



MODEL

B-41S



ADVANCED design and construction are unchallenged advantages of the Diesel equipped Model B-41S six-wheeler, a timely newcomer to punishing dumper, mixer and heavy cargo operations. It is conceded to be the ideal six-wheeler on which to mount the newly designed load-forward mixers. This vehicle offers maximum capacity with compactness. By skillful engineering it is built to meet the trend of increased power-to-weight ratio.

Profit making features, which when combined result in unsurpassed performance at lowest maintenance costs, include Mack built FND 510 Diesel engine, producer of smooth, quiet and dependable power with unusual economy. The stamina and long life for which Mack engines are famous, emanate from its efficient design and staunch structure.

Modernization is achieved by a new combination chassis frame and inside channel reinforcement, both of alloy steel and heat-treated. By use of such identical material both members inherently carry their correct proportions of the load. Exceptionally stiff cross-members of special design have been positioned to best meet the rigors of such severe service. Additional reinforcement may be obtained, where necessary, by adding an outside fishplate.

Front and rear ends have been specifically engineered for excessive load ability. New drop-forged I-beam front axles featuring tapered king pin and thrust lution which assure longer life and easy steering, are available to take full advantage of heavier front axle loadings permitted by certain States. A new lighter built but stronger four-wheel-drive Bogie with exclusive Power Divider, is furnished. Banjos are of enormous stiffness and axle shafts alloy steel, graduated heat-treated for remarkable endurance. Balanced construction assures equal traction, even tire loading and uniform braking.

Driver satisfaction being of paramount importance, the new sturdy De Luxe cab features adjustable seats, unobstructed visibility, controls conveniently located and full driver protection. Wider front axle and shorter turning radius results in improved maneuverability.

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STANDARD EQUIPMENT

Condensed Specifications

WHEELBASE—170½", Platform—144"

ENGINE: (Diesel)

Model END 510 Thermodyne
 Number of cylinders..... Six
 Bore and stroke 4 1/8" x 5 1/2"
 Piston displacement, cu. in. 510
 Brake horsepower at 2400
 r.p.m. (gov.) 138
 Max. torque at 1400 r.p.m.
 Pound-feet 368

CLUTCH:

Model CL 401, with Mack
 Vibrator clutch plate
 Type Single-plate, dry
 Area of engagement, sq. in. 226

FUEL SYSTEM:

Fuel injection pump Multiple unit
 Drive Geared from camshaft
 gear
 Mounting Flange type
 Timing Synchronance
 Nozzles Pintle type
 Tank capacity and location 22 gal., left apron

COOLING SYSTEM:

Radiator, type Continuous-finned, flat
 tube
 Frontal area, sq. in. 560
 Thermostat Bellows
 Water pump Centrifugal
 Fan, material Pressed steel
 Type Asymmetrical
 Water capacity of system 43 quarts

ELECTRIC SYSTEM:

Voltage and capacity 12V., 50 Amp.
 Generator, make Delco-Remy
 Starting motor, make Delco-Remy
 Battery, make Exide or Auto-Lite
 Number required Four (6V)
 Location Two behind right
 apron; two behind
 cab attached to right
 side rail

TRANSMISSION:

Model TRD 670
 Type Selective, constant mesh
 No. of speeds, forward Ten
 reverse Two

RATIOS

Shift	High Range	Low Range
5th	0.79	1.09
4th	1.00	1.39
3rd	1.42	2.67
2nd	3.64	5.06
1st	6.74	9.57
Rev.	6.80	9.46

DRIVESHAFTS:

Location Front and inter-axle
 Diameter 3 1/2"
 Wall thickness 0.156"
 Center support Swing type, rubber
 bushed, with single-
 row ball bearing

Varies with longer wheelbase, and/or transmission equipment.

FRONT AXLE:

Model FA 505
 Basic rating 8,000 lbs.
 Type Reversed Elliott, I-beam

BOGIE:

Model SWD 53
 Basic rating 38,000 lbs.
 Bogie wheelbase 50"
 Drive Four-wheel, straight
 through
 Inter-axle differential Mack concentric cam
 and plunger type
 Power Divider
 Housing, construction One-piece banjo, steel
 casting
 Axle shafts, material Chromium nickel steel,
 heat-treated
 *Final ratios 6.45, 7.32, 8.15 and
 9.02 to 1

BRAKES:

Type Internal expanding,
 enclosed
 Actuation Air
 Front, size 16 1/4" x 3" x 1/2"
 Area, sq. in. 204
 Rear, size 16 1/2" x 6" x 3/4"
 Area, sq. in. 828
 Total braking area, sq. in. 1032
 Hand size 12" x 5" x 3/8"
 Lining area, sq. in. 159

FRAME:

Material Alloy steel, heat-treated
 Side-members, size 9" x 3 1/4" x 1/4"
 Section modulus 9.76
 No. of cross-members and type One I-beam, three
 channel

SPRINGS:

Front, type Semi-elliptic
 Size, length 46"
 width 3"
 Leaf thickness 0.360" (10 leaves)
 Rear, type Semi-elliptic (inverted)
 Size, length 50 1/2"
 width 4"
 Leaf thickness 0.625" (14 leaves)
 Shot-peening Tension side of main,
 second and third
 leaves
 Suspension, front Rubber Shock Insula-
 tors, front end; fixed
 pin, rear end
 rear Rubber Shock Insulators

SHOCK ABSORBERS—FRONT:

Type Houdaille, rotary-
 hydraulic

TIRES:

Size 10.00-20 (12P)
 Rims 7.5, including spars

WHEELS:

Type Steel castings, six spoke

*Ratios 9.02, 8.15 or 7.32 recommended for Dumpers and Mixers.

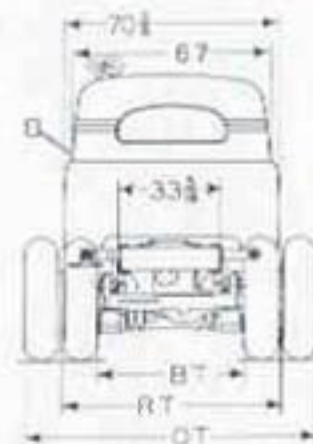
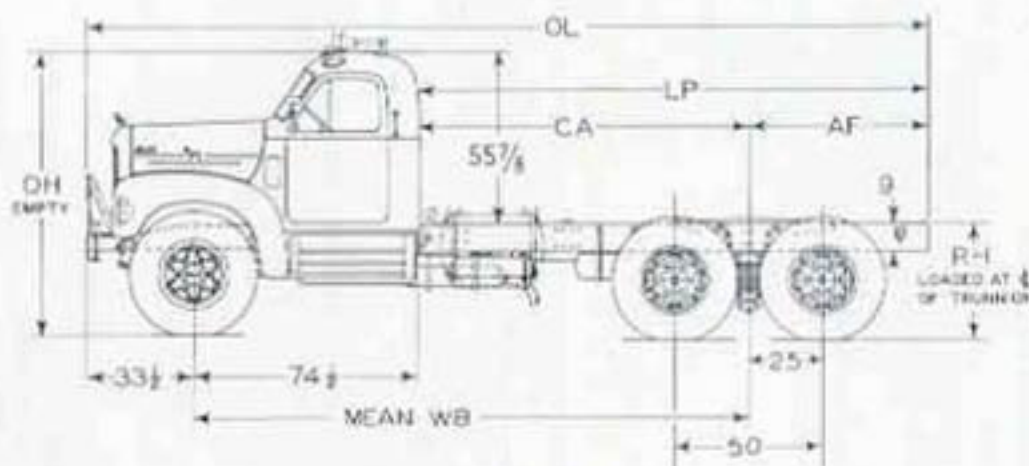
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CHASSIS DIAGRAM



WB	170 1/2	182 1/2	194 1/2	222 1/2	Tire Size	OH	RH	OT	RT	BT
OL	252	276	302	348	10.00-20	96 1/2	38 1/2	94 1/2	71 1/2	47 1/2
LP	144	168	194	240						
CA	96	108	120	148						
AF	48	60	74	92						

Note: All dimensions are shown in inches.



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