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Congratulations on your purchase of the multi-position flat spring steel jack pad.

The jack pad was invented after the seller struggled to find a suitable product to lift his two Cessna light singles. The seller purchased competing products online and found them either frustratingly unusable due to foot rest location or not tall enough to safely use with a floor jack.

Armed with a light duty machine shop for his airgun business, he set out to design a superior product.

My creation hopes to solve both of the above issues. The adjustable width jack ensures you can place the product nearly anywhere on your gear leg. The 4" stem then allows you to lift most planes with a normal floor jack before the jack reaches its max extension.

To use:

1) Chock the main gear tire opposite the side you are going to lift.
2) Place jack pad in a suitable location. My preferred location is right about the middle of the gear. This keeps the floor jack away from the backside of the hub and gives you more room to work.
    a. Use the included rubber mat to protect your leg's paint.
    b. You can then tap, push and snug the jack pad so that it rests underneath the leg without falling to the ground.
3) Lay blankets, cardboard, etc over your wheel pants and brake assemblies. This will offer some protection in case the jack or jack pad fails.
4) Find a small piece of wood to put between the jack pad stem and the top of your floor jack. The best idea is a piece of wood cut to fit inside your floor jack's shoe, so the neck can dig in and not slip.
5) Bring floor jack and wood up to the pad and ensure the bottom of the jack pad bites into the wood. Ensure you have minimal side load so that nothing flies off to the side and then slowly lift your plane.
6) With the lifted tire just barely off the ground, gently rock plane in all three axes (pitch, roll, yaw) to ensure that the pad is secure. Only lift the minimum height required so that if the floor jack or pad fails, potential aircraft damage is mitigated.
7) A video demonstrating use is available at www.planejack.com.

All Planejack LLC jack pads are made in the USA with USA-sourced steel and fasteners. They also include a lifetime warranty. Contact the seller at the email address listed above with questions, in case of defects or if spare parts are needed.

Purchase and use of the product implies consent absolving the seller or manufacturer of any liability incurred during use beyond the cost of the jack pad itself.

THE SECURE SANDWICH JACK PAD

The two plate idea (what I'm calling the Secure Sandwich) was released in late 2025 to satisfy the countless tailwheel buyers that have emailed me, begging for something that works.

This should do the trick, though if you're reading this, you are a voluntary prototyper. Email me with results and suggestions.

It goes without saying, but be careful using the pad (though it should be even safer than the single plate idea).

Just lift slowly and ensure everything looks rock solid while you lift your plane.

Assembly should be pretty straightforward, but refer to the below photo, and the photos on my site. The only thing to watch for is that, despite being solid steel, as you tighten the top plate, it will start to bend. So, make it tight, but not so tight that you significantly bend the steel plate.

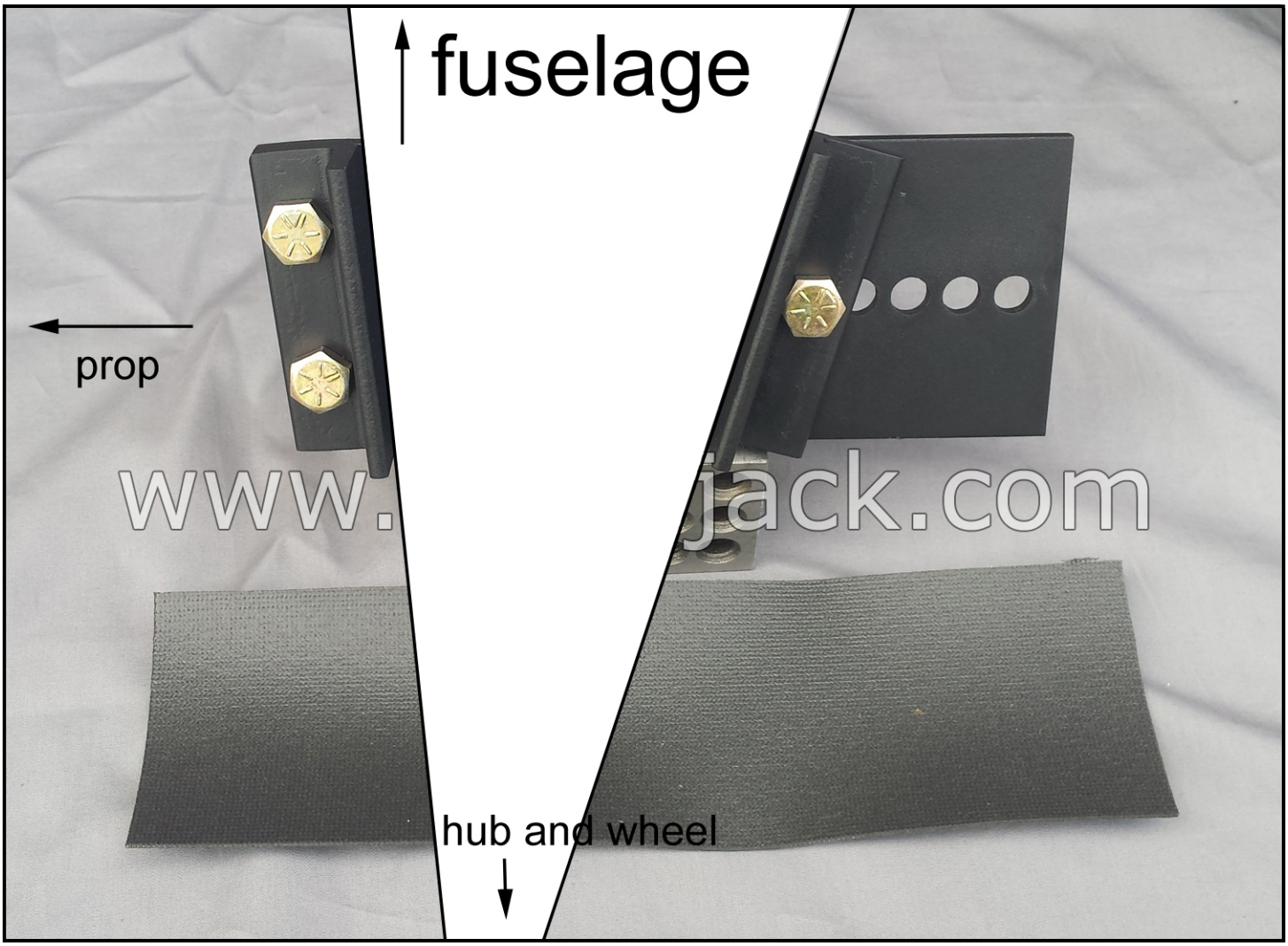
Remember to wrap your gear leg with the included rubber mat (or similar).

ORIENTATION

The below photo shows orientation for port, left-seat. The fixed jaw goes towards the prop.

Orientation is the opposite for starboard, right-seat. The rotating jaw goes towards the prop.

LOOKING STRAIGHT DOWN WHILE IN FRONT OF LEFT DOOR
(it's OPPOSITE on the RIGHT side)



ORIENTATION, CONTINUED

This photo shows correct orientation. The jack pad's neck (what the floor jack and wood are touching) is pointing more or less vertically, towards the ground. Note, the neck becomes more vertical the higher the leg is lifted.

If you have the pad installed so that the neck is pointing towards the fuselage, you have it installed backwards.