



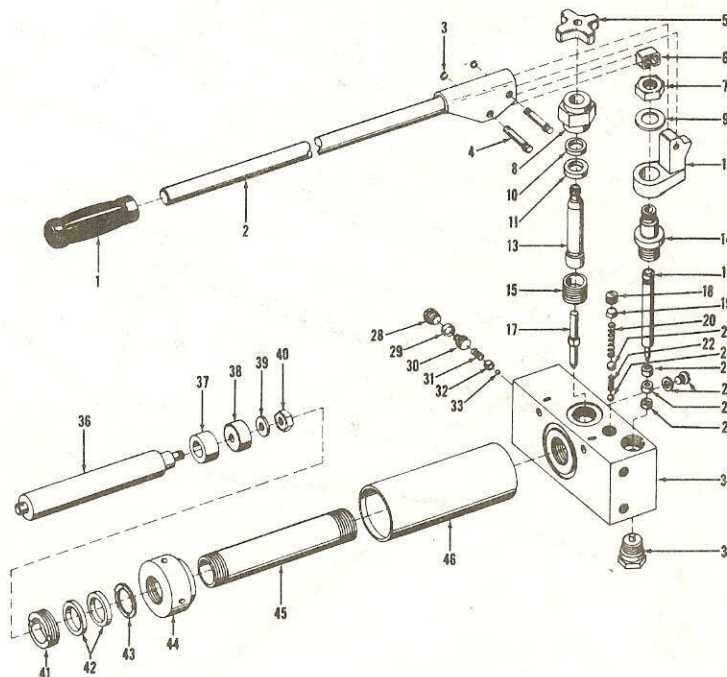
MODEL "54"

REPAIR PARTS LIST

HYDRAULIC TRANSMISSION JACK

UNIT ASSEMBLY

ITEM NO.	OLD PART NO.	NEW PART NO.	DESCRIPTION	ITEM NO.	OLD PART NO.	NEW PART NO.	DESCRIPTION
1	228R-1	9330	Handle Grip	24	157	5945	Washer
2	19A10	7460	Handle Assembly	25		*	Cup
3	389B	12415	Pin Rings (4)	26	130A	3645	Retainer
4	TT253	22110	Pin (2)	27	138A	80007	Filler Screw w/139-3
5	5570	14240	Knob	28	388	11855	Plug
6	178B	7205	Clip	29	385	11520	Seal
7	TM27	21375	Nut	30	G67-1	17520	Adjusting Screw
8	Y308-1	24715	Release Valve Box	31	G20	16906	Spring
9	TM32	21405	Washer	32	G235	17055	Spring Cap
10	Y148C	24540	Packing	33	G252	17220	Ball
11	Y325	24795	Thrust Washer	34			
12	TM15	21275	Socket Bracket	35	Y356-1	24935	Plug
13	TM41	21485	Nut	36	Y9-1	5250	Ram Complete w/Y520, Y324-1
14	TT55	22270	Guide	37	Y520	25095	Spacer
15	Y348	24865	Valve Stop	38		*	Cup
16	19A17	80092	Piston Assembly w/24, 25 & 26	39	122-1	2025	Retainer
17	TM49	21545	Release Valve	40		26270	3/8-24 Std. Hex Jam Nut
18	388	11855	Plug	41	Y45-1	25045	Packing Nut
19	385	11520	Seal	42		*	Packing (Set of 2)
		*	Spring	43	Y46-1	25065	Washer
21		*	Ball	44	Y44-1	25025	End Nut
22		*	Spring	45	Y43-1	25005	Cylinder
23		*	Ball	46	Y42-1	24980	Reservoir Tube



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USE NEW PART NUMBER ONLY WHEN ORDERING PARTS

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

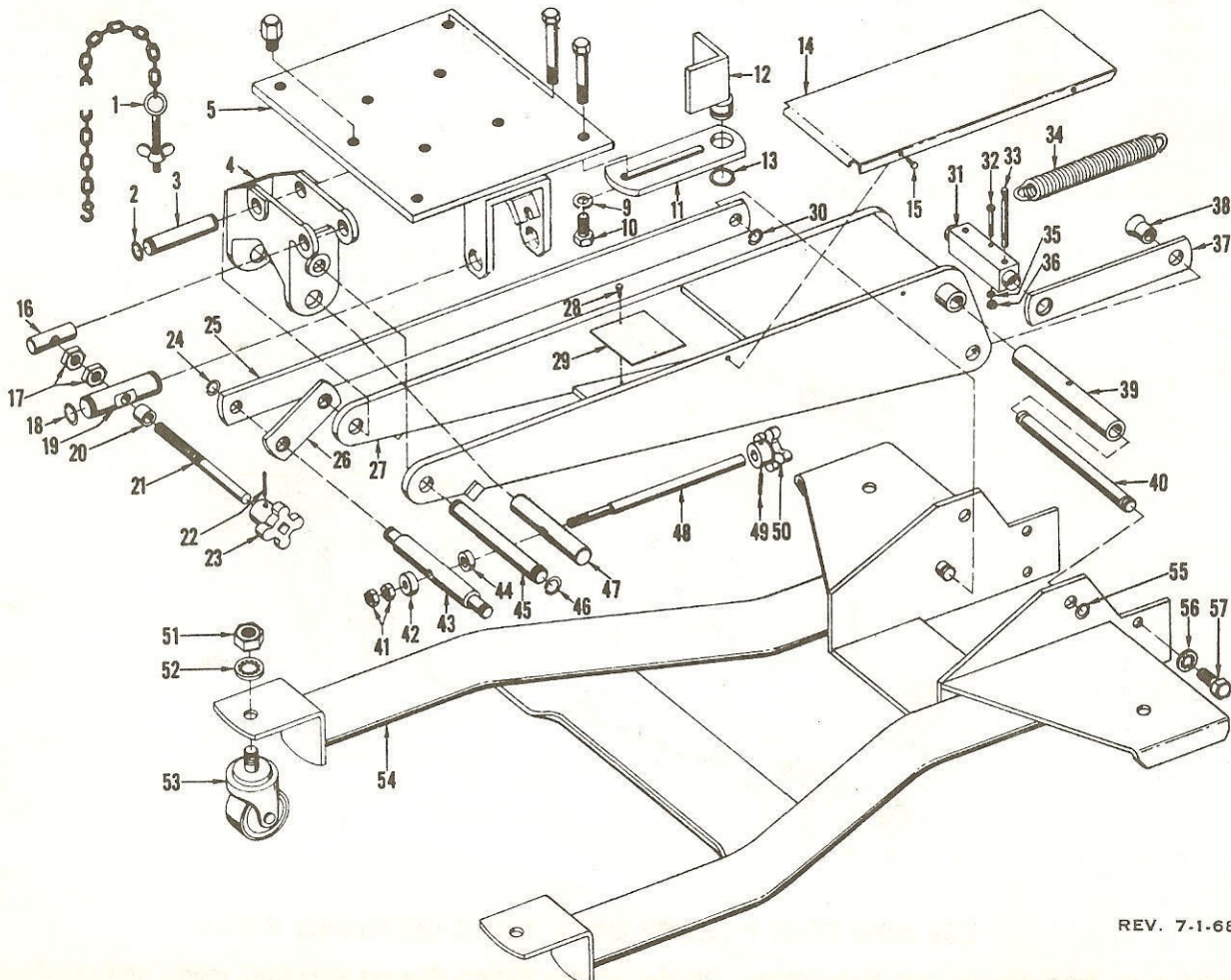
HEIN-WERNER CORPORATION

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WAUKESHA, WISCONSIN — AJAX, ONTARIO

CHASSIS ASSEMBLY FOR MODEL "54"

ITEM NO.	OLD PART NO.	NEW PART NO.	DESCRIPTION	ITEM NO.	OLD PART NO.	NEW PART NO.	DESCRIPTION
1	TM37	21450	Chain	29		80095	Name Plate
2	5100-68	21755	Truarc Snap Ring (2)	30	5100-62	21750	Truarc Snap Ring
3	TM38	21460	Pin	31	Y200	24640	Cross Pin
4	TM73	21720	Tilt Housing	32	Y317	24755	Fillister Hd. Screw
5	19A12	7470	Saddle Assembly	33	Y195	24570	Spring Stud (2)
				34	W17	23530	Spring (2)
				35	No. 10	25265	Lockwasher
9		25245	$\frac{13}{32} \times \frac{13}{16}$ Flat Washer (4)	36	No. 10-32	27310	Hex Nut
10		26240	$\frac{3}{8}$ -16 \times $\frac{5}{8}$ Hex Head Cap Screws (4)	37	Y198	80053	Drag Link (Set of 2) w/Y200
	19A22	7530	Corner Assembly (4)	38	Y199	24605	Drag Link Stud (2)
11	TM17	21290	Plate (4)	39	TM68	21675	Sleeve
12	19A9	7735	Corner (4)	40	TM28	21385	Pin
13	J190	18610	Snap Ring (4)	41		26170	$\frac{3}{8}$ -16 Reg. Hex Jam Nut (2)
14	TM3	80094	Cover	42	602	16460	Nice Thrust Bearing
15	U-No. 6	14945	Drive Screws	43	TM40	21480	Pin
16	TM31	21395	Pin	44	TM66	21635	Collar
17		26805	$\frac{7}{16}$ -14 Reg. Hex Jam Nut (2)	45	TM39	21470	Pin
18	5100-87	21760	Truarc Snap Ring (2)	46	5100-62	21750	Truarc Snap Ring
19	TM42	21495	Pin	47	TM23	21345	Pin
20	TM65	21630	Collar	48	TM18	21305	Rod
21	TM19	21310	Rod	49		25965	$\frac{3}{8} \times 1$ Roll Pin
22		25965	$\frac{3}{8} \times 1$ Roll Pin	50	TM67	21650	Knob
23	TM47	21540	Knob	51		26720	$\frac{5}{8}$ -11 Reg. Hex Jam Nut (4)
24	5100-62	21750	Truarc Snap Ring	52	1228-00	2180	Shakeproof Washer (4)
25	TM21	21330	Link (2)	53	19A2	9445	Caster Bassick 2681-ST5 (4)
26	TM26	21370	Link (2)	54	5100-62	21750	Truarc Snap Ring
27	19A13	7475	Lift Arm Assembly	55	1224-00	2155	Shakeproof Washer (4)
28	U-No.6	14945	Drive Screws	56	Y113	24465	Bolt (4)
				58	TM88	81001	Decal (Not Shown)



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OPERATING INSTRUCTIONS FOR MODEL 54 TRANSMISSION JACK

Hein-Werner transmission jacks are designed to accommodate all late model transmissions including the "Corvair Power Train," "Powerglide" and "Tempest Transaxle." (Special adapters available for each.)

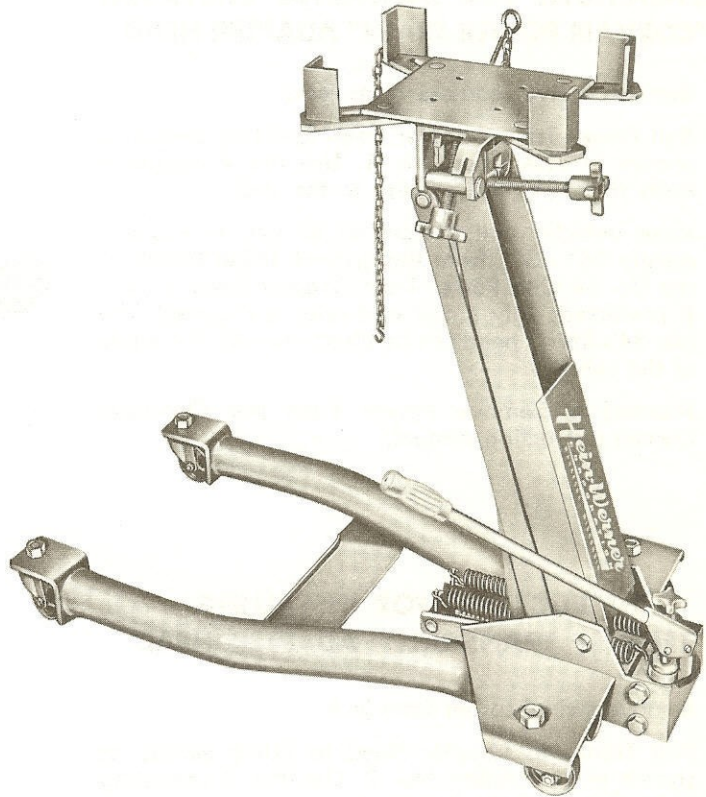
The Model 54 provides fast, safe one-man operation with ease. Its versatility permits removal and installation of most all makes of automobile, light and medium truck transmissions.

SPECIFICATIONS

Capacity	1,000 lbs.
Low Height	6¼"
High Height	31"
Overall Length	37"
Overall Width	18"
Forward Tilt	65°
Side Tilt	13°
Rear Tilt	18°
Shipping Weight	110 Lbs.

SAFETY CHAIN

A chain is furnished to secure the transmission to the saddle plate. This assures a firm grip on the transmission and prevents slippage or loss from the support saddles.



PREPARATION

1. Place car on smooth, level surface. This will assure maximum maneuverability of the jack when under load.
2. Raise rear of car and position adjustable support stands under rear axle so that the bottom of axle is about 2 feet off the floor.
3. Raise front of car and place adjustable supports under axle or spring pads so that the car is horizontal.
4. Make sure that the car is sufficiently high to provide ample clearance for transmission removal.

INSTRUCTIONS FOR USE

1. Positioning Lifting Saddle

Place the jack with lifting saddle toward the front of car. After saddle is properly centered beneath the transmission the four (4) adjustable corners are then placed tight against the corners of the pan. This will prevent the load from sliding.

Normally the transmission weight will be carried by the oil pan resting on the saddle plate. Multiple positioning of the corners can be readily made to accommodate any pan configuration.

In cases where exceptional tilting of the transmission is required, this can be done either by hand or by inserting a socket wrench drive in the socketed tilt handles.

2. Powerglide through 1952 models.

- a. To disengage the pilot from the flywheel, pull jack to the rear.
- b. Next, start tilting the transmission forward while moving the jack to the rear.
- c. When transmission is rearward as far as possible, lower the jack farther and continue tilting forward as in "b."

- d. Continue this procedure until the forward tilt has been used. At the same time the jack must be moved to the rear so that the maximum clearance between the flywheel and converter housing is met.
 - e. The transmission can now be lowered beyond the frame members and then returned to a level position.
3. Powerglide after 1952
 - a. Disengage the pilot from the flywheel by pulling jack to rear.
 - b. After pilot is free, the transmission can be dropped down in nearly a level position.

INSTRUCTIONS FOR INSTALLING CHEVROLET "CORVAIR POWER TRAIN" ADAPTER HEAD

1. Remove swivel corners from jack.
2. Bolt Power Train Adapter Head to lifting saddle as shown in illustration No. 1. Use the 4 mounting bolts that hold the corners to the jack.
3. Raise vehicle until bottom of oil pan is approximately 26" - 30" from the ground. (High height of the No. 54 with Power Train Adapter Head is 31".) If preferred, only a rear end raise is required. The No. 54's lifting head can be tilted to match the angle of the vehicle.
4. Proceed to remove Power Train per Chevrolet Corvair instruction manual.

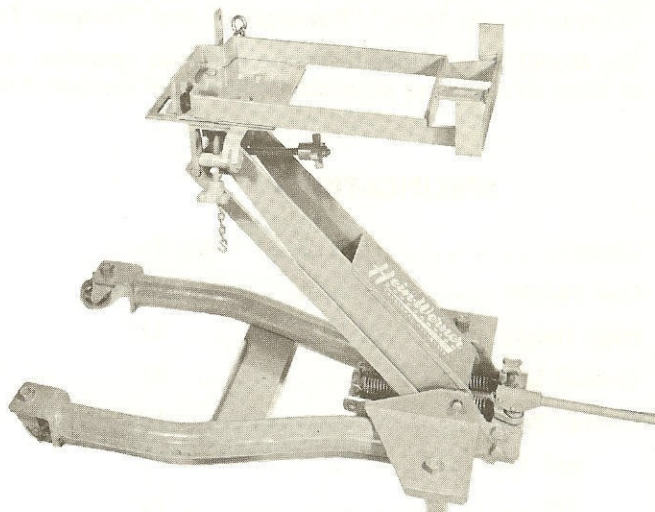


Illustration No. 1

INSTRUCTIONS FOR INSTALLING "TEMPEST TRANSAXLE" ADAPTER HEAD

1. Remove swivel corner from jack.
2. Bolt Transaxle Adapter Head to lifting saddle as shown in illustration No. 2. Use the 2 mounting bolts that hold the corners to the jack.
3. Proceed as in Corvair Power Train instructions above (No. 3) and remove Transaxle Transmission per Tempest instruction manual.

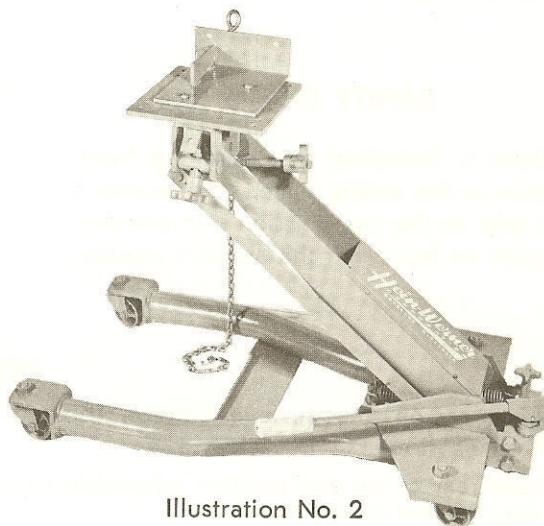


Illustration No. 2

GENERAL CARE OF YOUR JACK

1. Before using jack for the first time:
With release valve open, pump handle six full strokes to assure complete distribution of oil.
2. Lubricate regularly all moving parts of the jack—pay special attention to the tilt screws and related linkages.
3. Use only genuine Hein-Werner hydraulic jack oil in the pump unit. Never use alcohol or hydraulic brake fluid. With the saddle fully down, the oil level should be up to the filler screw hole located at the rear of unit. The oil capacity of this unit is $\frac{3}{8}$ pint. To facilitate adding oil, attach a piece of $\frac{1}{8}$ " copper tubing 5" long to the spout end of a regular pressure oil can. This tubing can be inserted through the filler hole into the reservoir space between the outside tube and inside ram cylinder. The proper amount of oil can then be easily added, and at the same time excess air can escape.

The open front end design of the Model 54 transmission jack assures clearance for straddling service jacks or props that may be used for supporting the engine.

Hein-Werner
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