

## Finding the Correct Corvette Jacks from 1963-early to 1969 by Gary Conger

One often overlooked aspect of a Corvette restoration is obtaining the correct scissor-type jack for your Corvette. This particular information is to help you find or obtain a reproduction or the original manufacturer provided jack for your 1963-early 1969 Corvette. A proper restoration of your Corvette should include the correct jack and handle. If you plan on having your car judged, they will typically ask you to remove the jack and handle to be checked for originality. The best and most highly sought after jacks are the original jacks that came with that year and VIN. These can be hard to find, and even a little expensive, but give your car an added originality and maximum points for that judging category. A reproduction jack can be used, but could come with point deductions during the interior judging process. Adding onto this, reproduction jacks are getting harder to find. The information provided on this topic will help you select the correct jack and handle for whether your car is being judged or not.



The basic design of these scissor-jacks is made of stamped steel parts, including the base, which has four bent notches. It has a rivet-pin construction. The top frame rest, or "saddle," is ramped, with a hole and an "A" marking stamped in the steel. This "A" signifies the original manufacturer, which was the Auto Specialities Company (AUSCO) of Michigan. There are two U-shaped trunnions that contain a coarse threaded screw shaft with a 3/4" hex head. This allows the jack scissors to expand and contract. The original jack frames were dipped in a gloss black finish paint. When the frame is fully collapsed, it will measure approximately 12 1/2" from one end to the other. It will typically use a thrust bearing or two flat washers and one off-white nylon washer. Each jack came with a U-shaped handle that has pivoting 3/4" socket extension on one end to loosen lug nuts and operate the jack. The other end of the handle has a wedge shaped tongue to remove the hubcap. The overall length of the handle, fully extended, should be 15 1/2" long.

There are typically three types of jacks for the 1963-1967 midyear Corvettes, however, the 1968 and very early 1969 Corvettes used the same as Type III 1967 jack but with a heavy, reinforcement bar welded to the U-shaped upright. This is known as a modified Type III jack. The Type I jack was used in 1963-1965 VIN #12,000. After VIN #12,000 of 1965, the Type II jack was used, Type II was used from VIN #12,000 of 1965 through VIN #22,713 of 1965. Although some very late 1965 Corvettes used a Type III jack. Type III jacks were used from late 1965-1967. The modified Type III jack was used in

1968 and very early in 1969. Table 1 is a quick reference for the type and years of the jacks.

Jack Type	Years Used
Type I	1963 - VIN #12,000 of 1965
Type II	Until April of 1965
Type III	April of 1965 - 1967
Type III-modified*	1968 - very early 1969

For further information on each type of jack, refer to “Jack Characteristics” diagram included next. The upright arms were flat for Type I and Type II and III had arms with a stamped reinforcement. The modified Type III also had a heavy reinforcement bar welded to it, which is the main difference between the original Type III and the modified Type III, which was used in 1968 to very early 1969. The U-shaped trunnion direction refers to whether the bracket is flipped inward or outward. The bearing types were either a sealed thrust bearing or a three washer stack. The middle washer is an off-white nylon washer. The other two washers are a little thicker than a thicker washer. The coarse, machined screw shaft varied in length. The hex nut direction was always outward. The date was stamped in the lower arm of the frame on the same side of the hex head on Type III and Type III modified jacks.



There are three different types of handles that came with these jacks. The main identification is the number of holes on the handle, and whether it had a grommet. Some had a raised “O” marking on the socket, which designated the ORR Company.

1963-E1969 Corvette Jack Characteristics				
	Type I	Type II	Type III	Type III 68-E69
Reinforcements	None/Flat	Yes/Stamped	Yes/Stamped	Yes/Stamped...Heavy

on upright				bar added
U-shaped Trunnion Direction	Outward	Outward	Inward	Inward
Bearing Type	Sealed thrust	Sealed thrust	3 washers/1 is nylon	3 washers/1 is nylon
Coarse Screw Shaft	15 ½"	15 ½"	14 ¾"	14 ¾" With concentric circles Not pinned
Hex Nut Direction	Outward	Outward	Outward	Outward/Square type nut
Date	None	None	Yes/started in January '67	Yes
Handle/Wrench Characteristics				
Number of handle holes	None	1	3	3
Grommet	None	Yes, after 1965 VIN #9020	Yes	Yes
Socket shoulder size	½"	½"	1"	1"
Raised ring	Yes	Yes	Yes	Yes
Marking	"O"	"O"	Typical "O"	Typical "O"
Hold down spring	1 Hook	2 Hooks	2 Hooks	2 Hooks