

Towing Procedure

ALL CAR MODELS

American automobile manufacturers use an anti-theft steering column lock which locks the steering and shift mechanisms as well as the ignition system. Special provisions are necessary for towing a vehicle when switch is in "LOCK" position and key is not available.

TOWING (WITH IGNITION KEY)

1) Ignition key must be in "OFF" position before towing. If transmission, drive shaft or rear axle is not damaged and if transmission is not low on fluid, rear-wheel drive vehicles may be towed from front (4 wheels or rear drive wheels on ground) with gear selector lever in neutral.

2) General Motors vehicles may be towed at speeds up to 35 MPH for distances not to exceed 50 miles on rear or all 4 wheels. In an emergency, Eldorado, Seville, Riviera and Toronado may be towed backwards (drive wheels on ground) at speeds up to 25 MPH for distances up to 10 miles.

3) American Motors, Chrysler Corp. and Ford Motor Co. vehicles may be towed at speeds up to 30 MPH for distances not to exceed 15 miles.

CAUTION — This does not apply to front-wheel drive Chrysler Corp. vehicles. Automatic transaxle vehicles should not be towed with all 4 wheels on ground. Manual transaxle equipped vehicles may be towed without restriction.

4) For higher speeds, greater distances, or if transmission is not operating properly, tow with drive wheels on a dolly, disconnect drive shaft or tow with drive wheels off the ground.

NOTE — This applies to both front and rear wheel drive vehicles.

TOWING (WITHOUT IGNITION KEY)

If a front-end pickup is used, towing with drive wheels on the ground, drive shaft should be disconnected at rear axle and secured to frame or tail pipe, or drive wheels should be placed on a tow dolly.

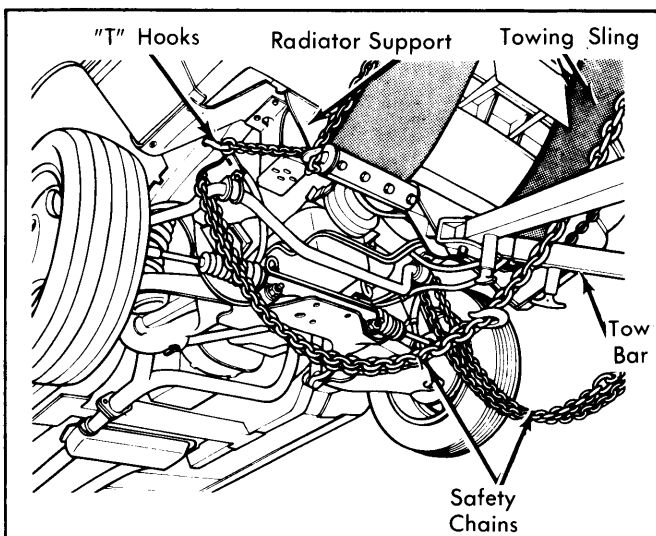


Fig. 1 Typical Front Hookup

NOTE — This does not apply to front wheel drive vehicles.

TOWING (RECREATIONAL)

Some compact vehicles, equipped with manual transmission, may be towed in neutral behind another vehicle at freeway speeds. It is not necessary to disconnect drive shaft, if additional fluid is added to the transmission. On Chevette, add 2 pints of gear lube, using a 90° elbow. Added fluid need not be drained for normal operation.

TOWING PRECAUTIONS

1) When attaching towing slings, hooks, and chains to vehicle, be sure that all connections are safe and secure and will not damage chrome, fuel tank, lower body panels or any other vehicle parts.

NOTE — A bumper to tow bar restraint strap is advisable to prevent fuel tank damage in event of tow truck panic stops.

2) Cross all curbs at 45° angles. Towed vehicles should be raised until lifted wheels are at least 4" off ground. Brake drums and rotors should have at least 8" clearance. Make sure there is adequate ground clearance at opposite end of vehicle as well.

3) If vehicle is to be towed with rear wheels off the ground, steering wheel should be centered and lashed to the window division channel or held in centered position with a suitable steering clamp. DO NOT depend on the vehicle's steering lock to hold front wheels in the centered position.

4) Use suitable wooden blocking between chains and/or sling and frame or body to prevent additional strain or damage. Do not attach "J" hooks to suspension system components. Where possible, use "T" hooks in frame slots to attach chains. Always refer to instructions provided by manufacturer of hoisting equipment. If vehicle has been damaged, secure all loose or protruding parts.

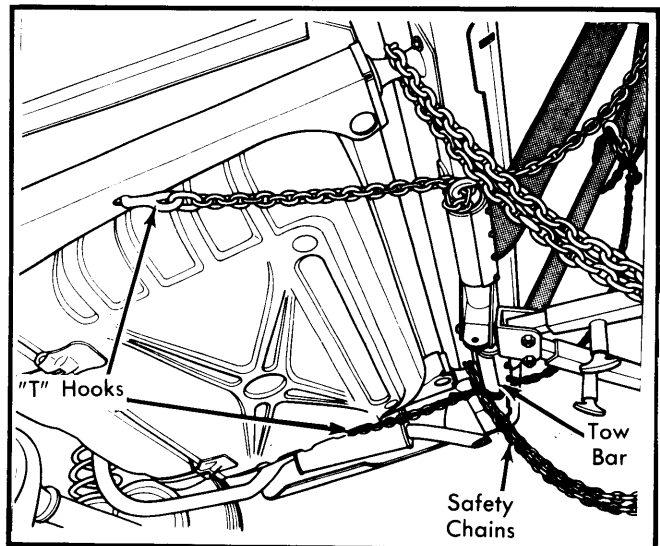


Fig. 2 Typical Rear Hookup