

D. C. LASSITER.  
 COMBINED VEHICLE JACK AND WRENCH.  
 APPLICATION FILED FEB. 5, 1908.

900,556.

Patented Oct. 6, 1908.

2 SHEETS—SHEET 1.

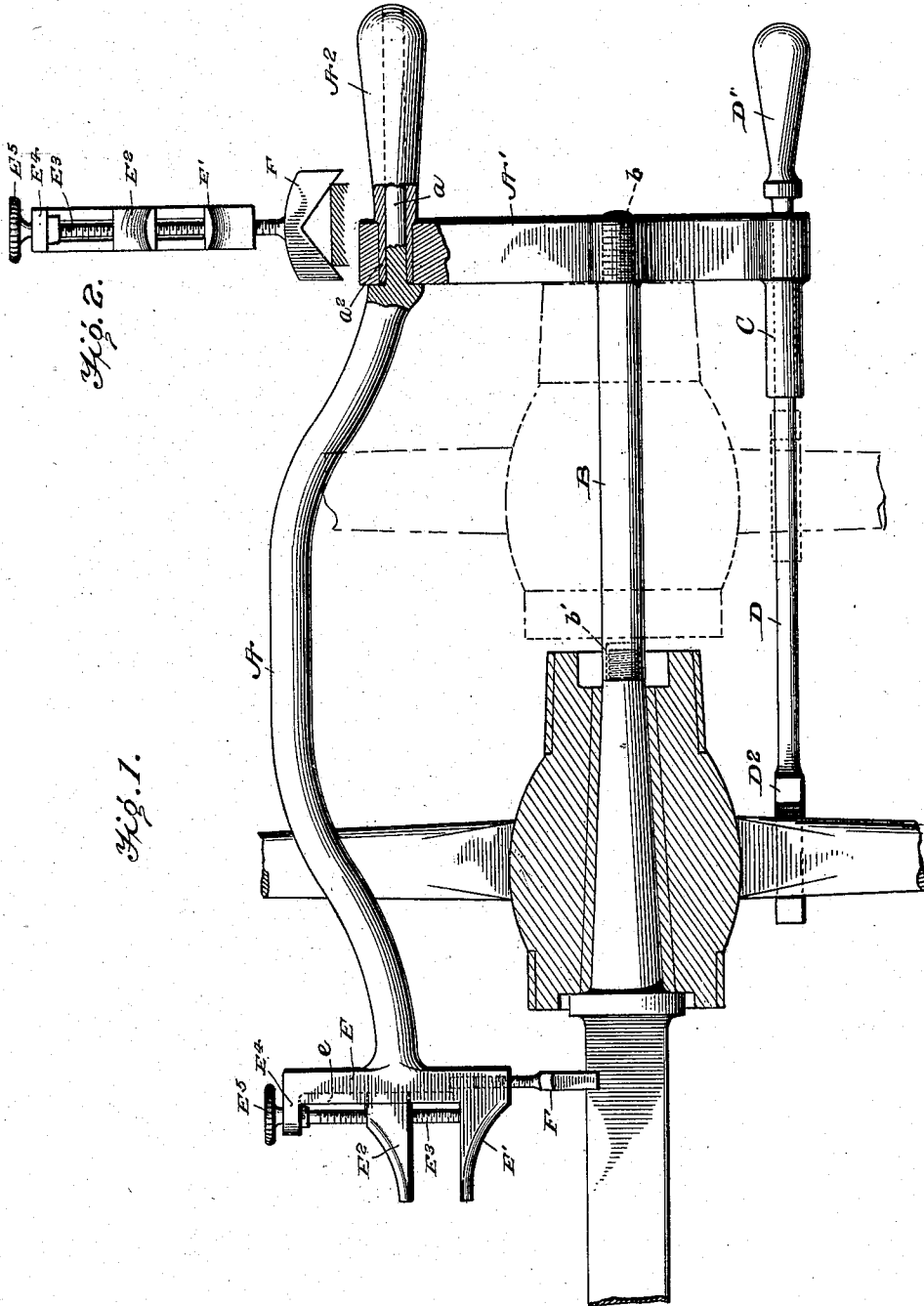


Fig. 2.

Fig. 1.

Witnesses  
 L. H. Schmidt.  
 Geo. S. Brock.

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Fig. 3.

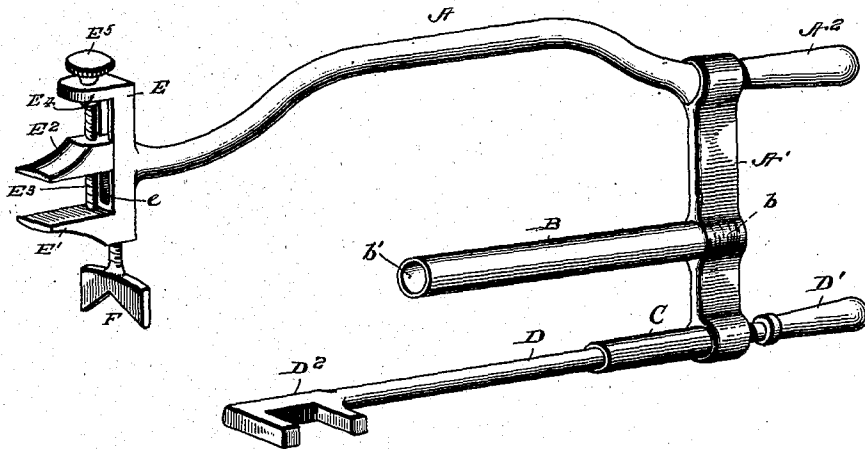


Fig. 4.

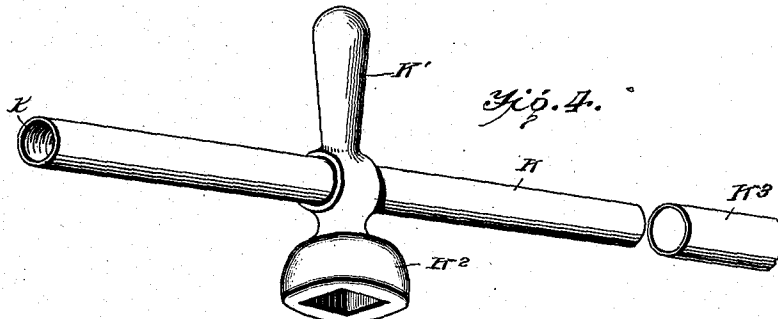
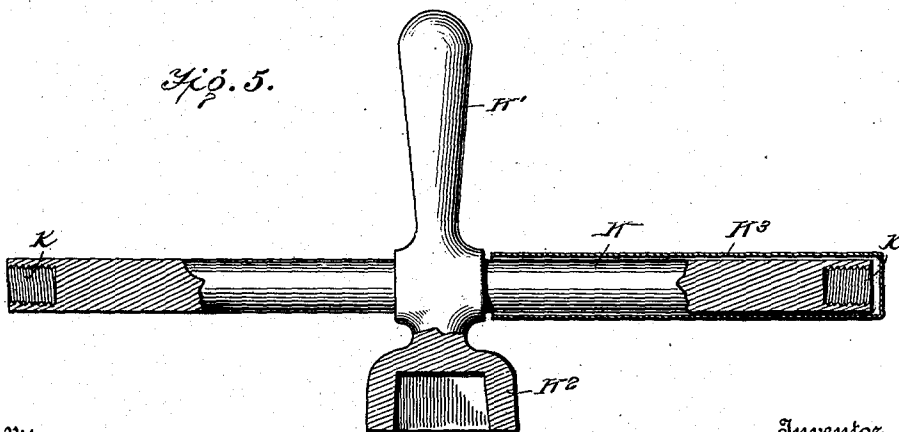


Fig. 5.



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# UNITED STATES PATENT OFFICE.

DOCTRINE CLARK LASSITER, OF SHELMEKDINE, NORTH CAROLINA.

## COMBINED VEHICLE JACK AND WRENCH.

No. 900,556.

Specification of Letters Patent.

Patented Oct. 6, 1908.

Application filed February 5, 1908. Serial No. 414,359.

*To all whom it may concern:*

Be it known that I, DOCTRINE CLARK LASSITER, a citizen of the United States, and resident of Shelmerdine, in the county of Pitt and State of North Carolina, have invented a new and useful Improvement in a Combined Vehicle Jack and Wrench, of which the following is a specification.

My invention relates to improvements in combined vehicle jacks and wrenches and particularly to that class of jacks which support the wheel when it is removed from the spindle, in order that lubricant may be placed on the spindle, the object of my invention being to provide a simple, cheap and convenient device for facilitating the handling of the wheels of a vehicle while lubricating the spindles thereof.

With these objects in view my invention consists in certain novel features of construction, arrangement, and combination of parts, as will be hereinafter fully described and pointed out in the claims reference being had to the accompanying drawings, in which

Figure 1 is a side elevation of my improvement, as in use. Fig. 2 is an end elevation of the same. Fig. 3 is a perspective view of the device. Fig. 4 is a perspective view of a modified form. Fig. 5 is a sectional elevation of the form shown in Fig. 4.

In carrying out my invention I use a frame comprising the bowed arm or goose-neck A and the end member A' and the handle A<sup>2</sup>; projecting from the member A' to which it is screwed is the rod B which extends inwardly horizontally and has at its free end a smooth socket b. At the lower end of member A' is provided an inwardly extending tubular projection C through which and the member A' passes the slidable grab bar D which has at one end the handle D' and at the other the grab head D<sup>2</sup> shaped somewhat to a spanner wrench. At the end of the bowed arm A opposite the handle A<sup>2</sup> is made a vertical shank or bar E, having the horizontal rigid wrench jaw E'; the outer face of shank E is provided with a vertical guide groove in which slides the rear end of a movable jaw E<sup>2</sup>, said jaw working on a threaded bolt E<sup>3</sup>, which is seated at its lower end in the rigid jaw E' and is swiveled at its upper end through the lug or ear E<sup>4</sup>; the upper end of the bolt E<sup>3</sup> is provided with a milled head E<sup>5</sup> by means of which the bolt can be turned to cause up or down movement of sliding jaw E<sup>2</sup>. In the lower face of rigid jaw E' is screwed a forked

foot F which is designed to rest on the axle as shown in Figs. 1 and 2.

To use this device the wrench member is applied to the nut which holds the hub on the spindle, and said nut is unscrewed; the goose-neck A is then passed between the spokes of the wheel and the end of rod B is fitted onto the spindle forming a continuation thereof; the forked foot F is then allowed to rest on the top of the axle and by raising bowed arm by means of handle A<sup>2</sup> the wheel is lifted from the ground; the grab rod D is then slid inwardly until the head can be engaged with one of the spokes of the wheel; the grab rod is then slid to the right and carries the wheel with it the hub sliding along the rod B to the position indicated by dotted lines in Fig. 1; the wheel can now be lowered to the ground forming a support for the axle; the spindle of which can now be readily supplied with grease or other lubricant; when this has been accomplished, the wheel is slid back off rod B onto its spindle again and the entire device removed, and the wrench member again used to screw the hub nut on.

In Figs. 4 and 5 I have shown another form of device by which the same result can be accomplished. In this form I use a bar K having at each end a threaded socket k, the threads being right and left to accommodate differently threaded spindles; at the center of the bar K is disposed on one side the handle K' while projecting from the opposite side is the socket wrench K<sup>2</sup>; with this form of device the hub nut is unscrewed and one end of the bar K screwed onto the end of the spindle; the handle K' is used to support the wheel while it is being slid outwardly onto the bar preparatory to lubricating the spindle. K<sup>3</sup> is a cap to be placed on end of bar K not in use, to protect the hand from oil or grease.

As shown in Fig. 1 the goose-neck A has a projecting end a which projects through the member A' but within the handle A<sup>2</sup> which has a projecting collar a<sup>2</sup> fitting within the member A' and forming a bushing for the end a; by this construction when a nut is to be removed from the spindle the head is applied to the nut, the handle A<sup>2</sup> grasped by the operator, and the goose-neck is turned in the manner of an ordinary brace and bit, the pin a turning easily within the bushing sleeve a<sup>2</sup>.

From the above it will be seen that I provide a simple cheap and convenient device

for quickly lubricating axle spindles, and one which can be readily carried with the vehicle as very little space will be taken up by the device when not in use.

5 I claim:

10 1. The combination in a lifting jack of a bowed arm or goose-neck, a fulcrum bearing at one end, a handle at the opposite end, a hub bearing rod, and a grab rod slidably connected with said handle for engaging the spokes of the wheel and sliding the hub on the hub bearing rod.

15 2. The combination in a lifting jack of a bowed arm or goose-neck, a fulcrum bearing at one end thereof, a wrench member projecting from said arm, a handle at the oppo-

site end of the bowed arm, a hub bearing rod projecting from said arm and having a socket in its free end, a tubular projection at the lower end of the goose-neck, and a grab rod 20 fitted to slide in said tubular projection.

3. The combination in a lifting jack, of a bowed arm or goose-neck, a fulcrum bearing at one end, a hub bearing bar projecting from said bowed arm at its opposite end, and a 25 grab rod slidably mounted with respect to the bowed arm adjacent to its end.

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Witnesses:

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