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CRANK HANDLE FOR TOOLS

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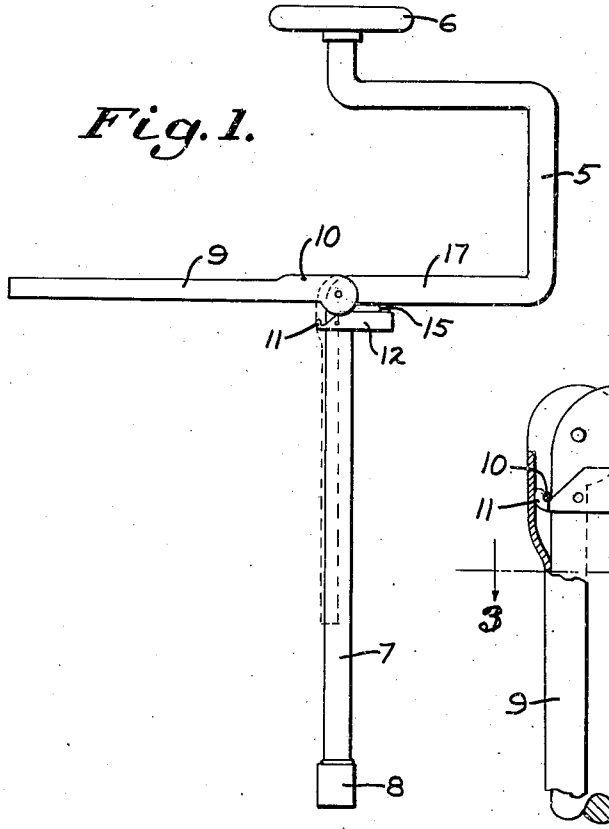


Fig. 1.

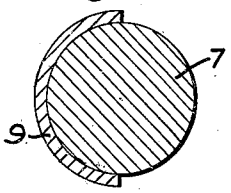


Fig. 3.

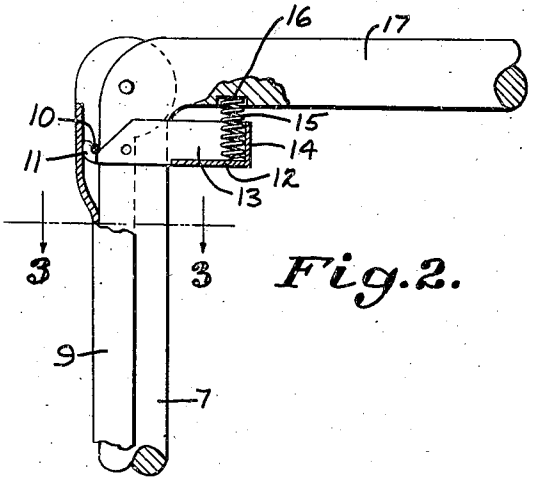


Fig. 2.

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CRANK HANDLE FOR TOOLS

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1 Claim. (Cl. 81—73)

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This invention relates to a socket wrench construction, and more particularly to socket wrenches designed primarily for use in removing and replacing nuts used in securing motor vehicle wheels to their hubs or axles.

The primary object of the invention is to provide a socket wrench of this character having means for increasing the leverage to facilitate the operation of the wrench when removing nuts which have become seated and secured by rust or corrosion.

Another object of the invention is to provide a wrench including a lever used for increasing the leverage of the wrench, the lever being pivotally connected to the wrench so that it may be readily thrown into and out of operation.

With the foregoing and other objects in view which will appear as the description proceeds, the invention consists of certain novel details of construction and combinations of parts, hereinafter more fully described and pointed out in the claim, it being understood that changes may be made in the construction and arrangement of parts without departing from the spirit of the invention as claimed.

Referring to the drawing:

Figure 1 is an elevational view of a wrench constructed in accordance with the invention, the pivoted lever being shown in its extended position.

Figure 2 is an enlarged fragmental elevational view partly in section, illustrating the means for securing the pivoted arm or lever of the wrench, in its inactive position.

Figure 3 is a sectional view taken on line 3—3 of Figure 2.

Referring to the drawing in detail, the wrench comprises a body including the offset handle portion 5, hand grip 6 and crank 7, which extends from one end of the body. The reference character 8 indicates the socket at the end of the crank 7, which is positioned over the nut to be removed when operating the wrench.

Pivotally connected with the wrench is an arm 9, which is curved transversely, so that when the arm is moved to the position as shown by Figure 2 of the drawing, it will fit around the shank 7 and be out of the way when not in use.

A pin indicated at 10 extends from the arm 9 and is adapted to be engaged by the hook 11, formed at the forward end of the latch 12, which is pivotally mounted on the shank 7 adjacent to the inner end thereof.

The latch comprises spaced side walls 13 and an end wall 14, between which the coiled spring

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15 is mounted, the spring 15 having its upper end fitted in the recess 16 formed in the lower edge of the bar 17, forming a part of the handle portion. Thus it will be seen that due to this construction, the arm 9 when swung into contact with the crank 7, will be held against movement with respect to the shank 7 under normal conditions.

When it is desired to extend the arm to the position shown in full lines in Figure 1 of the drawing, to increase leverage, the latch member is operated to pivot the hook 11 out of contact with the pin 10. The arm may now be swung to its active position and gripped by the operator, to increase leverage when operating the wrench to remove an exceptionally tight nut.

When the arm 9 is swung to its inactive position, the hook 11 snaps over the pin 10, securing the arm against accidental movement.

I claim:

A handle for tools, comprising a tool shank, a crank disposed at one end of the shank and extending laterally therefrom, an operating arm pivotally connected to the shank at the point where the crank merges with the shank, said operating arm being forked at one end and transversely curved and fitted over the shank, a pin extending between the sides of the forked end of the operating arm, a spring-pressed latch member pivotally mounted on the shank and extending across the shank adjacent said point, one end of the latch member seating in the forked end of the arm, the outer end extending from the shank and constituting a finger piece and a hook at said one end of the latch member adapted to hook over the pin normally holding the operating arm in parallel relation against the side of the shank under normal conditions.

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