting your K-frame and again before welding the K-frame Notch.

Quick Version of Installing the K-frame Notch

1. Mockup Gen3 Hemi in your car (with the oil pan removed) using your Gen3 Hemi Swap engine mounts.
2. Transfer the Oil Pan outside edge from the block to the K-frame.
3. Test fit the K-frame notch and confirm the oil pan will fit once the notch is installed.
4. Verify the side to side clearance. Verify the front clearance.
5. Mark the Kframe using the K-frame Notch as a template
6. Bolt the K-frame into your car. Your car is used as a jig to hold the k-frame in position when you cut it.
7. Install bracing to hold the k-frame in alignment – temporarily weld some braces in so the k-frame doesn't move when you cut it.
8. Cut the K-frame along your marks.
9. Place the K-frame notch in position, tack weld and then Mockup Gen3 WITH oil pan and confirm fitment. Install steering bracket and crossbar brace Check all steering linkage for any interference.
10. Remove Gen3 Hemi engine, with K-frame securely bolted into your car, weld the K-frame notch into place. Weld the Steering brace in place. Bolt the rear notch cross brace into position.
11. Install Gen3 Hemi engine, steering and suspension, confirm fit and ensure no interference with steering.