

Jacking & Hoisting

GENERAL MOTORS (Cont.)

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 corrected 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.

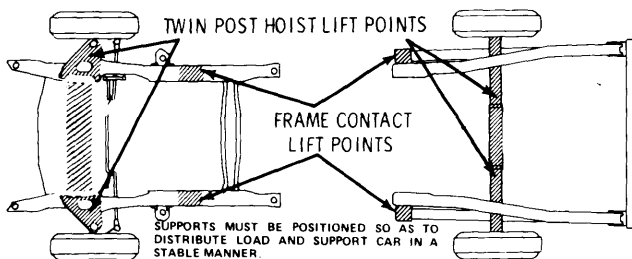


Fig. 18 Omega Lifting Points

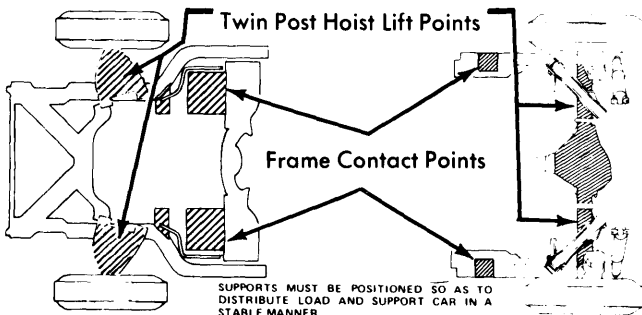


Fig. 19 Starfire Lifting Points

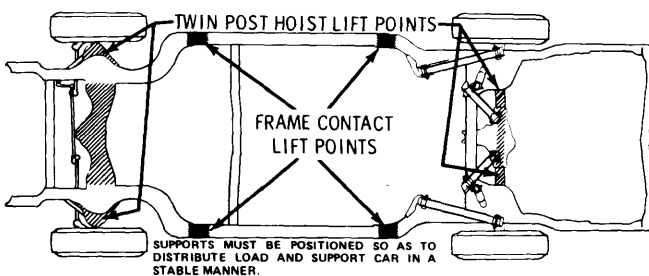


Fig. 20 Cutlass, 88 & 98 Lifting Points

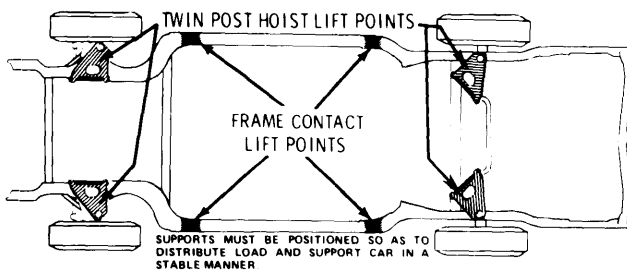


Fig. 21 Toronado Lifting Points

PONTIAC

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

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

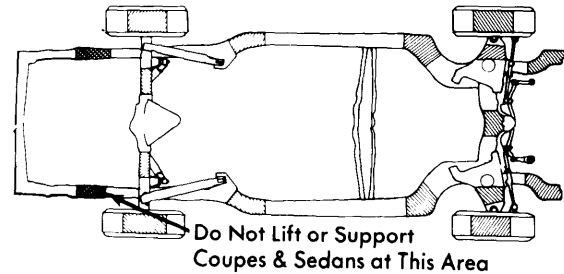


Fig. 22 Pontiac Lifting Points (Except Phoenix, Firebird & Sunbird)

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.

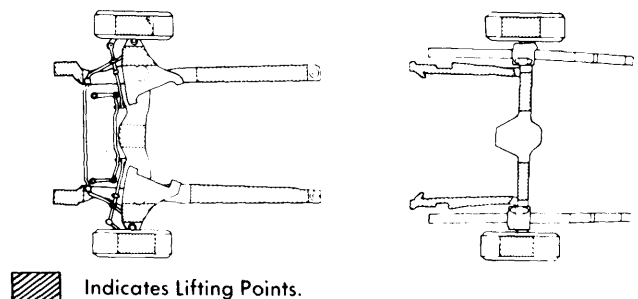


Fig. 23 Firebird Lifting Points

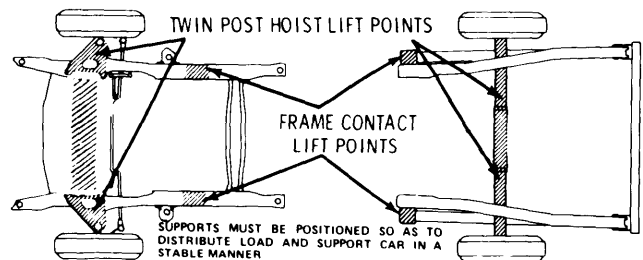


Fig. 24 Phoenix Lifting Points