

## J-HOOKING SIDEWALL, REAR POST OR REAR DECK

1. Lean buttress stands at a 50 to 70 degree angle with special chain grab end fittings against each rear fender.
2. Hook large J-hook with chain to sidewall at rear side glass or come through rear window and hook rear post or hook rear speaker deck through rear window. Run chain up to chain grab fitting. Chain should nest in slot on end fitting. Secure chain to end fitting with lock-pin. Keep chain length between J-hook and chain grab as short as possible.
3. Note: this step may not be necessary. Tighten slack and pull end fittings to fender using a ratchet strap from one end of chain to other end of chain at undercarriage. Keep strap protected from hot and/or sharp objects. Use lock pin to shorten chain and form chain loop to extend over hot exhaust.
4. If necessary, restrain chain to restrict end fitting from sliding on fender.
5. Attach a ratchet strap at bases and tighten. Situation may require base stakes or other supplemental base restraints.
6. Place wedges or similar in front of each 'A' post.

If a third stand is desired at the rear center of the vehicle, it may be added at any time. In this case the straps of the third stand may be attached to the bases of the fender stands. In addition to the fender stands being strapped to each other, straps would be run from the fender stand bases up to the front of the vehicle. This configuration would keep the passenger compartment free from strap attachment.



## 2-POINT, 3-POINT, ROOF REMOVAL

NOTE: These are technician level operations requiring a thorough understanding of the equipment involved and its proper application. Stabilization components must restrict forward and rearward motion, side to side and up and down movement. During any operation all stabilization components should be monitored closely. Redundant base restraints are a must as a safe backup. Each situation may dictate unique precautions.



Basic or initial roof resting stabilization performed at Orange County (FL) Fire Dept. Note the straps extending from base up to trunk lid. These straps will help restrain sway



Additional stability can be applied by adding a third stand at the rear as shown here in Dupont, WA. Note the counteracting directions of the straps.



With vehicle properly stabilized, the roof may be removed as shown above at Broward County (FL). A stake in the hood and the tie line at the rear restrict forward and rearward vehicle movement.



A weak floorpan may require intermediate support at the mid-section.

## FULL CHAIN WRAP METHOD

NOTE: This technique will work in most instances with passenger vehicles including sedans, wagons, minivans, pickup trucks, hatch-backs, and SUV's. The techniques described here will not always fit the situation. Ground conditions, obstructions, vehicle type, or vehicle condition may prevent stabilization as described. However, the methods presented here give the rescue team a good starting point to work from.

Lean buttress stands with special chain grab end fittings against each rear fender.

Run chain under rear of vehicle from one stand to the other with slack extending up to undercarriage on each side. Chain should nest in slot on end fitting. Secure chain to end fitting with lock-pin.

Tighten slack and pull end fittings to fender using a ratchet strap from one end of chain to other end of chain at undercarriage. Keep strap protected from hot and/or sharp objects. Use lock pin to shorten chain and form chain loop to extend over hot exhaust.

Restrain chain from sliding off rear of vehicle by attaching a ratchet strap to chain near trunk lid and running up to undercarriage in front of wheel assembly (swing-arm pivot point may be suitable).

Attach a ratchet strap at bases and tighten. Situation may require base stakes or other supplemental base restraints.

Place wedges or similar in front of each 'A' post.

Be sure all wedges, stands, and straps are tight. Monitor throughout operation.

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