A. J. PACK.

MEANS FOR RAISING VEHICLE BODIES.

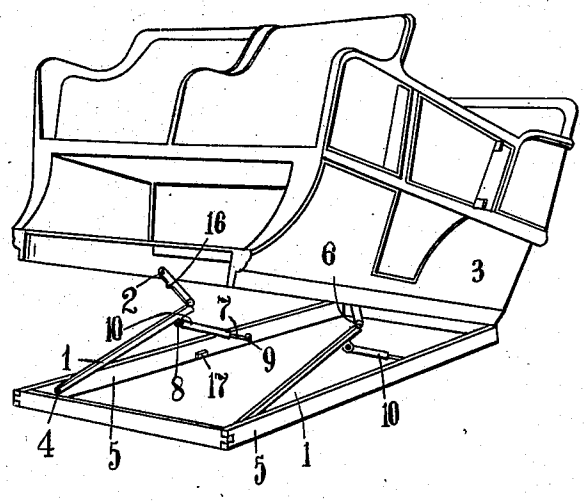
APPLICATION FILED JULY 15, 1907.

899,430.

Patented Sept. 22, 1908

2 SHEETS—SHEET 1.

Fig. 1



Witnesses

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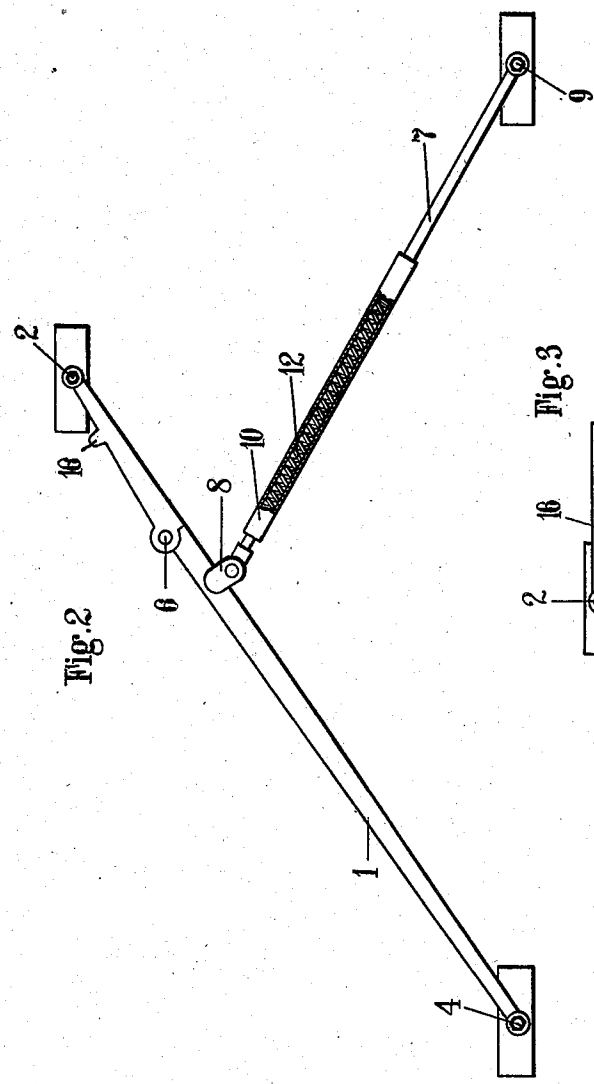


Fig. 2

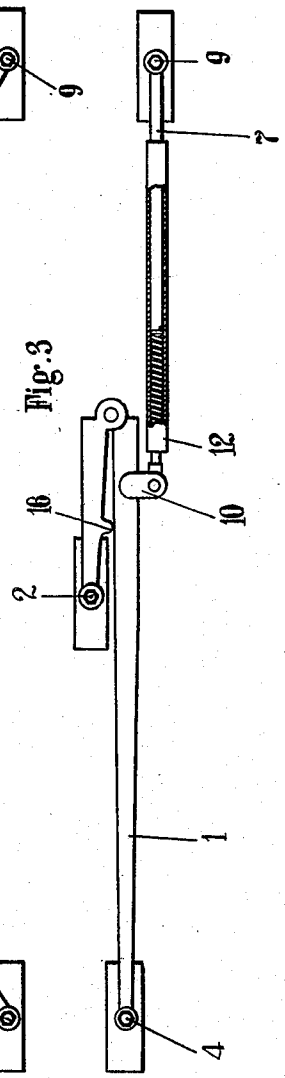


Fig. 3

Witnesses

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UNITED STATES PATENT OFFICE.

ARTHUR JAMES PACK, OF BRIGHTON, ENGLAND.

MEANS FOR RAISING VEHICLE-BODIES.

No. 899,430. Specification of Letters Patent. Patented Sept. 22, 1908.

Application filed July 15, 1907. Serial No. 383,738.

To all whom it may concern:

Be it known that I, ARTHUR JAMES PACK, a subject of the King of Great Britain, residing at 6 Florence road, Preston Park, Brighton, and 42 and 43 George street, Brighton, in the county of Sussex, England, have invented new and useful Improvements in Means for Raising Vehicle-Bodies, of which the following is a specification.

My invention relates to a device for easily raising and supporting motor bodies which may require to be raised from the chassis.

My invention is designed to provide a folding supporting leg which will aid the raising of a heavy motor-vehicle body while rigidly supporting said body when it has been raised.

In my jointed stay or supporting leg the parts when not in use fold against each other into the smallest possible area and allow the body to rest on the chassis while a strong spring is arranged in such a position with regard to the joint in the stay, that it will give the maximum amount of support to the stay without any tendency to buckle it when it is being extended during the operation of lifting the body, while it will not lock said stay in either the extended or closed position.

My invention is more particularly described with reference to the accompanying drawings in which:

Figure 1 is an isometric view showing the body of a motor car supported in a half-raised position by means of the hinged supporting leg. Fig. 2 shows my apparatus in the extended position partly broken away to show the spring. Fig. 3 shows my apparatus folded.

Referring now to the drawings, I arrange an iron or steel leg rest or support 1, hinged at 2 to the body 3 of the car and at 4 to the chassis frame 5 of said car. I form in said leg rest 1 a knuckle joint 6. I arrange a spring support 7 pivotally attached at 8 to the leg rest 1 and at 9 to the chassis 5, said spring support preferably consisting of telescopic tubes 10 in which I arrange a spiral spring 12.

The operation of my apparatus will be obvious: While the car body is being lifted as shown in Fig. 1, the spring 12 tends to extend the spring support 7 and presses the end of said support against the supporting leg 1 thereby tending to straighten out said leg and to aid the raising of the body on its chassis. It will be obvious that when the car body is raised to the desired position, as shown in Fig. 2, and the leg is straightened out the spring support 7 will hold said leg 1 rigidly in position with its knuckle joint closed. When, however, it is desired to close the body of the car down upon the chassis the knuckle joint of the supporting leg 1 is bent back and the body pulled down thereby compressing the spring 12 and folding the device into the position shown in Fig. 3.

I prefer to arrange a stop 16 on the upper part of the folding leg 1 in such a position as to come against the lower part of said leg when folded in the position shown in Fig. 3 thereby preventing the knuckle from locking when the car body is resting upon the chassis. I also arrange a stop 17 on the chassis against which the spring support rests when in the folded position shown in Fig. 3.

It will be obvious that the device described has many advantages over the devices hitherto suggested for this purpose while as the elements of the device fold together as shown in Fig. 3 when the body of the car is closed down upon its chassis, it takes up very little room and is not in any way unsightly.

What I claim is:

In means for raising vehicle bodies, the combination of a chassis, a vehicle body hinged thereto, a jointed supporting leg pivoted to said chassis and said body, and adapted to be folded over upon itself when not in use, and a telescopic spring support pivoted to the chassis at one end, and to one of the members of the leg at the other end, one of the folded members of said leg being provided with means to prevent said members from striking against each other, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ARTHUR JAMES PACK.

Witnesses:

ARTHUR J. STEPHENS,

LEONARD E. HAYNES.