

Jacking & Hoisting

GENERAL MOTORS (Cont.)

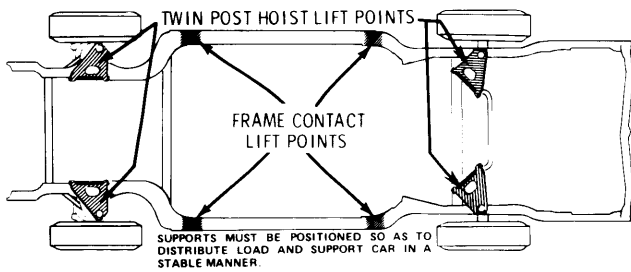


Fig. 8 Buick Riviera Lifting Points

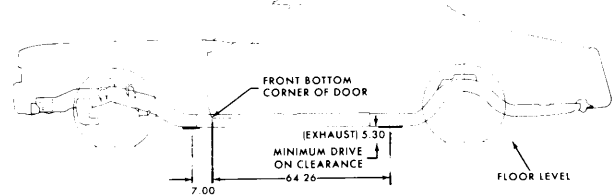
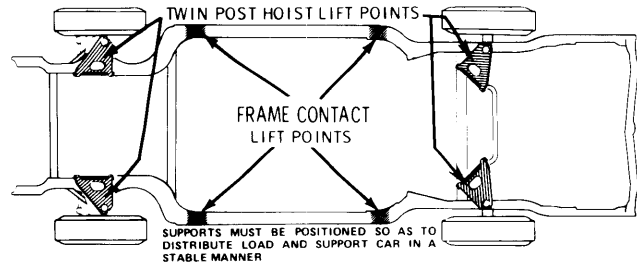


Fig. 10 Cadillac Eldorado Lifting Points

CADILLAC

Floor Jack — Do not use floor jacks under frame side rails at midcar area on coupes or at center pillar area on sedans, or at any other position that is unboxed.

NOTE — Preferred type of hoist for lifting all Cadillac cars is one which engages front suspension and rear axle or all four wheels. Use bumper jacks only in slotted areas.

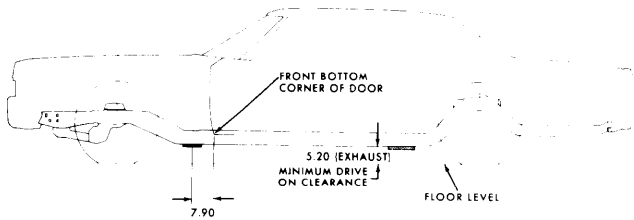
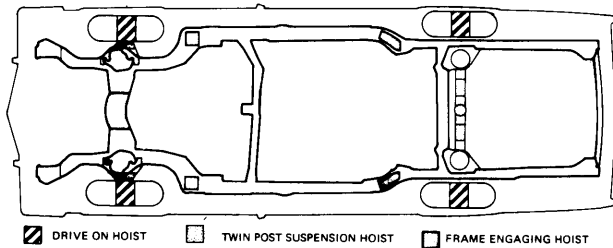


Fig. 9 Cadillac Lifting Points (Except Eldorado & Seville)

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.

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 in-board of stabilizer linkage (both sides). Position rear hoist adapters so peg lines up with drain holes of rear suspension arms and enters holes as hoist is slowly raised.

CAUTION — Do not raise vehicle using rear lower control arms or sway bar.

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.

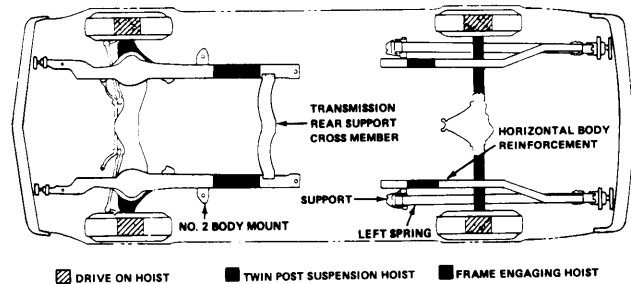


Fig. 11 Cadillac Seville Lifting Points

CHEVROLET (EXCEPT CORVETTE)

Hoisting — Hoist must have adapters which contact frame at locations shown in illustrations. On Monza models, front load rests on frame contact hoist should contact the reinforcement that runs under the floor pan forward to the pocket at the lower control arm. Rear load rests should contact the reinforcement at the attachment point of the rear lower control arm to the underbody.

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. Do not lift at rear axle of Monte Carlo, Malibu, El Camino and Caballero models equipped with rear stabilizer. Never use jack on any part of underbody. Do not raise entire side of vehicle with jack midway between wheels.

GENERAL MOTORS (Cont.)

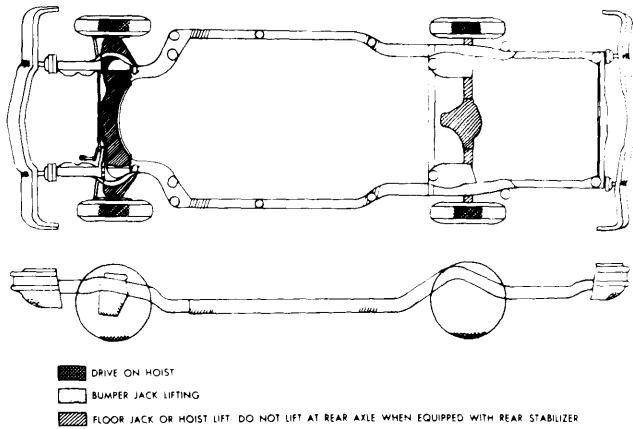


Fig. 12 Malibu, Monte Carlo, El Camino & Caballero Lifting Points

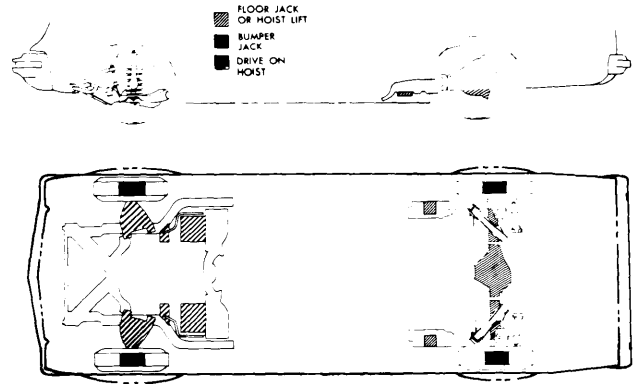


Fig. 15 Monza Lifting Points

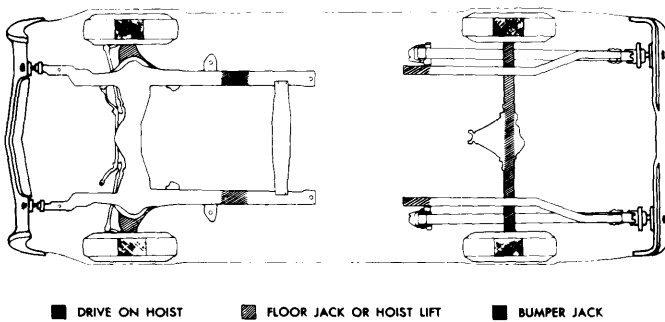


Fig. 13 Nova Lifting Points

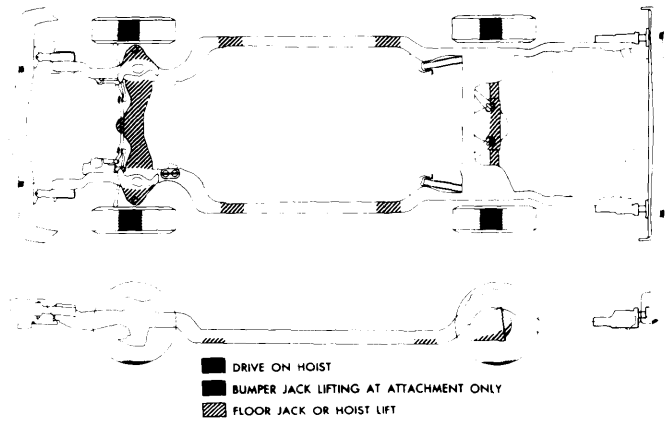


Fig. 16 Caprice & Impala Lifting Points

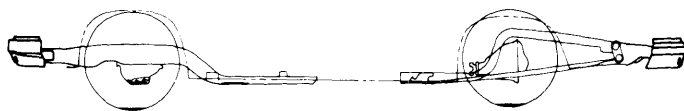


Fig. 14 Camaro & Berlinetta Lifting Points

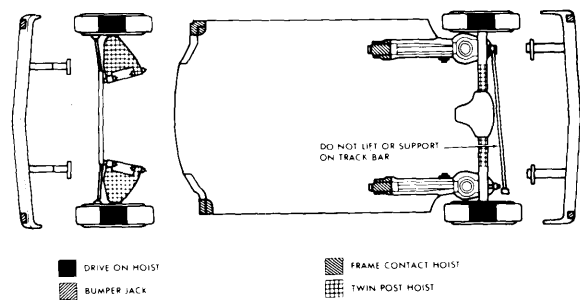


Fig. 17 Chevette Lifting Points

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 on rear so that catalytic converter and exhaust system are not damaged.

Jacking & Hoisting

GENERAL MOTORS (Cont.)

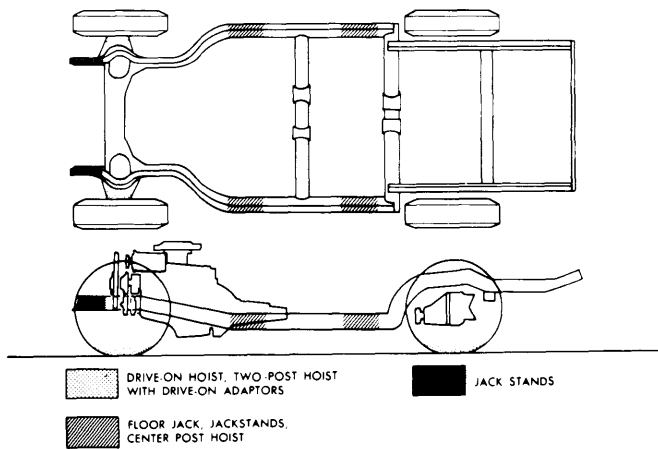


Fig. 18 Corvette Lifting Points

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.

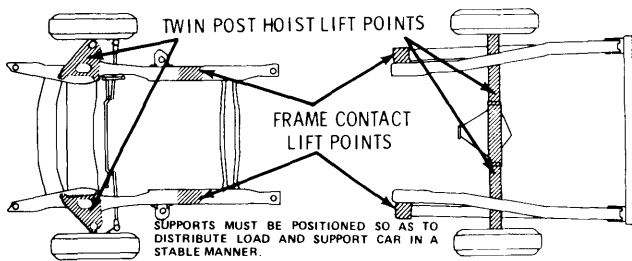


Fig. 19 Omega Lifting Points

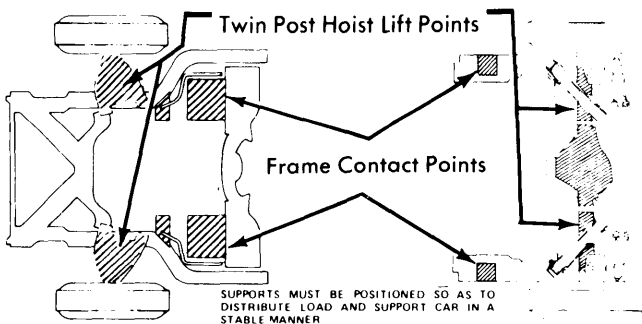


Fig. 20 Starfire Lifting Points

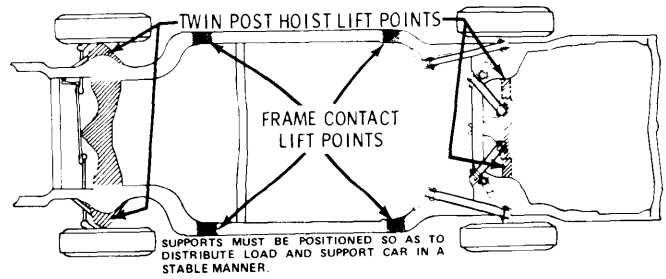


Fig. 21 Cutlass, 88 & Ninety-Eight Lifting Points

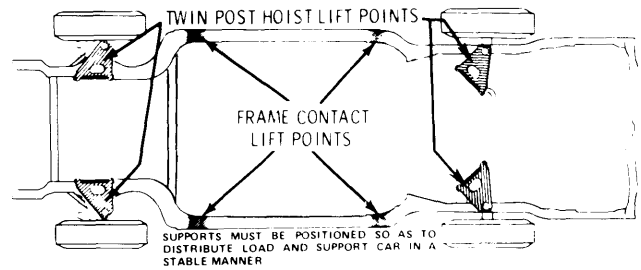


Fig. 22 Toronado Lifting Points

PONTIAC

Rail & Twin Post Hoist — Hoist must contact front suspension lower control arms and rear axle tubes, or rear axle housing (Sunbird only).

CAUTION — Do not lift vehicles by rear control arms or rear stabilizer bars.

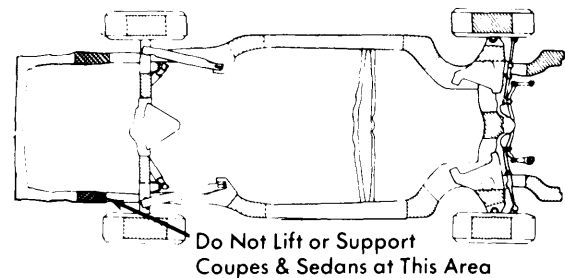
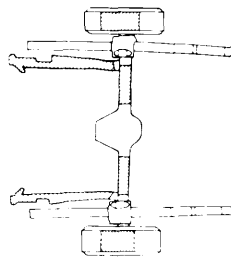
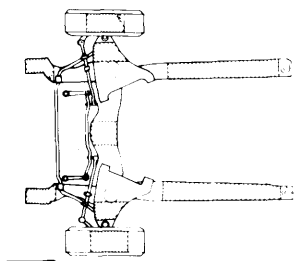


Fig. 23 Pontiac Lifting Points (Except Phoenix, Firebird & Sunbird)

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.

GENERAL MOTORS (Cont.)




 Indicates Lifting Points.

Fig. 24 *Firebird & Phoenix Lifting Points*

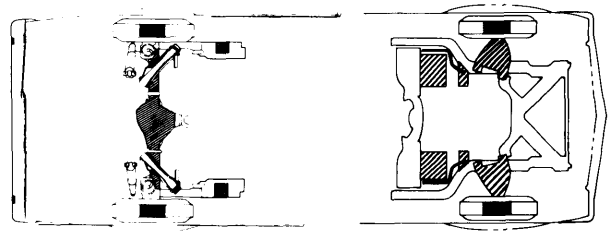


Fig. 25 *Sunbird Lifting Points*