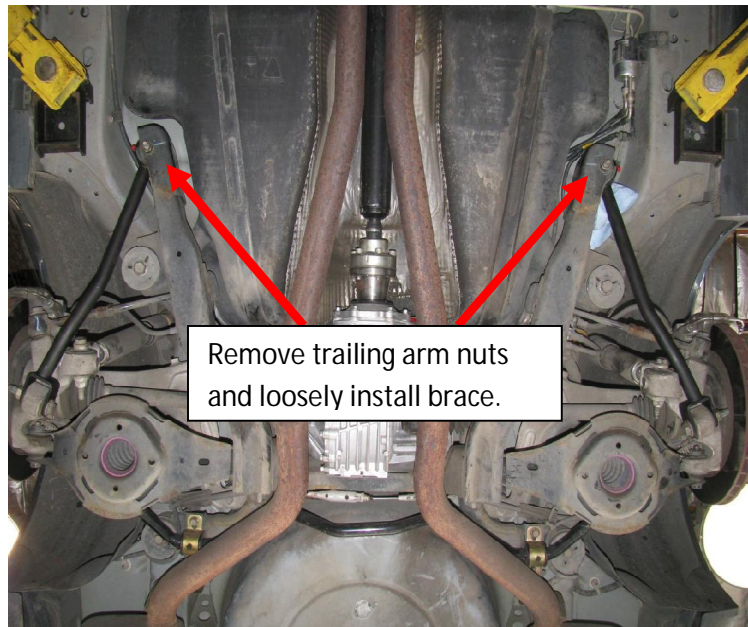


GEN1V Trailing Arm Brace (TAB) Installation Instructions

Drilling holes into the frame rail is required on 2004 CTS-V's. For 2005/06/07 there are factory mounting holes that are used and no drilling is required.

Installation time: Approx 1 hour.

Step 1. After safely lifting the car in the air, remove the trailing arm nuts and loosely install the brace using these mounting points using the golden slotted spacers included. *****More info about the slotted spacers is included at the bottom of this installers guide.***



Step 2. Mark the 4 mounting holes on each frame rail (4 holes per side). Also on each frame rail, mark along the length of the tube. This mark will be used in Step 4.



Step 3. Remove the brace, and use a 7/16" bit to drill each of the 8 holes.

****On the passenger side of the car, be very careful as the gas filler neck overflow hose is located inside the frame rail and one of the holes is very near it.**

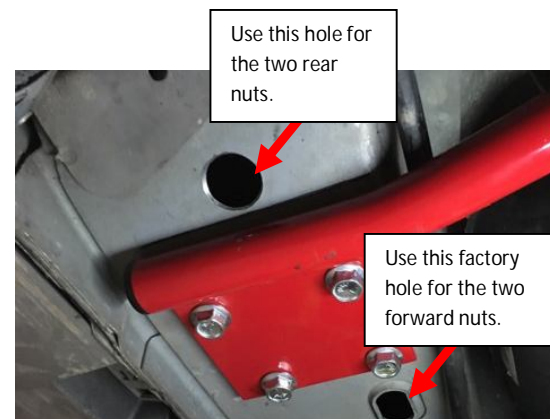


Step 4. Use a step bit to drill a 1" access hole outside the mark you made in step 2 for the end of the tube. This hole is where you will insert two of the nuts into the frame rail once the brace is installed. Be sure to drill the hole on the correct side of the line, towards the rear of the car! The closer this hole is to the bar, the easier it will be to hold the nuts in place in later steps!



Step 5. Reinstall the brace using the two trailing arm nuts (using the golden slotted spacers like in step 1), then attach the 4 frame rail bolts by inserting the nuts into the frame rails and holding them with your finger while you tighten. Eventually the nuts will spin and lock into place against the inside of the frame rail.

Torque all bolts and enjoy!!



Slotted Spacers

Each kit includes four slotted spacers (two golden colored, and two silver colored). These spacers allow you to adjust the preload (tension) on the cradle.

Golden spacer = No preload. This is the desired configuration!

Silver spacer = 0.04" preload (medium preload)

No spacer = 0.09" preload (max preload)

The desired configuration is to use the golden colored spacer for every-day street driving. In this configuration, the brace bolts onto the frame rails and cradle such that there is zero tension when the car is parked and at rest. That means that the brace will only be applying any tension to the cradle when you are accelerating.

The silver spacer applies 0.04" preload to the cradle and is recommended for track use only. With the silver spacer installed, you will notice that there is a space between the brace and the trailing arm mount that will close up as you tighten the trailing arm nut. This actively applies tension and pulls down on the cradle even while the car is at rest.

Removing all of the spacers applies the maximum amount of preload to the cradle and is recommended for track use only.