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 .................................... 31¼"
High Height ................................... 75½"
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 4-1/4" 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.
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 \( \frac{3}{4} \)" and \( \frac{1}{2} \)" per stroke, respectively.

**Set Speed Control to Mid Range.** The large ram should continue at \( \frac{3}{4} \)" 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.

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**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 75½”.)

4. Proceed to remove Power Train per Chevrolet Corvair instruction manual.

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**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 \( \frac{3}{8} \)" 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.
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<th>OLD PART NO.</th>
<th>NEW PART NO.</th>
<th>DESCRIPTION</th>
<th>ITEM NO.</th>
<th>OLD PART NO.</th>
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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

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