

09-15 CTS-V V2 Installation Instructions torque specs

Here is a brief write up on installation. If you run into any questions, give us a call.

Installation procedure:

It is easiest doing the lower arm first. You can either do the arms in stages, or take the knuckle off completely, and get it out of the way to do both arms together.

List of tools:

24mm socket/wrench - lower control arm rear bushing bolt

21mm socket/wrench - lower control arm front bushing bolt and ball joint; sway bar end link;

strut/upper control arm bracket

18mm socket/wrench - caliper bolts; steering ball joint; front upper control arm bolts and ball joint;

13mm socket/wrench - shock bolts;

10mm wrench - ride height sensor;

Depending on how you are pulling the bushings (hydraulic press or ball joint press tool), you will either take the lower control arm off, or just take out the bushing bolts and leave it connected to the knuckle. There are two sizes of bushings. The front bushing is large (~2.875 diameter) and has an aluminum sleeve. The rear bushing is small (~1-11/16 diameter) and is only rubber. If using a press, these should be easy to take out. If using a ball joint tool, it is easier to cut off the rubber flanges off the rear smaller bushing to get a flat surface for the tube to press against the arm. Putting the bolts back in, I put the head of the bolts facing away from each other (Front bushing bolt head facing the front of the car, rear bushing bolt head facing the rear of the car. This makes it easier to get to the grease zerks without dealing with the steering/sway bar.)

Taking off the upper arm requires you to take out the cast aluminum bracket that holds it to the car. It is the same piece that the strut goes through. You will need to pop the hood open, remove the strut brace, and then get to the remaining bolts that hold it to the inner fender (NOTE: there is a bolt that goes through the side between the fender and the firewall.) Once you get the bracket out, you will notice the bolts that hold the control arm bushings have the head of the bolts pointing away from each other. When you put the greaseable bolts in, you will want to put the heads facing each other. That way if you ever need to get the control arm out again, you can pull the bolts out without having to pull the entire bracket (Make sure the grease zerks are accessible through the spring. You may need to point them up or down.)

Front upper control arm bushing bolts: 80ft lbs

Front lower control arm large front bushing, small bolt: 140ft/lbs

Front lower control arm small rear bushing, large bolt: 235ft/lbs