E. A. HOWE.

AUTOMOBILE JACK.

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1,426,068.

Patented Aug. 15, 1922.

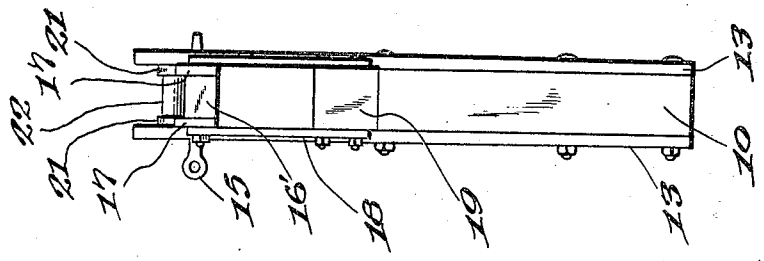


Fig. 2.

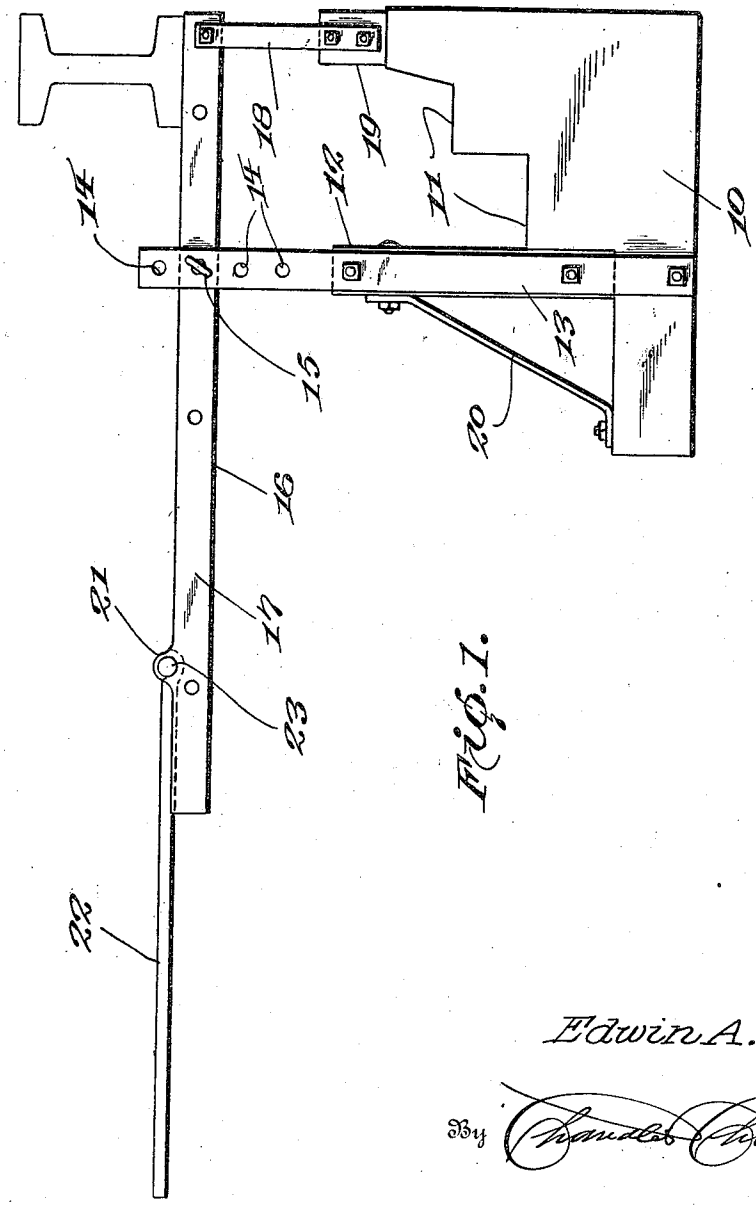


Fig. 1.

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UNITED STATES PATENT OFFICE.

EDWIN A. HOWE, OF BANCROFT, IOWA.

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1,426,068. Specification of Letters Patent. Patented Aug. 15, 1922.

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To all whom it may concern:

Be it known that I, EDWIN A. HOWE, a citizen of the United States, residing at Bancroft, in the county of Kossuth, State of Iowa, have invented certain new and useful Improvements in Automobile Jacks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to new and useful improvements in jacks and particularly to jacks for raising automobiles and other vehicles.

One object of the invention is to provide a jack having efficient supporting means for the working end of the lever of the jack.

Another object is to provide a jack in which the base has a series of steps on which is arranged to be engaged a supporting member carried by the lifting lever, so that the vehicle may be supported at different heights from the ground.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawing.

In the drawing:

Figure 1 is a side elevation of a jack made in accordance with the invention.

Figure 2 is a front elevation of the same.

Referring particularly to the accompanying drawing 10 represents a base block which may be formed of wood, metal, or other desired material, and formed on the upper face of the block are the steps 11. Resting on the lowermost step 11, and extending vertically therefrom, is the post or standard 12, the same including the vertical parallel side strips 13 which are secured to the opposite side faces of the block and the standard 12. The upper end portions of the strips 13 are formed with the longitudinal series of openings 14 for the reception of the pivot pin 15. The lifting lever 16 comprises the central bar 16′ and the side strips 17, bolted or riveted to the central bar. The pivot pin 15 is disposed transversely through the bar or lever 16, as shown. To the outer or working end of the lever 16 are pivotally connected the depending links 18, and secured between the lower ends of these links is a block 19 which is adapted to rest on the upper face of any one of the steps 11 of the base block 10. Connected to the upper face of the lowermost step 11 and the adjacent vertical face of the standard 12, is an inclined brace 20. The outer end portions of the strips 17, have the upwardly extending perforated ears 21 between which is disposed one end of an extension lever 22, the same being pivotally connected to the lever 16 by the pivot pin 23, which is disposed through the said ears and the lever 22.

While I have shown the jack as composed of wood and metal, I wish it understood that I may construct the entire jack from metal or wood, without departing from the spirit of the invention or the scope of the claim.

It will readily be understood from the drawing that the block 19 and links 18 are swung inwardly toward the standard 12 to permit the working end of the lever 16 to be lowered beneath the axle of the vehicle to be lifted, and that upon pressing down on the other end of the lever 16, the axle will be raised. The links 18 and block 19 will then swing away from the standard and be disposed over one or another of the steps, so that upon permitting the lever 16 to rock downwardly under the weight of the vehicle, the block 19 will rest upon the upper face of one of the steps and thus support the vehicle above the ground or floor at the desired elevation. By permitting the block 19 to rest on one or another of the steps 11, the elevation of the vehicle can be regulated.

Should greater leverage be desired to lift the vehicle, the auxiliary or extension lever 22 is swung outwardly so that it will rest on the lever 16, outwardly of the pivot 23. This adds greatly to the length of the lever 16, thus permitting the operator to raise a vehicle of great weight with less energy than would be possible were the lever 16, alone, used.

What is claimed is:

A jack comprising a base block having its upper face formed with a longitudinal series of steps, a standard erected on the lower-

most of the steps, a lifting lever pivotally supported on the upper end of the standard, a pivotally mounted extension lever mounted on the lifting lever, depending links pivotally supported on the working end of the lifting lever, and a block carried by the lower ends of the links for engagement on the upper face of one or another of the steps to support the working lever at different elevations.

In testimony whereof, I affix my signature, in the presence of two witnesses.

EDWIN A. HOWE.

Witnesses:
L. HORAN,
MERLE OWEN.