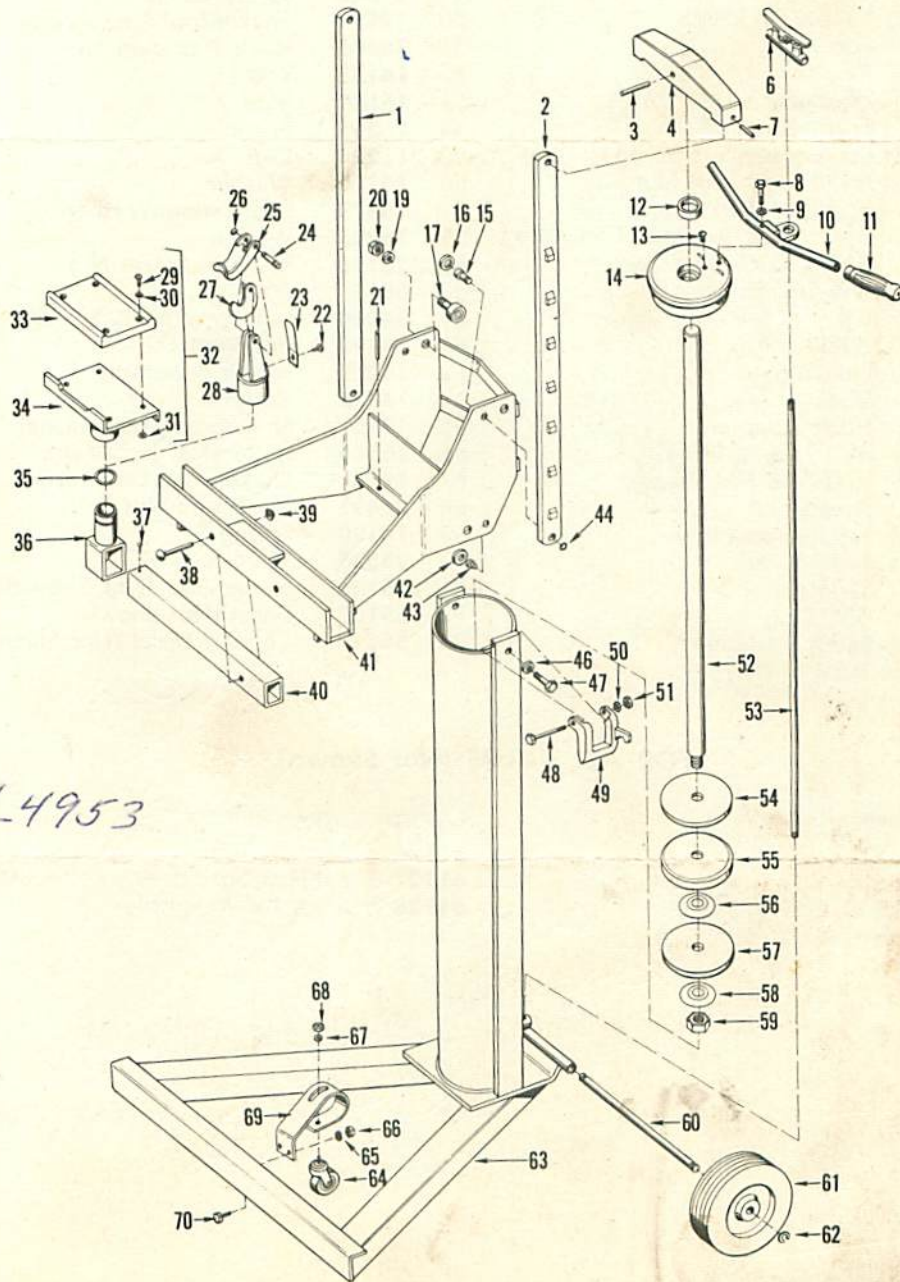


Hein-Werner

MODEL AL-36-2

1½ TON AIR JACK

REPAIR PARTS LIST



REV. 10-1-71

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

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AL-36-2

ITEM NO.	PART NO.	DESCRIPTION	ITEM NO.	PART NO.	DESCRIPTION
1	16151	R. H. Link	38	60511	5/16 x 2 1/4 Rd. Hd. Rivet
2	16041	L. H. Link	39	60512	Push Nut
3	27210	3/8 x 2 1/2 Roll Pin	40	46791	Lift Arm
4	16035	Crosstie	41	511	Carriage Assembly
6	13205	Air Valve	42	24133	Washer
7	26409	3/8 x 1 Roll Pin	43	16191	Pin
8	26225	3/8-16 x 1 1/2 HCS	44	12345	Pin Ring
9	2095	Shakeproof Lockwasher	46	25390	Lockwasher
10	380	Handle Assembly	47	25340	1/2-13 x 1 1/2 HCS
11	13830	Handle Grip	48	26450	5/16-18 x 3 HCS
12	9185	Seal	49	16045	Safety Catch
13	26220	3/8-16 x 1/2 RHMS	50	1915	Shakeproof Lockwasher
14	16075	Top Nut	51	26496	5/16-18 Hex Jam Nut
15	16061	Pin	52	16135	Rod
16	24133	Washer	53	16140	Pipe
17	16465	Bearing	54	16215	Piston
19	25390	Lockwasher	55	16220	Cup
20	25365	1/2-20 Hex Jam Nut	56	16205	Washer
21	60100	5/8 x 2 1/2 Roll Pin	57	16210	Lubricating Washer
	537	Dual Hook Adapter Complete	58	16205	Washer
22	60059	#10 x 3/8 Drive Screw	59	26110	3/4-16 Hex Jam Nut
23	46781	Pressure Finger	60	8845	Axle
24	1740	Pin	61	24260	Rubber Wheels 2 x 8
25	42051	Hook	62	24490	Pin Ring
26	12415	Pin Ring	63	360	Frame Assembly
27	60054	Hook	64	13715	Caster
28	600	Hook Adapter	65	1915	Shakeproof Lockwasher
29	25282	#10-24 x 3/4 RHMS	66	26546	5/16-24 Hex Jam Nut
30	24160	#10 SAE Flat Washer	67	1915	Shakeproof Lockwasher
31	16510	Speed Nut	68	26495	5/16-18 Hex Nut
32	564	Saddle Assembly	69	14120	Spring
33	16090	Saddle Pad	70	26575	5/16-24 x 5/8 HCS
34	574	Saddle	71	55155	Nameplate (Not Shown)
35	16350	"O" Ring	72	55157	Decal (Not Shown)
36	608	Saddle Adapter	73	55313	Caution Decal (Not Shown)
37	60059	10 x 3/8 Drive Screw			

FOR AIR VALVE (Not Shown)

PART NO.	DESCRIPTION	PART NO.	DESCRIPTION
61122	Shaft	61126	Inlet Spring
61123	Lever	61127	Exhaust Spring
61124	Exhaust Cap	61128	Stem Kit Assembly
61125	Screen		

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OPERATION INSTRUCTIONS - AL-36 AIR BUMPER JACK

In order to obtain the most use and longest life from your Hein-Werner Air Bumper Jack, we suggest that you follow these easy operating and maintenance instructions.

1. The two-way Hein-Werner Air Bumper Jack valve is mounted so that the air chuck tire hose connection is in the center of the valve and the quick coupler on the right side.
2. Roll Hein-Werner Air Bumper Jack into lifting position and adjust to fit as close to bumper brackets as possible. Be sure all wheels on car are free to roll.
3. Attach air hose to appropriate connection on valve (air chuck tire valve or quick coupler), and depress valve handle for side to which the air hose is connected, allowing just enough air into the cylinder to raise lift cradle to bumper. When contact is made with bumper, depress valve handle fully, letting in enough air to lift car to desired height. It is not necessary to keep air hose attached after the Hein-Werner Air Bumper jack is up. It may be removed for service elsewhere.
4. To Lower: If safety lock is engaged, open valve allowing air into the cylinder to raise lift so that the safety lock may be disengaged.
5. One half pint of SAE30 Oil is injected into the lower cylinder at the factory which is sufficient to keep the cylinder and cup well lubricated. To check for proper oil level, raise saddle to full height and continue to build up air pressure to approximately 50 pounds. Tip jack back 45° and slowly release air. If oil is ejected with the exhaust air, the oil level is sufficient. The Hein-Werner Air Bumper Jack should not use much oil, however, if more is needed, a few squirts into the access hole in the top cover should solve the problem.
6. CONDENSATION. Depending upon the source of compressed air and the local climate, water may accumulate in the oil sump. This would be evident by continued indication of high oil level (see 5). To purge jack of water, tip jack back until the cylinder is horizontal. Slowly release air until water is expelled. Add oil as required through OIL hole provided in top cover.
7. The front and back of side rails should be clear of paint. A thin layer of grease should be applied to front and back of rails and also in center of outer face which acts as a track for guide washers.
8. It is not necessary to lubricate the roller bearings as they are sealed bearings lubricated for the life of the jack.