

Hydraulic jacks, long reach, low profile: Omega 29023 and AC DK13HLQ

<http://forums.corvetteforum.com/c6-corvette-general-discussion/1814892-hydraulic-jacks-long-reach-low-profile-omega-29023-and-ac-dk13hlq.html>

original post and photos by "Vet", senior member at Corvetteforum.com



Below are comparison pics and info regarding the:

- Omega 29023 "Magic Lift" 2-ton (black)
- AC DK13HLQ 1.4 ton (blue)

AC Hydraulic A/S:

<http://www.ac-hydraulic.com/>

AC DK13HLQ:

<http://www.ac-hydraulic.com/Default...wproduct&id=44>

Omega / Shinn Fu American - SFA Companies

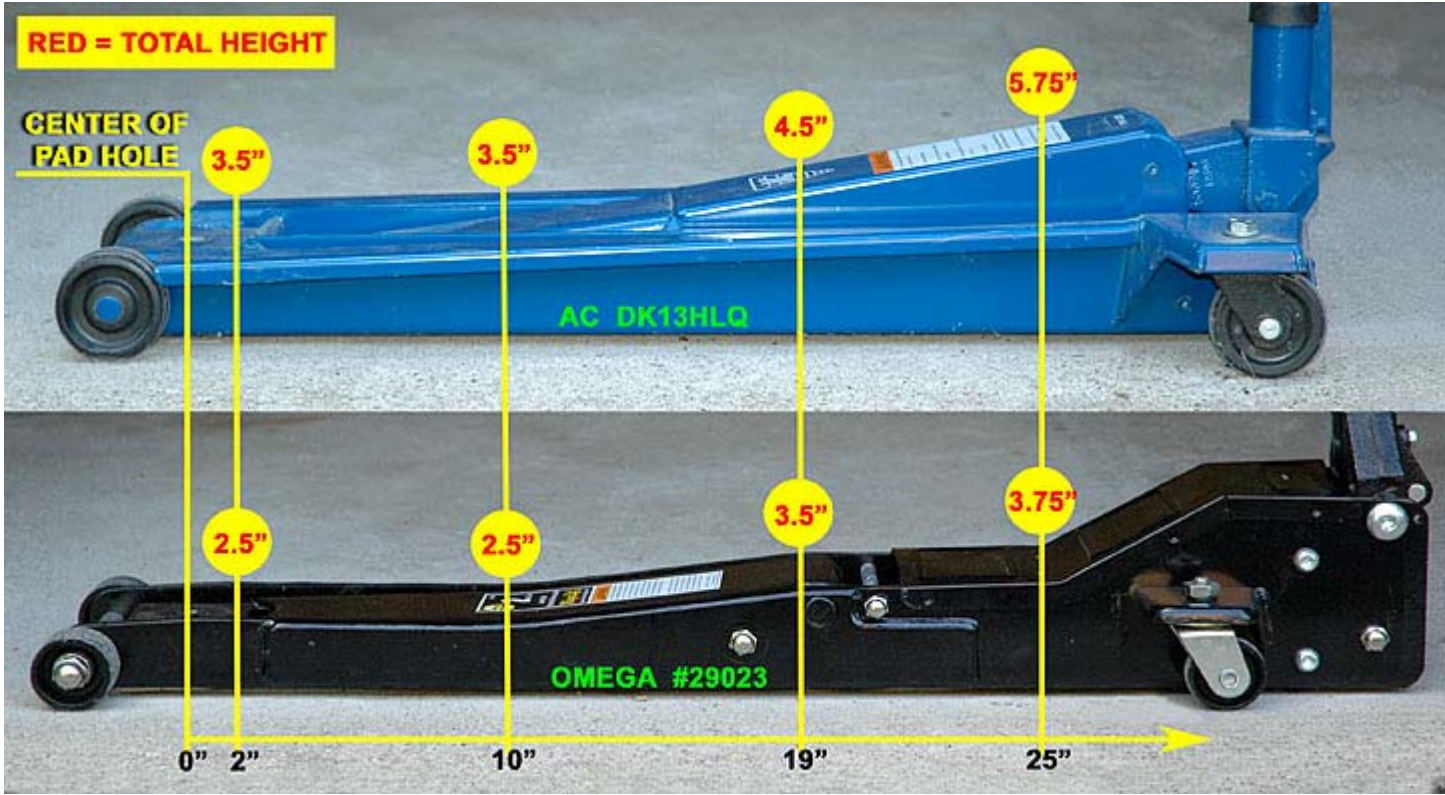
<http://www.shinnfuamerica.com>

Omega 29023:

[http://www.shinnfuamerica.com/\(S\(cov...on.aspx?ID=763](http://www.shinnfuamerica.com/(S(cov...on.aspx?ID=763)

Omega 29023 owner's manual pdf:

[http://www.shinnfuamerica.com/\(S\(rjm.../Temp/1154.pdf](http://www.shinnfuamerica.com/(S(rjm.../Temp/1154.pdf)





Notes:

The pad hole of the AC DK13HLQ is 1.010", and the pad hole of the Omega 29023 is 1.030"... so close but yet so far. The hole of the AC is only about 0.020" smaller than that of the Omega, yet the pad that comes with the Omega will not fit the AC.

The pad hole size of these jacks is important to note since many common accessory pads and accessory cross beam adapters (including the popular Northern Tool cross beam adapter that works great on our C6s) will have pins that are closer to 1.150" in diameter, and will need to be shaved down to 1.00" or so in order to fit the AC and Omega jacks. Get your die grinder and carbide grinding tip ready.

Due to the design of the Omega, a cross beam adapter can be placed on the jack when fully lowered and not hit the front wheels. Total max height with Northern Tool cross beam adapter in place, about 4.75". With the AC jack, the cross beam adapter will rub on the front wheels when fully lowered, you need to raise the jack a bit to get the cross beam to clear the front wheels... at this point max height with cross beam in place, about 5.5".



For info regarding jacking a C6 using long reach jacks, preferred jacking locations of C6, etc:
http://forums.corvetteforum.com/show...55&forum_id=74

The main reason to get a low-profile, long-reach jack for the C6 is to be able to reach the front preferred jacking points (see link directly above for details and pics). If the front of the car is initially raised high enough by driving the front wheels up on boards, you can probably get away with using just about ANY jack. However, if you want to reach the correct preferred jacking points with very little initial "pre-raising" of the front, a low-profile, long reach jack is what you need.

The Omega is so low that you can roll it under the front of a C6 without driving the front wheels up on boards at all, without the cross beam adapter in place... the cross beam can be put on the jack after the jack is in position, just reach over from the side of the car... just barely makes it though, you need to bend your air dam a bit to really get things lined up perfectly... or just drive the front wheels up on a few strips of plywood and it'll be a breeze.

In sum, both the AC and Omega seem to be excellent jacks for Corvette use. The AC is twice the price+ of the Omega, but is indeed of much finer quality. For seldom to occasional use, the Omega seems to be fine. For more frequent heavy-duty use, you might want to spring for the AC.