

2004-2007 Cadillac CTS-V Engine Mount, Polyurethane
P/N 2600



Application(s): 2004-2007 Cadillac CTS-V

Box Contents:

- (1) Installation Instruction Sheet
- (2) Engine mount bracket – engine side
- (2) Engine mount bracket – frame side
- (4) 2142 Polyurethane Bushings (Mounted)
- (2) Sleeves (Mounted)
- (2) Bolts – Grade 10.9
- (2) Lock Nuts
- (2) Grease Fittings (Mounted)
- (1) Packet Formula 5 Prelube (#9.11108)
- (2) Stickers

Tools needed:

- 7/8" or 22 mm socket and ratchet
- 7/8" or 22 mm wrench
- 21 mm deep socket
- 21 mm box wrench
- 15 mm deep socket
- 13 mm deep socket
- E10 socket (External Torx)
- 18" extensions for ratchet
- Breaker, impact, or 1/2" ratchet for sub frame nuts
- Grease gun with grease

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1. Apply parking brake, remove keys.
2. Raise the car, making sure the car is secure. Use jack stands or ramps if on floor. Be sure to use the locking safety devices if using lift.
3. Support the engine with a floor jack or bottle jack and a piece of wood. Raise it just enough to relieve the pressure on the engine mount.
4. Steps 5,6, and 7 are for one side and should be repeated for the opposite side as well.
5. Remove the two sub frame nuts with the 21mm deep socket as shown in Figure 1.
6. If the stud does not come out with the nut then use the E10 to remove the stud shown in Figure 2.
7. Remove the front bolt on the sub frame with a 13mm deep socket. The bolt is just behind the steering and can be accessed by reaching around the a-arm as shown in Figure 3 and Figure 4.
8. The lower mounts should now be free from the sub frame. Jack the engine up using the bottle jack or floor jack as placed in Step 3. Stop lifting just as the car starts to lift with the engine/transmission.
9. Remove the nut holding the lower base to the motor mount. Use the box end of the 21 mm wrench, again reaching around the a-arm. You can just barely see the nut through the gap between the a-arm and sub frame as shown in Figure 5.
10. Remove the lower base from the car. This will require some twisting and turning to clear the steering linkage, catalytic converters, and/or starter.
11. Remove the upper base from the block starting with pulling the two plastic clips holding the wiring harness to the mount on the lower driver's side bolts. Note these two bolts are different from the rest. See Figure 6.
12. Using the extensions and 15mm deep socket remove the four bolts on the driver's side and three bolts on the passenger's side. There is not a bolt behind the starter. See Figure 7.
13. The easiest way to reach the bolts is as follows:
 - a. Front upper bolts use the extensions OVER the sway bar in front of the a-arm.
 - b. Front lower bolts use the extensions UNDER the sway bar in front of the a-arm.
 - c. Rear bolts can all be reached behind the sub frame with extensions.
14. Now roll the mount and upper base so you can reach the top nut holding the two together. Use a 21mm socket. Remove it and the remaining pieces should come free of the car.
15. Now to prep the new mounts for installation.
16. Attach the U bracket to the upper base plates. There is a guide pin to line them up. Replace the nut and tighten with 21mm wrench. If you choose to reuse the heat shields make sure it does not get stuck between the two pieces. I did not use them.
17. Loosely attach the lower plates to the mounts. Orient them so the grease fittings will point out towards the tires. Rounded edge in towards the motor.
18. It will be easier to grease the mounts now than in the car. Messier too. Your call. Fill until grease runs out the end of the mount.
19. Reinstallation is pretty much the reverse.
20. Bolt the upper plates back to the block. Remember the two studs go in the lower holes on the driver's side.
21. Reattach the clips holding the wiring harness.
22. Wiggle the lower plates and mounts into place. Slide the supplied bolt through the two halves.
23. Next loosely reinstall the E10 stud and 13mm bolt connecting the lower base to the sub frame. Do not tighten yet. You may need to lower the engine some to get them to reach.

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24. The lower base should now be close to aligned with the sub frame. You can now tighten the 21mm nut connecting the lower base to the mount. You may not be able to reach the driver's side if the engine is too low.
25. Lower the engine down to the sub frame. If everything lines up tighten the 13MM bolt and 21MM nut holding the lower mount to the sub frame.
26. Use the 7/8" socket and wrench to tighten the bolt connecting the upper and lower mounts.
27. Double check that all bolts are snug.
28. Lower car – Test drive!

Jeffrey Setzer

jsetzer@gmail.com

Gabbiani on ls1tech.com

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More and larger pics:

<http://imageshack.us/g/717/ctsvmounts054.jpg/>



Figure 1



Figure 2

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Figure 3

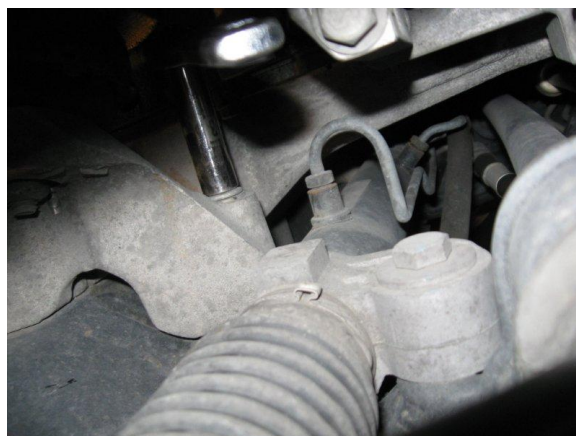


Figure 4



Figure 5



Figure 6

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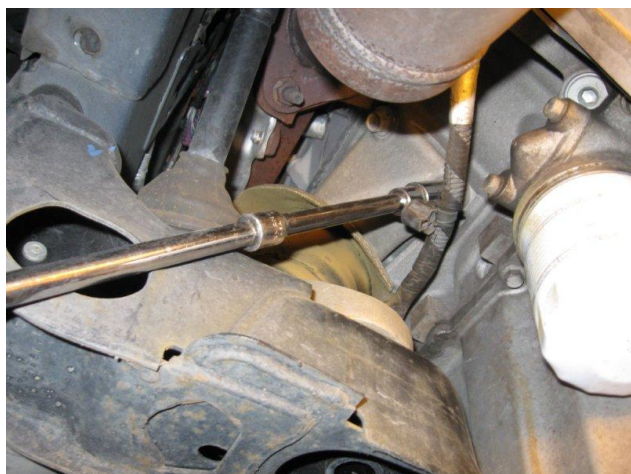


Figure 7



Figure 8



Figure 9



Figure 10

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Figure 11



Figure 12

Item # 2600

2004-2007 Cadillac CTS-V Engine Mount
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