United States Patent [19]

Tregoning

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[54] **LUG NUT WRENCH TOOL**

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[52] **U.S. Cl.** ..... **7/1 G,** 29/245; 81/177 B

[51] **Int. Cl.** **B25f 1/00**

[58] **Field of Search** ... 7/1 R, 1 G; 81/177 B, 177 R, 81/121 R; 29/245

[56] **References Cited**

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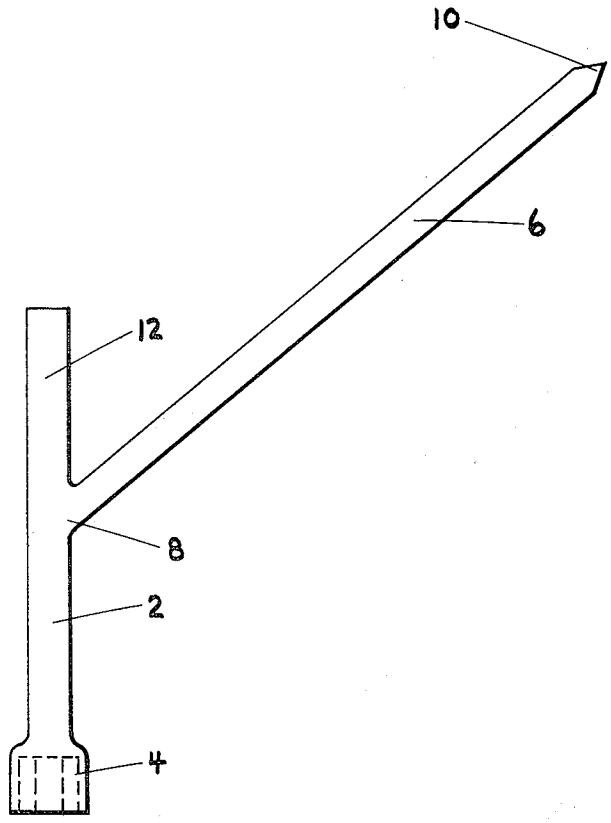
[57] **ABSTRACT**

A lug nut wrench which consists of a bar having a lug-nut engaging socket at one end has a lateral projection with a chisel-shaped end adapted for the removal of hub caps. The bar has an extension beyond such lateral projection, for grasping by the hand to hold the nut firmly on the lug while the tool is being turned by means of the extension.

1 Claim, 2 Drawing Figures



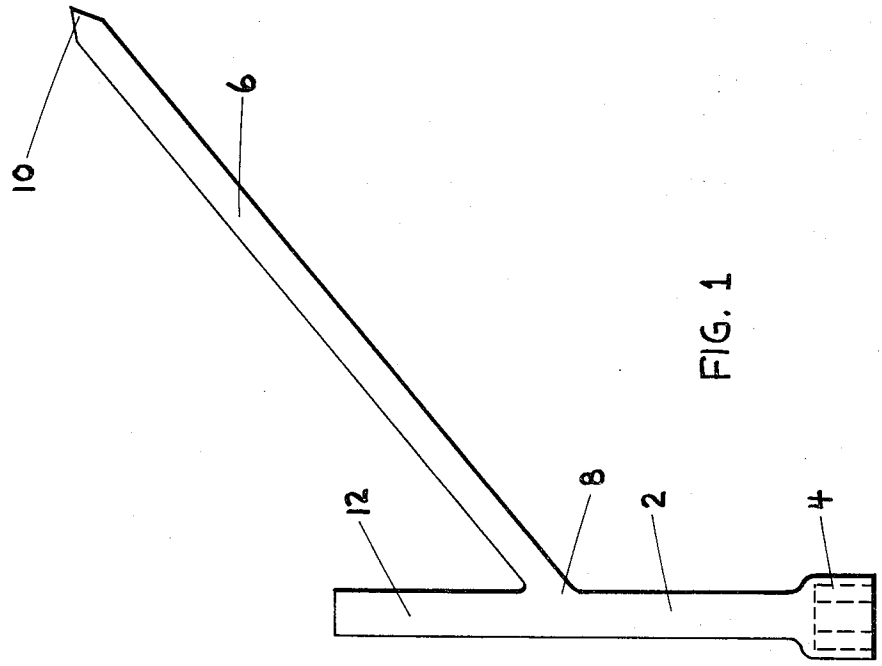


FIG. 1

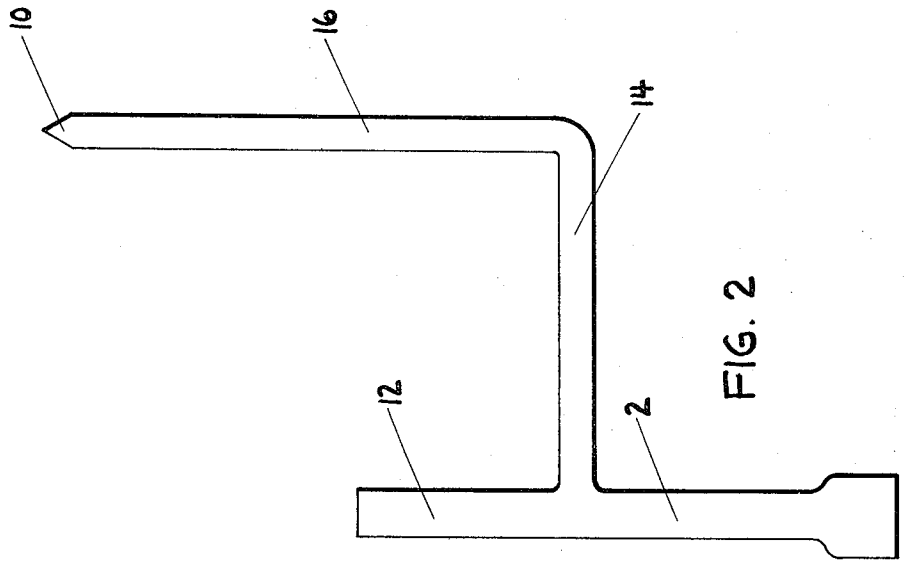


FIG. 2

LUG NUT WRENCH TOOL

BACKGROUND OF THE INVENTION

1. Field of the Invention

The invention relates to tools for turning lug-nuts and removing hub caps.

2. The Prior Art

Tools of this nature are well known in the art, being commonly a bar portion having a lug-nut engaging socket in one end, and having the other part bent away so as to form a handle for use in turning the socket.

Anyone who has changed a tire using such a tool is aware that it is difficult to keep the socket from slipping off the lug-nut, particularly if the lug-nuts have been put on by a power tool which makes them extremely tight. Under these circumstances, it is not uncommon for the user of the tool to have the socket slip off the lug-nut, whereupon the pressure being applied and the sudden release may cause the hands to strike parts of the wheel or fender, causing skinned knuckles and other discomfort.

SUMMARY OF THE INVENTION

The present invention provides a tool of this type for removing lug-nuts in which the danger of having the lug-nut socket slip off the nut is almost eliminated.

According to the invention, the bar which carries the socket at one end is extended outwardly beyond the point at which the offset leverage portion leaves the bar, so that it can be grasped by the hand with the result that the socket can be kept on the nut even when very considerable pressure is being applied to the laterally extending leverage part.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 shows one form of the tool according to the invention; and

FIG. 2 shows a modified form thereof.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

In the arrangement shown in FIG. **1**, there is a bar **2** having at one end a lug-nut engaging socket **4**. A leverage and hub cap removal portion **6** extends angularly and laterally from the bar **2** at the point **8** and terminates in a chisel-shaped edge **10** for removing lug-nuts. This is a standard structure. However, according to the invenion, the bar **2** has an upward extension **12** beyond the point **8** sufficiently long (4 to 6 inches, for example) to be at least substantially as wide as the ordinary hand, so as to permit it to be grasped by the hand of the user, for holding the socket **4** on the lug-nut while pressure is applied to the extension **6**.

The arrangement in FIG. **2** differs only in that instead of the straight angular lateral extension **6**, there is an extension **14** perpendicular to the bar **2** and then an upward extension **16** forming a leverage portion.

While I have described herein two forms of the invention, I wish it to be understood that I do not intend to limit myself thereby except within the scope of the claims hereto and hereinafter appended.

I claim:

1. An automotive tool comprising a straight bar having at one end a socket for a lug-nut and having at an intermediate point along its length an outwardly directed member extending at an angle to the longitudinal axis of the bar and terminating at a distance from a plane through said socket perpendicular to the axis of the bar greater than the distance from said plane to said point, said member having a wedge-shaped end for removal of the hub cap, said bar extending on the opposite side of such point from such socket by a distance at least as great as the width of the normal human hand.

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