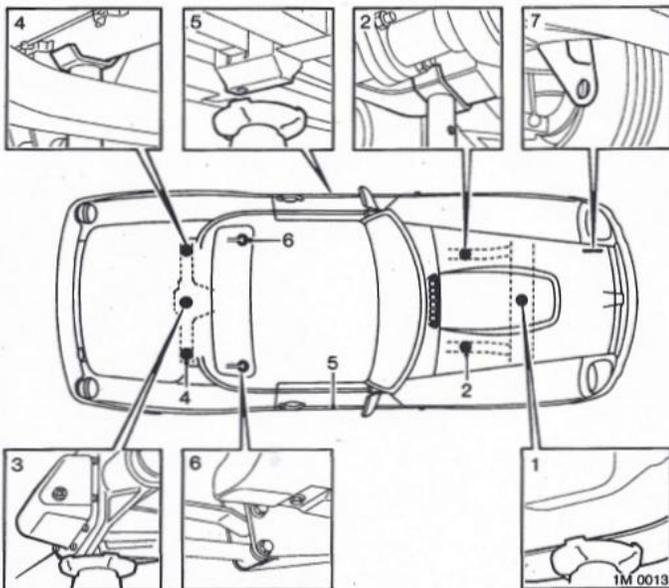




Do not lift here

Using a trolley jack on an RV8

Here Nic Houslip and George Wilder set out useful guide and a caution when using a trolley jack on an RV8. This note highlights a caution with the torque control bar in diagram (6) below.



Jacking and supporting an RV8

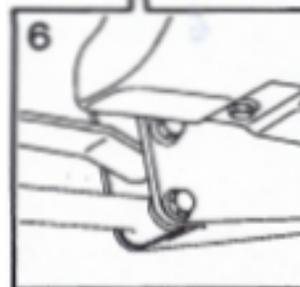
Full details of where to lift an RV8 with a trolley jack and where to place safety supports are set out in the RV8 Repair Manual AKM7153ENG on pages 2 and 3 of the "Lifting and Towing" section. A copy of those two pages is available on the V8 website and is also included as a PDF document in the sets of RV8 Workshop

Notes supplied by the V8 Register since the end of August 2016. You can see a copy of the two pages from the RV8 Repair Manual by clicking this hyperlink.

[Lifting and safety supporting an RV8](#)

Wheel – free lift

For **diagrams 2 and 6** above there is a note on how you can locate a crossbeam under the pads under the longitudinals (2) and the **torque control arm front attachment point (6)** – but there is a caution saying “do not allow the pads to contact the torque control arms” It’s **important the pads are only used under the attachment point**. This is important because the torque control arms are only fairly lightweight tube and would bend easily. The crossbeam lifting method is for specialists using a 4 post lift and not alternative trolley jack location points.



WHEEL – FREE LIFT

If crossbeams are available, locate the pads under the longitudinals (2) and torque control arm front attachment points (6).

CAUTION: Do not allow pads to contact torque control arms.

If only longitudinal beams are available, locate the beams under the longitudinals and rear axle tubes with the lifting pads at position (2), and (4). Raise the lift a few inches and ensure the vehicle is firmly supported. Raise the lift to full height and inspect the lifting points for security.

George Wilder suggests “fellow RV8 should **keep a copy of this note in the car**, or take a copy with them when going to a garage or tyre fitter/dealer, to be sure they don’t damage anything, especially the torque control arms as they are NOT strong enough to support the car’s weight. Replacement torque control arms are becoming like Hen’s teeth”.