



ANTI-WHEELHOP KIT – CTS-V

Part # AWK-1

NOTE: Although this installation can be performed with a hydraulic jack and stands, a 4 post service lift is recommended.

1. Lift vehicle and support its weight by the suspension. This can be done with a drive-on service lift or with 4 ramps. Because it is necessary to remove the cradle bolts for this installation, it is very important that the cradle is also supported before any bolts are removed.
2. With the rear suspension cradle safely supported, remove the front two cradle bolts using a 24mm socket (See Image 1 below for bolt locations). The cradle should lower slightly.
3. There are 4 sets of spacers in this kit: 2 aluminum rings, 2 steel rings with caps, 2 small urethane rings and 2 large urethane rings. Position the 2 small urethane rings over the cradle bushing in between the body and the cradle. They should fit snugly over the rubber bushing. Position the 2 steel rings *with caps* over the bottom of the cradle bushing as shown in Image 2 below.
4. Reinstall the factory bolt without the washer and finger tighten only.

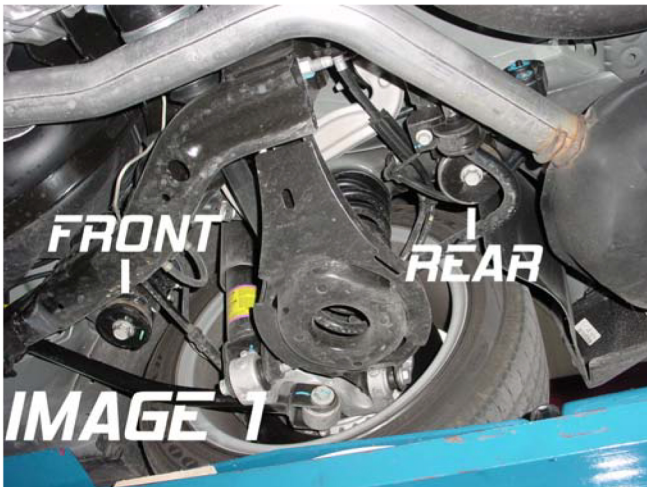
The next portion of the installation deals with the rear spacers. Because there are alignment dowels installed in the body, the rear spacers are more difficult to install. Make sure that the two front bolts are installed at least finger tight before removing the rear bolts.

5. Using a 21mm socket, remove the rear bolts. The cradle will drop significantly. The cradle must hang down far enough to slide the urethane spacers in between the cradle and the body. It takes approximately 2 inches of clearance to clear the alignment dowels. It may be necessary to lift the car by the rocker panel jack points in order to achieve this.
6. Position the spacer over the top of the bushing in between the cradle and the body. Snug the spacer over the bushing. Repeat this on the bottom bushing as well using the aluminum spacers. When installed correctly, there should be a urethane spacer on the top and an aluminum spacer on the bottom of the bushing on each side.
7. Lift the cradle until the bolts can be reinstalled. If the alignment dowels will not line up with the cradle, it is necessary to loosen the front cradle bolts more. **BE CAREFUL NOT TO REMOVE THESE BOLTS COMPLETELY.**
8. Once the cradle is back into position, tighten the front two bolts to 185 ft/lbs. And the rear bolts to 140 ft/lbs.
9. Locate the trailing arm front mounts and remove the two nuts using a 21mm socket. Position the BMR trailing arm brace onto the mounting bolts and reinstall the nuts. Tighten to 75 ft/lbs.

IMPORTANT NOTICES:

-DO NOT USE THE TRAILING ARM BRACE UNLESS THE CRADLE SPACERS ARE INSTALLED. IF THE CRADLE SPACERS ARE NOT INSTALLED IN CONJUNCTION WITH THE BRACE, THE BRACE MAY RUPTURE THE FUEL TANK UNDER ACCELERATION.

-AFTER DRIVING APPROXIMATELY 30 –50 MILES, RE-CHECK THE BOLT TORQUE ON THE CRADLE. SETTLING OCCURS AND IT MAY BE NECESSARY TO RE-TORQUE THESE BOLTS.



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This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, buyer assumes all risk of any damage caused to the vehicle/person during installation or use of this product.