Ferrari 355 Jack / Lift Points

By:

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Created based on model year 1998 (355 F1 GTS), other model years may apply.

Disclaimer:

This document was created to assist others and has been created based on the procedure I use and have proven successful. Others may use different procedures or variations to this method.

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1.0 Reference Data taken from the Ferrari 1998 F1 Owners Manual:

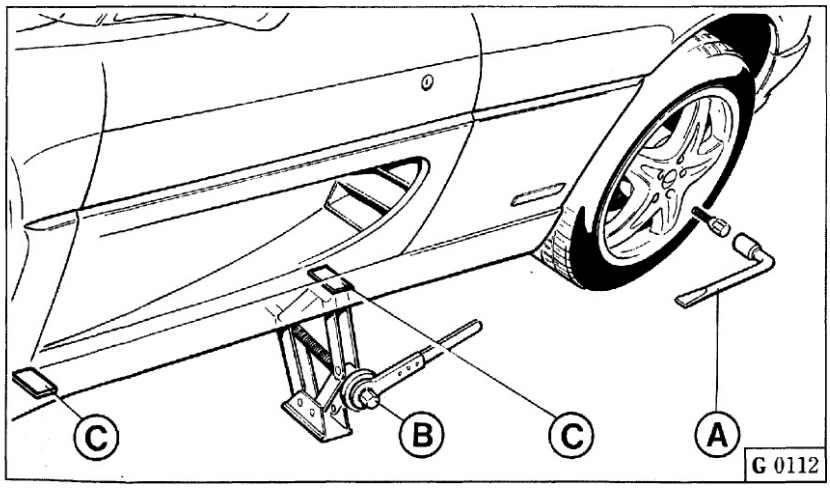


Fig. 2 - Sostituzione ruota

A - Chiave per colonnetta; **B** - Martinetto; **C** - Punti per sollevamento vettura.

Fig. 2 - Wheel change

A - Stud bolt wrench; **B** - Jack; **C** - Car lifting points.

Fig. 2 - Remplacement de roue

A - Clé pour goujon; **B** - Vérin; **C** - Points de soulèvement de la voiture.

Abb. 2 - Radwechsel

A - Bolzenschlüssel; **B** - Wagenheber; **C** - Befestigungspunkte für das Heben des Fahrzeuges.

SPECIFICATIONS

- **WEIGHTS**

Kerb weight

3.196 lb	**(berlinetta)**
3.218 lb	**(GTS)**
3.284 lb	**(spider)**

2.0 Tools Required:

- Low profile floor jack and jack stands or a 2-post car lift
- Wood blocks / Rubber blocks / hockey pucks

3.0 Factory Jack Points:

(Note: Image taken from F355 Sales Brochure)

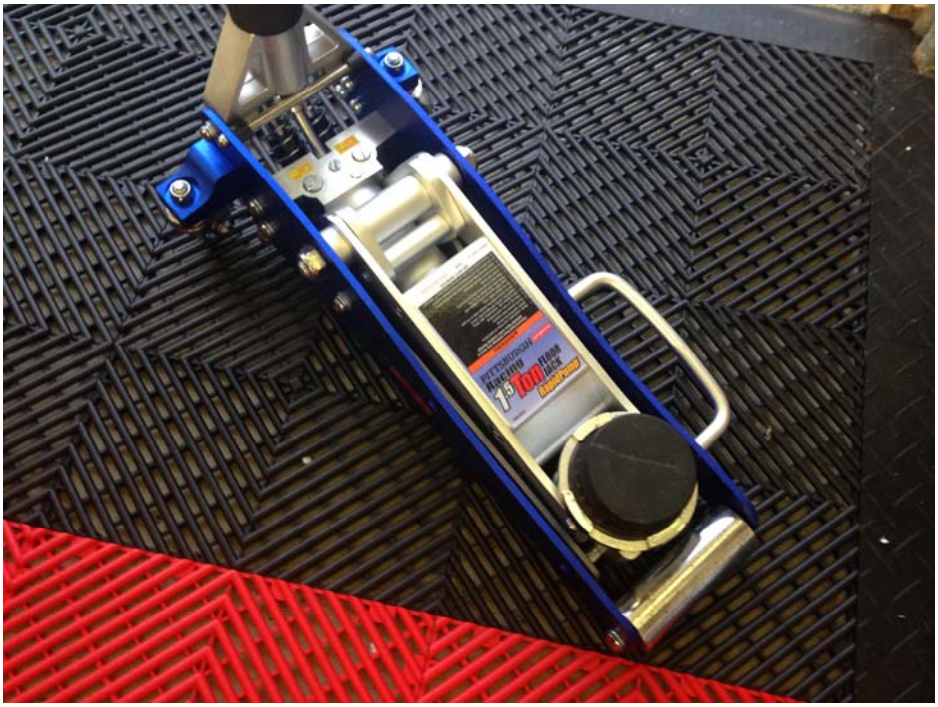
Lift points / locations shown in green circles

Close up photo of the factory lift point, you can see it's a C-Channel:

I don’t particularly care for the c-channel shape. When lifting, I use a hockey puck. You could also use a block of wood or rubber that would fit between the c-shape (ears).

4.0 Using a jack on the rear lift points:

On my car (factory ride height), the distance from the floor to the front lift point is 4.25” and the rear is 4.5”. That said, you will need a low-profile racing jack similar to the one shown below:



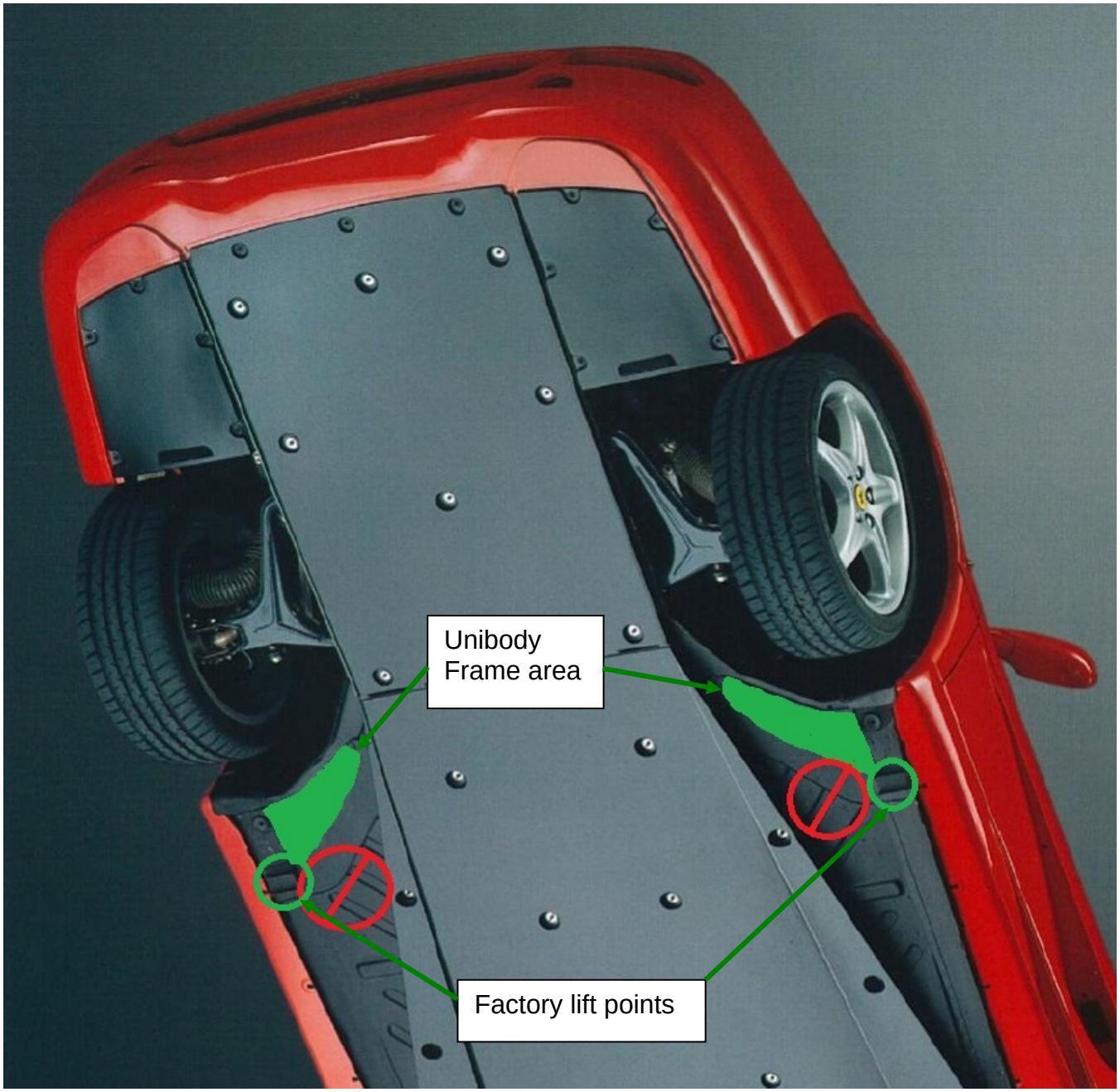
If you jack the car up using the rear lift points, it will actually raise the entire side of the car as the center of gravity is only a few inches forward of the rear jack point.

5.0 Jack Stand Placement:

There are several options for placing jackstands under the car. The choice should be based on the type of work you will be doing.

5.1 Front Placement:

The front has basically two placement options; under the front lift point or under the front unibody frame. I recommend the frame area (shown as the green shaded region). Stay clear of any other areas.



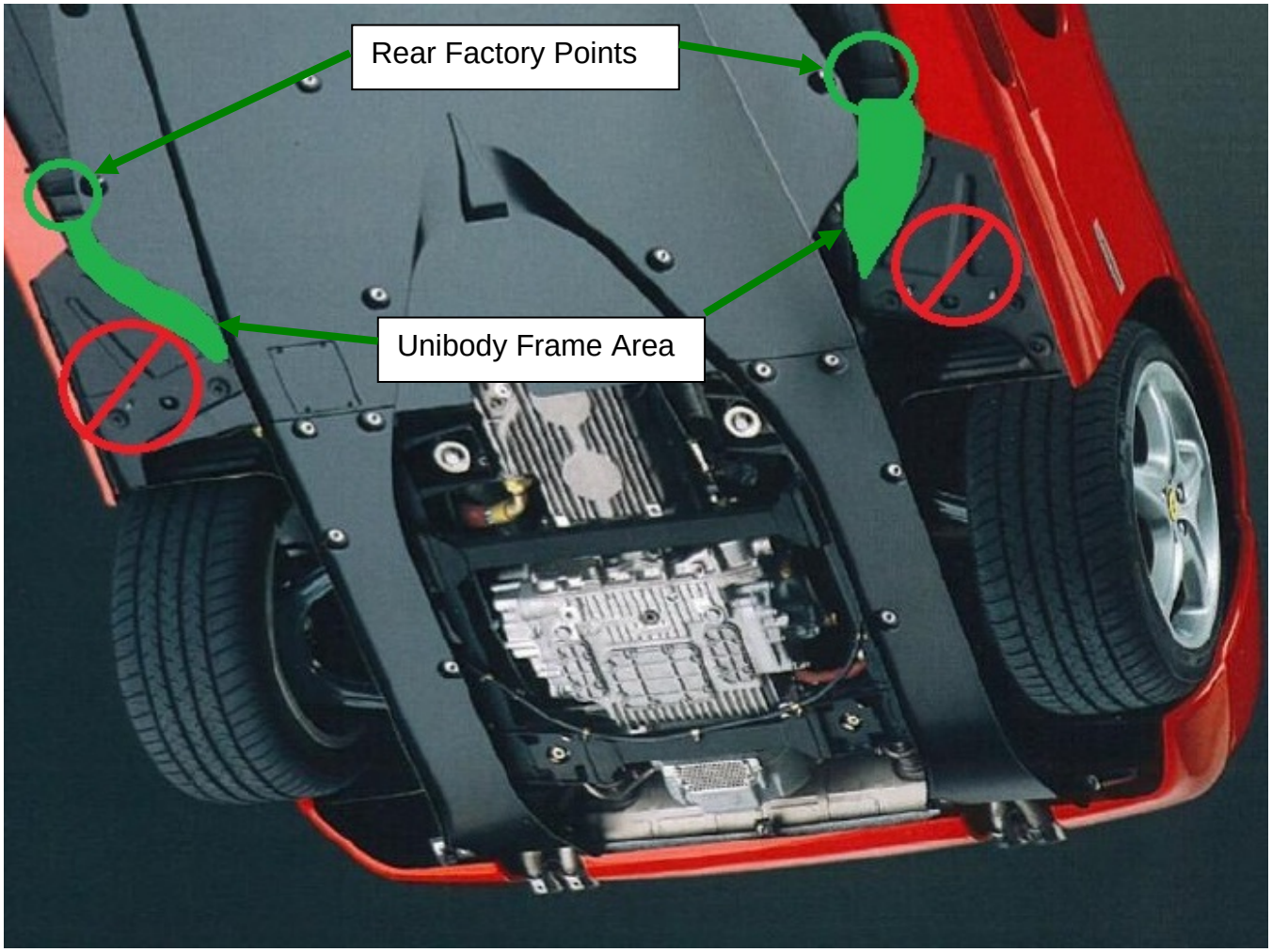
Jack stand shown under front unibody frame area:

5.2 Rear Placement:

The rear has several placement options:

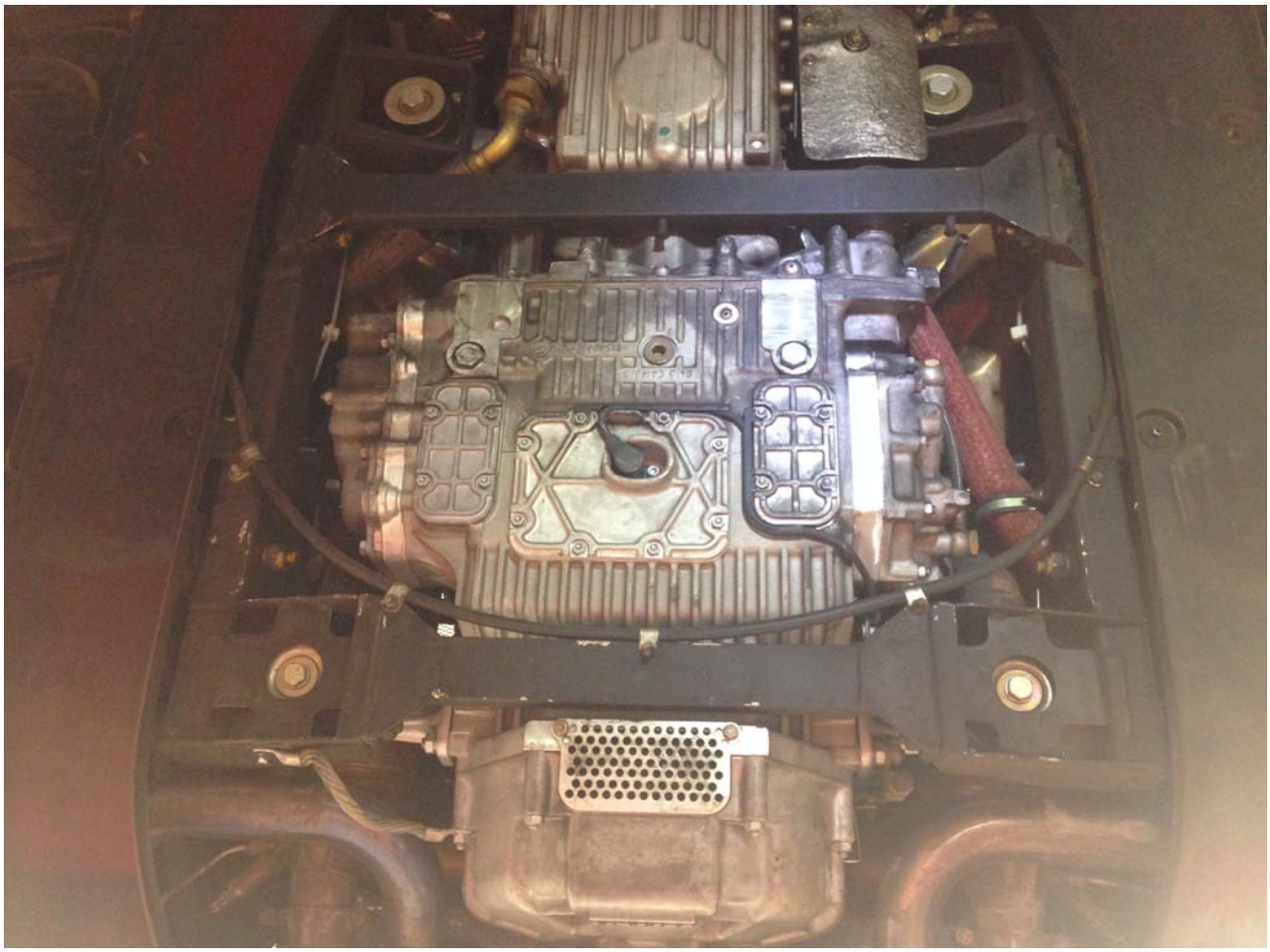
Select an area that is best for the work you plan to do. Note: All areas I illustrate do not require the under pans to be removed prior.

- Rear lift point (needless to say, you can't use this location if jacking from there)
- Rear section of unibody frame
- Several locations of the rear subframe (engine, transmission and suspension cradle) as shown to follow.



Rear Sub-Frame (view with no markings):

Front of Car



Rear of Car

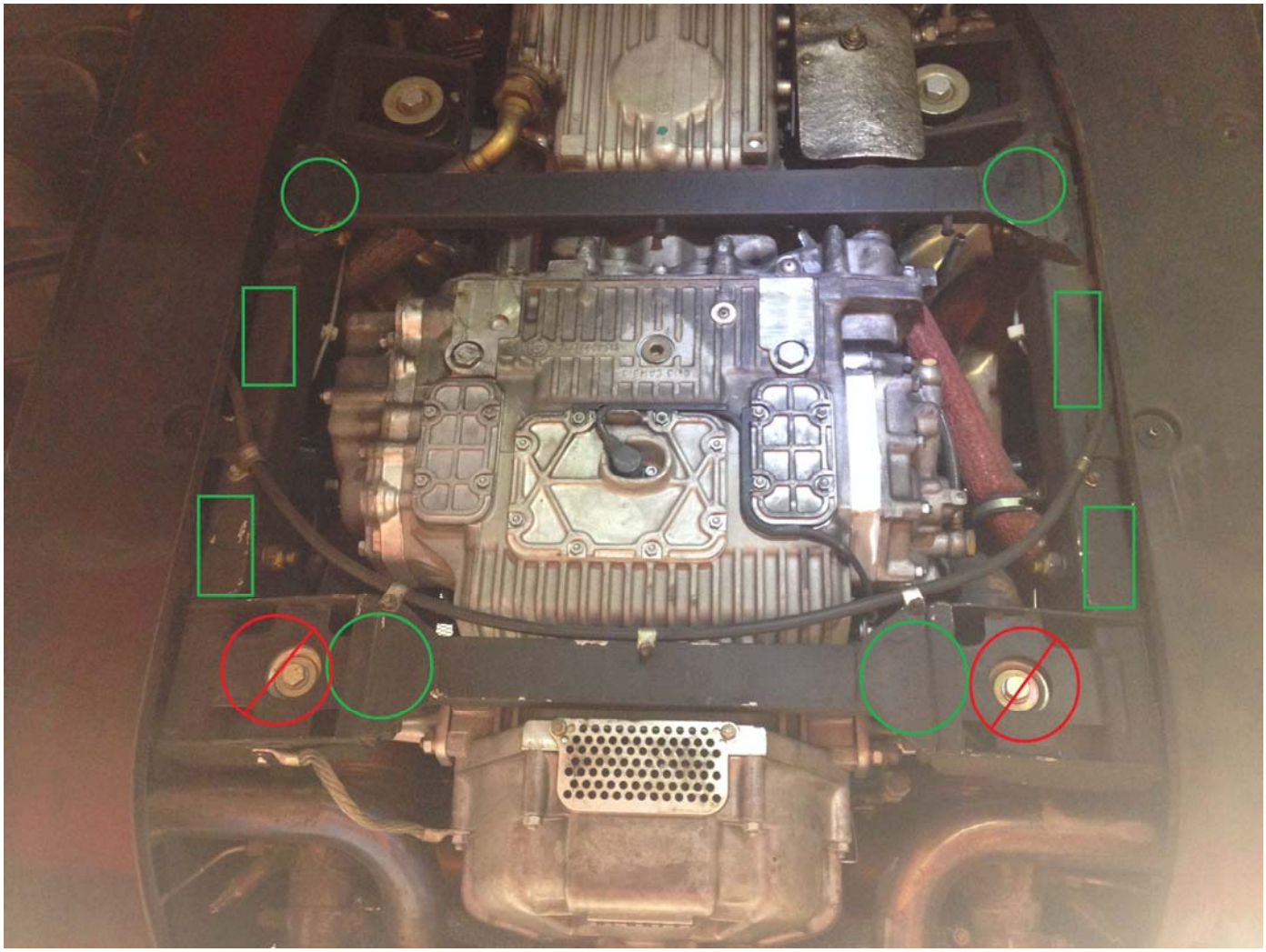
Rear Sub-Frame (with acceptable jackstand locations):

- Circular green areas are good places. Take note that these are cross member bolting areas and the stand should be placed along the seam if possible (to distribute the load over the cross member and cross member frame mount)

- The rectangular areas are the direct subframe members, however, be sure to avoid the areas where the hand brake cable passes.

- The 2 areas with the red circles and slash marks (transmission mounts) should be avoided. While they appear to be a great location, the metal is actually a thin piece that is welded at the four edges. It may be possible to use these, and others may have successfully, although I don't recommend it.

Front of Car



Rear of Car

Jack stand shown under rear subframe: (Rectangular location)

6.0 2-Post Lift and Lift Points:

Several combinations can be used to raise your car with a 2 post lift. Some include the use of the factory jacking points and the rear subframe. However, in my opinion, the best method is to use the unibody frame locations, front and rear. By using the unibody frame locations, the pans do not need to be removed prior and these locations allow for the subframe to be removed from the car when servicing the timing belts, etc.

6.1 Raising the car for lift arm clearance:

Most 2-post lift arms will not fit underneath the low stance of the 355. It's necessary to use a floor jack and wooden blocks to raise the car enough for lift arm clearance. The amount needed will depend on the lift you have. I have a Mohawk A7 and the amount of clearance I need can be achieved with a 1.5" thick board (2" x 6", 2" x 8")

It is possible to drive up on boards but I prefer to position them by jacking up the car as follows.

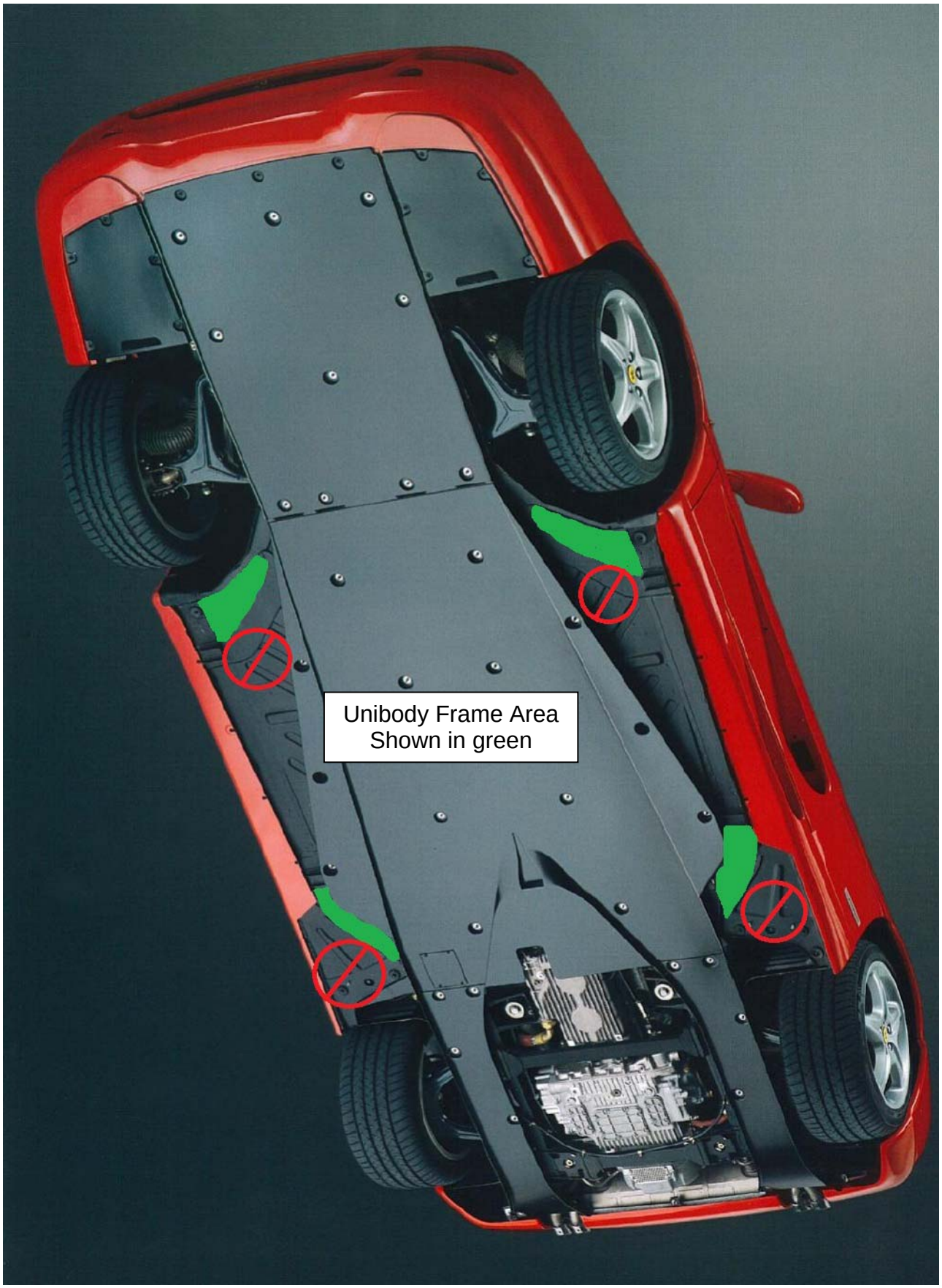
- 1, place boards in front of the front wheels so the car will not roll forward
- 2, using a floor jack (and hockey puck) from the rear of the car, pickup each side under the rear most cross member as shown prior as a lift / jack stand location.

- 3, place a board under the rear wheel and lower.

- 4, repeat for other side (rear)
- 5, using the floor jack (and hockey puck) from the side of the car (use the front jack points), raise the car and place a board under the front wheel.
- 6, repeat for other side (front)

Swing lift arms under car and position to lift locations:

6.2 Lift Arm Locations:



6.3 Front Lift Arm Location:

Note: Picture taken from under car looking out to side

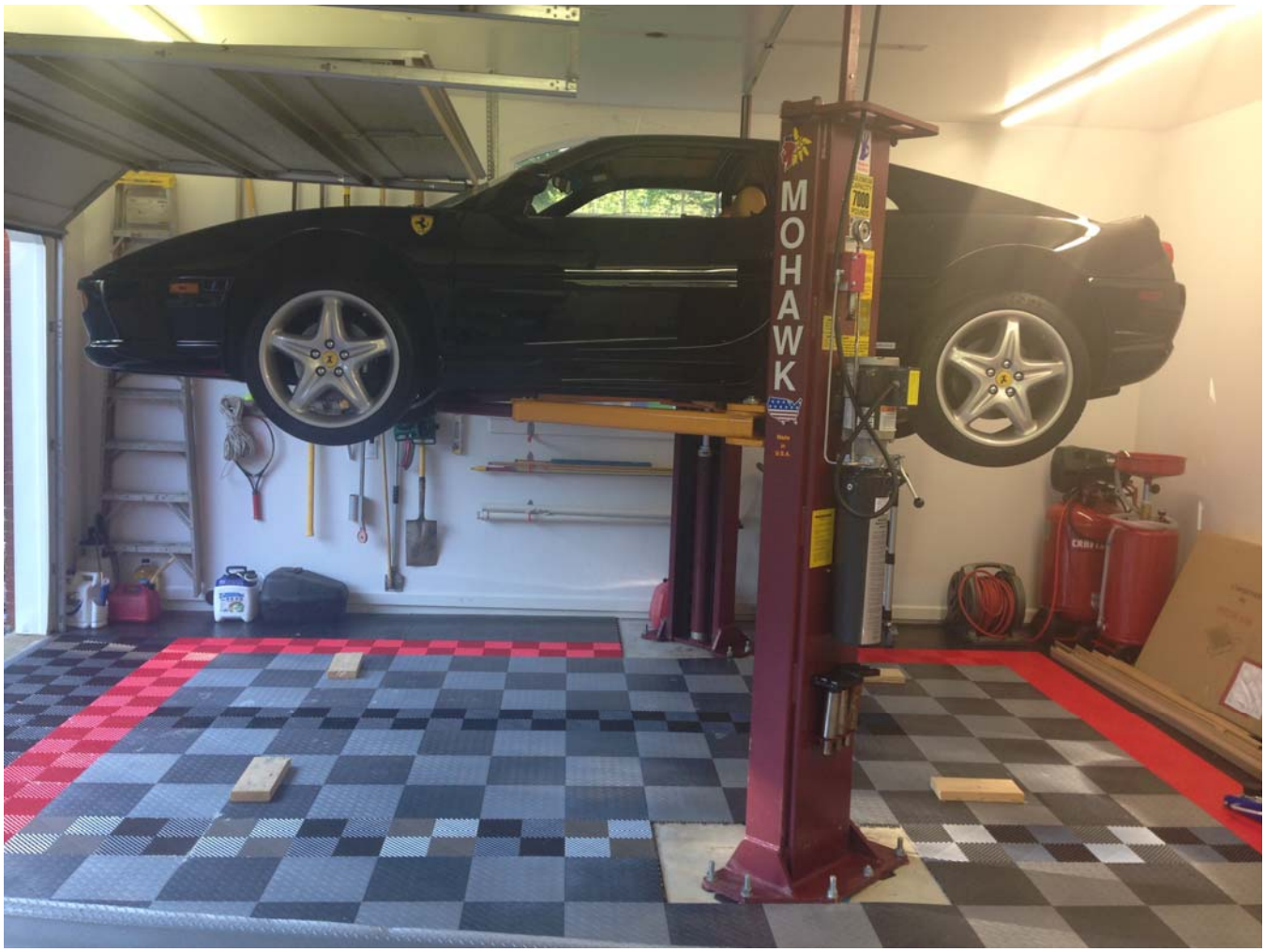
Note: Picture taken from under car looking toward front wheel

6.4 Rear Lift Arm Location:

Note: Picture taken from outside of car looking in toward rear.

Note: Picture taken from under of car looking in toward rear.

Hockey pucks are a great lift pad. Wood blocks can also be used. It may be required to stack hockey pucks 2 high (as shown) to gain enough clearance from the lift arm to the underside of the rocker panel.

Picture of underside: (front looking toward rear).

When using an Asymmetric lift, it a good practice to back in so the engine weight is pickup by the short arms.