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### Book Descriptions:

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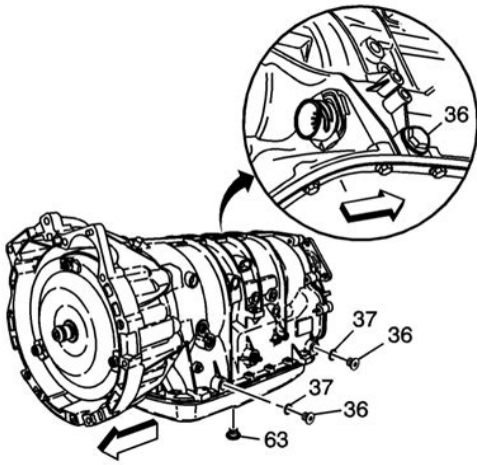
## Book Descriptions:

### cts-v manual transmission fluid



Once you start approaching higher HP levels with upgraded engine and transmission parts, you need to address the drivetrain looking at Chromoly or Carbon drive shaft. Transmission heat kills and prematurely degrades your trans fluid and wears out. Transmission heat kills and prematurely degrades your trans fluid and wears out. Have you reached the power level to start thinking about your. Using our chromoly center bars, 108mm Porschestyle. At home on the street,. Available in a heavy. ATSV, Cadillac, Camaro, Chevrolet, Chevy, Corvette, CTSV, Grand Sport, Stingray, ZR1, Z06, and Z51 are registered trademarks of General Motors Corporation. Weapon X Motorsports, Inc. As a result, theres not really much maintenance to perform. Still, most owner's manuals will recommend changing the transmission fluid every 90,000 miles or so. Flushing your transmission's fluid has fallen out of vogue in recent years because the highpressure cleaning involved may dislodge debris inside the transmission that can literally gum up the works. By following your vehicle's maintenance schedule, your car's gearbox will offer years of troublefree driving. For more information check with your owner's manual and your dealership service advisor. If the transmission fluid does need to be changed on my Cadillac, the time it takes will depend on the age of the vehicle and the complexity with changing it. Most people understand how important it is to change the engine oil and filters on their Cadillac, but transmission fluid doesn't always come to mind. The question of how often to get a transmission flush depends on a variety of factors. Some vehicles may never have their transmission fluid changed, unless there's a leak or another problem. Other engines have a regular maintenance interval, just like engine oil or filters. Similar to the function that oil has in your engine, transmission fluid lubricates the moving parts in the transmission.<http://www.hotelanurag.com/userfiles/how-to-burnout-in-a-manual-fwd.xml>

- **cts-v manual transmission fluid, cts v automatic transmission fluid change, cts-v manual transmission fluid.**



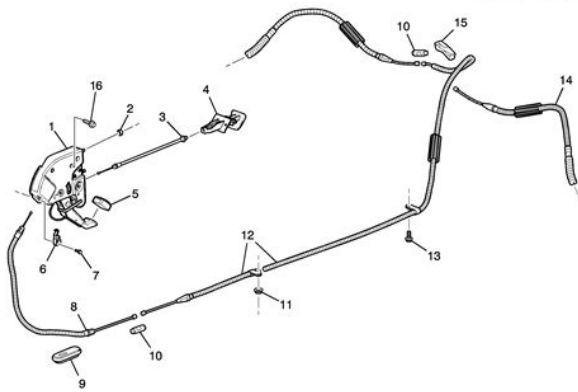
If it's operating properly, you probably won't notice your transmission doing its job; if you really feel the shifts, you may have an issue. A variety of different issues could cause this, but transmission issues could be one. Actually, the first question is "Do I need to change my transmission fluid at all" For the answer, consult your Cadillac Owner's Manual. Unless there's a leak or a problem, some newer transmissions are designed to never need a fluid change. The top reason to change it is to keep your transmission operating at its best. Like any other fluid such as engine oil, transmission fluid becomes less effective over time. Stopandgo driving, towing or other highstress conditions can shorten its life even further. Unlike other fluids, however, transmission fluid doesn't just lubricate the transmission parts, it also acts as hydraulic fluid, helping keep the transmission cooler and helping with shifts. The first thing to determine is whether you're able to check the fluid at all. Many modern cars don't have a transmission fluid dipstick, and the only way to check it is might be to leave it to the pros. Obviously, you'll have to be a lot more careful if the engine is running. Wipe off the dipstick with a clean rag, just as you would do when checking the engine oil. If the fluid is particularly low, you might have a leak and should get it checked out. Depression, ADHD, memory loss, agitation These may seem like inevitable byproducts of modern lives spent multitasking, not getting enough sleep, and operating on digital overload. But while much of the brain's work still remains a mystery, a growing body of scientific evidence suggests that the food you eat directly affects how well your brain functions. Brain health also pl.The guests range from super celebs Jamie Foxx, Arnold Schwarzenegger, etc. and athletes icons of powerlifting, gymnastics, surfing, etc. to legendary Special Operations commanders and blackmarket biochemists.<http://www.gesgo.de/userfiles/how-to-burnout-in-front-wheel-drive-manual.xml>



For most of my guests, it's the first time they. How good are they Our synthetic motor oils blow the doors off the highest industry standards. Whether it's extreme temperatures, long commutes,

towing, hauling, the added stress of a turbocharger or you're simply extending the time between oil changes, our motor oils will keep your 2013 CADILLAC CTS protected. Also, check out our customer reviews on [amsoil.com](http://amsoil.com) to make the best choice for your CADILLAC CTS. Hear from more than 6,000 customers who have experienced AMSOIL lubricants. AMSOIL transmission fluids offer the best protection for your CTS, even in the most severe driving conditions. Protect your vehicle's transmission from wear, sludge and temperature-related problems and drive with confidence. Becoming a Preferred Customer earns you savings, points on purchases and more. Simply shop [amsoil.com](http://amsoil.com) and add a P.C. membership to your cart before checking out. You will receive an immediate savings on products for your 2013 CADILLAC CTS. Find a nearby Independent AMSOIL Dealer or retailer using the AMSOIL Locator. Always compare fluids and lubricants that were installed in the vehicle with those replacing them during service. Never install more fluid or lubricant than what is considered adequate according to gradients on dipstick or level of filler hole. Fill and drain locations are for reference only. Failure to perform adequate inspections or obtain proper resolution will limit or negate any liability toward AMSOIL INC. Models introduced midyear may not have the same specifications as those produced earlier. Historically, it was priced similar to cars on the compact luxury spectrum; but it has always been sized closely to its midsize rivals. The third generation competes directly with the midsize luxury cars.

Initially available only as a 4-door sedan on the GM Sigma platform, GM had offered the second generation CTS in three body styles 4-door sedan, 2-door coupe, and 5-door sport wagon also using the Sigma platform — and the third generation was offered only as a sedan, using a stretched version of the GM Alpha platform. Bob Boniface and Robin Krieg designed the exterior of the third generation CTS. It was the first Cadillac to be offered with a manual transmission since the 1988 Cimarron. The CTS was designed as a replacement for the Opel based Catera. In Europe, the 2.8 L replaced the previous entry-level 2.6 L engine. For the 2005 model year, the Getrag was replaced with an Aisin AY6 six-speed. As the LS6 was phased out, the 2006 and 2007 CTSVs received the 6.0L LS2 V8, which carried the same HP and torque ratings with peak torque coming 400 rpm sooner. The use of a V8 engine required a unique engine cradle distinct from the base CTS V6. Larger anti-roll bars and larger shocks were also added. The spring rate was significantly increased. The 2006/2007 update also included a stronger rear differential and half shaft design. Brakes were 13.97 in 355 mm rotors in the front, with 14.37 in 365 mm rotors in the rear each with four-piston Brembo calipers on the front and rear wheels. In addition, GM badges were added on 2006 models. For performance enthusiasts, a high performance suspension package RPO FG2 was available as a dealer installed option. From 2004 and 2005, the CTSV came with the 5.7 L pushrod OHV LS6 engine producing 400 hp 298 kW at 6,000 rpm and 395 lbft 536 Nm of torque at 4,800 rpm. The 5 lbft 7 Nm torque reduction of the CTSV vs the LS6 used in the C5 Z06, was due to the exhaust manifold that needed to be used on the CTSV. From 2006 to 2007, the previous LS6 engine was superseded by the new 6.0 L OHV LS2 engine as used in the base 2005 Chevrolet Corvette.



The new LS2 engine was rated at the same 400 hp 298 kW at 6,000 rpm with the peak torque of 395 lbft 536 Nm at 4,400 rpm. While both engines offer the same HP and torque specifications, the LS2s benefit was a wider torque band, due to the higher displacement it offered. The rear axle was a Getrag limited slip IRS unit with a 3.731 ratio. The first generation CTSV also posted a lap time of 8 minutes 19 seconds at Germany's famed Nurburgring Nordschleife, competitive with rivals such as the MercedesBenz E55 AMG, BMW M5, and Lexus ISF. Other changes included a revamped exterior, with a new, larger grille, slimmer headlights and taillights, side air extractor vents located forward of the front doors, and new ninespoke 18inch wheels, surrounding larger highperformance brake calipers and rotors. Available features on the secondgen CTS included a Bose 5.1 surround sound system, GM's Stabilitrak ESC system, a tire pressure monitoring system, a navigation system with realtime traffic and weather data, an integrated 40 GB hard drive for music storage, swiveling headlights, and remote starting. As a result, a small batch of cars which had already been shipped to Australia were transferred to New Zealand and sold via selected GM Holden dealers. The biggest change was to the engine. Although kept the same 3.6liter displacement, the V6 was able to produce 323 hp 241 kW while dropping weight thanks to some modified engine internals. The coupes unveiling surprised the media and public, stealing a great deal of attention away from the CTSV. In November 2009, the production version was unveiled in a press release. The standard engine was a 3.6L direct injected V6 rated at 304 hp. Like the sedan, both sixspeed manual and automatic transmissions, in either RWD or AWD configurations, were available. The CTS Coupe was discontinued after the 2014 model year, and the CTSV Coupe discontinued after the 2015 model year. A CTSV version was added for 2011.

<http://aquaer.com/images/construction-execution-manual.pdf>



The rearwheeldrive platform is the basis for the 2008 to present Cadillac CTS base model with which the CTSV shares most of the body work. The suspension features coil springs front and rear. The front suspension is a control arm arrangement while the rear is an independent multilink suspension. To improve the handling and comfort, the 2009 CTSV uses BWI Groups MagneRide technology. The front brakes were increased in size to 14.567 in 370.0 mm ventilated discs with six piston Brembo fixed calipers. The rear brakes are 14.37 in 365 mm ventilated rotors with four piston calipers. Steering is speedsensing hydraulicassist rackandpinion.The engine is produced in GMs Silao, Guanajuato, Mexico engine assembly plant. The crankshaft is forged steel using powderedmetal connecting rods. Pistons are highsilicon Hypereutectic Aluminium alloy replacing the forged aluminum used in the LS9 engine. The compression ratio is 9.11. The cylinder heads are based on the Corvettes LS3 head and are cast from type 356T6 Aluminum alloy. The exhaust manifolds are cast iron. The supercharger is a twin fourlobe screw compressor type unit displacing 1.9 L 116 cu in. It is Eatons Twin Vortices Series TVS generating a maximum boost of 9.0 psi 62.1 kPa. Intake air is cooled with a watertoair intercooler built directly into the supercharger unit.The manual is a Tremec TR6060 sixspeed transmission with a shortthrow shifter, twin disk clutch and dualmass flywheel.As customary with award winners, the magazine acquired a CTS in Vsport trim for a longterm test. Its verdict lauded the cars driving dynamics and reliability but criticized its CUE multimedia interface.VSport models will continue to use the 8speed Aisin TL80SN. A new 3.6L V6, the LGX, replaced the 3.6L V6 LFX.It weighs 4,145 lb 1,880 kg.For the 2015 season, the CTSV was replaced by the Cadillac ATSV.Retrieved June 8, 2013. Merrell Publishers Limited.Retrieved April 12, 2009.

<http://arma-tek.com/images/construction-health-and-safety-manual-free-download.pdf>



Both transmissions will be offered with the highoutput engine, along with another new option for 2008 — allwheel drive. Retrieved November 19, 2010. AUSTRALIA's crowded car market is about to expand further after General Motors announced plans to launch its famous Cadillac here late next year. Initially, the GM Premium Brands division will offer the Cadillac CTS four-door sedan. November 23, 2009. Retrieved December 8, 2013. Retrieved January 23, 2008. March 29, 2010. Retrieved December 8, 2013. This CTS is the first Cadillac entirely designed under the leadership of exterior design director Bob Boniface, who says the production model closely resembles the theme sketch penned by designer Robin Krieg March 26, 2013. Archived from the original on November 9, 2013. Archived from the original on December 10, 2013. Retrieved December 7, 2013. The 2014 CTS rides on a stretched version of the Alpha platform that underpins the ATS. Archived from the original on December 8, 2013. The 2014 CTS rides on a stretched version of the Alpha platform that underpins the ATS. On the powertrain front, we already told you about the brandnew twin-turbocharged 3.6-liter V6 that will make its debut in the 2014 CTS, pumping out 420 horsepower and 430 pound-feet of torque through a new eight-speed automatic transmission. September 16, 2013. Archived from the original on November 9, 2013. Retrieved November 8, 2013. The millionth Cadillac built at the Lansing Grand River Assembly Plant rolled off the line today. Fittingly, the milestone vehicle is an early model of the redesigned 2014 CTS sedan, which goes on sale in October. Retrieved September 28, 2013. Block material cast aluminum Archived from the original on November 2, 2013. 2002 CAR finalists Nissan Altima, the Ford Thunderbird and the Cadillac CTS. The winner was the Nissan Altima. Retrieved December 7, 2013. January 2008. ISSN 00086002. OCLC 38224673. Retrieved February 15, 2011. ISSN 00086002. OCLC 38224673. Retrieved February 15, 2011.

November 2009. ISSN 00086002. OCLC 38224673. Retrieved February 15, 2011. November 2010. ISSN 00086002. OCLC 38224673. Retrieved February 15, 2011. December 2011. ISSN 00086002. OCLC 38224673. Retrieved September 18, 2012. The redesigned Cadillac CTS has been named Car of the Year by Motor Trend magazine, a top industry honor. August 2005. Retrieved April 21, 2007. Cadillac believes appearance is everything and the deft product placement in this summer's slickest sci-fi extravaganza may grant the luxury brand more youth appeal than Led Zeppelin's entire back catalog could accomplish. By using this site, you agree to the Terms of Use and Privacy Policy. Please upgrade your browser or activate Google Chrome Frame to improve your experience. The price for listed vehicles as equipped does not include charges such as License, Title, Registration Fees, State or Local Taxes, Smog Fees, or any upgrades installed by dealer such as but not limited to luxury Tint, Theft Deterrent, Theft Patrol Vehicle Recovery System, upgraded wheels package, Upgraded sound systems, etc.. While we try to make sure that all prices posted here are accurate at all times, we cannot be responsible for typographical and other errors that may appear on the site. If the posted price for a vehicle or service is incorrect due to typographical or other error e.g., data transmission, this dealership and their representatives are only responsible for the correct price, which we will endeavor to provide to you as soon as we become aware of the error. We make every

effort to provide you the most accurate, uptothemminute information;however it is your responsibility to verify with the Dealer that all details listed are accurate. Vehicle images and descriptions posted on our website pages are the representations provided by our suppliers.

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See our Customer Agreement for complete terms at [www.siriusxm.com](http://www.siriusxm.com). Available only to those at least 18 and older in the 48 contiguous USA and D.C. Always use safety belts and the correct child restraints for your childs age and size. Even in vehicles equipped with air bags and the Passenger Sensing System, children are safer when properly secured in a rear seat. Never place a rearfacing infant restraint in the front seat of any vehicle equipped with an active frontal air bag. See the vehicles Owner Manual and child safety seat instructions for more safety information. Texas Auto We have over 700 handpicked Let us DIRECT you through the best carbuying experience in Webster, TX. While we try to make sure that all prices posted here are accurate at all times, we cannot be responsible for typographical and other errors that may appear on the site. All rates and offers are dependent on bank approval, which varies based on applicants credit as well as the vehicle. Packed with supercharged power, luxurious interior appointments, and the style that only Cadillac brings, its the most powerful vehicle ever produced by the Detroit automaker — both literally and figuratively. If youre looking for a grand entrance, the 2019 Cadillac CTSV is your chariot, sports car, and executive vehicle all rolled into one. However, it does offer a number of available features to turn it into a work of your creation. Some of the standard amenities include 19inch aluminum alloy wheels, autodimming power heated outside mirrors with integrated LED turn signals, highintensity discharge headlamps, daytime running lights, rainsensing wipers, and illuminated door handles. Make the 2019 Cadillac CTSV stand out from the crowd with one of six stunning exterior colors, including velocity red, satin steel metallic, black raven, wave metallic, bronze sand metallic, and crystal white tricoat. The source of its power is an exclusive 6.2liter supercharged V8 created specifically for the CTSV.

Capable of an earthshattering 640 horsepower and 630 poundfeet of torque, this monster propels you from zero to 60 in just 3.7 seconds with a top speed of 200 mph. Thankfully, Cadillac brings all

sorts of goodies to the 2019 CTSVs underpinnings. Brembo highperformance brakes allow you to take twists and turns at high speeds, while a magnetic ride control suspension reads the road up to 1,000 times per minute for precision handling and topnotch agility. Racinginspired cooling systems and an electronic limitedslip differential provide the finishing touches to the CTSVs trackready performance. Recaro performance seats cradle you as you drive, while carbontrim fiber adds an element of class. A Cadillac infotainment system with Apple CarPlay and a builtin WiFi hot spot keeps you connected to entertainment and contacts, while a Bose premium sound system lets you pump up the jams. Highlights include eight air bags strategically placed throughout the cabin, forwardcollision alert, lanechange alert with side blindzone alert, lanekeep assist with lanedeparture warning, rear crosstraffic alert, and a tirepressure monitoring system. You may order presentation ready copies to distribute to your colleagues, customers, or clients, by visiting Its as refined as its importbrand competitors, and easier to live with than some. Simply stated, the CTS is a very enjoyable car. For 2011, Cadillac CTS is available in two new body styles a twodoor CTS coupe and a CTS Sport Wagon. The CTS Coupe is reviewed separately by New Car Test Drive. This is in addition to the fourdoor sedan. The CTS Sport Wagon, introduced in late 2010, is available in CTS and highperformance CTSV trim, and the CTSV Sport Wagon is a 556horsepower family hauler that goes toetotote with the hypertuned luxury cars from BMWs M division and MercedesBenz AMG. By price, the Cadillac CTS line compares with compact sized luxury competitors such as the BMW 3 Series and Mercedes CClass.

By size and function, however, the CTS is closer to midsize competitors such as the BMW 5 Series, Mercedes EClass, and Audi A6. The CTS uses rearwheel drive, the baseline for a true sports sedan. The standard 3.0liter V6 generates 274 horsepower and revs freely, complementing the available 6speed manual transmission. The upgrade 3.6liter V6 increases output to 304 hp, with substantially more torque, and its rated at the same 27 mpg Highway as the smaller V6. The larger V6 works great with the optional 6speed automatic, which is one of the best in this class. Both engines feature the latest technology, with variable valve timing and highpressure direct fuel injection for the current optimum in power, fuel economy, and low emissions. Allwheel drive is available, and its a valuable addition in the Snowbelt. The AWD system uses an active transfer case that normally sends 40 percent of the power to the front wheels, 60 percent to the rear, maintaining a more rearwheeldrive feel. But in slippery conditions the system can apply all of the torque to either axle, maximizing the CTSs ability to find traction. The CTS and CTSV feature sophisticated suspension systems developed, among other places, at the famous Nurburgring race track in Germany. Even the standard suspension delivers a good balance of handling response and ride comfort. The ride is always comfortable, but always well damped and never mushy. Steering is as fluid, as accurate and as nicely weighted as that in any sedan in the world. The CTS feels solidly put together, and its quiet underway. The cabin is attractive, comfortable and space efficient, and everything is easy to operate. The Bose 5.1 Cabin Surround audio upgrade sounds fantabulous. The Cadillac CTSV has a supercharged 6.2liter V8 that makes 556 horsepower and 551 poundfeet of torque, offered only with rear drive.Its as refined as its importbrand competitors, and easier to live with than some. The Cadillac CTSV has a supercharged 6.

2liter V8 that makes 556 horsepower and 551 poundfeet of torque, offered only with rear drive.Please consider whitelisting Autoblog. But ads are also how we keep the garage doors open and the lights on here at Autoblog and keep our stories free for you and for everyone. And free is good, right. If youd be so kind as to whitelist our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading Autoblog. A drop down menu will appear. The exact text will differ depending on the actual application you have running. It only takes a few seconds. Please follow the instructions below to enable JavaScript in your browser. Starting with General Motors' new Alpha platform that underpins the Cadillac ATSV, as well as the Chevrolet Camaro, the CTSV gets the full performance treatment. This CTSV is exclusively a reardrive, automatic, fourdoor

executive saloon. Cadillac touts this engine as more powerful than the last generation MercedesAMG E 63 and BMW M5. The rear differential is the electronically controlled kind and driveshafts are asymmetric, developed specifically to avoid the dreaded axle hop under hard straightline acceleration. Brakes are sixpiston Brembos up front and fourpiston at the rear. Michelin Pilot Super Sport tyres are fitted 265mm wide at the front with 295mm at the rear. Available as an option are 16way adjustable Recaro front seats, but the large, highbacked buckets take their toll on rear leg room. A standard carbonfibre hood includes a central extractor for both heat and liftreducing airflow, and the wings grow to accommodate wider wheels. The bootlid is fitted with a tall spoiler for 200mph stability, but the optional Carbon Fibre Package increases the size of both the spoiler and the front splitter. Achieving Cadillac's claimed top speed of 200mph seems to require only a few more seconds. Shifts are dualclutch rapid and downshifts are both swift and revmatched.

Enthusiastic road driving, on the other hand, demands the use of the magnesium shift paddles. For any other car, a recommendation to change to higherperformance brake fluid would be in order, but it's impossible to imagine any CTSV owner overtaking these brakes. Much credit of the saloon's confident handling is due to the latest version of GM's Magnetic Ride Control dampers, which have welldefined modes. It can be optioned with even more Alcantara, including the headlining, as well as the steering wheel and shifter. If you're the set it and forget it type, the voice activation features work flawlessly and keep the driver's concentration on the road. On track, support is remarkably good, too, with credit due to the aggressive bolstering of the seats and generous amounts of Alcantara upholstery. Itll accelerate from a standstill to 62mph in less time, too. That said, while being bigger and brasher is fine, the CTSV cant match the handling precision of its German competition. It has the presence of a body builder in a tailored suit and has the performance to match its looks. Get all the best car news, reviews and opinion direct to your inbox. Subscribe to the Autocar newsletter now. You can unsubscribe at any time using the unsubscribe mechanism on any email you receive from us. We will use your information to ensure you receive messages that are relevant to you. To learn more about how we use the information you provide to us please see our Full Privacy Notice. I am going to take it in tomorrow. Do I need to get a transmission fluid change or do I need to have them just re fill it I don't know if Make sure they use the exact correct fluid as specified in The cost to change the fluid is pennies compared to the cost of a new transmission. I would I do not nor have I Message Board Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies.

They are potent proof of Cadillac's resurgence as a global brand capable of world class design, technology and performance. With an impressive level of standard equipment, including many features which appear on the option lists of other manufacturers, V Series cars also deliver signature Cadillac luxury. The unique, lower mesh grille, for example, doubles air intake capacity to meet the breathing and cooling requirements of the high performance engine. And that distinctive Vshaped bulge in the hood provides clearance for the supercharger. Reprofiled front and rear bumper moldings improve aerodynamic performance, as do the deep, flared side sills. Signature features include the vertically stacked front and rear light housings, a dihedralshaped hood and sculpted fenders. Whilst it shares the same wheelbase as its sedan and wagon stablemates, the Coupe is 41 mm wider and its overall height and length are both reduced by 51 mm. The rake of the windshield is increased to 62.3 degrees and the rear screen is almost horizontal. Signature twin exhausts are centered within the rear bumper molding. They are 9 inches wide at the front, 9.5 inches wide at the rear 10 inches for the coupe and wrapped by highperformance Michelin Pilot Sport 2 tires, specially developed for the CTS V Series. Recaro sports leather seating provides support and cossetting comfort. The front seats feature a 14way powered adjustment, including pneumatic bolster controls for the cushions and backrests. They are upholstered with sueded and perforated microfiber inserts, and are both heated and ventilated as standard. The thickrimmed steering wheel and gearshift have a similar highgrip finish. The integrated center stack and door

trims are finished in an Obsidian black applique or real Midnight Sapele wood. The fourth lobe and added twist, when combined with unique air inlet and outlet ports, creates a smoother, more efficient airflow to the engine.