

WEAVER GARAGE AND SHOP EQUIPMENT

Recommended for

HUDSON-ESSEX SERVICE STATIONS

by the

HUDSON MOTOR CAR COMPANY

Detroit, Michigan, U. S. A.

Manufactured by the

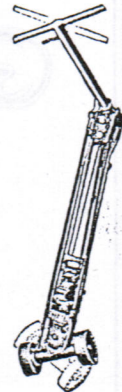
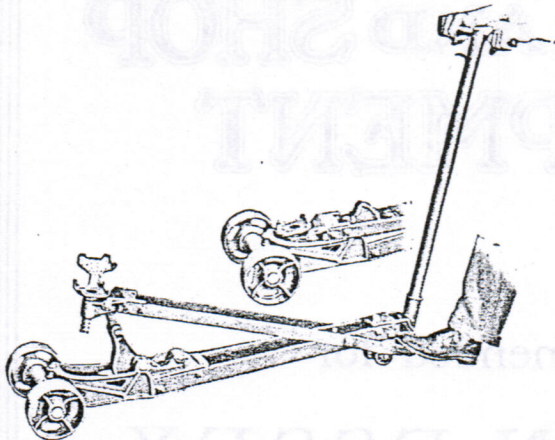
WEAVER

Manufacturing Co.
Springfield Illinois U.S.A.

Weaver Canadian Co. Ltd.
Chatham Ontario

RECOMMENDED FOR HUDSON-ESSEX SERVICE STATIONS

Weaver Lo-Way Jack



No. 1. The wheels are cut by turning handle enabling Jack to be guided into desired position.

THE Weaver Lo-Way Jack combines all the advantages which have made our New-Way Jack so popular, including steering the wheels by turning the handle, with a number of new features that make it, we believe, the most efficient jack on the market for general garage service.

Built Low for Balloon Tires.

The Lo-Way, as the name implies, is built unusually low for handling cars equipped with balloon tires, as shown in Cut No. 2. Minimum height, 6 in.; maximum height, 14 in.; with extension standard, 17 in.

Ample Ground Clearance.

Considering its low design, this Jack has an exceptional ground clearance, approximately $\frac{1}{2}$ of an inch, ample to enable it to transport loads over rough floors, etc., without difficulty.

Steer it as You Would a Car.

The front axle of the Jack is pivoted at its center, and can be cut to the right or left by turning the handle, as shown in Cut No. 1. This exclusive feature enables the operator to place the Jack quickly and accurately in any desired position under the car, without need of "jockeying" it around, and thus allows it to be operated in a much more limited space than the usual Jack. This feature also enables operator to guide car while transporting it on Jack.

Saddle Quickly Adjusted to Load.

The saddle can be run up to the car axle instantly by means of the foot lever, ready to lift car on the first stroke of the lever handle.

Easy to Raise and Lower Load.

The Jack is extremely simple and easy to operate. The load is lifted by pumping the Jack up and down.

To lower the load is equally simple. There are no complicated adjustments to

make which waste time. As the Jack handle is grasped, the latch under the handle is drawn up with a finger of the right hand and the handle pumped up and down as in raising the load. There is no difficulty resisting the weight of the load while lowering it and no danger of the handle being thrown against the car and damaging it.

When the standard is relieved of the load, it can be dropped to its lowest position automatically.

Long Body Reaches Rear Axles.

The long body of the Jack enables it to be used under rear axles without interference from bumpers, trunk racks, rear tires or overhanging truck bodies.

Handle Upright When Not in Use.

The handle of the Jack is held in a vertical position when not in use by a spring. It is off the floor and out of the way and ready to grasp when the Jack is to be used.

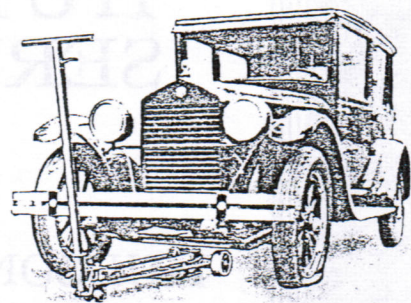
Capacity 5,000 Lbs.

The long lever handle of the Jack enables the operator to lift loads up to the recommended capacity of the Jack, 5,000 lbs., ample to handle the heaviest passenger cars and light trucks. Each Jack is tested to lift this amount before leaving the factory.

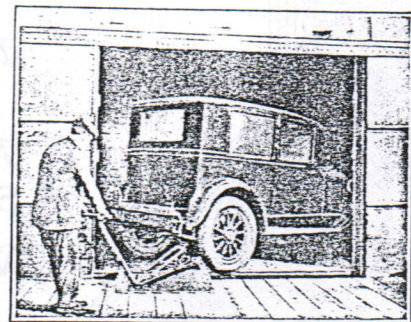
Simple and Rugged.

The lifting mechanism of the Lo-Way Jack is unusually simple and rugged. The frame is of spring steel. Weight of load is carried by a set of heavy roller bearings in the quadrant and two sets of roller bearings between the axle housing and solid steel axle. Ball bearings in the rear caster facilitate operation under heavy loads. Jack can be had equipped with steel wheels or rubber tires.

	Symbol	Ship. Wt.
Steel Wheels	WA20	110 lbs.
Rubber Tires	WA21	110 lbs.



No. 2. Minimum height, 6 in., ample low to go under axle even with flat balloon tire.



No. 3. Handy for unloading cars.

Lo-Way Jack, \$36; Rub. Tired, \$48; East of and Including Denver. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

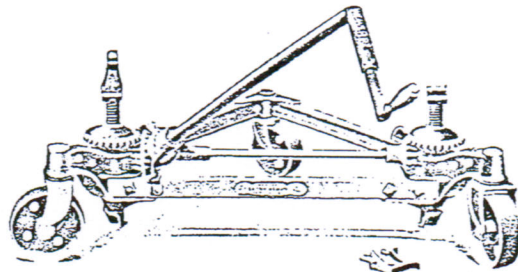
WEAVER

WEAVER

RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

Weaver Auto Twin-Jacks



THE Weaver Auto Twin Jacks are especially designed to facilitate handling dismantled as well as complete cars in the service station, garage, repair shop and wash room at a great saving of time and labor.

Enable Car To Be Manipulated in Small Space.

With a Jack under each axle, the car (even with all four wheels removed) can be pushed sideways, turned completely around within its own length or otherwise manipulated in a space no larger than the car itself occupies, since they are confined within the limits of the car. This is of great advantage in handling cars under crowded conditions in the service station and repair shop. As they can be used in any location in the garage, they are preferable to a turn table.

Absolutely Safe.

The dependable screw mechanism and broad wheel base afford an absolutely safe foundation for supporting the car, so that the mechanic will feel perfectly secure while at work, as illustrated in Cut No. 2.

Ball and Roller Bearings Facilitate Operation.

The caster sockets are equipped with ball bearings and the wheel hubs with roller bearings. The weight of the load rests on balls which operate between two hardened steel cases, as shown in Cut No. 3. This construction greatly facilitates the handling of heavy burdens.

Of Great Assistance in Unloading Cars.

The Auto Twin Jacks are especially adapted to unloading automobiles from

freight cars, as shown in Cut No. 4. The caster wheels enable the operator to shift the load in the desired direction with the least possible effort. And being confined within the limits of the car, these Jacks require a minimum amount of space for manipulation.

Especially Adapted for Use in Repair Shops, Wash Rooms, Etc.

The ability of the Weaver Auto Twin Jacks to handle cars with or without their wheels removed makes them of particular value in the repair shop, wash room, etc. where it is necessary to transport cars about the shop to take advantage of the best the shop to the proper equipment to enable repairs to be made or to take advantage of the best possible light.

Fit Front or Rear Axles.

Auto Twin Jacks will fit either front or rear axle. Extension blocks are supplied to reach unusually high axles. These are so designed as not to interfere with truss rods.

Rubber Tires Easy on Floors.

These Jacks can be had equipped with heavy rubber tires at a nominal additional cost.

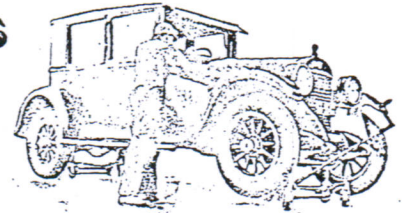
Construction.

The general construction of the Auto Twin Jacks is of high carbon steel and malleable iron to withstand hard usage.

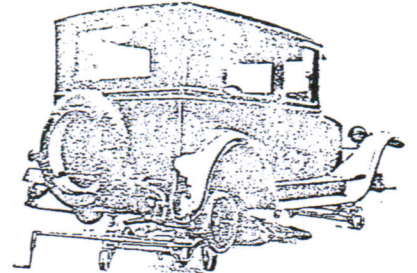
Lifting capacity, 6,000 lbs.

WA 12, regular, ship. wt., 100 lbs.

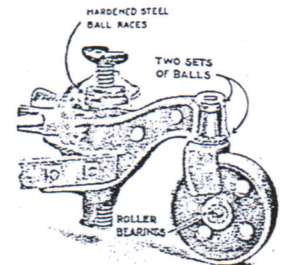
WA13, rubber tired, ship. wt., 100 lbs.



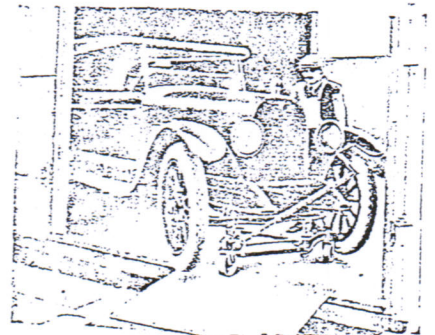
No. 1. Cars can easily be moved wherever desired in the garage.



No. 2. Mechanic can work under car supported by the Auto Twin Jacks with absolute safety.



No. 3. Full ball and roller bearing construction reduces friction.



No. 4. Handy to unload cars.

Twin Jack, \$24; Rub. Tired, \$36; U. S. East of and Including Denver. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER

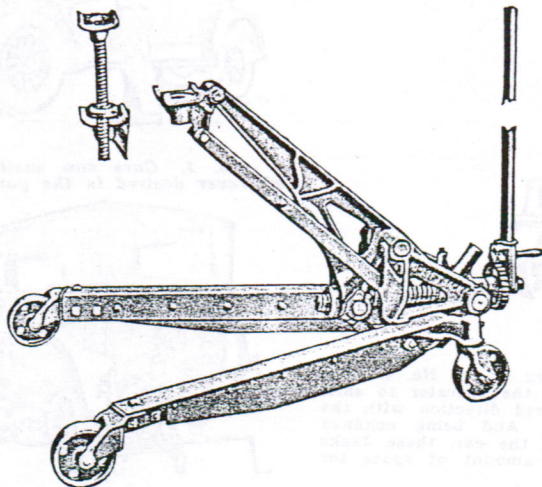
WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

Weaver Hi-Lift Jack



THE Weaver Hi-Lift Jack is a distinctly new and efficient development in jack construction, designed to supply to the service station a much needed range of lift not afforded by any other jack on the market.

Screw Hoisting Principle Used.

The lifting arm of the Jack is raised and lowered by means of a heavy nut attached to the lower end of the arm which pivots on the triangular body casting, the nut traveling forward and backward on the screw. Pressure on the handle to the right raises, and to the left lowers, the lifting arm. The arm can be more quickly elevated or lowered to reach the load by turning the handle on the casting into which the long lever handle fits after first removing this long handle.

Increased Capacity.

The increase in capacity to 8,000 lbs. and the extreme range of lift, 40½ in., make this new model the ideal jack for handling heavy passenger cars and commercial cars.

Extreme Range of Lift.

The saddle of the Jack can be lowered to 6 inches and raised to 33½ inches. The extension screw standard illustrated, which fits into a hole in the saddle, gives an additional height up to 7 inches, affording a maximum elevation of 40½ inches. This screw extension standard permits the lift to be applied directly to the frame of the car in spite of low running boards, gas tanks, etc., which latter frequently prevent the use of the ordinary type of jack.

Wide Range of Usefulness.

The Hi-Lift Jack can be used to elevate the front or rear of the car to a convenient height to enable the mechanic to reach any part of the under side of the car and is especially useful for removing crank and

transmission cases and rear systems, inspecting brakes, adjusting bearings, etc. It can also be used to elevate the body of the car to take the weight off the springs in order to lubricate springs, replace broken spring leaves and shackle bolts, attach shock absorbers, etc. It is also of assistance in unloading double deck shipments of cars and in handling other jobs too numerous to mention.

Absolutely Safe.

The screw and nut principle of hoisting insures absolute safety. Accidental release of the load is rendered practically impossible by a special locking mechanism. The link motion of the saddle always keeps it level, so there is no danger of the load sliding off.

Can Be Operated Under Crowded Conditions.

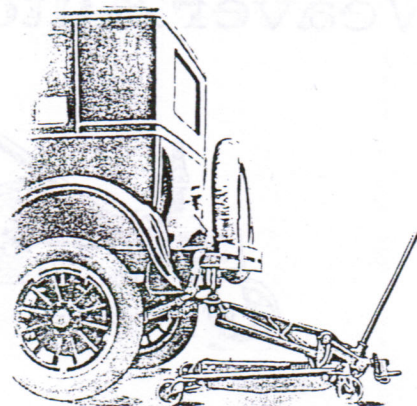
Since the handle of the Jack can be operated through a very small arc to raise or lower the load, the Jack can be operated under crowded conditions that prevent the use of the ordinary jack. The body of the Jack is also low enough to pass under the running board of the average car, enabling under portions of the car to be reached without difficulty.

Easily Guided Into Position.

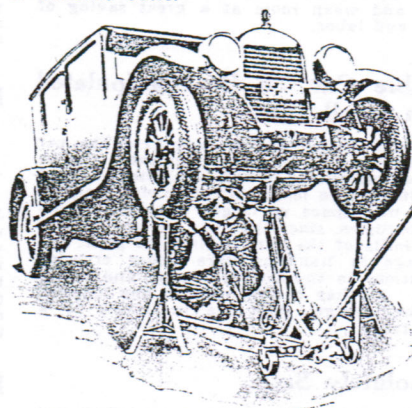
A special socket is provided for the handle, which enables the operator to easily steer the Jack into the desired position under the car and about the shop.

Construction.

The construction of the Jack is extremely strong, the screw being of high carbon steel and the main casting and lifting arm of special alloy cast steel. Shipping weight, approximately 240 lbs.; Symbol, WA18; Code, "Arbor."



No. 1. Weight of body can be taken off springs when replacing spring leaves or shackle bolts.



No. 2. The Hi-Lift Jack can be used to splendid advantage with Weaver Safety Stands, as illustrated above.



No. 3. The extension screw standard fits into a slot in the saddle and can be quickly attached, giving an additional height up to 7 inches and permitting an extreme elevation of 40½ inches. It also enables obstructions to be avoided in applying the lift to the frame bolster of car.

Hi-Lift Jack, U. S. East of and Including Denver, \$75.00. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER

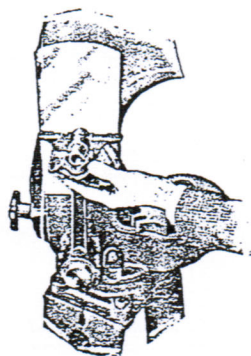
WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

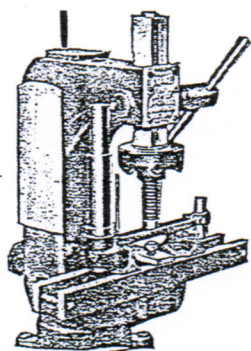
RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

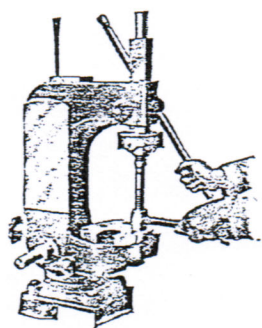
Weaver Motor Service Press



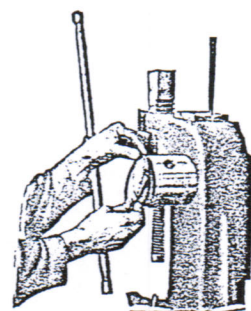
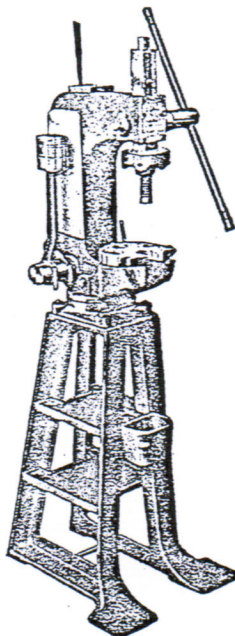
Test block quickly reveals any twists or bends.



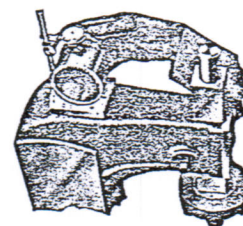
Time is saved by being able to straighten connecting rod without removing arbor.



Bushings can be broached quickly and accurately.



Convenient for fitting piston rings, removing carbon, etc.



Micrometer gauge can be used to test diameter and roundness of pistons

THE Weaver Motor Service Press is designed to supply in one compact unit a convenient means of handling light pressure and straightening work, fitting connecting rod assemblies complete, including aligning, straightening and broaching, relining brake bands and disc clutches and handling more quickly and efficiently innumerable other jobs that come in daily.

It brings within reach of the repair shop the services of at least a dozen essential tools at a fraction of their cost if purchased as separate units. It enables the job to be handled on one machine and saves time usually required in moving the work from one machine to another.

For Fitting Connecting Rod Assemblies.

The Weaver Motor Service Press provides a quick and accurate means of testing and correcting the alignment of connecting rod assemblies, as shown in the accompanying illustrations.

For Relining Brake Bands and Clutches.

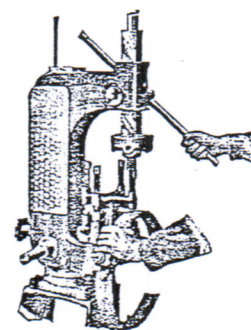
The rapid action of the Brake Lining Attachment shown enables the operator to reline brakes and clutches in a fraction of the time required by cumbersome hand methods and to turn out far better work that will bring new customers to the shop.

Specifications.

Maximum diameter of work 13 in. Capacity over 1 inch plate, 10 inches. Floor space, 18 x 22½ in. Rack and pinion leverage, 40 to 1. Pressure up to 10,000 lbs. can be exerted with screw.

Sold as Follows:

WD14, PRESS COMPLETE, shipping weight, 370 lbs., \$140.00.	WD17, BRAKE RELINER, shipping weight, 21 lbs., \$20.00.
WD15, PRESS, with Pressure Plate, Test Block and one Arbor, less attachments, shipping weight, 200 lbs., \$85.00.	WD18, STRAIGHTENING FIXTURE, shipping weight, 30 lbs., \$7.00.
WD16, BASE, shipping weight, 120 lbs., \$18.00.	WD19, DIAL GAUGE, shipping weight, 1 lb., \$10.00.



Brake Reliner removes old rivets, punches and countersinks clean cut holes in lining for new rivets and inserts them quickly and accurately. No electric tools to bother with and no drills to sharpen.

Prices for U. S. East of and Including Denver Given Above. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER

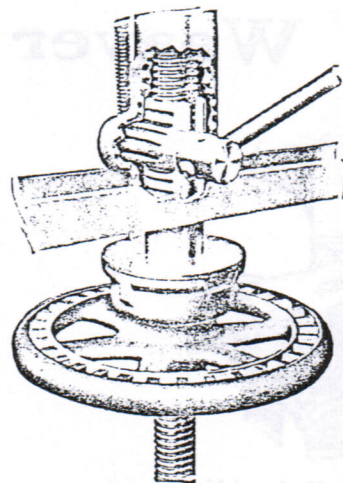
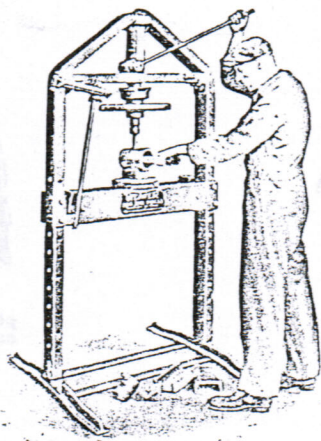
WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

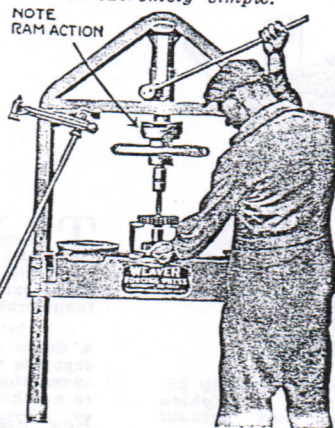
RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

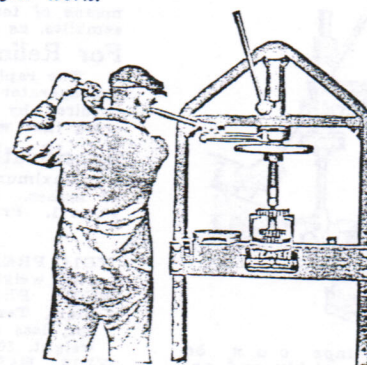
Weaver Hi-Speed Press



No. 1. The rack and pinion construction is extremely simple.



No. 2. A wonderful time saver on light work.



No. 3. Pressure up to 28 tons can readily be exerted by using the ratchet lever, without changing the position of the work.

EVERY day in the average service station countless jobs arise that can be properly handled only by a press. A few minutes saved on each job means decided increase in profits at the end of a month. To meet the demand for better work and greater speed, this new Weaver rack and Pinion Press has been developed.

Simple in Construction.

The extreme simplicity and ruggedness of the rack and pinion is shown in Cut No. 1 at the right and requires no detailed explanation. There is nothing to get out of order.

Hi-Speed or Great Leverage.

For work requiring pressure up to 2,000 lbs., the rack and pinion will be preferred on account of its superior speed. It is also of special advantage in handling delicate work, as the operator can feel when sufficient pressure has been applied.

When greater pressure is required, the screw can be instantly spun down in contact with the work by the hand wheel and the ratchet lever thrown into engagement, as shown in Cut No. 3. Two adjustments provide leverages of 1,600 to 1 and 3,000 to 1 respectively. Thus pressure from 1 lb. to 28 tons can be exerted with proper speed without moving the work, once it is properly placed in position under the screw.

Screw Always in Direct Contact with Work.

The width between uprights, 32 inches, is unobstructed the entire height of the frame and the height of the bolster is readily adjustable by one man. Thus there is nothing to interfere with placing the work at the proper height to permit the screw to come in direct contact with it. Very wide and bulky work can readily be accommodated.

Pressure Quickly Released.

When pressure on the screw is developed by means of the ratchet lever, two cam faced thrust washers tend to climb against each other. Pressure can be instantly relieved by one reverse stroke of the lever, which reverses their action, regardless of the amount of pressure, and permits the screw to be spun up quickly by the hand wheel. This construction, together with the Hi-Speed Feature previously described, make this an extremely quick acting Press.

Ball Bearing Hand Wheel.

The weight of wheel and screw is carried on heavy ball bearings, allowing screw to be spun its entire length up and down in a few seconds. The long bearing of the wheel hub on the screw gives increased strength at this vital point.

Can Be Moved About Shop.

The vertical movement of the lever makes it unnecessary to bolt the Press to the floor and permits it to be moved about the shop as needed or turned over on its side and operated horizontally when long shafts, etc. are to be handled.

Attachments and Equipment.

Two pressure blocks, two vise blocks and two sections of 6-inch channel steel are regularly furnished with each Press. Special attachments, including the Weaver Puller Clamp, Truing Fixtures, Riveting Tool and Rear Axle Attachment, which enable a wider variety of work to be handled, can be had at a slight additional cost.

Two Sizes and Styles.

The Weaver Press is made both with and without the hi-speed rack and pinion and in two sizes. WD12, Hi-Speed Press, 32 inch width, 460 lbs.; WD13, 42 inch width, 545 lbs. WD10, Regular Press, 32 inch width, 435 lbs.; WD11, 42 inch width, 520 lbs.

Hi-Speed Press, 32-in., \$100; 42-in., \$115; U. S. East of and Including Denver. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

WEAVER

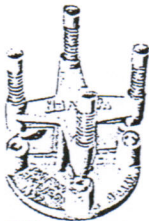
RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

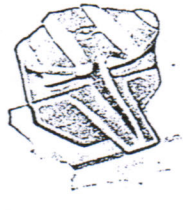
Attachments for Weaver Presses

Brake Reliner and Bracket

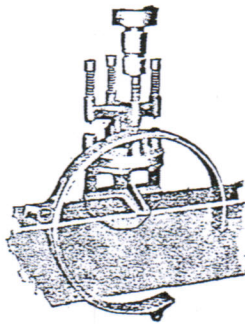
for Hi-Speed Presses



WD17, Brake Reliner.



WD34, Bracket for Brake Reliner.



To enable users of Weaver Hi-Speed Presses to share in profits from brake relining work, the Brake Reliner and Bracket illustrated are now offered. The Bracket fits on the press bolster and offers a base on which the Reliner can be mounted to bring the various plungers under the press ram.

The Reliner carries four plungers, one for punching out old rivets, two for punching and countersinking holes in the brake lining for No. 8 and No. 10 rivets, and one for inserting and clinching rivets.

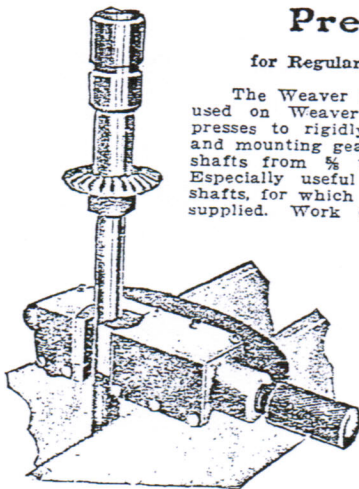
The hi-speed lever of the Weaver Hi-Speed Press can be conveniently operated with the right hand while the left hand holds the brake band in position. The press screw which operates the plungers can be adjusted up or down to bring the lever at a convenient angle for the operator to exert pressure.

WD17, Brake Reliner, \$20.00. WD34, Brake Reliner Bracket, \$3.00.

The above prices are effective in the United States east of and including Denver only; for Western and Canadian prices, ask your jobber.

Pressure Vise

for Regular and Hi-Speed Presses



The Weaver Pressure Vise is designed to be used on Weaver Forcing Presses and similar presses to rigidly support shafts for removing and mounting gears, sleeves, etc. Accommodates shafts from $\frac{1}{2}$ to 2 $\frac{1}{16}$ inches in diameter. Especially useful for handling axle and drive shafts, for which two special pressure blocks are supplied. Work quickly inserted and immediately released. Toggle construction makes jaws grip work tighter as pressure on work is increased. WD36, shipping weight, 30 lbs., price, \$22.50 in United States east of and including Denver. For Western and Canadian prices, ask your jobber.

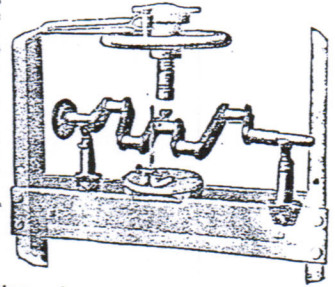
Truing Fixtures

for Regular and Hi-Speed Presses

The Weaver Truing Fixtures enable the operator to test the alignment of shafts, axles, etc. and to true them on the same equipment, without wasting time moving them.

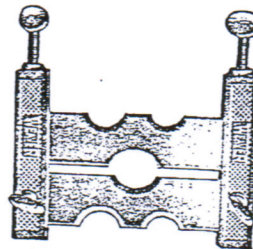
Fixtures can be set at any desired points on the press bolster to accommodate shafts of varying length and are held in position by set screws. The height of each V block is adjustable, to handle shafts of varying diameter.

WD24, Truing Fixture; shipping weight, 10 lbs.; \$10.00 in United States east of and including Denver. For Western and Canadian prices, ask your jobber.



Puller Clamp

for Regular and Hi-Speed Presses



The Weaver Puller Clamp is especially designed for use with Weaver Presses to support small ball races, gears and other delicate parts, while pressing them off shafts.

Blades of Puller Clamp operate in slots in the side brackets and are forced into contact with work by heavy thumb screws. The curved notches in blades are beveled to thin edge which can be inserted in a very narrow opening. Made in two sizes—

WD22, 9-inch Plate; shipping weight, 7 pounds, \$5.50.

WD23, 16-inch Plate; shipping weight, 24 pounds, \$9.50.

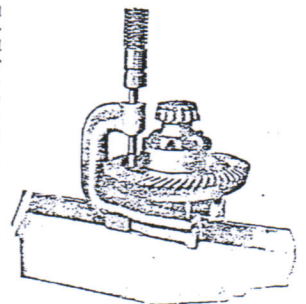
The above prices are effective in the United States east of and including Denver; for Western and Canadian prices, ask your jobber.

Ring Gear Riveting Tool

for Regular and Hi-Speed Presses

The Ring Gear Riveting Tool can be used to advantage in handling ring gears which are riveted on, as in the case of most older models. It provides a quicker, better method of riveting, because the rivet, being expanded by the enormous pressure of the press, fits tightly in the hole its entire length. The ram is held in perfect alignment with the lower die, preventing rivet from getting out of line.

WD25, Ring Gear Riveting Tool; shipping weight, 45 pounds, \$12.00 in the United States east of and including Denver. For Western and Canadian prices, ask your jobber.



Prices for U. S. East of and Including Denver Given Above. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

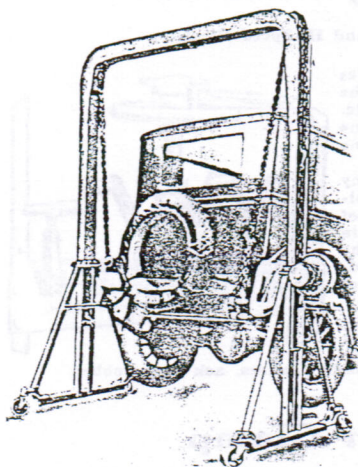
Made by the

WEAVER

WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

RECOMMENDED FOR HUDSON-ESSEX SERVICE STATIONS Weaver Auto Hoist



THE Weaver Auto Hoist is designed to meet quickly and economically every requirement of hoisting service, both inside and outside of the service station and repair shop.

Cheapest from Standpoint of Service.

Because it can be easily and quickly applied to any car under any condition, it will be used a score of times while other hoisting devices, less flexible in their application will be allowed to lie idle.

Occupies Small Space.

The Hoist requires only 12 to 16 inches on each side of the car and can thus be operated under very cramped conditions. When not in use it can be run astride a car, thus occupying practically no more space than the car itself.

Telescoping Frame Handles Limousines.

The frame of the Hoist can easily be elevated by its own power, as shown in Cut No. 1, from 7 ft. 6 in. to 9 ft. 2 in. Sufficient elevation is thus afforded to handle limousines without difficulty.

Can Be Run Through Doorway.

The minimum elevation of the frame allows the Hoist to be run through the average garage door so that it can be used in other departments or outside the garage, if necessary.

Absolutely Safe.

The worm drive mechanism shown in Cut No. 1 not only supplies enormous leverage but makes it impossible to release the load accidentally. The load can also be raised or lowered the minutest fraction of an inch and held in that position indefinitely. By pulling the crank out of engagement with the drum, the latter can be rapidly spun to wind up slack chain, as shown in Cut No. 2.

Single Suspension for Light Work.

Light work, such as engines, can often best be handled by a single chain dropped over the roller in the center of frame, as shown in Cut No. 3. Capacity, single suspension, 2,000 lbs.

Double Suspension for Heavy Work.

Heavy work is best handled by the two chains passed over the rollers in the extreme corners of the frame, as shown above. This method affords a safer and more rigid support. Capacity, double suspension, 3,000 lbs.

Car Can Easily Be Transported With Hoist.

The large ball and roller bearing casters make it easy to move partially dismantled cars supported in this Hoist wherever desired in the shop. The wide base, 43 inches between casters, makes it impossible for the Hoist to tip over.

Construction.

Hoist is constructed primarily of 5 inch channel steel, with arch reinforced by heavy steel plates. Lifting chains are extremely heavy and are tested to withstand strain far in excess of recommended capacity. Five inch casters, full roller bearing. Lifting leverage, 200 to 1. Width between frames, 6 ft. 4 in. WG10, shipping weight, 545 lbs.

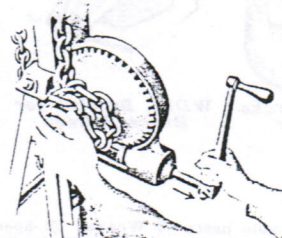
Heavier Hoist For Trucks.

If the service station has any occasion to handle heavier work than passenger cars, such as trucks, the Weaver Truck Hoist is recommended. It is similar in design to the Auto Hoist, but it is much more heavily constructed of "I" beam stock. It has a compound lifting leverage with a capacity of 4,000 lbs. single suspension and 6,000 lbs. double suspension. Width between frames, 8 ft. 4 in. Height, minimum, 8 ft. 4 in.; maximum, 10 ft. WG11, shipping weight, 940 lbs.

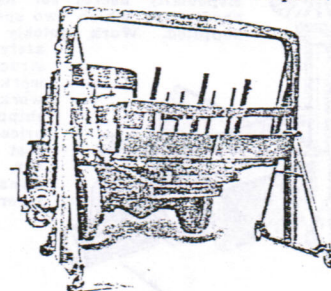
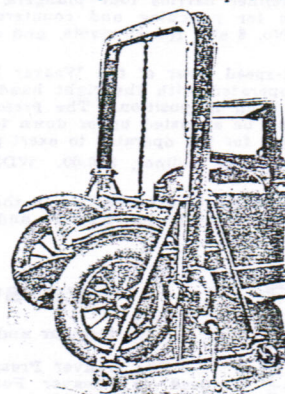
No. 1. With each chain under the roller on the side channel and the hook over the cross bar, the frame can be elevated by turning the crank.



No. 2. By pulling the crank out of engagement with the drum, the latter can be spun quickly to wind up slack chain.



No. 3. Light work can be handled conveniently by the single suspension.



No. 4. Weaver Truck Hoist.

Auto Hoist, \$120; Truck Hoist, \$200; East of and Including Denver. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

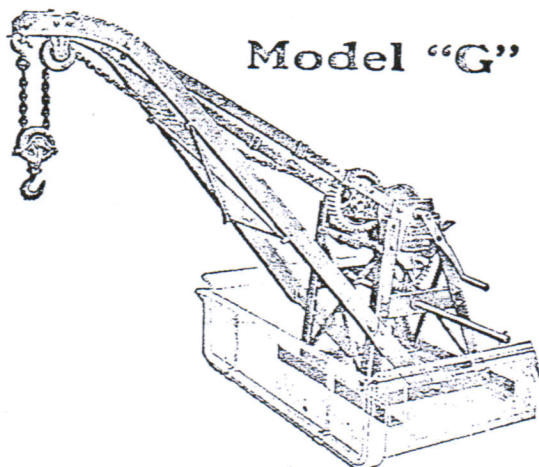
Made by the

WEAVER

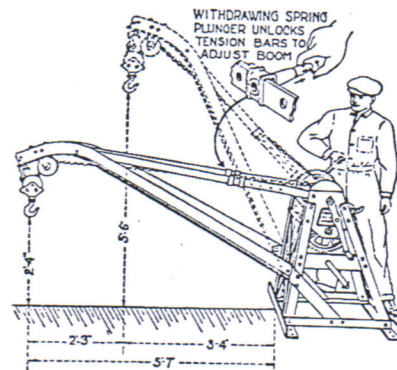
WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

RECOMMENDED FOR HUDSON-ESSEX SERVICE STATIONS Weaver Auto Crane



Model "G"



No. 1. Showing range in height and overhang and ease with which boom can be raised and lowered.

STRENGTH, simplicity in design and operation and comparative lightness are outstanding features of the Weaver Auto Crane every garageman will appreciate. Its high power leverage and strength enable burdens up to 6,000 lbs. to be handled with ease and the saving in weight materially reduces wear and tear on the service car. There are no complicated adjustments to cause trouble.

Better Service Means More Car Sales for You.

A big percentage of car sales these days is to persons already owning cars, who appreciate service and are going to buy where they can get it. And there is no service that will be appreciated more or that will bring bigger profits in dollars and cents than tow-in work. The quick, business-like way you can handle even the worst wreck with a Weaver Auto Crane will make a hit with your customers and furnish you many a good prospect for the sale of a new car. And this service can be maintained at a low cost, because one man can handle practically any wreck with the Auto Crane.

Increased Height and Overhang.

The length of the boom has been materially increased, providing a range in height from 2 ft. 4 in. to 5 ft. 6 in. The height of the Crane is, of course, increased by the height of the service car. Range of overhang is from 3 ft. 4 in. to 5 ft. 7 in. (Cut No. 1).

Height of Boom Quickly Adjusted by Crane's Own Power.

The spring steel tension bars, which support the boom at the desired height and overhang, are composed of two sections, locked together by a spring plunger.

When chain is wound up until pulley wheel is wedged between sheave wheel and boom and plunger is withdrawn one man can easily raise or lower boom by operating

crank. When car is suspended from boom, chain can easily be blocked and car raised or lowered.

Operated from Ground or Car.

The compound gears afford two distinct speeds and leverages and permit the Crane to be operated conveniently either from the ground or service car.

To raise the load the operator, when standing on the ground, uses the end socket of the handle on the long shaft on the left in Cut No. 2. When standing in the service car, he can use the top shaft on either side for this purpose. The extreme leverage ratio of 114 to 1 enables the heaviest loads to be lifted with ease. Friction is reduced to a minimum by roller bearings.

To quickly adjust the chains to the load, the center socket of the crank handle is applied to the center shaft on the right hand side as shown in the above cut.

Swivel Head.

The wheel at the end of the boom is swiveled, permitting a direct pull from the side without the chain binding (Cut No. 3). This facilitates handling any wreck while parallel to it, without obstructing the road.

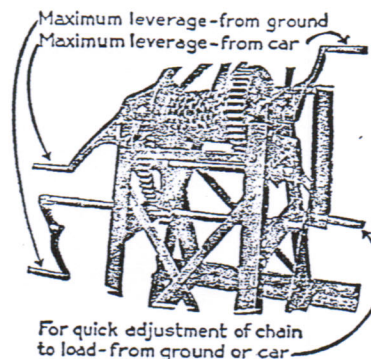
Drum Can Be Used as Winch.

When a long, horizontal pull is necessary, the chain can be released from the sheave wheel at the end of the boom and the pull can be taken directly from the drum of the Crane. Drum is mounted on roller bearings.

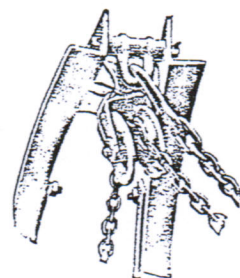
Chain or Cable Furnished.

Thirty-five ft. of the best quality 3-B 3/8 in. chain is furnished as a part of the regular equipment with each Crane, amply strong to handle loads to 6,000 lbs. Fifty ft. of 7/16 in. flexible plow steel cable will be supplied in place of the chain at the same price, when specified.

Weaver Auto Crane, Model G, Symbol WG13; Code "Slave;" shipping weight, 470 lbs.



No. 2. Chains can be quickly adjusted to load and maximum lift obtained while operator is standing on ground or in car.



No. 3. The swivel head permits side pull without chain binding.

Model G Auto Crane, East of and Including Denver, \$110.00. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

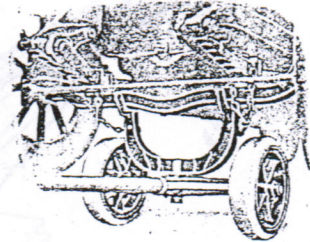
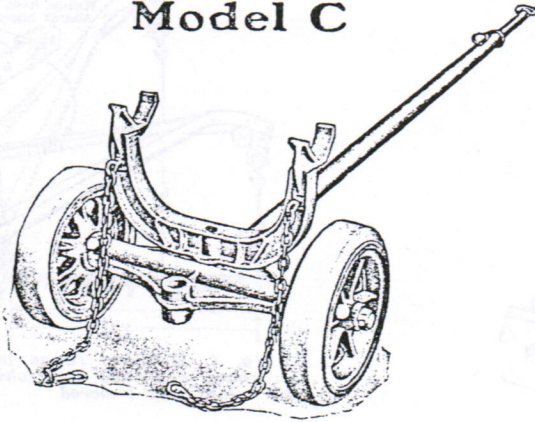
WEAVER

WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

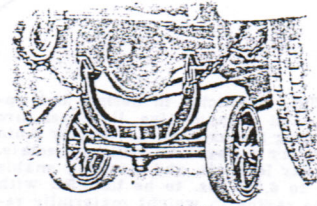
WEAVER

RECOMMENDED FOR HUDSON-ESSEX SERVICE STATIONS

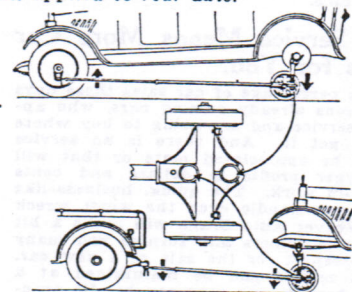
Weaver Auto Ambulance Model C



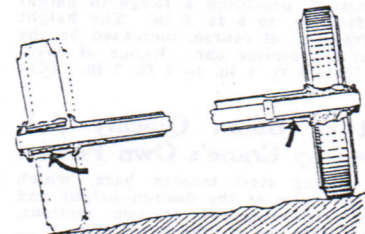
No. 1. Easily applied to front axle to which it can be securely clamped.



No. 2. Yoke straddles differential when applied to rear axle.



No. 3. The two standard sockets permit weight of burden to be thrown to rear or front of Ambulance axle according as Ambulance is attached to front or rear axle of car.



No. 4. Undue strain is avoided by placing roller bearings between axle and outer end of frame, instead of within hub.

THE Weaver Auto Ambulance, Model "C", is a new and very efficient and convenient development in tow-in equipment. It will enable you to render a quick, business-like service that your customers will appreciate and will bring you in contact with a number of good prospects for new cars. It will also effect a material economy in handling tow-ins, as one man can accomplish in a shorter time work that would ordinarily require several men.

Simple and Strong in Design.

Strength and durability, together with simplicity in design and application are outstanding features of this equipment. The wide yoke is constructed of cast steel and provides a two point support for the car axle, 18 in. between centers. This, together with the extremely wide tread (28 inches between centers of tires), supports the car rigidly in position and prevents its tipping even on very rough roads.

Applies to Front or Rear Axle.

The application to the front axle is shown in Cut No. 1. The car axle rests snugly in the crotches of the yoke and can be clamped in position by heavy chains applied to axle or springs on each side. In applying to the rear axle, as shown in Cut No. 2, the yoke straddles the differential and the overhanging forks permit the rear axle to rest securely in the crotches.

Two Sockets for Standard.

When the Ambulance is applied to the front axle the yoke is set in the forward socket to keep the Ambulance tongue down, and to prevent it from flying up in case it should become accidentally disengaged from

the towing car. When applied to the rear axle the yoke is set in the rear socket to keep the tongue up against the bottom of the car and not jab into the ground under a similar contingency. This principle is illustrated in Cut No. 3.

Heavy Telescoping Tongue.

The telescoping tongue is unusually strong, the outer section being of 2½ inch steel tubing, while the inner section is of 1½ inch stock. The length is adjustable from 7 ft. to 13 ft. by means of a convenient pin arrangement.

Roller Bearings Between Axle and Housing.

Heavy roller bearings are located between the solid, one-piece axle and the axle housing, at the outer ends of the frame on either side, 24½ inches apart, as shown in the right hand portion of Cut No. 4. This construction avoids throwing an undue strain upon the bearings when towing a car on the side of a high crown road, as would happen if the bearings were located within the hub of the wheel (see left hand portion of Cut No. 4). A heavy thrust bearing is installed between the end of the frame and the wheel hub on each side, reducing wear to a minimum.

Rubber Tired or Cast Steel Wheels.

This Ambulance is equipped with the highest quality Goodyear rubber tired wheels with solid tires, 3½ x 16 inches. Heavy cast steel wheels of approximately the same diameter and width can be supplied at proportionately reduced price. Capacity passenger cars and light truck service.

Shipping weight, WB13, rubber tired. 265 lbs.; WB12, cast steel wheels. 195 lbs.

Model C Ambulance, East of and Including Denver, Steel Wheels, \$55; Rubber Tires, \$95. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

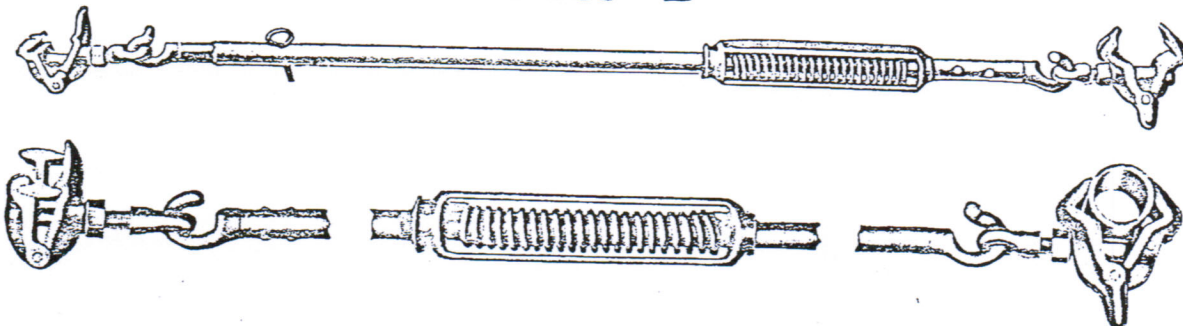
WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

WEAVER

RECOMMENDED FOR HUDSON-ESSEX SERVICE STATIONS

Weaver Towing Pole Model "D"



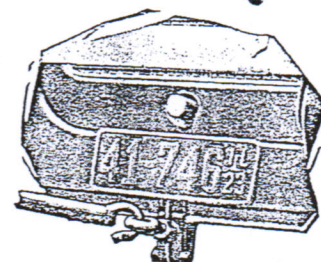
THE New Weaver Model "D" Towing Pole is unique in providing a connection which is absolutely rigid to prevent jamming and yet amply flexible to prevent bending the pole when turning corners, towing over rough roads, etc. These essential properties are due to the construction of the jaw clamps at the end of the Pole, which fasten securely to any front or rear axle without danger of slipping, and to the two hooks which form universal joints, allowing play in any direction but which cannot become unhooked in towing.

Cars Can Be Pushed As Well As Pulled.

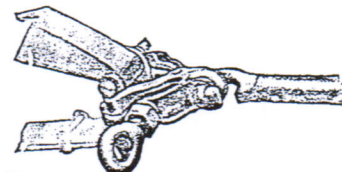
The Weaver Towing Pole is amply rigid to enable a car to be pushed as well as pulled, which is often an advantage under crowded conditions where there is insufficient room to tow it into the desired position.

Length Adjustable.

The Pole proper is of double strength steel tubing in two sections, one telescoping within the other. A convenient pin adjustment permits the length to be varied from 5 ft. 6 in. to 8 ft. The heavy coil spring is amply strong to meet any requirements of towing service. The yoke which encases the spring is of malleable iron. WC10, shipping weight, 47 lbs.



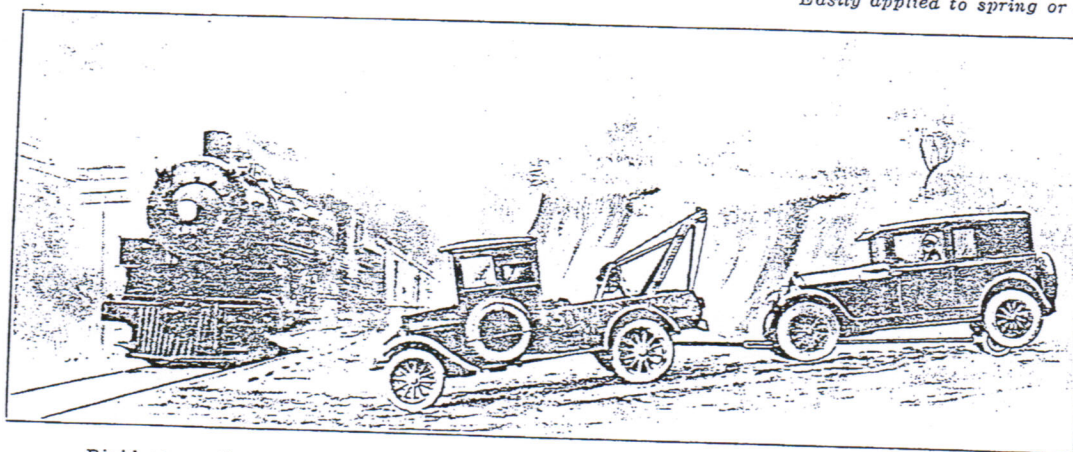
Splash aprons do not interfere.



Easily applied to spring or spring shackle

Spring Absorbs Shocks.

Pulling and jamming shocks caused by sudden starting or stopping, towing over rough roads, etc., are absorbed by the heavy coil spring, an indispensable feature in a rigid pole of this type.



Rigid connection prevents disabled car from smashing into towing car on sudden stops.

Model D Towing Pole, East of and Including Denver, \$15.00. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER

WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

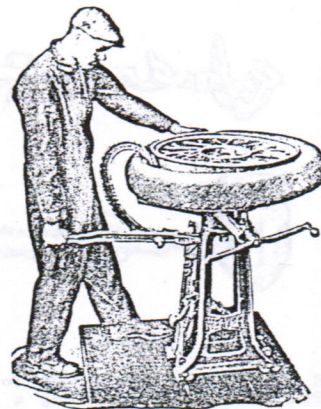
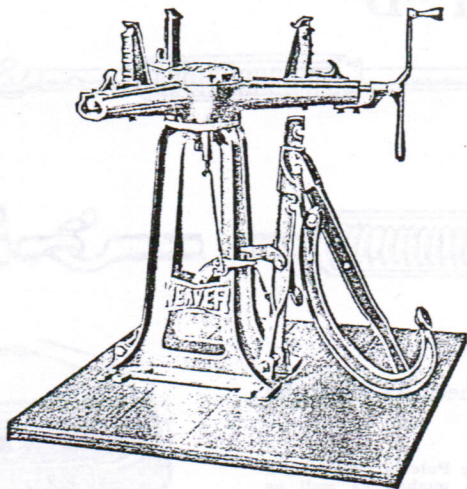
WEAVER

RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

Weaver Universal Tire Changer

**Model
"E"**



No. 1. Goose-neck is adjusted inward to keep it in contact with rim when removing tire.

THE new Model "E" Weaver Universal Tire Changer has been developed to meet the demand for a quick, convenient, safe means for changing tires not only on all types of split and solid detachable rims but also on wire and disc wheels.

Handles Balloon Tires.

The Changer will handle pneumatic tires, including the new balloon tires, up to and including 7½ inches, for both passenger cars and light trucks.

A Money Maker.

The Weaver Tire Changer will prove a big money maker for the tire shop and garage not only in the saving of time and labor it effects, but also by attracting new customers who appreciate having their tires and rims handled in a way that eliminates danger of injury to tires, rims and wheels.

For Handling Wire and Disc Wheels and Solid Rims.

In removing tires from wire and disc wheels and solid rims, the tire is placed on three supports attached to the three jaws. There are no overhanging arms to interfere. The jaws are then expanded against the rim by turning the double handled crank so that the lower edge of the rim is firmly held by the notch at the top of each jaw. The supports are then released to allow tire to be forced downward off rim.

Goose Neck Adjustable.

To facilitate placing goose neck over tire, it can be pulled outward after unlocking ratchet segment by means of foot lever. To remove tire the goose neck is

adjusted inward as shown in Cut No. 1, to give it an inward drag on rim and thus keep it in contact with rim. Goose neck can be moved up or down on vertical ratchet bar according to size of tire to be handled and to enable operator to exert maximum leverage.

Tire Can be Revolved on Base.

A very convenient feature lies in the fact that, in removing the tire, the frame carrying the tire is unlocked by pressing the foot pedal, allowing the tire to be rotated on the base and bringing each section of the tire under the goose neck. When mounting tire the frame is locked by spring plunger.

Tires Easily Remounted.

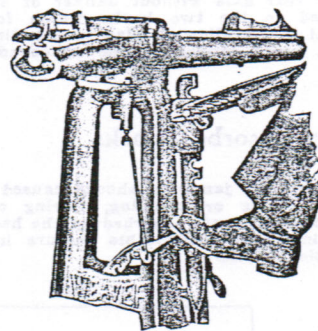
Tires can readily be mounted on wire and disc wheels and solid rims with the aid of the goose neck. The rim is then held in the pockets at the base of each jaw.

For Handling Split Rims.

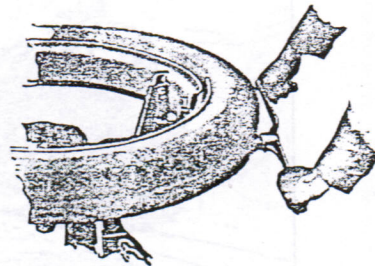
In removing tires from split rims, the rim is contracted by pressure of the hooks on the outer side of the three jaws, which are operated by the double handled crank as shown in Cut No. 3. After the rim is sufficiently contracted the tire can easily be lifted off. To remount the tire, the operation of the jaws is reversed and the rim expanded into proper position on tire.

Complete Directions Provided.

A permanently mounted direction chart giving specific detailed illustrations and instructions for operating accompanies each Tire Changer. Changer shipped set up ready for use. Floor space, 42 x 42 inches. WF10, approximate shipping weight, 250 lbs.



No. 2. Main frame casting carrying tire revolves on base.



No. 3. Split rims easily contracted and tire lifted off.

Model E Tire Changer, U. S. East of and Including Denver, \$58.00. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER

WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

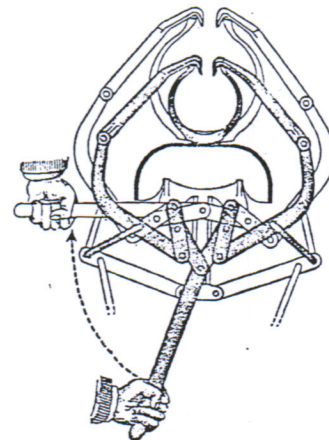
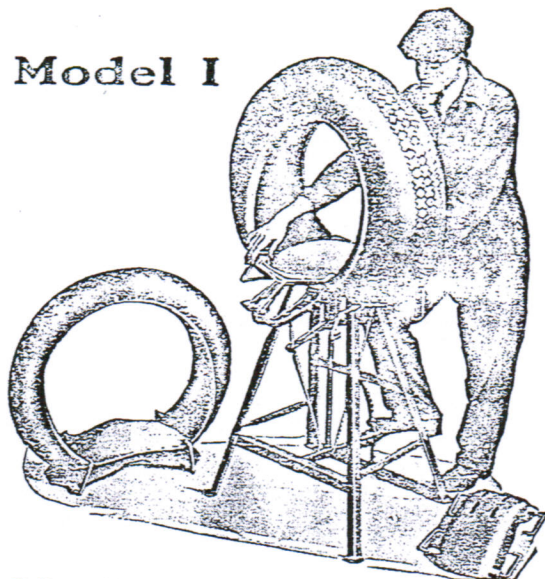
WEAVER

RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

Weaver Balloon Tire Spreader

Model I



Cut No. 1. By raising or lowering hand lever, Spreader arms are instantly adjusted to handle balloon or high pressure tires respectively.

THE Weaver Balloon Tire Spreader, Model "I," is designed to enable the repair man to quickly and conveniently spread casings for inspection and to hold the casing permanently spread for repairing. It will be found a real money maker in any service station that handles tire repairs because it enables the operator to turn out more careful work and also to show customers the condition of the interior of their tires, which will often lead to the sale of new tires.

Handles Balloon or High Pressure Tires.

The outstanding feature of the Model I Spreader is its instantaneous adjustment to handle balloon or high pressure tires, by merely raising or lowering a hand lever, as shown in Cut No. 1. The foot lever has the same amount of travel when handling either type of tire, a point to be specially noted.

Quick and Simple in Operation.

The casing is placed on the Spreader resting on the four rollers shown in Cut No. 2, with the hooks of the Spreader jaws over the beads. Pressure on the foot lever draws these hooks and with them the rollers downward and spreads the casing over the buffing plate. When the foot lever is released the casing resumes its original shape with the hooks of the Spreader jaws still in position over the beads. It can then be revolved to right or left on the rollers and another portion inspected.

Casings Permanently Spread for Buffing.

When the break is located the beads of the casing can be inserted under the four books of the detachable buffing plate and the casing thus permanently spread can be removed for buffing. It also holds the casing conveniently for stripping.

Extra Buffing Plates.

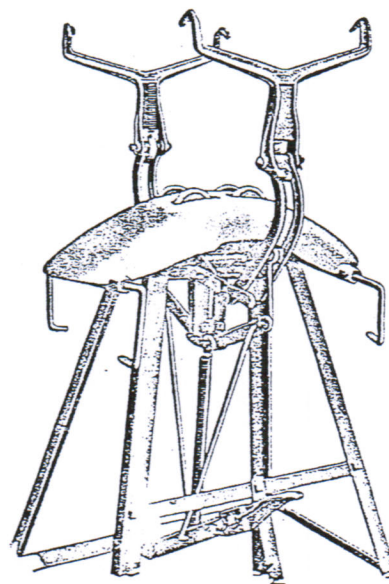
Extra buffing plates, interchangeable on any of Model "I" Spreaders, can be purchased at a nominal cost. It is desirable to have several on hand as there are frequently a number of tires being repaired at the same time.

Hand Tool for Extra Heavy Casings.

For unusually heavy casings a hand tool is supplied to draw down the beads so they can be inserted under the hooks of the buffing plate.

Portable.

The Spreader is so designed that it will support the heaviest passenger car tires without danger of overturning. As it does not need to be bolted to the floor, it can be moved about the shop as desired. Floor space, 24 x 30 inches. WF13, shipping weight, 75 lbs. Extra buffing plates, WF14, shipping weight, 10 lbs.



Cut No. 2. Rollers enable casing to be easily revolved. Rollers are drawn down flush with plate when tire is spread for inspection.

Tire Spreader, Model I, \$28.00; Extra Buffing Plates, \$3.50; U. S. East of and Including Denver. For West. & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER

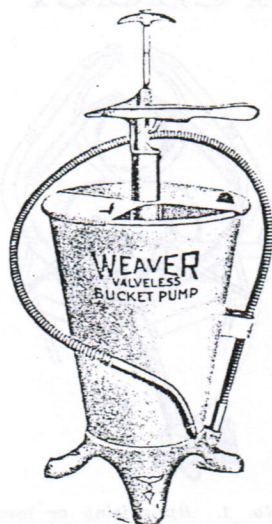
WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

Weaver Valveless Bucket Pump



THE Weaver Valveless Bucket Pump will prove a remarkable time and labor saver in handling lubricants in the service station and garage.

Operated from Standing Position.

When filling transmissions, or in any other case where the Bucket Pump can be conveniently operated from a standing position, the lubricant can be discharged by direct pressure on the plunger, as shown in Cut No. 1. This method discharges the lubricant more quickly.

Operated from Cramped Position.

When it is necessary to operate the Bucket Pump from cramped positions, as is usually the case in filling differentials, this can easily be accomplished by using the auxiliary lever pump handle, as shown in Cut No. 2. This forces the plunger downward by means of a ratchet dog and discharges the grease with minimum effort. It also provides a greater leverage for discharging heavy grease.

No Valves to Get Out of Order.

There are no valves to get out of order and cause trouble. The brass cylinder carries an open "port" near its base. By rotating this cylinder one-quarter turn to right or left, this port is respectively thrown into direct communication with the inlet from the Bucket Pump or with the outlet to hose. When in communication with one of these openings the other is automatically cut off.

Three Methods of Operation.

The construction of the Bucket Pump, described in the preceding paragraph, makes possible the following three distinct methods of operation.

1. The lubricant can be forced out of the Bucket Pump and into differential, transmission housing, etc.
2. Old grease or oils can be sucked out of differential, transmission housing, etc.
3. The cylinder of the Bucket Pump can be sucked full of lubricant from a different container and discharged again without disturbing contents of Bucket Pump.

This three-way method of operation is an exclusive feature of the Bucket Pump.

Invaluable for Cleaning Gear Housings.

The above described three-way method of operation makes it possible to draw old lubricant from differential or transmission, pump in kerosene to clean the gears, draw kerosene out and fill with new lubricant.

Customers Appreciate Quick Service.

Differentials can be easily cleaned while the customer's car is waiting for service at the filling station or garage and the garage man who makes this a feature of his service will find it a source of considerable profit.

Spring Plunger Insures Perfect Suction.

The two leather washers, shown in Cut No. 3, are specially treated to withstand grease and are held expanded against the inner wall of cylinder by spring expanders, thus insuring perfect suction.

Self Measuring.

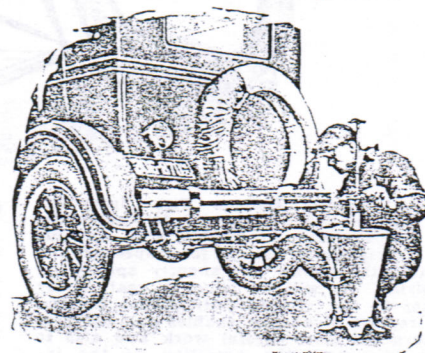
One cylinder of lubricant weighs one pound. Ten full strokes of the lever handle discharge one quart.

Construction.

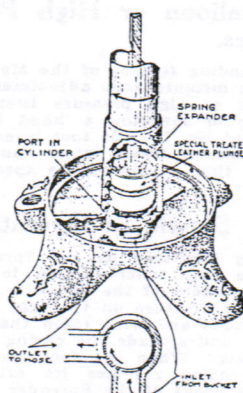
Bucket proper is made of very heavy galvanized sheet iron and has capacity of 25 lbs. of grease. Barrel is of 18 gauge brass tubing, 2 inches in diameter. The lower edge of the Bucket is inserted snugly into a corresponding groove milled into the heavy cast base and is securely riveted and soldered. WE10, shipping weight, 25 lbs.



No. 1. The plunger can be operated conveniently from a standing position.



No. 2. The lever handle can be conveniently operated from very cramped positions.



No. 3. There are no trap valves in the construction of our Bucket Pump to get out of order.

Bucket Pump, U. S. East of and Including Denver, \$13.50. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

WEAVER

RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

Weaver Safety Service Can



THE Weaver Safety Service Can is designed to furnish a convenient, quick, safe and economical means of handling fuel and lubricants in the service station, garage and repair shop. While designed primarily for this service, it is well adapted to the needs of private owners of cars, tractors, motor boats, etc.

cigarette butt or match carelessly dropped by an employee or customer will not cause the disastrous results that often follow when gas or oil is stored in open cans.

Easy to Fill.

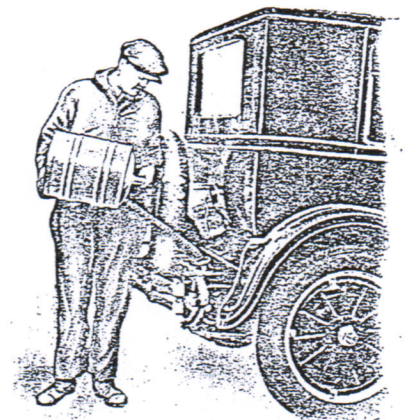
By removing the screw cap, a large opening for filling is afforded.

For the Garage Man.

Our Safety Service Can will be found especially useful to service stations, garages and for transporting gas in the service car to cars which have run out of gas on the road. Valuable time will be saved and the service to the customers will be improved by keeping several cans filled and ready for service. When the mechanic loads this can onto the service car, he has nothing further to think or worry about—there are no funnels to be left behind or lost and there is no danger of gas slopping over and the ashes of his pipe or cigarette causing fire.

Construction.

The construction of our Service Can is extremely rugged throughout to withstand the severest usage and abuse to which it may be subjected. It is made of heavy galvanized iron strengthened by horizontal ribs. The bottom of the can is specially reinforced to prevent leaks. The two foot flexible steel hose is practically indestructible. WE11, capacity 5 gallons up to the rim. Shipping weight, 8½ lbs. WE12, 2 gal. capacity, shipping weight, 5 lbs.



No. 1. The flexible metal hose will reach the opening of any gas tank, no matter how inconveniently located, and does away with the need of funnels.

Flexible Steel Hose Will Reach Gas Tank.

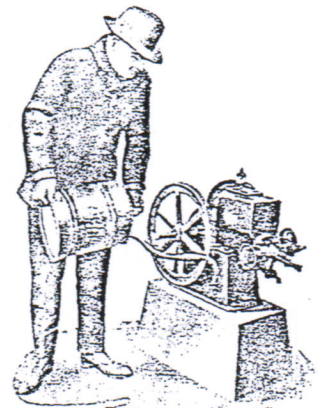
No matter how obstructed by tires or inconveniently located the opening of the fuel tank may be, it is readily reached by the flexible steel hose of the Safety Service Can. The need of special funnels, so easily forgotten or lost, is thus eliminated.

Prevents Waste.

When the oil or gas is stored or transported, the tapered nozzle on the flexible steel hose is inserted in the vent in the screw cap, as illustrated in cut above, thus rendering the can practically air-tight and preventing evaporation, contamination and spilling. When the nozzle is withdrawn from the cap, preparatory to discharging the contents of the can, the open vent insures a free flow of the liquid.

Reduces Danger from Fire.

Danger from fire in both public and private garages and in service stations will be greatly reduced by handling inflammable liquids in this sealed container. A



No. 2. Handy for filling gas engine and for keeping a supply of gasoline on hand in the shop.

5 Gal. Size, \$5.00; 2 Gal. Size, \$4.00, East of and Including Denver. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER

WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

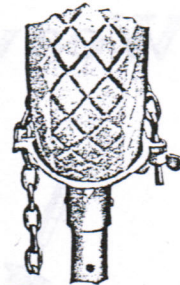
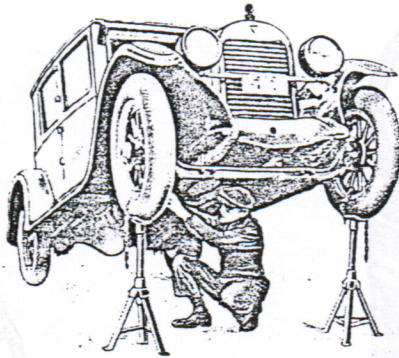
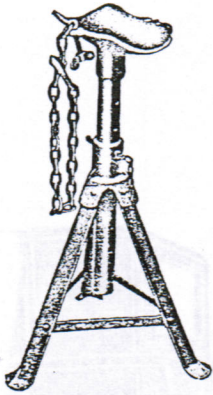
WEAVER

PRINTED IN U.S.A.

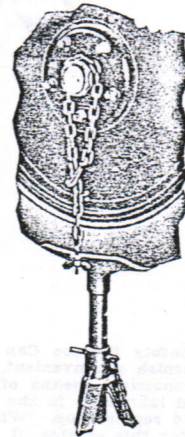
RECOMMENDED FOR

HUDSON-ESSEX SERVICE STATIONS

Weaver Safety Stands



No. 1. Wheel can be securely chained to Stand as shown.



No. 2. Chain can readily be applied to disc wheels.

THE Weaver Safety Stands afford a simple, compact means of supporting the heaviest passenger cars and light trucks in an elevated position to insure the absolute safety of the mechanic while making repairs. They also free the hoisting equipment for use elsewhere in the shop.

The top plate is shaped to fit the tire of the car and as a further precaution against slipping a chain is provided for securely clamping the wheel to the Stand as shown in Cut No. 1. The chain can readily

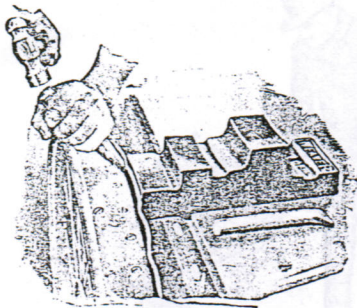
be applied to disc wheels, as shown in Cut No. 2. A convenient pin adjustment enables the height to be varied from 20 to 34 inches.

While they can be used to advantage with any hoisting equipment, the supports are especially desirable for use with the Weaver Hi-Lift Jack, as shown in Cut No. 3, or with the Weaver Hoist. They are constructed of the best material and have a combined capacity of 10,000 lbs. Shipping weight, approximately 35 lbs.

Symbol, W110. Telegraphic code word, "Torch."

Safety Stands, U. S. East of and Including Denver, Pair \$15.00. For Western & Canadian Prices, Ask Your Jobber

Weaver Rim Anvil



NO shop doing tire work can afford to be without this Anvil. In most shops a specific charge is made for straightening rims, but even where it has been the custom to give this service gratis, the actual saving in time and labor will soon pay for it.

Handles All Types of Rims and Wire Wheels.

Rims of every type, as well as wire wheels, can be held in a convenient working position on this equipment. A few common uses are shown in the sketches on the right.

Quickly Attached to Work Bench.

The Rim Anvil is attached to the work bench by means of a

heavy bolt, the flange on the bottom of the Anvil forming a stop to insure its proper mounting.

Convenient for Various Purposes.

In every shop there is almost constant need of a rugged cast block or plate for riveting, bending, straightening, pounding, etc. and this conveniently located Anvil with its various curves and angles will be found worth its price for other service outside of rim work. Two hand tools illustrated are supplied. WF13, ship. wt., 29 lbs.



Easy to open up lock ring grooves.

Can be used to straighten split lock mechanism.

Wire wheels can be worked and repair on conveniently

Rim Anvil, U. S. East of and Including Denver, \$6.50. For Western & Canadian Prices, Ask Your Jobber

National Distribution—Obtainable from Your Nearest Jobber

Made by the

WEAVER MFG. CO., Springfield, Illinois, U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ontario

WEAVER

WEAVER