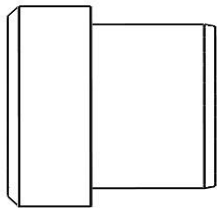


2009-2015 Cadillac CTS Rear Assembly Notes

Spindle Bushing Removal - and Installation

- 1 - Using a ball joint removal tool - Press out the internal steel sleeve with as much existing rubber as possible
- 2 - Use a reciprocating saw to cut the inside of each sleeve to allow them to collapse inward for removal
- 3 - After removing sleeves, clean up the bores and faces of the spindle
- 4 - Note bushing locations and installation direction in below diagram
- 5 - Install Bushings using a dead-blow hammer in their respective locations until flange is seated
- 6 - After installation the bores will need to be reamed
Part# CV2-207 is a modified drill/hand reamer. Sold separately if needed
- 7 - Insert steel sleeves to prepare for control arm installation
- 8 - Before reinstalling the FACTORY shock push metal tabs on the bottom clevis back out to avoid hitting the bushing
Step 8 isn't necessary w/Menscer or After Market Coil-Over Shocks

Rear Control Arm
Bushing



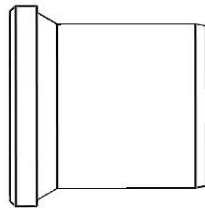
Position on Spindle:

Rear

Installs from:

Rear

Trailing Arm
Bushing



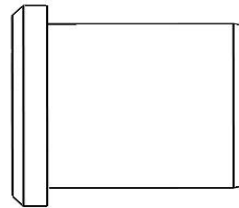
Position on Spindle:

Center

Installs from:

Inside

Shock
Bushing



Position on Spindle:

Front

Installs from:

Rear

Rear Trailing Arm Notes

The rear trailing arms are identical for drivers and passenger sides
Install with the clevis towards the rear and the bend will face outward from the spindle
Use factory mounting hardware for installation

Adjustable Rear Control Arms for Coil-Over Use

These arms are specific for each side
Install with the countersunk side of clevis towards the rear of the spindle
Use supplied modified flat head bolt and nylock flange nut on spindle side
Use factory mounting hardware for frame side attachment

Alignment

Align to factory specs

Alternatively, you can have the camber adjusted to between 1* and 2* Positive

This will tip the tires out at the top

This will help stand the tires up straight during launch and load the tires more evenly

Baer Brakes

Factory dust shields must be cut down to clear the inside of the new rotors
The parking brake assembly will not be used and should be removed
Use the supplied hardware (and brake lines if purchased) for installation