



Black Moon Products CTS-V Splitter Unfinished

[2009-2015 Cadillac CTS-V Coupe, Sedan & Wagon]

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Thank you for purchasing a splitter made by Black Moon Products.

The splitter was shipped to you in a raw or unfinished form and **MUST BE FINISHED**, of your choice, before being installed. Unfinished or improperly installed products will not be warranted in any way. Unfinished plastic will fade and become brittle over time.

NOTE: Please read these instructions in their entirety, until the end, as there are 2 different ways to install the splitter using different fasteners.

Included in your kit is the splitter and a full hardware package.

If there is any damage to the splitter, please contact us at (Sales@blackmoonproducts.com) immediately and hopefully you were able to inspect the package for damage while the UPS driver was still there.

Contents Include:

Hardware

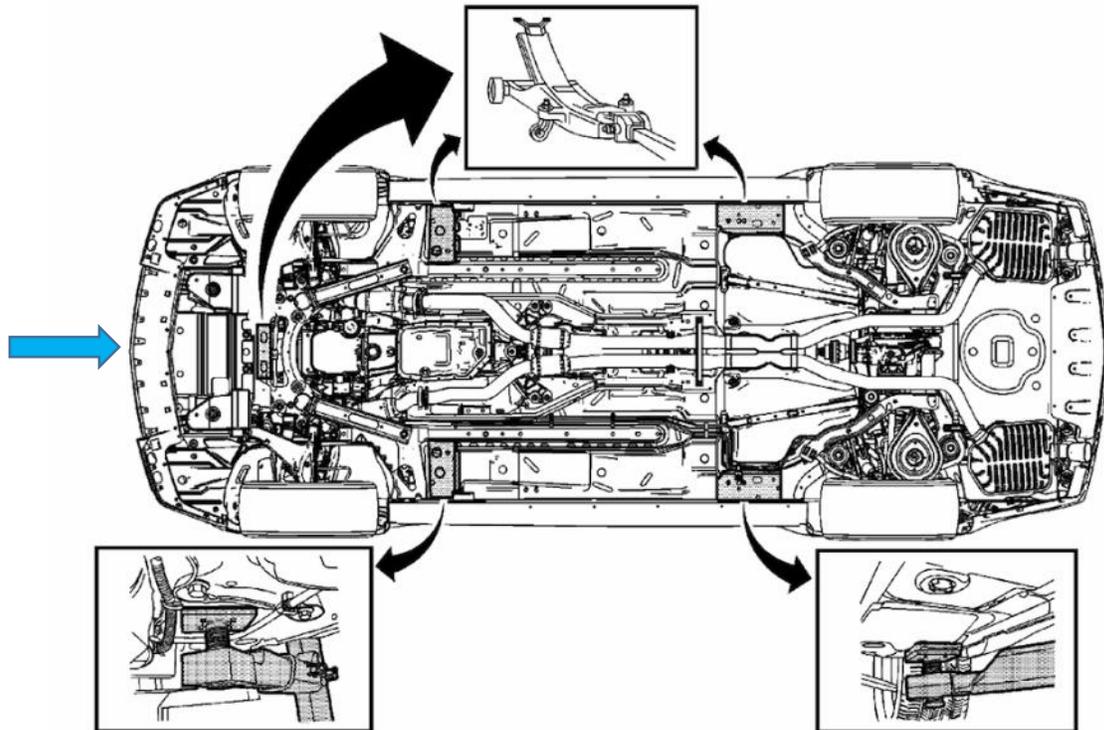
- **1 Splitter (Profile 1 or 2)**
- **20 Metal 'U' clips**
- **20 Stainless Steel ¼" x 1½" bolts (Philips head)**
- **14 Stainless Steel ¼" x 20 Lock Nuts**
- **14 1" fender washers**
- **#8 x ½" self-tapping screws to be used with customer supplied glue or silicone (skid plate attachment)**

Tools Needed:

- **SAFETY – Safety Glasses**
- **Jack/ lift**
- **Jack stands (2)**
- **7mm socket or wrench**
- **Push pin removal tool, a door panel clip remover or a small flat headed screwdriver**
- **Step drill (Uni-bit)**
- **Philips head screwdriver**
- **7/16" box or open ended wrench**
- **Drill**

Installation time should be 60 to 90 minutes depending on install method.

1. Begin by parking your CTS V on a level surface, jacking up the car, and putting jack stands securely under it, as noted in the **BLACK** arrows below. Clean the bottom surface of the bumper after removing factory trim pieces, as noted in the **BLUE** arrow.



The bottom of your bumper will appear better looking than mine, which has been violated on multiple occasions. Please excuse the condition and extra holes in my bumper.

2. Remove the factory plastic side pieces by removing the 2- 7mm bolts per side using your 7mm socket or wrench.



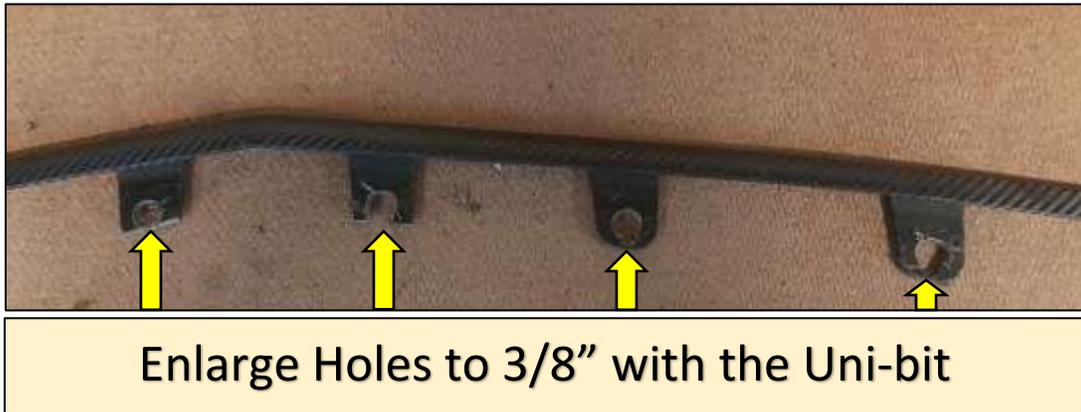
3. Then remove the plastic push pins designated by the red arrows. A push pin removal tool is great to have or use a door panel clip removal tool or a small screwdriver. You remove the center section first then remove the base.



4. Pull out the side plastic trim pieces and save them, bolts and push pins if you want to return it to stock at some future date.
5. Remove the center trim by removing the 2 - 7mm bolts and the 6 push pins pictured here.



6. Once the 2- 7mm bolts and 6 push pins are removed, pull the center trim piece out. Drill/enlarge the hole in each tab to 3/8". The supplied **Stainless Steel 1/4" x 1 1/2"** mounting bolts for the splitter will now pass thru these enlarged holes. They might need additional clearance once the splitter is bolted up.



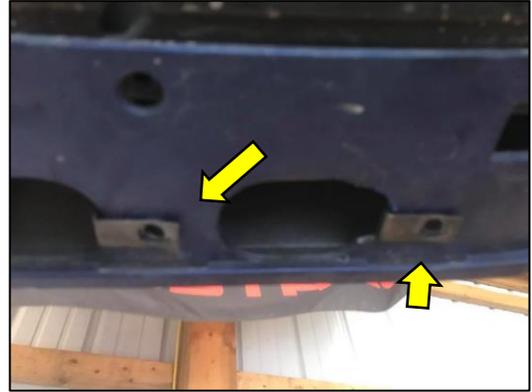
7. At this point you should have the 2 side trim pieces removed as well as the center trim piece. The next step is to remove the 6 factory 'U' clips that held the 7mm screws you already removed. These can be difficult to remove and need to be spread apart using a flat head screwdriver, a door panel clip remover, needle nose pliers or all of the above.



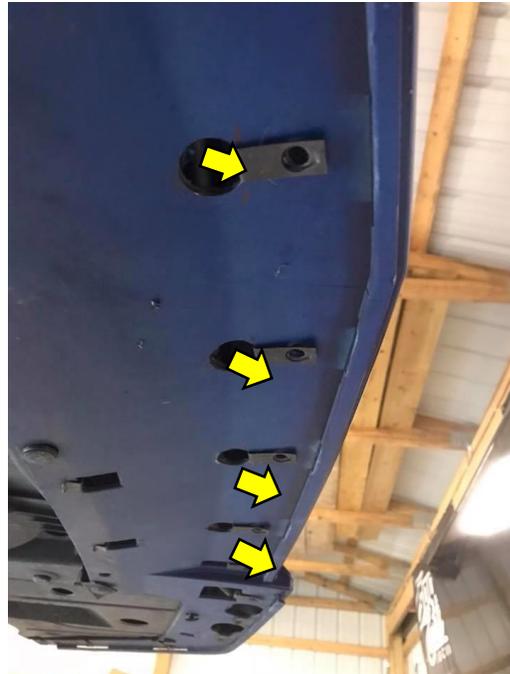
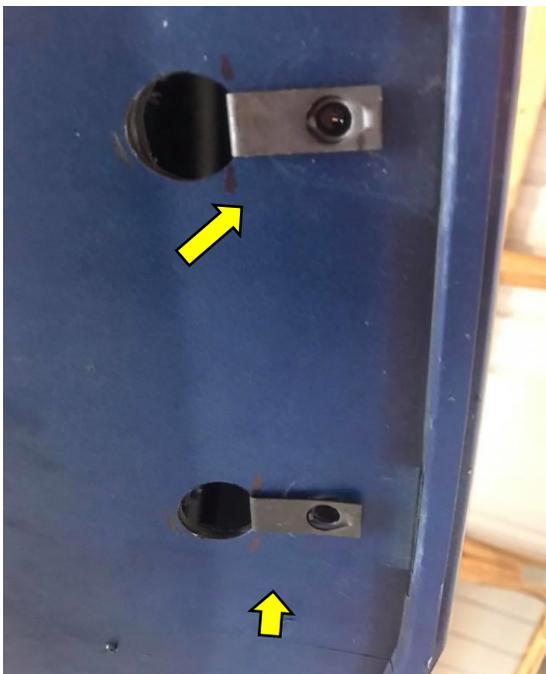
8. Replace the 6 factory 'U' clips with the new ones included in your hardware package.

*******READ BOTH OPTIONS BEFORE CONTINUING*******

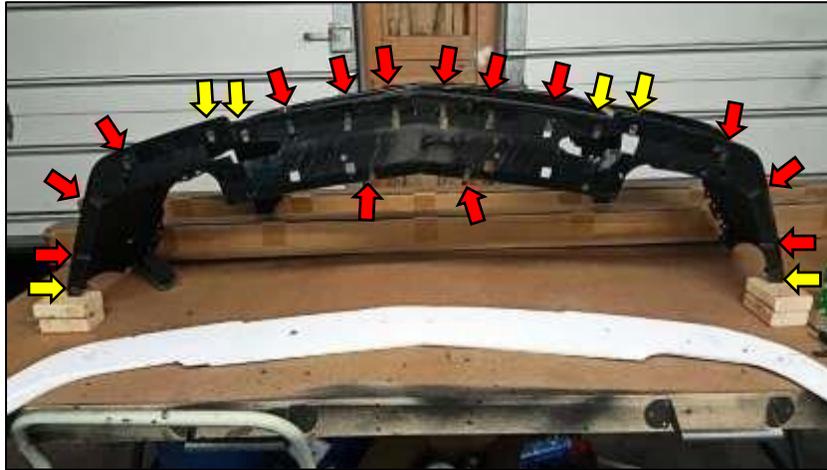
9. **OPTION #1-** Next step is to locate the remaining 14 holes already in the bumper. These will be where the remaining clips will be located. The clips for the 3 holes on each side and the 2 clips along the rear (optional) can be slid into place at this time leaving only the 6 holes along the front.



For the 6 holes along the front edge a hole needs to be made next to each of these holes to allow for a clip to be slid into place. Place the new clip over the hole and mark where the edge of the drilled hole needs to be. Use a 'uni-bit' and drill out the holes to $\frac{3}{4}$ " as shown in the pics.



The image below shows the 20 clip locations. The **YELLOW** arrows are where the factory clips need to be changed out and the **RED** arrows are where the push pins need to be replaced with metal clips.



10. Once the 20 clips have been installed, lift the splitter in place and start screwing bolts into each of the 6 factory locations. Only screw the bolts in a few threads leaving it loose to allow some wiggle room when installing the remaining 14 bolts. Continue to STEP 14 (skipping steps 11 - 13 for OPTION #1)

I know 20 bolts may seem like overkill but I'd rather over-design than have a failure.

11. **OPTION #2 (200 MPH Tested) – REMOVE BUMPER-** If you are racing half-mile or mile events, or doing some 'Mexico' racing, hardware is included that you may prefer but is not necessary.

Included are **14 1" fender washers** and **14 Stainless Steel 1/4" x 20 Lock Nuts** as an option.

12. Replace the 6 factory clips and use a flat washer and a lock nut on the **inside** of the bumper on the other 14 locations (STEP 9).
13. **Option 2** requires you to **remove the entire bumper**. The flat washers go on the inside of the bumper. Toss the left over 14 clips. *Note: Removing the bumper is very simple and takes about 20 minutes. Directions can be found here:*

<http://texasvclub.com/Resources/Documents/Tipniques/V2-Front-Bumper-Removal.pdf>

14. Once you've started the bolts where the 6 factory clips were work your way around installing the remaining bolts. **Make sure you have pushed the splitter up into place where the tab on the bumper sits firmly in the machined groove in the top** of the splitter. This can sometimes be difficult and require push or pulling the end of the bumper (**NOT THE SPLITTER**) until it seats firmly. If any of the tabs that held the factory grey trim in place are broken, please remove it before trying to secure the splitter.
15. After you have snugged all the bolts start tightening them starting in the middle working your way out. Double check to make sure all your bolts are tight. Once that is complete you are finished with the splitter so sit back, have a brew of your choice and admire your work.
16. **Skid Plate Mounting:** The skid plate(s) comes unattached to the splitter. This is to allow you to finish the splitter how you chose w/o it being in the way. Bond it to the splitter first and install everything as a unit. **NOTE: The skid plate needs to be solidly bonded to the splitter to offer the best protection.**

I recommend placing a thin bead of pure silicone adhesive caulk or glue around the perimeter but set in ½" from the edge so when its tightened down it won't squeeze out the side making a mess. I also recommend running thin lines of caulk or glue every inch or so in order to get good even bonding. After caulked set in place and move around to spread adhesive before screwing into place with the supplied #8 x 3/8" self-tapping screws.

Allow time for the skid plate glue to dry at least 24 hours before installing the splitter onto the car.

Please take some installation pics and send them to me so I can add them to the website's gallery. A.salvatore@comcast.net and/or post them on **Facebook** and tag me 'Sal Vatore' and **Instagram** [black_moon_products](https://www.instagram.com/black_moon_products)

My sincere thanks for your purchase and continuing to support our small business.

Enjoy the new look!

Armand Salvatore 'Sal' sales@BlackMoonProducts.com

