



# MODEL "61"

## HYDRAULIC TRANSMISSION JACK

### REPAIR PARTS LIST

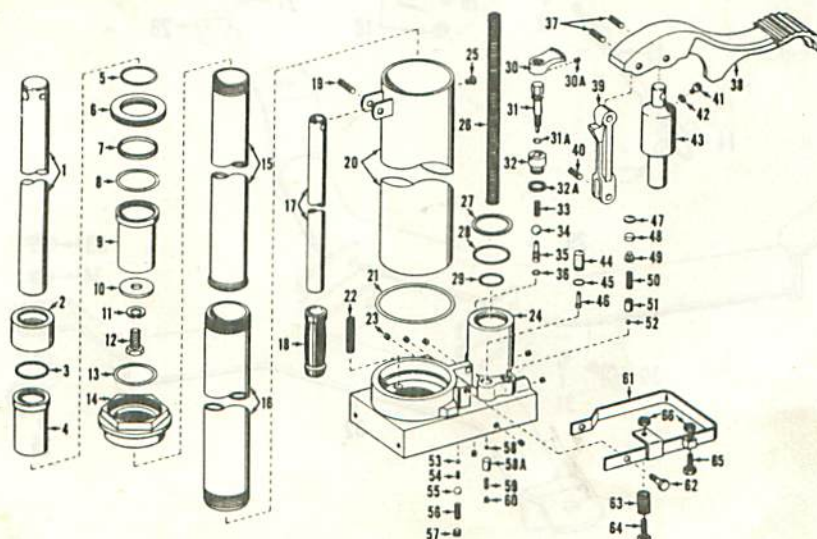
#### UNIT ASSEMBLY

ITEM NO.	OLD PART NO.	NEW PART NO.	DESCRIPTION	ITEM NO.	OLD PART NO.	NEW PART NO.	DESCRIPTION
1	TJ79	21140	Rod	33	S135	20882	Spring
2	TJ81	21150	Nut	34	VD25-116	23520	1/2" Ball
3	ARP568-222	16350	"O" Ring	35	TJ68	21090	Pressure Reg. Piston
4	TJ80	21145	Moving Bearing	36	ARP568-009	14595	"O" Ring
5	ARP568-223	16353	"O" Ring	37	3/4x1 1/4	26410	Roll Pin
6	TJ99	21250	Wiper Nut	38	TJ74	21115	Foot Pedal
7	4020-21	12760	Wiper	39	TJ73	21110	Foot Pedal Link
8	ARP568-226	16490	"O" Ring	40	3/4x1 1/4	26395	Roll Pin
9	TJ94	21220	Stationary Bearing	41	1/4-28x3/4	25605	Fill. Hd. Machine Screw
10	TJ64	21075	Rod Guide	42	ARP568-010	14605	"O" Ring
11	1/2	25390	Lockwasher	43	TJ72	21105	Piston
12	1/2-13x1	80363	Regular Hex Hd. Capscrew	44	TJ67	21085	Release Pin
13	ARP568-227	16365	"O" Ring	45	ARP568-012	16257	"O" Ring
14	TJ95	21225	Top Nut	46	TJ66	21080	Valve Spacer
15	19A60	7715	Moving Cylinder	47	1/2"	25370	Expansion Plug
16	TJ78	21135	Stationary Cylinder	48	385	11520	Seal
17	TJ104	21040	Handle	49	G67-1	17520	Safety Valve Screw
18	5528R	13830	Handle Grip	50	F4.4	16750	Spring
19	3/4x1 1/4	25355	Roll Pin	51	G235	17055	Spring Cap
20	19A61	7720	Reservoir Assembly	52	G252	17220	Ball
21	ARP568-242	14620	"O" Ring	53	125C	2675	1/4 Balls
22	30102	9820	Screen	54	1232	2185	Spring
23	129	3525	Plug (7)	55	125D	3010	Ball
24	TJ63	21070	Base	56	332A	11160	Spring
25	1/4-28x3/4	25620	Rd. Hd. Machine Screw	57	1/4-18	25435	Dryseal Sock. Hd. Pipe Plugs
25A	TJ97	21235	Filler Screw (Vented)	58	125C	2675	1/4 Balls
26	S124	20885	Piston Spring	58A	G235	17055	Spring Cap
27	6244-2	80139	Backup Washer	59	GG468	18035	Release Spring
28	ARP568-224	16355	"O" Ring	60	1/4-27	25935	Dryseal Sock. Hd. Pipe Plugs (5)
29	ARP568-214	16290	"O" Ring	61	19A54	7675	Release Lever
	O61L	80790	Speed Kit	62	TJ77	21130	Shoulder Bolts (2)
30	TJ108	21048	Adjusting Screw	63	S120	20865	Spring
30A	6-33x1/4	26793	Cone Pt. Set Screw	64	1/4-28x1 1/2	81020	Hex Hd. Capscrew
31	TJ109	21049	Adjusting Screw	65	1/4-28x1	81021	Hex Hd. Capscrew
31A	ARP568-012	16257	"O" Ring	66	1/4-28	25480	Reg. Hex Nut
32	TJ110	21051	Guide Bushing	67	TJ102	80142	Decal (Not Shown)
32A	GA139-1	17785	Washer				

TRI-CITY HYDRAULIC JACK SERVICE

4628 N. Florida Avenue  
Tampa, Florida 33603-3700

(813) 236-8551



REV. 7-1-68

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

PRINTED IN U.S.A.

WAUKESHA, WISCONSIN — AJAX, ONTARIO



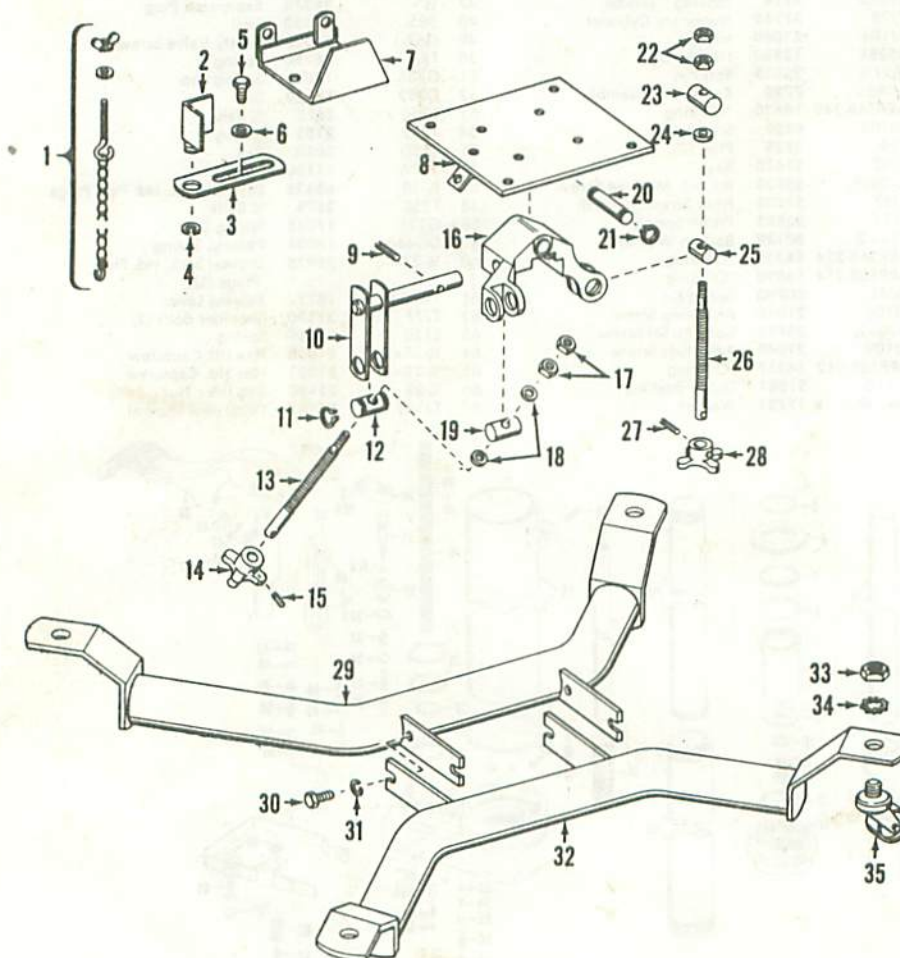
# FRAME ASSEMBLY FOR MODEL "61"

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ITEM NO.	OLD PART NO.	NEW PART NO.	DESCRIPTION	ITEM NO.	OLD PART NO.	NEW PART NO.	DESCRIPTION
1	TM37	21450	Chain	19	TJ87	21180	Pin
2	19A9	7735	Corner Assembly	20	TM38	21460	Pin
3	TM17	21290	Plate	21	5100-68	21755	Snap Rings Truarc (2)
4	J190	18610	Snap Ring	22	3/8-16	26195	Reg. Hex Jam Nut
5	3/8-16x5/8	26240	Reg. Hex Hd. Capscrew	23	TJ87	21180	Pin
6	1/2x1/2	25245	Flat Washer	24	TM66	21635	Collar
7	5412	80143	Powerglide Adapter	25	TJ84	21165	Pin
8	19A56	7685	Saddle Assembly	26	TJ86	21175	Rod
9	3/8x1 1/2	26635	Roll Pin	27	3/8x1	25965	Roll Pin
9A	3/8x1 1/2	81022	Roll Pin	28	TM67	21650	Knob
10	19A58	7695	Tilt Pin Assembly	29	19A52	7665	R.H. Leg Assembly
11	5100-87	21760	Retaining Rings (2)	30	TJ100	21030	Capscrews (4)
12	TJ90	21205	Pin	31	3/8	26385	SAE Lockwasher (4)
13	TJ91	21025	Rod	32	19A51	7660	L.H. Leg Assembly
14	TM67	21650	Knob	33	3/4-16	26111	Reg. Hex Nut (4)
15	3/8x1	25965	Roll Pin	34	1232-00	2490	Shakeproof Washer (4)
16	TJ85	21170	Tilt Housing	35	TJ101	21020	Casters (4)
17	3/8-16	26195	Reg. Hex Jam Nut	36	—	80146	Nameplate (Not Shown)
18	TM66	21635	Collars	37	U #6	14945	Drive Screws (4) (for Nameplate)



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With the average transmission, best performance will be realized with the Adjusting Lever 15° to 30° forward of mid position.

4. **RAM TRAVEL — Set Speed Control to FAST.** With the above mentioned load, raise the jack at a sequence of approximately one full stroke per second. The large and small rams should raise  $\frac{7}{8}$ " and  $1\frac{5}{8}$ " per stroke, respectively.

**Set Speed Control to Mid Range.** The large ram should continue at  $\frac{7}{8}$ " per stroke. When the small ram becomes active, the pump shift will take place and the ram movement changes to  $\frac{1}{2}$ " per stroke.

Return Speed Control to within 45° of the **full SLOW position**. This is to acquaint you with the fast pump override action. With the small ram active and under a typical load, apply 2 or 3 **fast pumps**. Move Control Lever clockwise approximately 1 cast serration. Repeat until heavier pump effort and/or a greater ram travel is observed. Pump at a normal rate and observe that the ram travel automatically returns to a slow rate for precise positioning.

5. **RAM BLEEDING** — Should the small ram feel "spongy," loosen the **knurled** top nut until seepage of oil is evident. Then retighten **hand tight**. This can be done with load as in #2 — or without load by **fully** extending the ram under a light pumping force.
6. **RELEASE** — An infinitely variable range of speeds are available for fast lowering and precise positioning.
7. **POSITIONING LIFTING SADDLE** — 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.

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.

## 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. 2. Use the 4 mounting bolts that hold the corners to the jack.
3. Raise vehicle until bottom of oil pan is at working height. (High height of the No. 61 with Power Train Adapter Head is  $75\frac{1}{2}$ ".)
4. Proceed to remove Power Train per Chevrolet Corvair instruction manual.

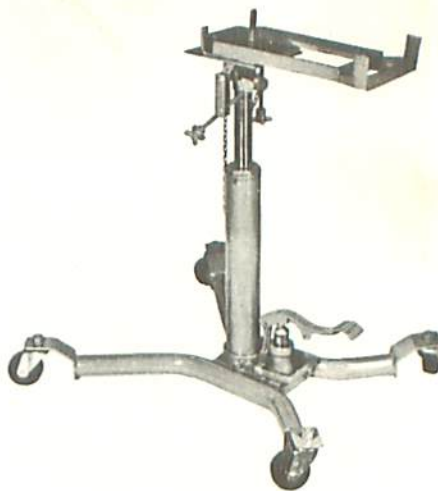


Illustration No. 2

## GENERAL CARE OF YOUR JACK

1. Lubricate regularly all moving parts of the jack — pay special attention to the tilt screws and related linkages.
2. 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 top of unit. 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.

**Hein-Werner**

C O R P O R A T I O N  
W A U K E S H A , W I S C O N S I N

# OPERATING INSTRUCTIONS FOR MODEL 61 TRANSMISSION JACK

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

The Model 61 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 .....	31 $\frac{3}{4}$ "
High Height .....	75 $\frac{1}{2}$ "
Wheel Base .....	32"
Wheel Dia. ....	4"
Forward Tilt .....	50°
Side Tilt .....	12°
Rear Tilt .....	15°
2 Speed Pump .....	Automatic variable release rate
Shipping Weight .....	148 lbs.

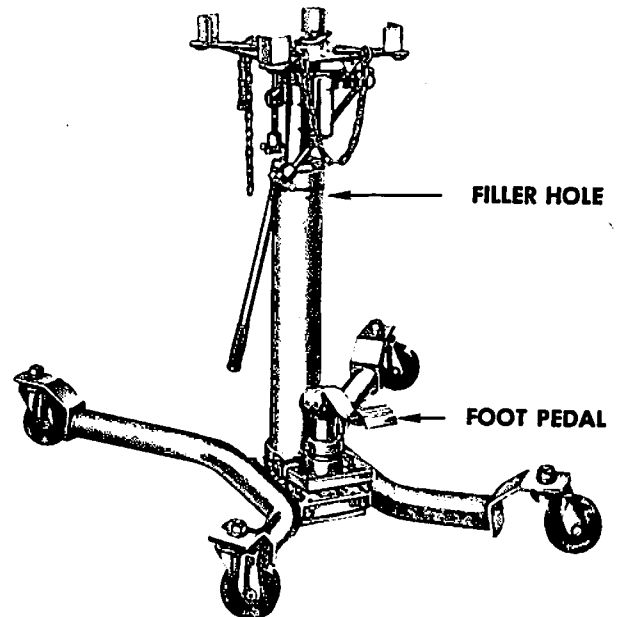


Illustration No. 1

## ASSEMBLY

1. Place hydraulic unit with foot lever between the two short legs of frame as shown in Illustration #1. Bolt legs to unit with 4-1 $\frac{1}{8}$ " bolts and lock washers provided in bag.
2. Assemble casters to legs.
3. Remove filler screw in top of unit and replace with vented filler screw. This will allow your jack to breathe.

## INSTRUCTIONS FOR USE

1. **BEFORE USING** — With release lever depressed, pump pedal several times to expel excess air from the piston area. It should then be possible to raise the ram with normal foot pedal action.
2. **BLEEDING** — Place a load of approximately 150# on the saddle. Set Speed Control to fast (clockwise). Raise jack until small ram becomes active. Loosen piston bleed screw (under foot pedal) approximately one turn. Set Speed Control to Slow to assure that only the high pressure piston is active. Slowly push foot pedal until oil leakage is evident. TIGHTEN SCREW. The jack is now ready for use.
3. **AUTOMATIC CONTROL** — Know your jack performance as well as you know the Automatic Transmission you are about to remove. Two automatic and one manual feature operate as follows:
  - a. Automatic shift of the 2-stage pump triggered by load or system pressure.
  - b. Selective control of the automatic shift pattern for loads between 80 and 300 pounds.
  - c. Automatic override from low lift speed, to high as determined by rate of pumping action.