



The AC "Bulldog" Mack

The Mack AC model is not only credited with giving Mack its famous Bulldog identity, but also with achieving a degree of success and international fame which has never been approached by any other motor truck in history.

The AC was designed by Mack Chief Engineer Edward R. Hewitt and his successor, Alfred R. Masury, after the eminently successful introduction of the Mack AB line in 1914. When permission was granted in 1915 to design a line of heavier-duty trucks, engineers submitted an already completed design for the AC. They had confidently and accurately predicted the success of the AB the previous year, and proceeded immediately with their next triumph.

Production was immediately authorized, and the Mack AC truck became a legend in its own time, manufactured continuously for 24 years from 1915-1939 - the longest production run of any American automotive vehicle.

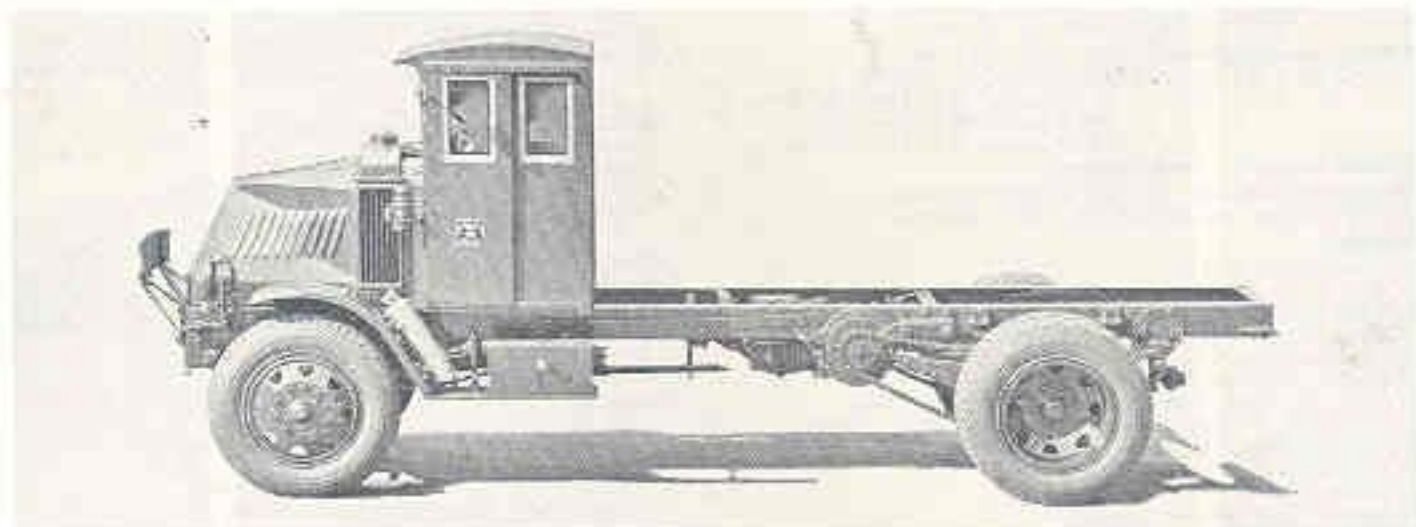
Serving with British and American troops in Europe during WWI, the AC distinguished itself with incredible toughness and dependability. The trucks, with their snub-nosed hoods, resembled Bulldogs not only in performance but also in appearance, and hence became known as the "Bulldog Macks." This appellation grew to encompass all Mack products, and the company adopted its corporate symbol in 1922. That year, before the company's official name became Mack Trucks, Inc., an engraving of a Bulldog tearing up a manual of hauling costs within the AC hood outline was placed on the side of every truck. In the early thirties, the first of the familiar Bulldog hood ornaments appeared.

Today, the Mack Bulldog continues as a symbol of great significance for a company as old as the century.



Mack MODEL AC

Chain Drive



WHEELBASES 158" 168" 180"

FOUR-CYLINDER

76 HORSEPOWER

K NOWN the world over as the Bulldog, Mack Model AC truck has achieved an unchallenged leadership in the heavy-duty field. Wherever performance counts and economy is a requisite, there the Mack AC's superiority is recognized and preferred by virtue of certain definite features of construction. These are as superior to contemporary practice as they are exclusive with Mack, and comprise many patented designs, original production processes and specially-developed materials.

Ever-increasing demands have been met with the powerful, four-cylinder, 5" x 6" engine, developing 69 horsepower at only 1400 r.p.m., by employing a compression comparatively high for so large a bore but which permits the engine to be operated on ordinary commercial gasoline without detonation. Exceptionally long pistons, tubular connecting rods that are machined-all-over from solid drop-forgings; case-hardened timing gears, wide cams and a crankshaft of unusual size assure unequalled performance, durability and quiet. The case-hardened, counterbalanced crankshaft, with its 3-inch main bearings and integrally-forged counterweights, guarantees an unusually long life. An exclusive compensating vaporizer in the intake manifold makes certain that only dry gas is delivered to the cylinders under all conditions. Close regulation of water temperature being necessary with engines of this design to insure efficient combustion and effective lubrication, a thermostat is built into the water outlet header to promote rapid temperature rise in the cylinders,

avoid back-pressure on the pump and prevent hot water from passing through the pump. Engine parts are unusually accessible.

The transmission is noteworthy for its great size and the exceptional width of its gears. It employs the exclusive Mack interrupted spline-shaft, whereon the gears are accurately centered and guided. It is controlled by a remote gearshift lever connected with the transmission by a single rod.

*The
Transmission*

Chief among the many examples of flexibility in the AC is the use of chain drive, the advantages of which are superior efficiency in hard going, reliability, economical maintenance and maximum convenience in making adjustments or repairs.

*The
Final Drive*

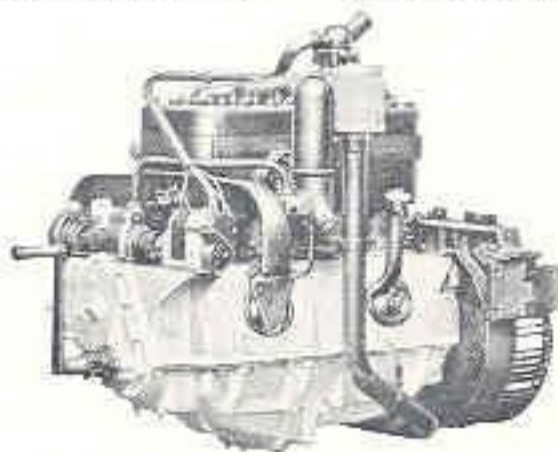
Utmost safety is insured by two independent sets of brakes, the foot brakes acting on the jackshaft ends and the hand brakes on the rear wheels. A

*The
Brakes*

special steering gear construction assures ease of steering, always an important element in safe operation of a truck, by means of exceptionally large surfaces and extreme accuracy in the gears.

Long springs carried by drop-forged spring shackles of exceptional size, augmented by helper springs on dumpers; heat-treated, pressed-steel frames and careful balancing of all engine running parts reduce vibration and shocks to a minimum, thus insuring driver comfort and maximum load protection.

*Driver
Comfort*



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MODEL AC SPECIFICATIONS

WHEELBASES, Standard 156", 168" and 180"
Special 192", 204", 216", 228" and 240"

TRACK, Front 68 1/2"
Rear 71 1/2" for 5 1/2-ton,
74 1/2" for 7 1/2-ton

TIRES, Standard, Front 36 x 6 for 5 1/2-ton,
36 x 6 for 7 1/2-ton, and 36 x 7 for 7 1/2-ton model
Rear 40 x 5 dual or 40 x 10 for 5 1/2-ton
40 x 6 dual or 40 x 12 for 5 1/2-ton
40 x 7 dual or 40 x 14 for 7 1/2-ton

TIRES, Pneumatic (extra) optional

TURNING CIRCLE 50' for 156" wheelbase,
52 1/2' for 168" wheelbase, 53' for 180" wheelbase

ENGINE

Four-cylinder, 8" x 6"

N. A. C. C. Horsepower, 40

Brake Horsepower, 69 at 1400 r.p.m., 76 at 1800

Piston Displacement, 471.24 cubic inches

Cylinders, Cast in block with pair-cast heads

Pistons, Lightweight cast iron

Connecting Rods, Tubular, drop-forged, Length, 15"

Crankshaft, Drop-forged, case-hardened, counterbalanced

Main Bearings, Bronze-backed, diamond-bored, hard lapped

Number, 3; diameter, 3"; total length, 10 1/2"

Valves, Flat-seat, I-head at right

Ignition, Impulse starter magnets

Carburetor, 1 1/2"

Air Cleaner, Air Mixer

Fuel Feed, Gravity, 10-gallon capacity gasoline tank

Governor, Centrifugal, 1400 r.p.m.

Cooling, Centrifugal pump

Thermostat, Cold circulation type

Radiator, Continuous-finned, tubular, in flash coat

Shutters, Vertical, hand-operated

Water Capacity, 15 1/2 gallons

Lubrication, Force feed and splash

Oil Filter, H.W. Filterator

Oil Capacity, 17 1/2 gallons

CLUTCH, Mack single, dry plate type

TRANSMISSION, Selective, four speeds forward, one reverse

Location, Unit with jackshaft

Shafts, 0, Interrupted type

Bearings, 8

Ratios: First speed, 6.42; second, 3.35; third, 1.80; fourth, direct; reverse, 7.06

DRIVE, Chain type

Universal Joints, 2

Jackshaft, Semi-floating, unit with gear box

Oil Capacity, including transmission, 6 gallons

Chain size—3 1/2-ton, 1" x 1"; pitch, 1 1/2"

5 1/2-ton and 7 1/2-ton, 1 1/2" x 1 1/4"; pitch, 2"

REAR AXLE, I-beam; Road Clearance, 18 1/2", 18 1/2", 18"

GEAR RATIOS, Standard 3 1/2-ton 5 1/2-ton 7 1/2-ton

Spacings 18 x 42 13 x 36 12 x 39

Ratios 7.54 8.95 10.50

Speed, m.p.h. at 1400 r.p.m.

with specified tires 22.0 19.0 16.7

BRAKES

Foot, On jackshaft ends

Size, 14 1/2" x 3"; area, 193 1/2 square inches

Band, Expanding on rear wheels

Size, 20" x 33 1/2"; area, 287 square inches

Total Braking Area, 480 1/2 square inches

FRAME, Heat-treated, flexible channel type

Size, 8" x 3"; 1/2" thick; 5 cross-members

FRONT AXLE, Drop-forged, I-beam, reversed Elliot

Road Clearance, 10 1/2"

STEERING GEAR, Worm and complete gear

Ratio, 12 to 1; 20" steering wheel

WHEELS, Electric steel castings

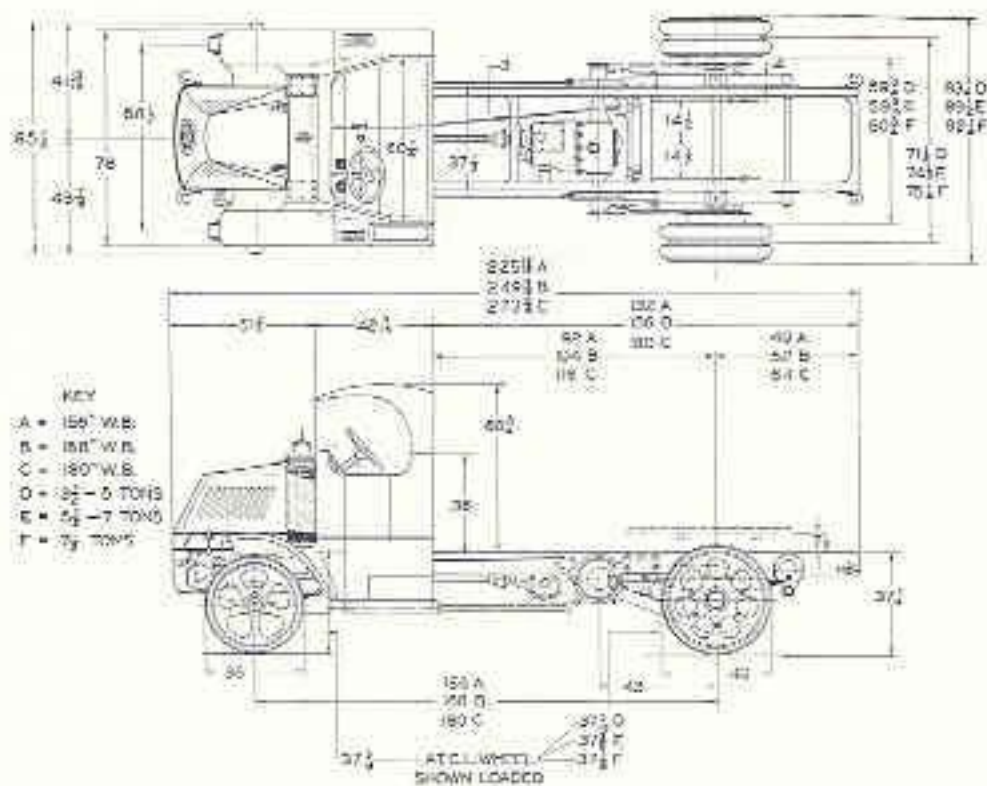
SPRINGS

Front, 40" x 3 1/2"; rear, 52" x 4"

Helper Springs—Standard on standard 7 1/2-ton and dumpers

The standard AC chassis also includes painting in lead-zerush (Mack green); coil (no seal); oil sump and fuel tanks; mechanical horn, hub-odometer, engine temperature indicator on instrument board, tool box with tools.

Standard chassis extras include covered, year-round, narrow or De Luxe cab, windshield with hand-operated wiper for covered cab; electric or vacuum operated windshield wiper; bumper, government grille hook and drumbar; dash odometer, flush type speedometer, gas lighting system, extended muffler tail-pipe, rear view mirror, electric starting and lighting system, or lighting system alone; electric horn, searchlight, air brakes, vacuum brake booster, Mack power takeoff, transformed speed auxiliary transmission; seven-forward and two reverse speeds transmission for 5 1/2-ton and 7 1/2-ton models.



There being no annual or series models of MACK products, refinements and improvements are effected whenever sound development and thorough trial prove them to be advantageous. The right is therefore reserved to change specifications or prices without notice.

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