



Getting a car lift for an MG V8

Jim Greenhill posted a photo on the V8 Bulletin Board of a car lift he had bought and here provides a little more information on it. Several years ago Gavin Bailey provided photos of another lift. Here Jim describes the lift and how it works.

Jim Greenhill said he had been toying with a lift for a couple of years now, and he finally got his car up in the air. The maximum lift height is 1 metre which he feels suits his garage. It is a scissor lift supplied by Strongman Tools near Coventry as their Chepstow unit. Their new website at www.sm-t.co.uk no longer shows this model but an updated version, the Clifton, is available at £2,245 including VAT. Jim purchased his lift at a car show so got their special offer there. The company has given advice whenever required.

The lift has a **sole plate** transferring the load to the floor, **scissor arms** and a **top plate**. The car is raised by a hydraulic mechanism (two hydraulic cylinders) then goes into a park mode which is a secure mechanical lock. To lower the car you have to raise the lift slightly, then press the "down" button on a **control box** which engages air operated solenoids which disengage the mechanical lock and allows the car to lower.

The Clifton lift is designed to lift cars by the chills but that is not suitable for the RV8, so pads need to be placed under the chassis members. At the rear this is not an issue as it fits on the top plate but the front

is too narrow so Jim made up a cross member – his photo shows the prototype just missing the exhausts. There is 800mm between the two top plates and 1000mm between the sole plate on the floor and the top plate giving you plenty of space to work on the car with full central access.

The sole plate of the lift is a square metal

plate 1.75m by 1.4m providing a good size of secure contact with the floor and goes down to 100mm, with the ramps at the edges allow the car to drive over the lift, so your car can be parked over the lift when not in use. Jim has found that to get the cross member in place before he uses the lift, he has to jack up the front of his RV8 to locate the cross member. To avoid that preliminary jacking he intends cutting a neat recess in his garage floor so with the lift in its lowered form the sole plate will fit into it.

The lift is marked as mobile and wheels are supplied, however the unit weighs in at 590 kgs (gross), so it's not something you would want to move too many times. The maximum load capacity is 3,000 kg.

Below the car lift Gavin Bailey had several years ago.



Below: cross member under the RV8 with rubber packing pieces just missing the exhausts – this is Jim's prototype.

