

HEIN-WERNER

SRK-JPLP ~~2/15~~
18.15

MODEL "G"

DIRTY

HYDRAULIC JACK REPAIR PARTS LIST AND SERVICE INSTRUCTIONS

OBsolete

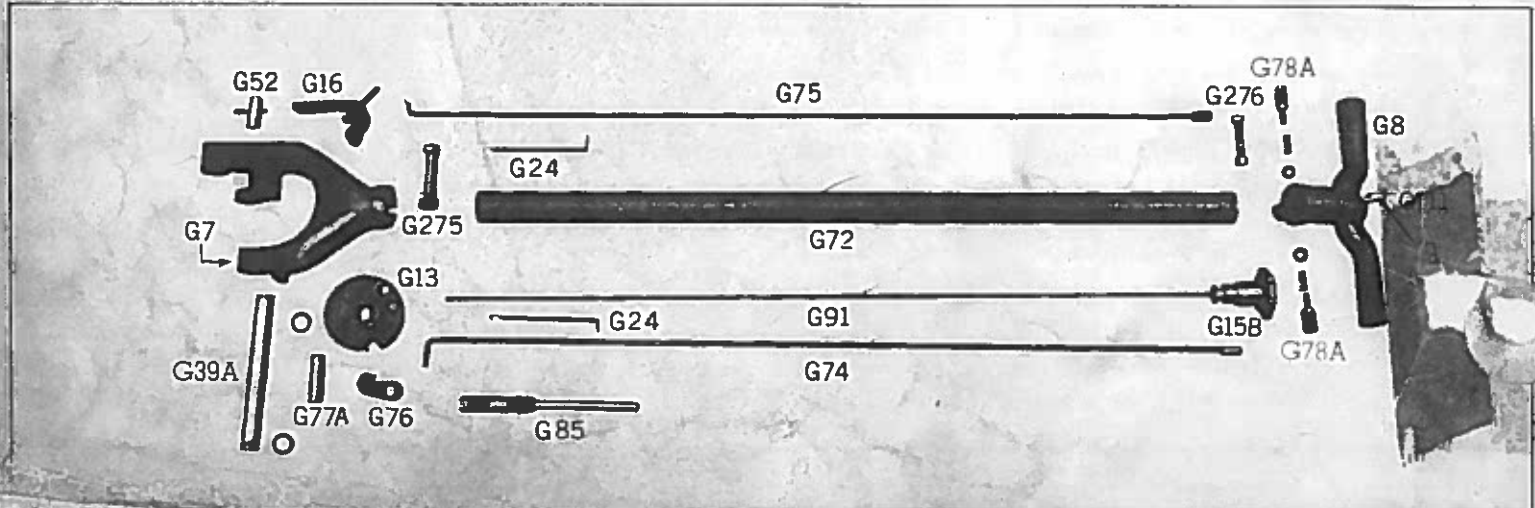
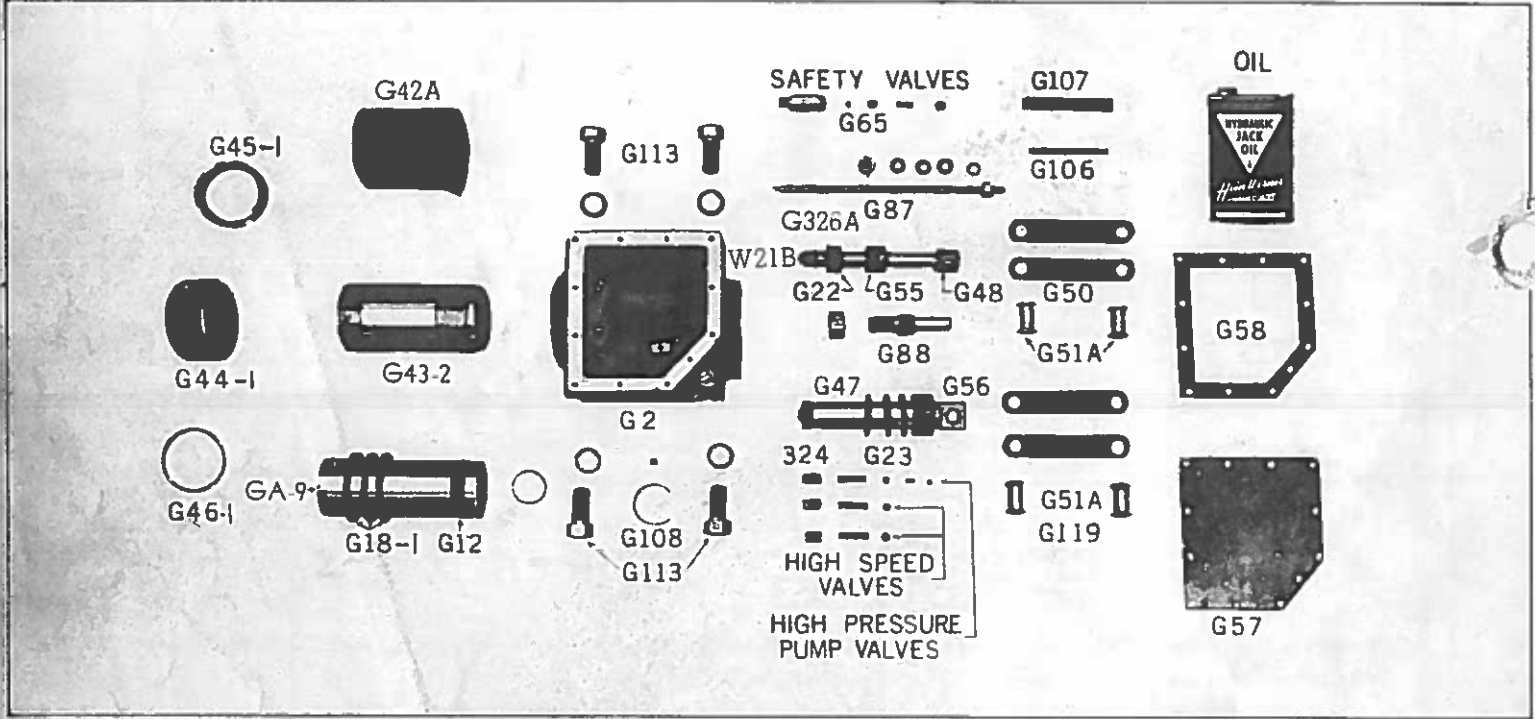
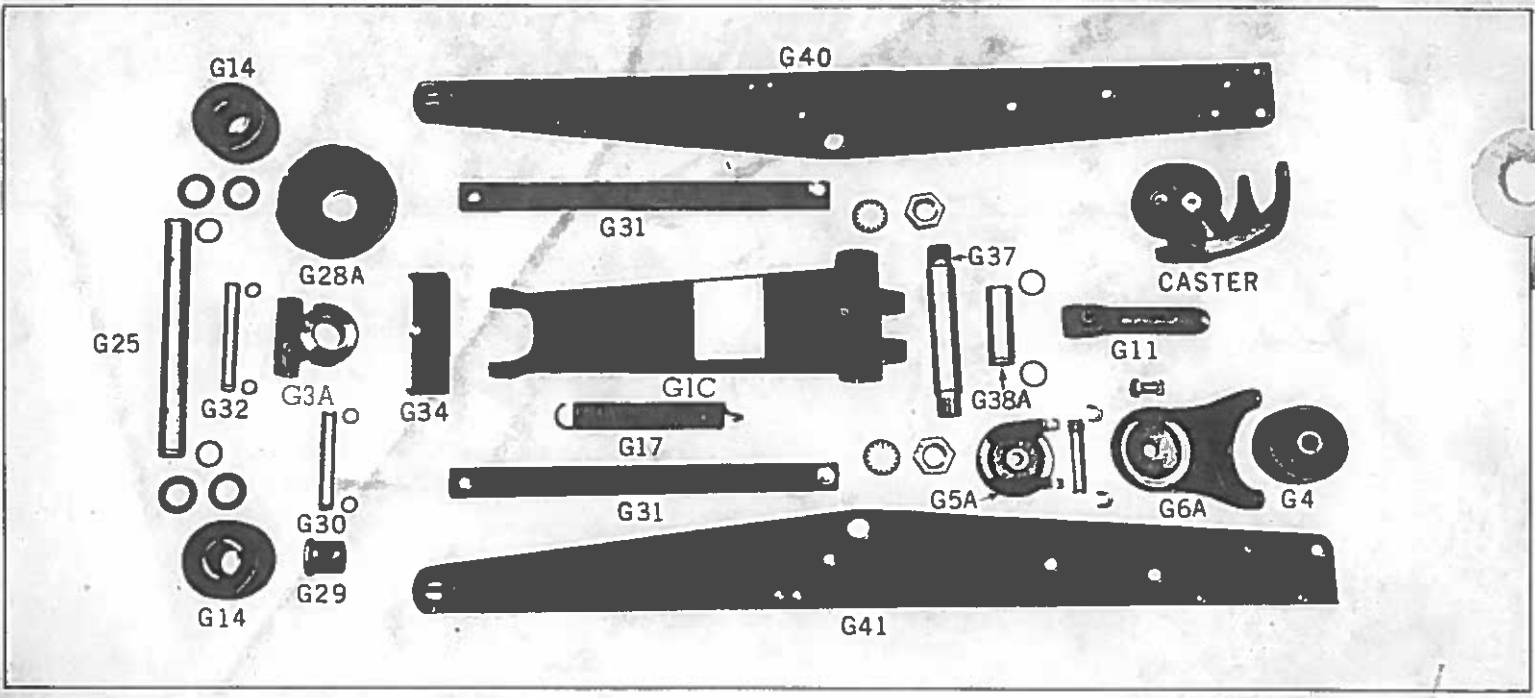
Part No.	Name	Dealer Cost	Part No.	Name	Dealer Cost
G-1-C	Lifting Arm, G-103B, 2-G-504	\$26.85	G-48	11/16" Pump Piston Complete	4.00
G-2	Body for Unit	35.75	G-48	11/16" Pump Piston Only	1.85
G-3-A	Saddle Holder	4.80	G-50	Pump Links, Set of 2	75
G-4	Rear Wheel (for Caster)	4.00	G-51-A	Pump Link Pins, Set of 2, W/G-119	1.00
G-5-A	Caster Fork with G-93-A	4.05	G-52	Quadrant Lock Pin Ass'y	.50
G-6-A	Caster Bracket, G-253, G-83-A	4.90	G-53-A	Lock Pin Stud	.13
G-7	Handle Fork with G-184	14.35	G-54	Rivet for Lock Lever	.06
G-8-1	Handle Grip, G-245, G-111	5.15	G-55	11/16" Pump Packing Gland	1.25
GA-9	Ram with G-19-1, G-12, G-10-1	11.35	G-56	1/4" Pump Packing Gland	2.15
G-10-1	Ram Spacer	2.25	G-57	Unit Cover with 12 Screws	3.65
G-11-1	Connector	4.35	G-58	Unit Cover Gasket	.75
G-12	Ram Cup Leather	2.65	G-65	Safety Valve Complete	1.50
G-13	High Speed Lever	2.25	G-69-A	Snap Ring for Front Axle	.13
G-14	Front Wheels with G-27, G-504	4.35	G-71	3/4" Snap Ring	.06
G-15-B	Release Knob, G-92, G-91	2.40	G-72	Pipe Lever	3.30
G-16	Quadrant Lever with G-54	.90	G-73	Catch Block, G-52 Pin	.60
G-17	Pull Back Spring	1.25	G-74	Hi-Speed Control Rod Ass'y	1.40
G-18-1	Ram Packing (Set of 4)	2.80	G-75	Quadrant Control Rod Ass'y	1.40
G-19-1	Retainer for Ram Cup	.13	G-76	Dog for Hi-Speed Lever	.90
W-21-B	11/16" Pump Cup Assembly	.55	G-77-A	Pin for Dog, 2-G-119	.31
G-22	Pump Packing, Set of 3	.60	G-78-A	Control Knob, G-97 and Washer	.50
G-23	Pump Packing, Set of 3	1.55	G-82	Washer for Front Wheel	.06
G-24	Spring for Control	.3	G-83-A	Center Stud for Caster	.44
G-25	Front Axle with 2-G-36, 2-G-69-A	2.50	G-85	Sliding Fork Only	5.00
G-26	Bushing for Front Axle	.75	G-85	Sliding Fork with Universal	13.25
G-27	Rollers for Front Wheel, Set of 24	.50	G-87	Release Valve Complete	2.40
G-28-A	Saddle	5.10	G-88	Release Valve Packing Gland, 3/4" Nut	1.35
G-29	Saddle Stud	1.80	G-90	Stop Collar for G-87	.25
G-30	Saddle Pin with 2-G-71	.55	G-91	Release Rod (Square)	.85
G-31	Parallel Links, each with G-33	3.10	G-93-A	Caster Axle, 2-G-119-A	.50
G-32	Parallel Link Pin with 2-G-71	.55	G-113	3/4 x 1/2" Bolt and Washer	.55
G-34	Cross Piece with G-35	1.55	G-118	Snap Ring for Connector	.06
G-33	Parallel Link Stud	.38	G-119	Clips for Pins, each	.06
G-35	Spring Stud	.31	G-119-A	Clips for Caster, each	.06
G-36	Rivet for Front Axle	.06	G-253	Jam Nut for Caster Bracket	.13
G-37	Main Pins, 2-1/4" Nuts and Washers	4.65	G-276	Bolt, Nut and Washer	.25
G-38-A	Connector Pins with 2-G-118	1.05	H-277	Cap Screw, Nut and Washer	.50
G-39-A	Lever Handle Pin with K-421	1.60	324	1/4" Pump Cup Leather	1.60
G-40	Side Bar, R. H., G-26, G-36	24.30	K-421	Spacer for Handle Fork	1.05
G-41	Side Bar, L. H., G-26, G-36	24.30	1235	Release Valve Packing, per set of 3	.95
G-42-A	Outside Tube	1.35	G	High Speed Pump Valves	.38
G-43-2	Ram Cylinder	8.40	G	High Pressure Pump Valves	.38
G-44-1	Cylinder End-Nut	3.15	G	Caster Complete	13.90
G-45-1	Ram Packing Nut	2.80	G	Ball Bearings for Caster, Set of 51	.65
G-46-1	Packing Washer	.55	G	Handle Complete	37.30
G-47	1/4" Pump Piston Complete	5.50	G	Hydraulic Jack Oil (Quart)	1.00
G-47	1/4" Pump Piston Only	2.60			

USE PRICES ON GA

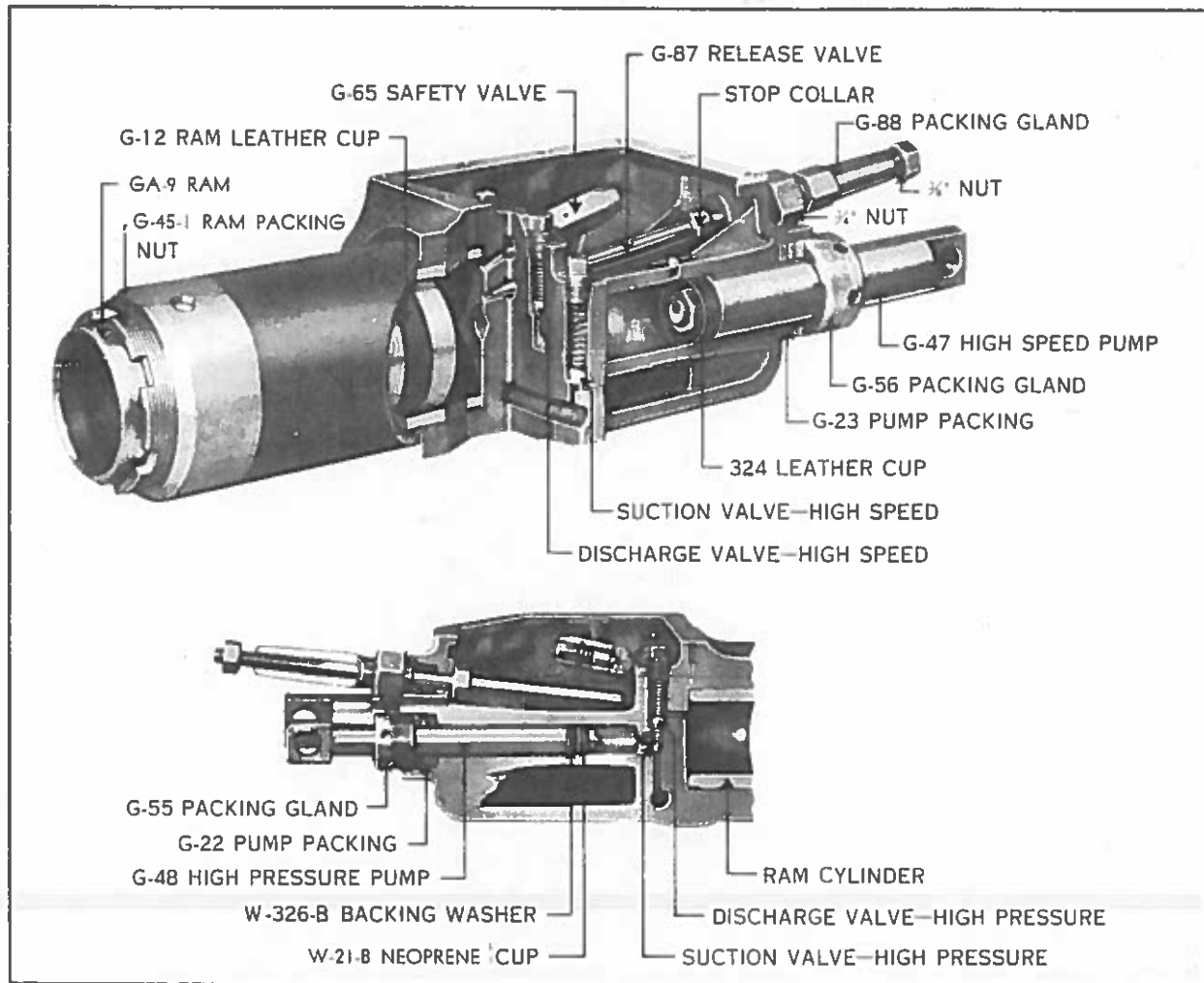
Dealer Net Prices Effective Sept. 1, 1956. All Prices F. O. B. Waukesha, Wis. All Prices Subject to Change Without Notice.

Order parts from the nearest Hein-Werner Official Service Station. Always state both model and serial number.

USE ONLY GENUINE HEIN-WERNER HYDRAULIC JACK OIL IN ANY HEIN-WERNER JACK



HEIN-WERNER MODEL "G" HYDRAULIC JACK UNIT



GENERAL CARE OF YOUR JACK

- A.—Keep your jack well lubricated. Like any other piece of fine equipment, frequent cleaning and thorough lubrication of your jack will insure you of the best service.
 - B.—Use only genuine Hein-Werner hydraulic jack oil in the unit of your jack. Never use alcohol or hydraulic brake fluid. With jack standing in normal position and the saddle down, the oil level should be up to the filler screw hole in the corner of the unit. The oil capacity of this unit is one quart.
 - C.—Be sure that the load is always centered in the saddle of your jack. Care when placing the jack under a load prevents unnecessary strain on the jack, and eliminates accidents caused by the load tipping.
 - D.—If you wish to remove the hydraulic unit from your jack, the following procedure is best. Pull the saddle up half way by hand and put a piece of board across the chassis under the arm to hold it in this position. Disconnect pump links and universal joint, remove the four large cap screws from side plates, and unit can be lifted out of chassis.
- Refer to the above cuts and these suggestions to make any necessary adjustments to your jack. If you have further question do not hesitate to write to us, or inquire at our official service stations conveniently located throughout the country.

HOW TO LOCATE AND REMEDY TROUBLE

I

IF JACK WILL NOT RAISE OR LIFT LOAD

1. Be certain release valve is completely closed.
2. Sometimes hydraulic jacks become air-bound. This can easily be corrected by opening the release valve, engaging both pumps and pumping the handle six full strokes.
3. The jack may be low on oil — see General Instruction "B".
4. The pump valves may be held open by a particle of dirt. To flush these valves repeat operation given above in Instruction 2. If this does not clear the valves, remove the unit cover, and remove the pump valves for a thorough cleaning. Also clean the valve seats.
5. The leather cup on the small high pressure pump piston may be worn. If so, oil will be leaking at the piston. Remove the unit from the jack, loosen the G-55 packing nut, and remove piston for inspection. If cup is worn replace it, being certain to tighten the retaining nut securely, but not too tight to bulge the new cup.
6. Release valve may be held open by dirt on seat. Flush by repeating operation suggested above in Instruction 2. The release valve may be removed for inspection as follows: Loosen $\frac{3}{8}$ " nut and unscrew universal joint. Take unit cover off and remove pin from release valve stop collar. Loosen $\frac{3}{4}$ " nut and remove G-88 packing gland and release valve. (Do not drop stop collar in the unit.) The release valve packing may be left in place. Reseat the valve by putting it in place while G-88 is loose and tap with hammer. Reassemble in reverse order of that suggested above.

II

IF JACK LOWERS UNDER A LOAD

1. The release valve should be flushed, inspected and recoined as suggested in Instruction 6, Chapter I.
2. There may be dirt under the discharge ball in either of the pump valves. These should be flushed and cleaned as suggested in Instruction 4, Chapter I. If these valves are held open by dirt, the handle will raise as the saddle lowers.
3. The ram leather cup may be worn. This is likely only in jacks that have given very heavy service. To remove this cup for inspection or replacement, remove unit from chassis, remove G-45 ram packing nut, and by using a sharp pointed instrument pick out the G-18 ram packing and G-46 washer. Place unit in vise and pump small piston until ram is extended three-fourths of the way. Then place unit with ram in upward position and remove ram by hand. Replace leather cup if necessary and reassemble, taking care not to damage the leather.

III

IF JACK WILL NOT LIFT FULL FOUR TON CAPACITY

1. The pump piston leather cup may be worn — see Instruction No. 5, Chapter I.
2. The unit may be partially air-bound — see Instruction 2, Chapter I.
3. It is barely possible that the safety valve is leaking. This valve is carefully set and tested at the factory for your protection and should not be tampered with. Place the jack under a load in excess of its rated capacity and by pumping the handle force the valve to pop off, thus thoroughly flushing it. To determine if the valve is leaking, place the jack under a load, and raise it up half way. Then remove unit cover, wipe all the oil off the surface of the unit around the safety valve and let the jack stand for a reasonable time. If oil leaks past the safety valve where it is screwed into the unit itself, tighten the complete G-65 safety valve assembly. If oil comes out through the small hole in the side of the hexagon body of the safety valve, it indicates that the valve is leaking. In this case, we recommend the purchase of a complete new factory tested safety valve assembly, part No. G-65. Hein-Werner Motor Parts Corporation cannot be responsible for any damage to a jack occurring after the safety valve has been altered.