Feb. 10, 1942. R. HEBBERT 2,272,559

AUTOMOBILE SPRING JACK

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Fig. 1.

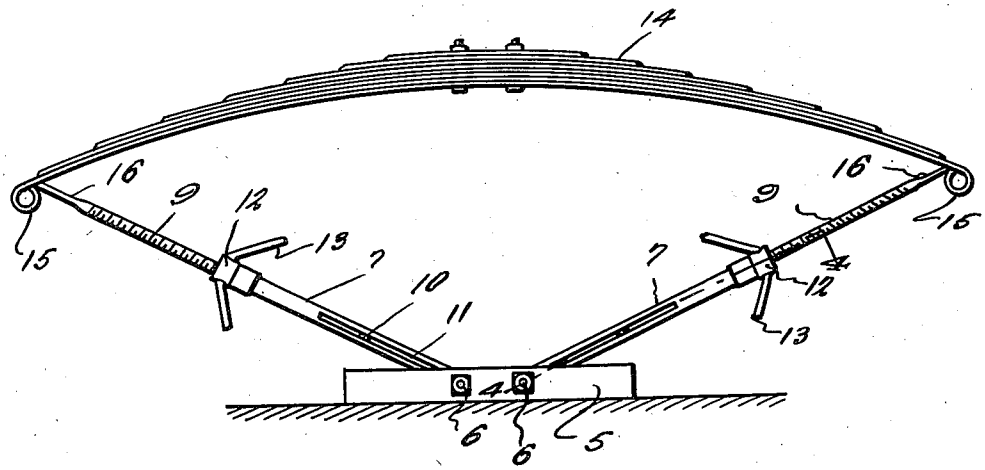


Fig. 2.

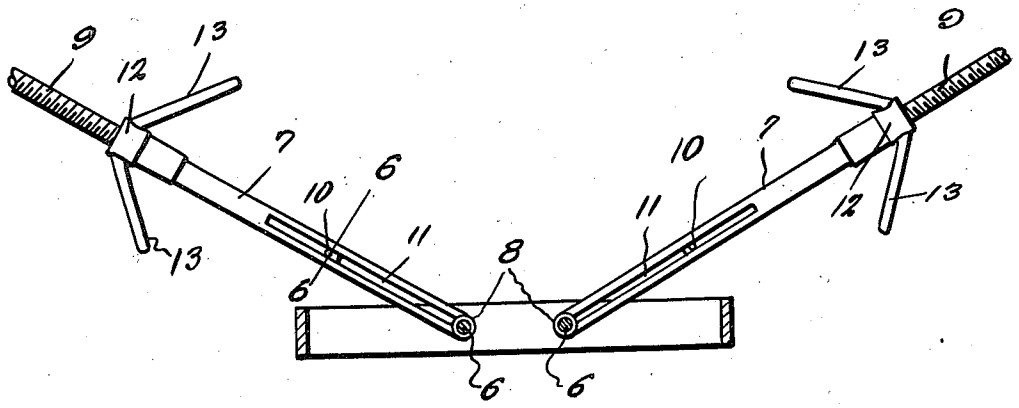
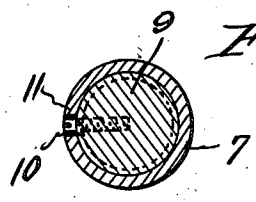


Fig. 6.



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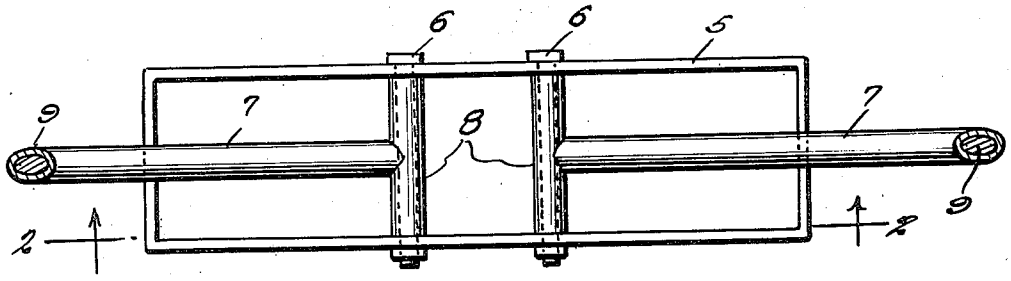
Attorneys

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AUTOMOBILE SPRING JACK

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Fig. 3.



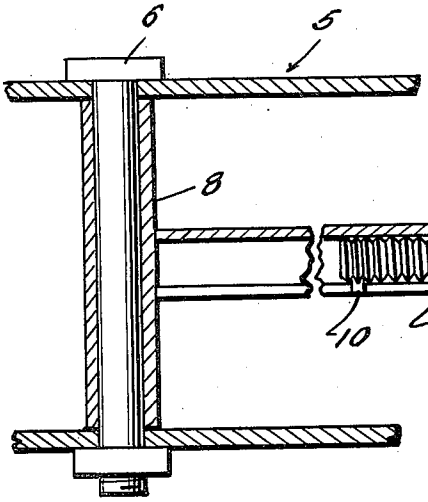


Fig. 4.

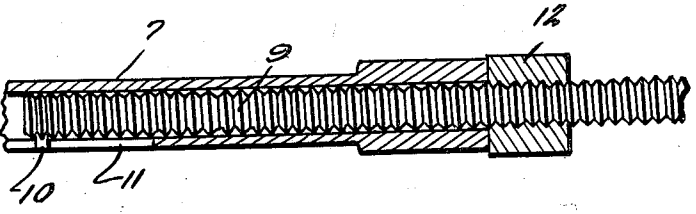
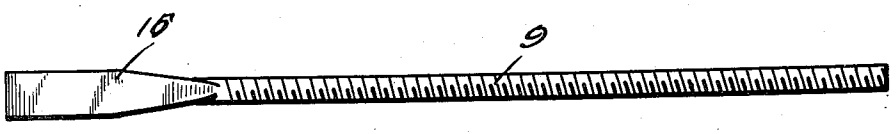


Fig. 5.



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AUTOMOBILE SPRING JACK

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Application January 18, 1940, Serial No. 314,543

3 Claims. (Cl. 29—87.1)

This invention relates to jacks, and more particularly has reference to a jack especially designed for jacking up an automobile spring to facilitate repairing and/or removing the spring.

An object of the present invention is to provide a jack of this character that is characterized by simplicity of construction, minimum of parts, and which at the same time will prove well adapted for the purpose intended.

The invention together with its objects and advantages will be best understood from a study of the following description taken in connection with the accompanying drawings wherein:

Figure 1 is a side elevational view illustrating the application of the jack.

Figure 2 is a fragmentary detail sectional view taken substantially on the line 2—2 of Figure 3.

Figure 3 is a top plan view of the jack with certain parts removed and other parts shown in section.

Figure 4 is a fragmentary enlarged detail view partly in section and partly in elevation and illustrating certain details of construction hereinafter more fully referred to.

Figure 5 is a plan view of a threaded shank forming part of the invention, and

Figure 6 is a detail sectional view taken substantially on the line 6—6 of Figure 2.

Referring more in detail to the drawings it will be seen that in the preferred embodiment thereof the jack comprises a base 5 that in the present instance is in the form of a rectangular frame made of wood or any other suitable material.

A pair of spaced parallel pivot bolts 6—6 extend transversely of the frame 5 intermediate the ends of the frame, the sides of said frame being suitably apertured to accommodate the bolts.

Pivotally connected to the frame 5 through the medium of the bolts 6 are jack rods 7—7.

Each jack rod 7 is of tubular construction and is provided at one end with an integral laterally extending hub 8 which accommodates a pivot bolt 6 as shown.

Each jack rod 7 telescopically accommodates a threaded shank 9 that is restrained against rotative movement relative to its associated rod 7, and constrained to shift longitudinally of the associated rod 7 through the medium of a lateral pin 10 extending from the inner end of the shank 9 and working in a longitudinal slot 11 provided therefor in the rod 7, as clearly shown in Figure 4.

For adjusting the shank 9 relative to its associated rod 7 there is provided an operating nut 12 equipped with handles 13 to facilitate turning of the nut. Obviously, as the nut 12 is turned in a proper direction the shank 7 will be caused to thread therethrough inwardly or outwardly, as desired, with respect to the associated jack rod 7.

For engagement with the vehicle spring 14 adjacent the eyes 15 of the spring the shanks 9 at their outer free ends are smooth and flattened as at 16.

The manner of using the jack may be briefly described as follows:

When it is desired to perform some work on the vehicle spring 14, or to remove the spring, necessitating the removal of the shackles, the base 5 is positioned on the ground as shown in Figure 1, and the jack rods 7 extended in opposite directions to substantially align with the eye-equipped ends of the spring 14. The nuts 12 are then rotated in the proper direction for feeding of the shanks 9 to engage the ends 16 thereof with the underside of the spring 14 immediately adjacent to the eyes 15 of the spring. Obviously the shanks 9 may be adjusted outwardly with respect to the jack rods 7 to the extent desired for maintaining the spring 14 in a position or condition facilitating the removal of the spring shackles and the performance of the work desired.

Obviously when no further use of the jack is required, the nuts 12 are rotated in a reverse direction for causing the shanks 9 to retract inwardly with respect to the rods 7 so that the ends 16 of the shanks will clear the eyes 15 permitting bodily removal of the jack to an out-of-the-way place.

It is thought that a clear understanding of the construction, manner of use, utility and advantages of an automobile spring jack embodying the features of the present invention will be had without a more detailed description.

Having thus described the invention what is claimed as new is:

1. A vehicle leaf spring supporting and repairing jack comprising a supporting base of skeleton frame structure, tubular jack rods pivoted at one end thereof to the base inwardly from opposite ends thereof so as to be angularly swingable to and from said base, shank members telescopically fitting in said jack rods, interengaging means on said jack rods and said shanks for extending and retracting said shanks relative to said jack rods and for securing said shanks at the desired position of adjustment, and each of said shanks having a flatttened free end for en-

gagement with an automobile spring adjacent to a terminal eye of said spring.

2. A jack particularly designed for jacking up automobile springs, said jack comprising a base frame, a pair of tubular jack rods pivoted at one end thereof to said base so as to be bodily and angularly swingable relative to said base, a threaded shank slidably fitting each jack rod, interengaging means on said shank and associated jack rod restraining said shank against rotative movement relative to the jack rod, and a handle equipped nut threadedly engaged above the shank and bearing against an end of the jack rod for projecting and retracting said shank with respect to its associated jack rod.

3. An automobile spring jack comprising a substantially rectangular base frame, a pair of spaced parallel pivot bolts mounted in the frame transversely thereof inwardly from the ends of the frame, tubular jack rods respectively provided at one end with an integral laterally extending hub embracing one of said pivot bolts, threaded jack rods having telescopic engagement with said tubular jack rods, said tubular jack rods having longitudinal slots in the peripheries thereof, and said threaded jack rods having lateral pins extending therefrom and engaging in said slots whereby said threaded jack rods are constrained against rotative movement relative to the tubular jack rods, and handle equipped operating nuts threadedly engaged on the threaded jack rods and bearing against the free ends of the tubular jack rods for projecting and retracting said threaded jack rods with respect to said tubular jack rods.

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