AMERICAN MOTORS

ALL MODELS

Hoisting (Axle Contact Hoist) – Hoist should contact lower control arms and rear axle housing or tubes.

Hoisting (Frame Contact Hoist) – This type hoist must be equipped with proper adapters so car will be supported at points marked.

Jacking – Floor jack may be used under rear axle housing or front suspension lower control arms. **CAUTION** – *Never use a jack on underbody except at jack points identified.*

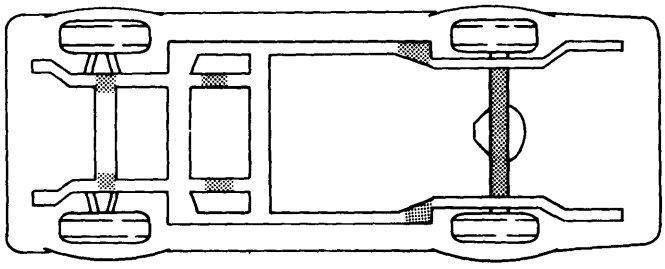

Fig. 1 American Motors Lifting Points

CHRYSLER CORP.

ALL MODELS

Jacking – Floor jack may be used under rear axle housing or front suspension lower control arms. **CAUTION** – *Never use a jack on any part of underbody. Do not raise entire side of car with a jack midway between front and rear wheels or permanent body damage may result. Do not allow lifting plate fingers to contact axle cover plate when lifting from rear axle housing.*

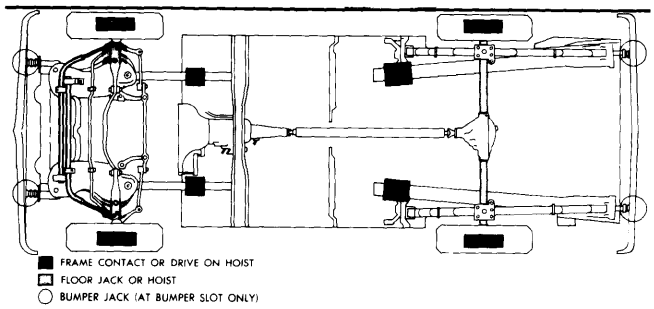

Fig. 2 Chrysler Corporation Lifting Points (Except Omni & Horizon)

Hoisting (With Frame Contact Hoist) – This type hoist must be equipped with proper adapters so car will be supported in correct places shown in illustrations.

Hoisting (With Axle Contact Hoist) – Hoist should contact lower control arms and rear axle housing.

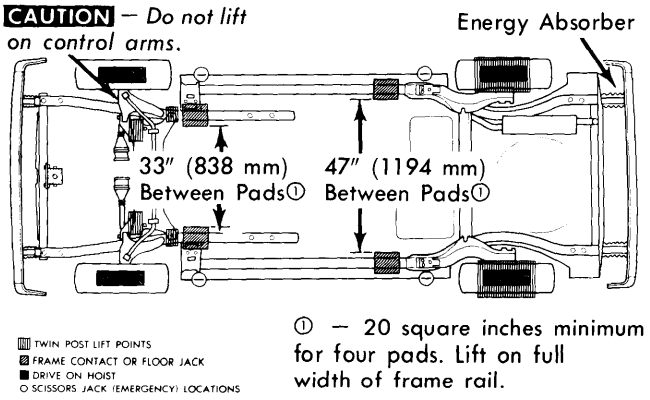

Fig. 3 Chrysler Corporation Lifting Points (Omni & Horizon)

FORD MOTOR CO.

ALL MODELS

Jacking (All Except Mustang II, Pinto, Bobcat, Fairmont, & Zephyr – Front of vehicle may be raised by contact at lower arm strut connection, at front crossmember or on crossmember to which stabilizer is attached. To raise rear of car, position jack under axle housing between suspension arm brackets and differential housing, or at frame contact area. **CAUTION** – *Do not position jack under suspension arm brackets. Do not exert jack pressure on bumpers of Granada, Monarch & Versailles.*

Jacking (Mustang II, Pinto, Bobcat, Fairmont & Zephyr) – Front of vehicle may be raised by positioning jack under center of No. 2 crossmember. Either front or rear may be raised by positioning jack under rocker flange at contact points used for jack supplied with vehicle. To raise both sides of rear at once, position jack under differential housing. On Fairmont & Zephyr, place jacks under axle housing between suspension arm brackets and differential housing. **CAUTION** –*Do not use jack pressure on either front or rear bumpers.*

Twin Post Hoist – To assure safe hoisting, front post adapters must be positioned to contact center of lower suspension arms. To prevent damage to rear shock absorbers, rear forks must contact axle at points not more than 1" outboard from circumference welds near differential housing.

CAUTION – *Do not allow adapters to contact suspension, exhaust or steering linkage components. Never position hoist pads on No. 3 crossmember.*

Frame Contact Hoist – If frame contact hoist is used, precautions must be taken to ensure that adapters contact frame as shown in chart and *Fig. 4*.

CAUTION – *Do not damage catalytic converters.*

FORD MOTOR CO. (Cont.)

FORD FRAME CONTACT CHART

1978 Measurement For Frame Contact Points (In.)				
Model	**A**	**B**	**C**	**D**
Bobcat	17.5	75.0	12.0	24.0
Cougar	22.0	①	25.0	27.5
Continental Mark V	24.9	102.9	25.0	26.0
Fairmont ②				
Ford	21.5	97.5	23.0	25.0
Granada	21.5	83.5	26.4	26.4
Lincoln Continental	21.7	103.7	23.5	27.0
LTD II	22.0	①	25.0	27.5
Mercury	21.5	100.5	23.0	25.0
Monarch	21.5	83.5	26.4	26.4
Mustang	17.5	75.0	12.0	24.0
Pinto	17.5	75.0	12.0	24.0
Thunderbird	22.0	83.4	25.0	27.5
Versailles	21.5	83.5	26.4	26.4
Zephyr ②				

① — 83.4" on two door and 87.4" on four door.
② — Not available at time of publication.

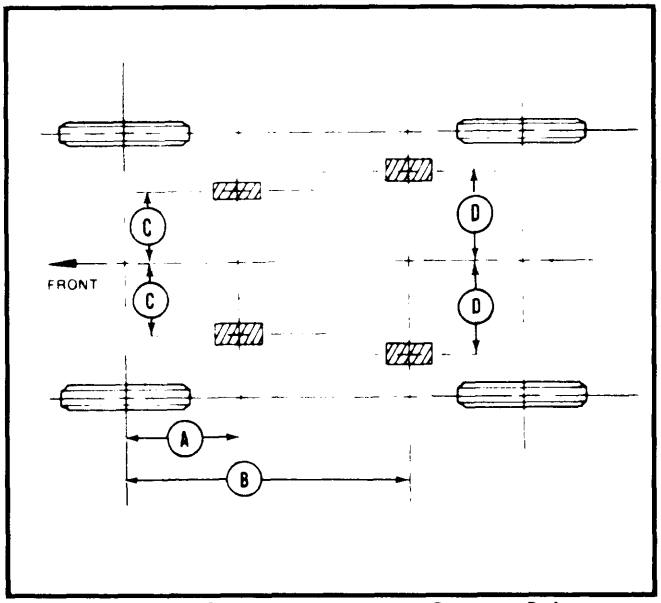

Fig. 4 Ford Motor Co. Frame Contact Points

GENERAL MOTORS

BUICK

Axle Contact Hoist – Hoist should contact front lower control arms or front crossmember, and rear axle as shown in illustrations.

Frame Contact Hoist – Proper adapters must contact vehicle in areas shown in illustrations. Adapters must be positioned to distribute load and support vehicle in a stable manner. Do not allow lift pads to contact catalytic converter or other exhaust system components.

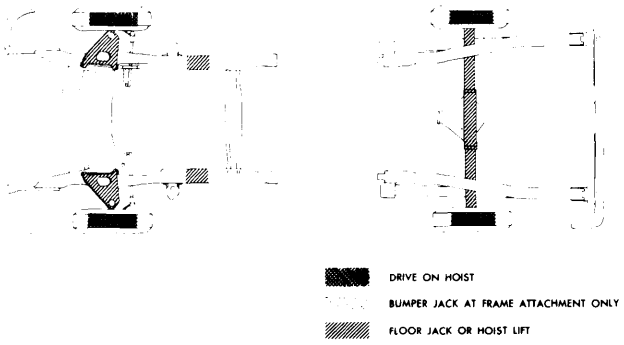

Fig. 6 Buick Skylark Frame Contact Points

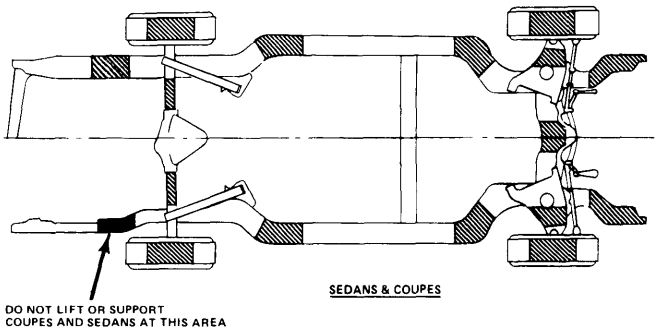

Fig. 5 Buick Frame Contact Points (Except Skyhawk & Skylark)

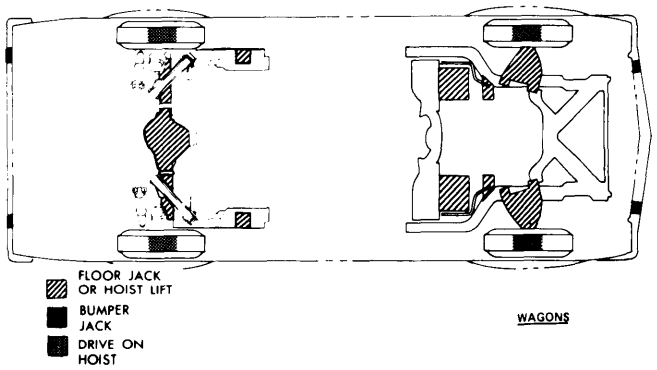

Fig. 7 Buick Skyhawk Frame Contact Points

GENERAL MOTORS (Cont.)

CADILLAC

NOTE – *Preferred type of hoist for lifting all Cadillac cars is one which engages front suspension and rear axle, or all four wheels.*

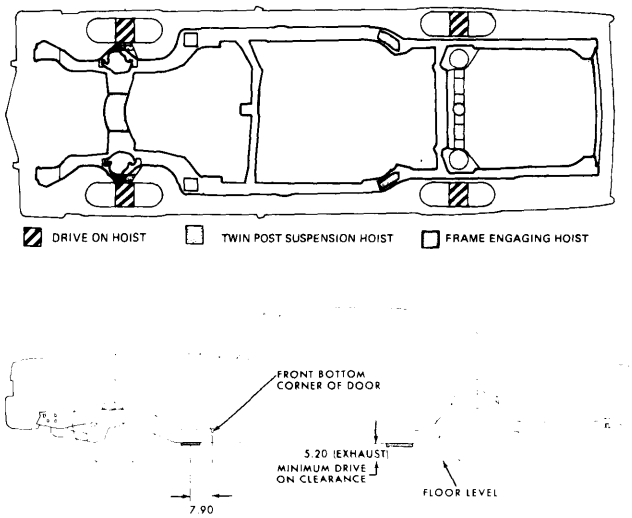

Fig. 8 Cadillac Lifting Points (Except Eldorado & Seville)

Rail & Fork Lift (Twin Post) Hoists (Exc. Eldorado) – Be sure car is properly centered over hoist and hoist arms are positioned under flattened part of lower control arm flange (outboard of safety locaters). Do not lift by rear lower control arms.

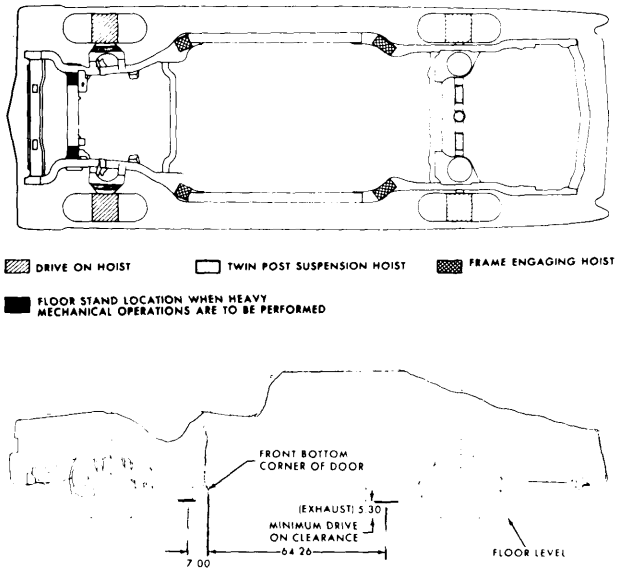

Fig. 9 Cadillac Eldorado Lifting Points

Rail & Fork Lift (Twin Post) Hoists (Eldorado) – Be sure centerline of door is behind centerline of lift post and that front hoist saddle adapters engage lower suspension arm just inboard of stabilizer linkage (both sides). At rear, place saddles at maximum in position and under rear axle. Raise hoist until it contacts stabilizer bar and raise slowly until stabilizer bar flexes and contacts rear axle.

Frame Contact Hoists – Hoist must contact frame only at points indicated by shaded areas in illustration.

CAUTION – *Do not lift Series 75 or Commercial Chassis cars on frame contact hoist as severe stress and misalignment will result due to length of frame and car.*

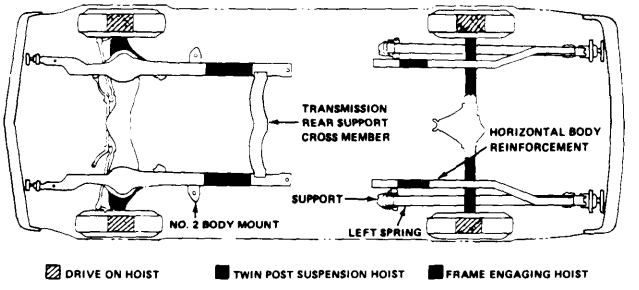

Fig. 10 Cadillac Seville Lifting Points

CHEVROLET (EXCEPT CORVETTE)

Hoisting – Hoist must contact frame at locations indicated by shaded areas on illustrations. **CAUTION** – *Do not lift on rear lower control arms. Be sure lift pads do not damage catalytic converters.*

Jacking (Bumper Jack) – Locate bumper jack under bumper at point of attachment to support (see illustration).

Floor Jack – Floor jack can be used at frame contact points shown in illustration, and under rear axle housing.

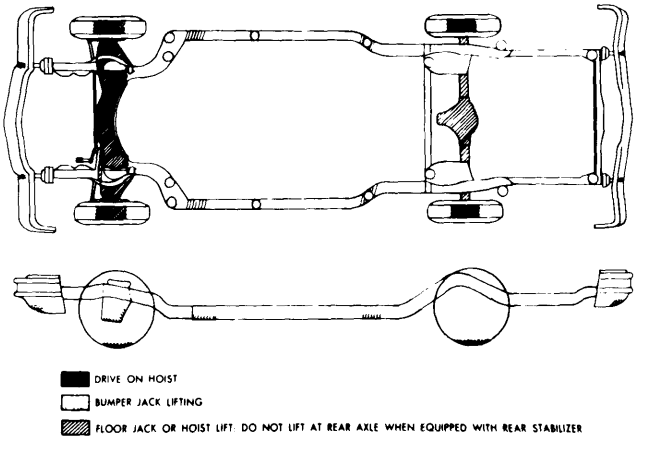

Fig. 11 Malibu, Monte Carlo & El Camino Lifting Points

GENERAL MOTORS (Cont.)

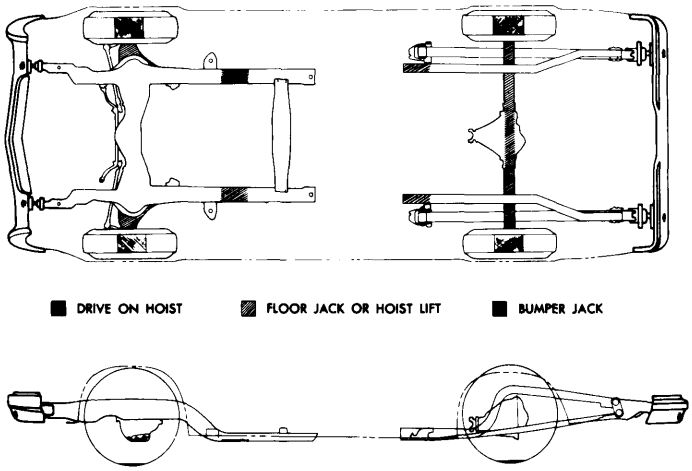

Fig. 12 Nova Lifting Points

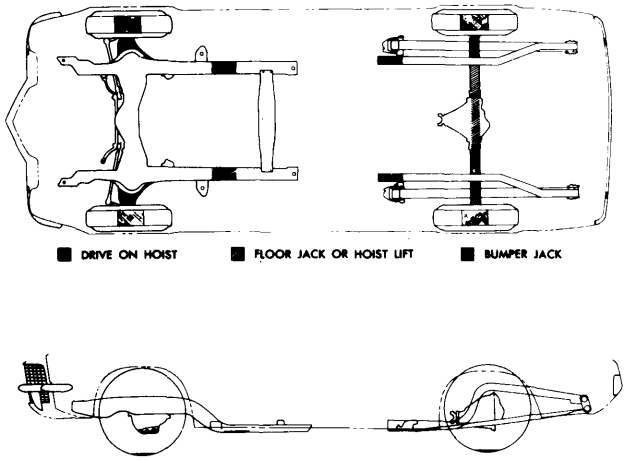

Fig. 13 Camaro Lifting Points

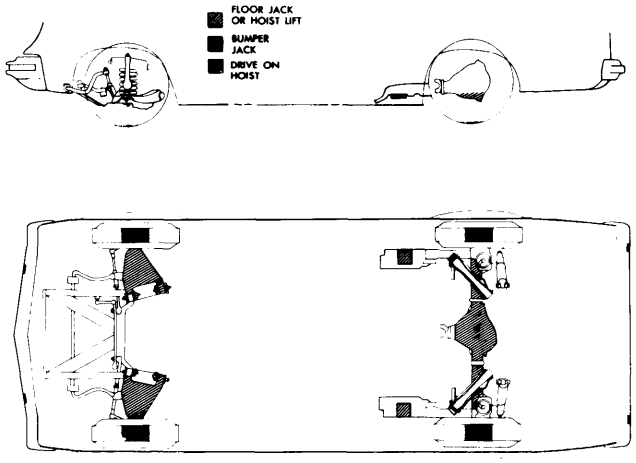

Fig. 14 Monza Lifting Points

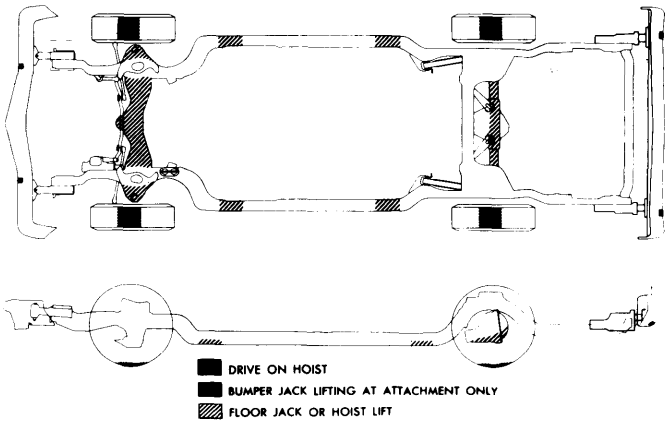

Fig. 15 Caprice & Impala Lifting Points

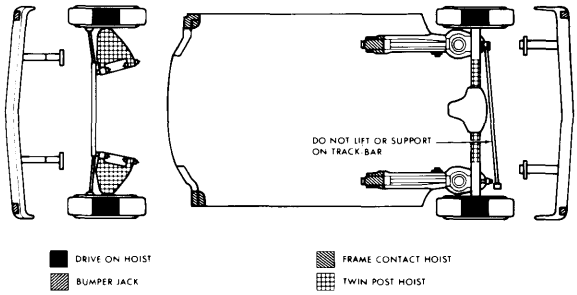

Fig. 16 Chevette Lifting Points

CORVETTE

Frame Contact Hoist – Hoist must contact frame only at locations indicated by shaded areas on illustration.

Rail & Fork Lift (Twin Post) Hoists – Use either suspension or drive-on adapters at front. If not working on rear axle or suspension, use drive-on adapters at rear. If working on rear axle or suspension, use frame lift adapters at rear. **CAUTION** – *Additional crossbar and wood blocks must be used at rear so exhaust system will not be damaged.*

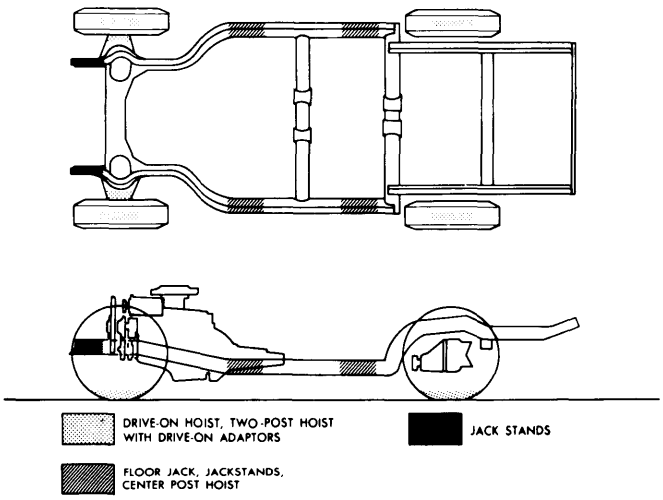

Fig. 17 Corvette Lifting Points

GENERAL MOTORS (Cont.)

OLDSMOBILE

Jacking (Bumper Jack) – Do not lift car at either front or rear bumper with anything other than bumper jack furnished with car.

Jacking (Floor Jack) – Jack may be used under rear axle or front suspension lower control arms while observing following precautions: Never use jack on any part of underbody. Do not raise entire vehicle with jack midway between front and rear wheels, or permanent body damage may result. Do not allow lifting plate fingers to contact axle cover plate when lifting from rear axle housing.

Frame Contact Hoist – Hoist must be equipped with proper adapters so vehicle will be supported in correct locations as shown in illustrations. Lifting pads must never contact catalytic converter or other exhaust system components as damage will result.

Rail & Twin Post Hoist – Hoist must contact front suspension lower control arms, and rear axle tubes or rear axle housing. Do not lift vehicle by rear lower control arms.

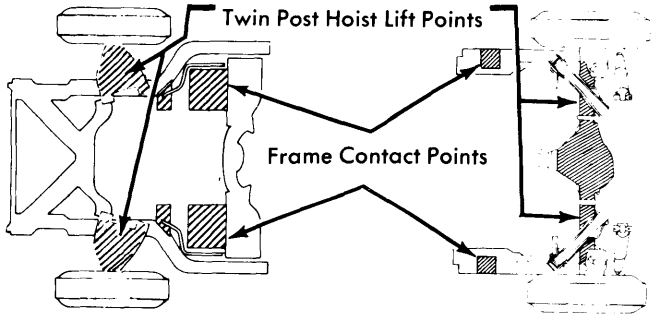

Fig. 18 Starfire Lifting Points

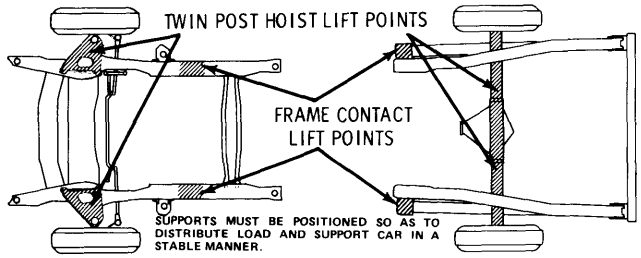

Fig. 19 Omega Lifting Points

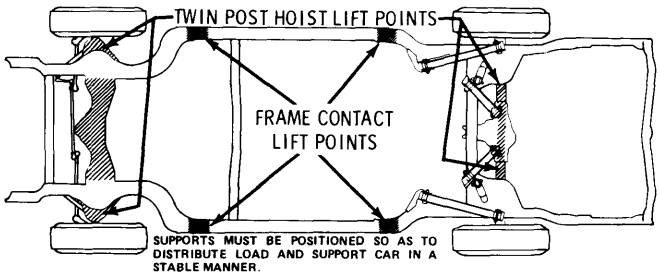

Fig. 20 Cutlass, 88, & Ninety-Eight Lifting Points

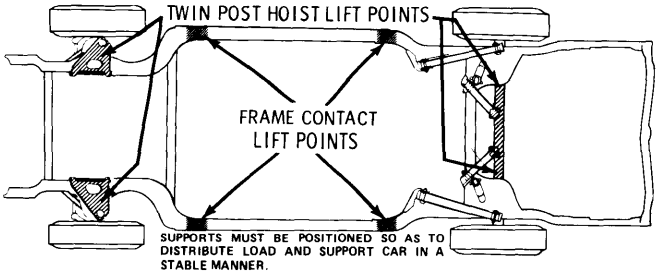

Fig. 21 Toronado Lifting Points

PONTIAC

Rail & Twin Post Hoist – Hoist must contact front suspension lower control arms and rear axle tubes, or rear axle housing (Astre and Sunbird Only). **CAUTION** – *Do not lift vehicles by rear control arms or rear stabilizer bars.*

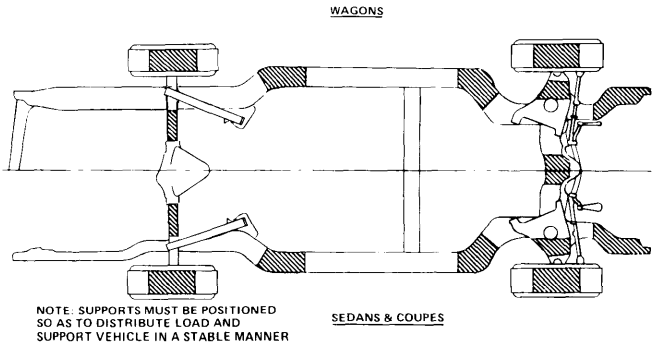

Fig. 22 Pontiac Lifting Points (All Except Phoenix, Firebird & Sunbird)

Frame Contact Hoist – Proper adapters must contact vehicle in areas shown in illustrations. Lift pads must not contact catalytic converter, any other exhaust system component, or rear springs. On Sunbird models, front adapters must contact reinforcement which runs under floor pan forward to pocket at lower control arm. Rear adapters should contact reinforcement where rear lower control arm attaches to underbody.

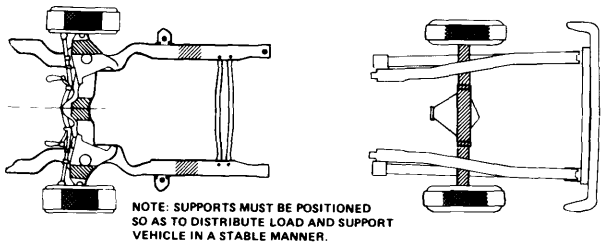

Fig. 23 Firebird & Phoenix Lifting Points

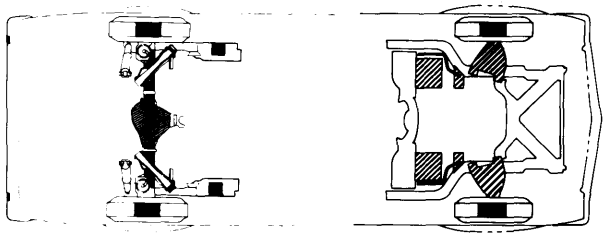

Fig. 24 Sunbird Lifting Points