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HUB CAP PULLER

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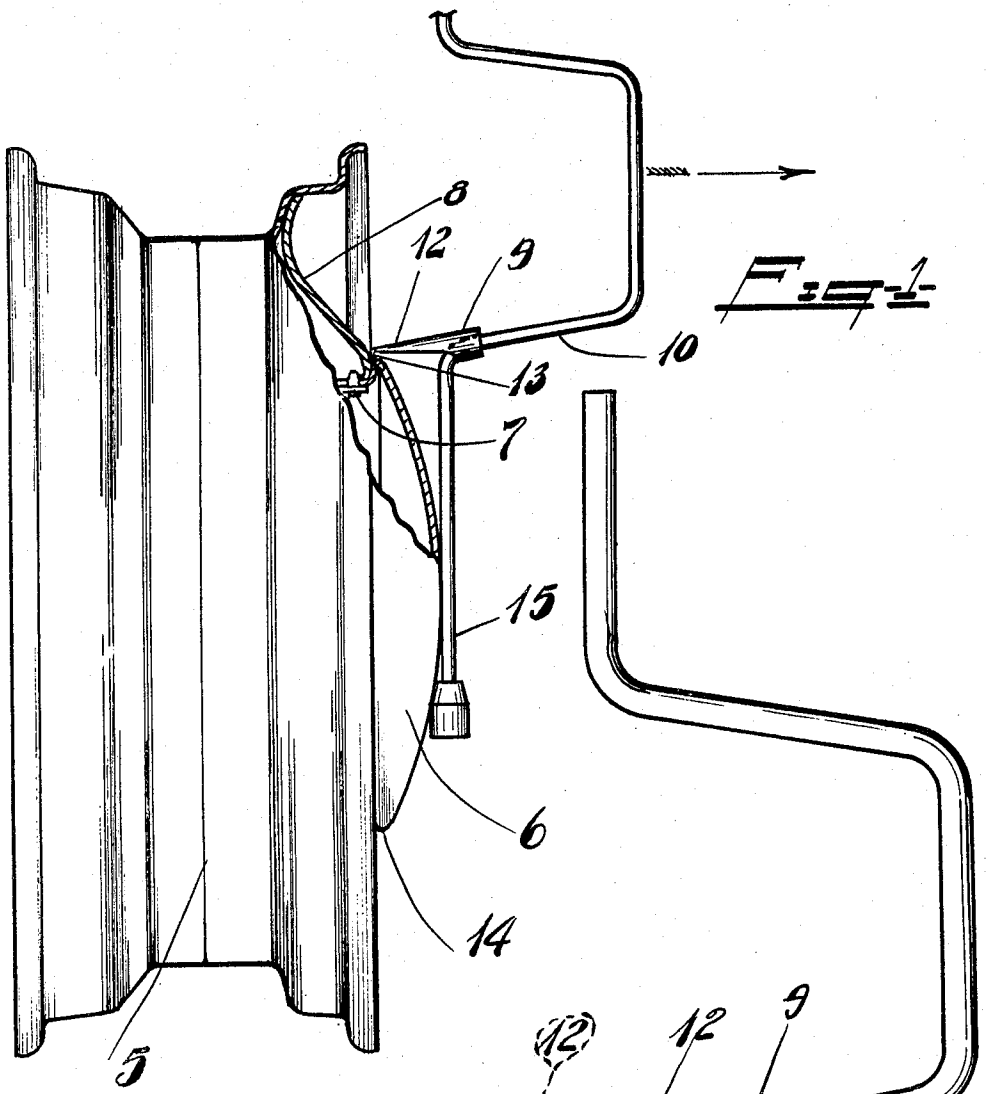


Fig. 1.

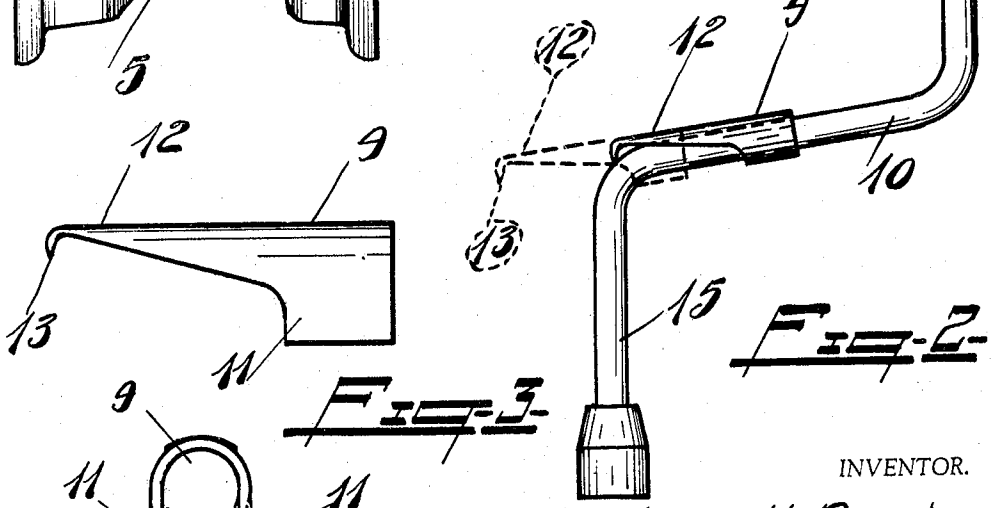


Fig. 2.

Fig. 3.

Fig. 4.

INVENTOR.

BY Leon H. Pembroke

Frank C. Carman

ATTORNEY.

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HUB CAP PULLER

Leon H. Pembroke, Bay City, Mich.

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6 Claims. (Cl. 7—1)

One of the prime objects of the invention is to design a hub cap pulling attachment of simple and economical construction, which can be readily attached to a conventional wheel wrench and in such manner that is readily engageable with the hub cap, the wrench serving as a pry so that the cap can be readily removed and with a minimum of effort.

Another object of the invention is to provide a hub cap pulling attachment which can be quickly and easily mounted on a wrench, and so that it is readily adjustable to operative or inoperative position, and which in no manner interferes with the use and operation of the wrench when used for the purposes for which it was designed.

A further object is to provide a very simple, practical, and substantial hub cap pulling attachment, which is easy and economical to manufacture, and which can be readily mounted in position.

With the above and other objects in view, the present invention consists in the combination and arrangement of parts, hereinafter more fully described, illustrated in the accompanying drawing, and particularly pointed out in the appended claims, it being understod that changes may be made in the form, size, proportion, and minor details of construction, without departing from the spirit, or sacrificing any of the advantages of the invention.

In the drawing—

Fig. 1 is an edge view of a conventional disc wheel, showing a wrench with the hub cap pulling attachment mounted thereon and in position for removing the hub cap.

Fig. 2 is an enlarged view of the wrench with the hub cap pulling attachment mounted thereon, the dotted lines showing it extended for use, the solid lines showing it in inoperative position.

Fig. 3 is an enlarged side view of the pulling attachment.

Fig. 4 is an end view thereof, the dotted lines illustrating the legs bent to secure the pulling attachment in position.

Referring now to the accompanying drawing in which I have shown the preferred embodiment of my invention, the numeral 5 indicates a disc wheel of conventional design and provided with a hub cap 6 as usual, said cap being secured in position by means of spring clips 7 which engage the shell 8 of the wheel.

The pulling attachment 9 is preferably U-shaped in cross section, so that it can be readily fitted to the horizontally disposed handle section 10 of the wrench, and these leg sections 11 are then bent towards each other to secure it in position, the front end section of the attachment being cut diagonally to form a lip 12, the extreme tip being turned downwardly and being beveled to form a claw 13 for engaging the rolled section 14 of the hub cap.

In order that the pulling attachment may be readily mounted on the wrench, the end U-shaped section is open as indicated in Fig. 4 of the drawing, and after the attachment is placed in position, these wing sections are bent around the wrench, as shown in dotted lines in the same figure, so that it is slidably and frictionally mounted thereon.

In practice the attachment is pushed outwardly on the wrench and to position as shown in Fig. 1 of the drawing, the lip 12 engaging the rolled edge 14 of the hub cap, the end section 15 of the wrench resting against the center section of the hub cap; the operator then pulls outwardly in direction as indicated by the arrow in Fig. 1, and the cap is easily and quickly removed without exertion or marring of the cap, the end of the wrench serving as a pry.

From the foregoing description it will be obvious that I have perfected a very simple, practical, and economical pulling attachment for removing hub caps and the like.

What I claim is:

1. The combination with a crank wrench, of a hub cap pulling attachment slidably and frictionally mounted on the radial arm of the crank, the front end section of said puller being cut and turned to form a claw for engaging a hub cap.

2. The combination with a crank wrench, of a cylindrical hub cap pulling attachment mounted to slide on the radial arm of the crank, the outer end section being tapered, the extreme end being turned and sharpened to form a claw adapted to engage the rolled section of a vehicle hub cap.

3. The combination with a crank wrench, of a hub cap pulling attachment frictionally and slidably secured on the radial arm of the crank, the front end section being gradually tapered, the extreme tip being turned downwardly and sharpened to form a claw adapted to engage the edge of a hub cap.

4. The combination with a crank wrench, of a hub cap pulling attachment, U-shaped in cross section, adapted to be mounted on the radial arm of the crank, with the legs bent to embrace the section of the wrench on which it is mounted, the front end section of the puller being tapered,

and the extreme tip being turned and sharpened to form a claw.

5. A hub cap pulling attachment adapted to be mounted on a crank bar such as a crank wrench comprising a member formed with a claw at one end and at the other end adapted to slidably engage one arm of the crank member so that the claw may be engaged under the edge of a hub cap when the other arm of the crank member fulcrumly engages the hub cap.

6. A hub cap pulling attachment adapted to be mounted on a bar comprising a member formed with a claw at one end and at the other end adapted to engage said bar so that the claw may be engaged under the edge of the hub cap when the bar fulcrumly engages the hub cap.

LEON H. PEMBROKE.