



LIFTING, TOWING AND JACKING
 By Andy Bogus, Editor

Overview

This question comes up all the time, “How do I jack up my Vette?” Or, “Where do I place jack stands?”

This Tech Tip will answer those questions!

This Tech Tip is in two parts: *Jacking & Lifting* and *Towing*.

This information is in the owners manual. However, as these cars age, owners manuals often become lost. I suggest you keep the *Jacking & Lifting* section in your tool box, and the *Towing* section in the glove box to replace some of the most important data that is contained in the owners manual.

I have seen the damage that can occur to suspension components when a tow operator attaches a chain incorrectly.

When your Corvette has to be towed (it will happen), watch the suspension compress when the winch is used to secure the car to the flatbed... then visualize that torque being applied to an aluminum suspension arm. It is not pretty.

I highly recommend using **only** a flatbed, AKA rollback, tow vehicle. A conventional tow truck (or “hook”) could lead to scuffed bumper caps or exhaust damage. *-abb*

All work was performed on my wife’s 1987 Coupe.

Parts Needed

Not Applicable

Parts Sources

Not Applicable

Models Affected

All years.

Time and Effort

Not Applicable

Tools Needed

1. Floor Jack
2. Jack Stands
3. Flatbed Tow Truck

Please read these directions completely BEFORE starting the project!

Photos by author



One option for lifting the front, is to have a jack that reaches and lift from the front cross member.

This is not an option for most jacks, though. They are not low enough, nor are they long enough.

This jack is made by AC-Hydraulic, model number DK13HLQ, and is available from a number of different sources. Street prices range from \$450.00 to \$600.00.

Since most people don't have one of these cool jacks, use the marked areas on the rocker panel to jack the car up.

There are four such areas, all within the wheel base - the front ones are behind the front wheels, the rear are in front of the rear wheels. The correct location is to use the edge of the rocker panel, between the arrows.. Do not go inboard, or you will hit the brake or fuel lines.

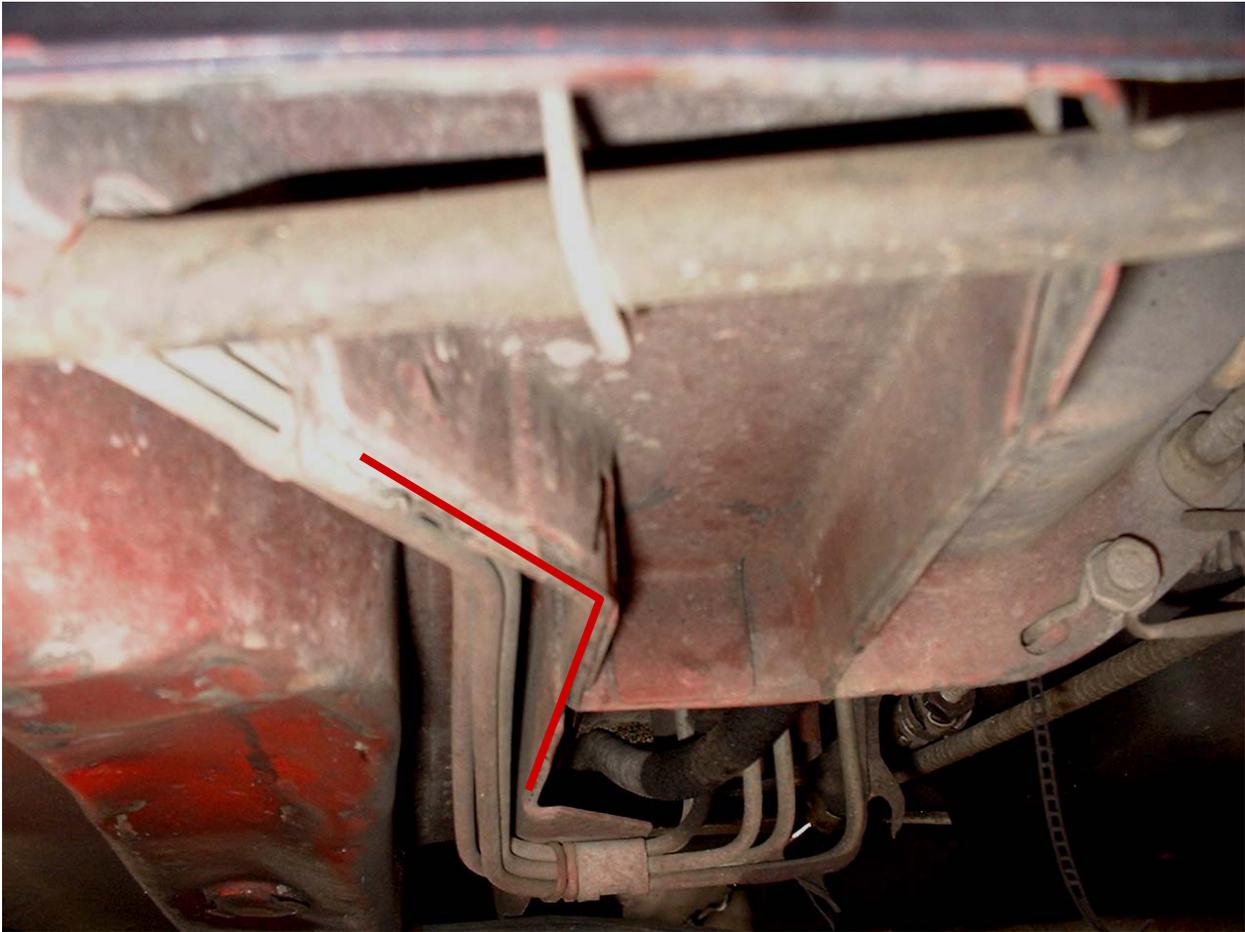
This is also an appropriate place to place a lift or jack stands.





To use jack stands, in the front, use this area to place the stand. This is a seam in the frame rail that is more than strong enough to support the weight of the vehicle. **Note the red line!** That's where the stands should be placed. This is a good place to put a lift arm, too.

This is looking at the right side, however, the left side is similar.



To use jack stands, on the rear, use this area , shown in red, to place the stand. This is also a good place to put a lift arm.

Be careful when positioning the stands, again, you don't want to harm the brake or fuel lines.

On all vintages, the fuel lines run inside the passengers side rocker panel. On 1986-1996 Corvettes, the brakes lines all come out just in front of the drivers side rear wheel. The ABS controller is in the storage bin behind the drivers seat.

The lines shown here are the brake lines coming from the ABS valve body.

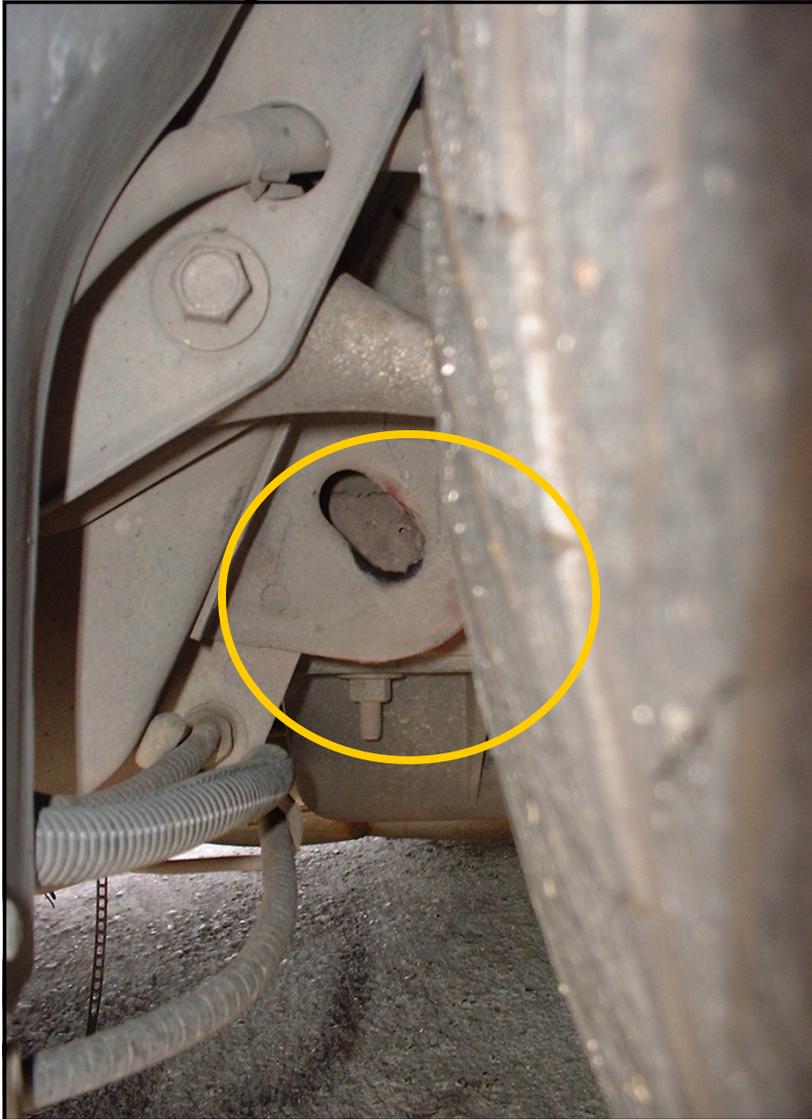


This is a front tow hook. It is so very important that when your Corvette requires towing you use these hooks. If the operator does not use the hooks and attaches the retaining chains to a suspension arm, something will be damaged.

It may not be a bad idea to paint them bright red or something so the tow operator can see them.

This is looking under the front suspension on a 1987, but all years are similar.

Please note that the hook is located to the rear of the front suspension.



Please note this hook - that's the rear tow hook. It is located forward of the rear suspension. This picture is taken from the FRONT of the rear tire, between the tire and the wheel arch. I suggest painting the rear hooks, too. They are hard to see... so bright red would help a lot.

It is so very important that a tow operator uses the tow hooks. Real bad things happen to the suspension if the tow operator uses the rear suspension arms to hold the car down. The amount of torque applied to the suspension during a winching will result in bent arms!!

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