



## B-42T & B-422T



### FOUR-WHEEL • GASOLINE POWERED • TRACTORS

**COMPACT AND POWERFUL**, these dependable over-the-road tractor-trailer haulers are powered by Mack's own thrifty gasoline engines. Designed from successful Mack engineering skill these four-wheelers are sure to set new standards for maximum payloads and long life at minimum operating cost.

**ABUNDANT POWER** for smooth and rapid acceleration and sustained highway speeds is supplied by either the Mack EN 402 Magnadyne engine in chassis B-42T or the new Mack EN 438 Thermodyne engine in chassis B-422T. Both these powerful gasoline engines have exclusive quality features of design which have been developed over years of manufacturing. Each engine is thoroughly tested at every stage of production to assure continuous trouble free service.

**FLEXIBILITY** to meet every operating condition is assured by a wide choice of transmission and rear axle equipment. Some of the other available options include heavier front axle and steering gear to take advantage of increased loadings permitted in certain States, a comfortable sleeper cab and a Contour cab which permits advantage of the modern extra volume trailers.

**DRIVER SATISFACTION** has been given particular attention by the convenient location of instruments and controls, an individual, fully-adjustable seat, exceptionally good road visibility and ample provision for ventilation. Throughout the entire chassis, all of the traditional features of quality manufacture have been maintained to assure long, profitable and trouble-free life.

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# MODEL B-12T & B-422T

## STANDARD EQUIPMENT

### Condensed Specifications:

WHEELBASE—146 $\frac{1}{2}$ " Platform—105"

ENGINE (Gasoline):	B-12T	B-422T
Model	FN 401	FN 419
	Magnadyne	Thermodyne
Make	Mack	Mack
Number of cylinders	Six	Six
Bore and stroke (inches)	3 $\frac{1}{8}$ x 3 $\frac{1}{2}$	4 $\frac{1}{8}$ x 3
Piston displacement, cu. in.	401	438
Brake horsepower	150	160
@ rev. r.p.m.	2800	2500
Max. r.p.m.		
@ r.p.m.	1400	1400
Pound-feet	530	555
Lube oil cooler	Std.	—
Lube Oil Filter (2 qts.)	By-pass type	

CLUTCH:	B-12T	B-422T
Model	CL 472	CL 401
Vibersnob clutch plate	—	Mack
Type	Single-plate, dry	
Outside dia., facing	13 $\frac{1}{8}$ "	13 $\frac{1}{8}$ "
Area of engagement, sq. in.	202	220

#### FUEL SYSTEM:

Carburetor:	B-12T	Zenith, dual downdraft
	B-422T	Zenith, updraft
Governor	Pierce	
Air cleaner	Donaldson, oil bath	
Tank capacity and location	22 gal., left apron	

#### COOLING SYSTEM:

Radiator, type	Continuous-vented flat tube
Frontal area, sq. in.	560
Thermostat, to open	170°
Water capacity of system	34 quarts (B-12T) 40 quarts (B-422T)

#### ELECTRIC SYSTEM:

Voltage and capacity	12V, 30 Amp. (Not Available)
Generator, make	Delco-Remy
Starting motor, make	Delco-Remy
Battery, make	Exide or Auto-Lite
Plates per cell	15
Amp. hr. @ 20 hr. rate	90
Number required	One (12V)
Location	Right apron

#### TRANSMISSION: (Mack)

Model	TR 771
Type	Five-speed, direct
Ratio, 1st 1.00; 4th 1.31; 3rd 2.03; 2nd 3.85; 1st 7.08; Rev., 7.15	

#### DRIVESHAFT:

Tube	1 $\frac{1}{2}$ ", 0.156" wall
Joint	Yoke type
Make and size	Spicer, 1600

#### FRONT AXLE: (Mack)

Model	FA 305
Type	Reversed Illiier, I-beam

#### REAR AXLE: (Mack)

Model	RAS 308
Drive	Hypoid, single-reduction
Housing, construction	One-piece, bonjo, formed from subulst steel, heat-treated
Axle shafts, material	Chromium molybdenum steel, heat-treated
Carrier	CBS B-1
Ratio, B-12T	5.57, 6.17, 6.83
B-422T	7.14, 5.57, 6.17

#### BRAKES, AIR:

Size—Dia., width, lining thickness & lining area (sq. in.)

Front	16 $\frac{1}{2}$ " x 3" x 1 $\frac{1}{2}$ " (204)
Rear	16 $\frac{1}{2}$ " x 6" x 1 $\frac{1}{2}$ " (411)
Hand	10" x 3" x 1 $\frac{1}{2}$ " (85)
Compressor	Tu-Flo 100 (7 $\frac{1}{2}$ cu. ft.)
Reservoir capacity	2255 cu. in. (noml)

#### FRAME:

Material	Chrome-manganese steel, heat-treated
Side members, size	9" x 3 $\frac{1}{4}$ " x 1 $\frac{1}{4}$ "
Section modulus	0.76
No. of cross-members and type	Two, channel

#### SPRINGS:

Front, type	Semi-elliptic
size, length (between load centers)	60"
width	5"
Leaf thickness	0.504" (5 leaves) 0.325" (5 leaves)
Suspension	Rubber Shock Isolators, front end; fixed pin, rear end
Rear, type	Variable, semi-elliptic, with three-leaf radius rod
Size, length (between load centers)	79" no-load; 46" loaded
width	5"
Leaf thickness	0.447" (10 leaves)
Suspension	Cam type variable action brackets

#### SHOCK ABSORBERS—FRONT:

Type	Houdaille, rotary- hydraulic
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#### TIRES:

Size	10.00-20 (12P)
Ratio	7.5

#### WHEELS:

Type	Cast, Spoke
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#### STEERING GEAR:

Model	SG 25
Type	Worm and roller
Ratio	24:1
Steering wheel, diameter	22"

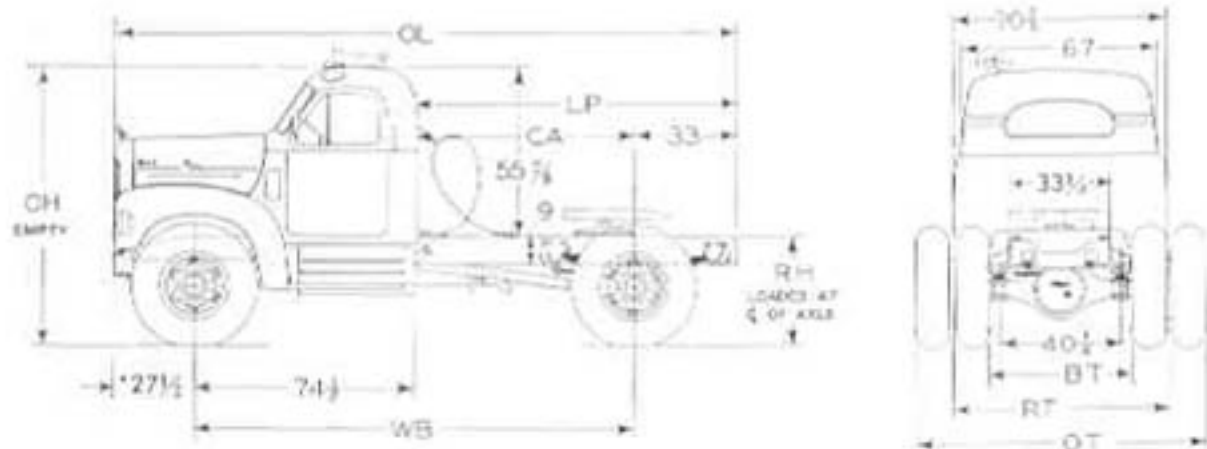
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# MODELS B-42T & B-422T

## CHASSIS DIAGRAM



CAB	WB	LP	CA	OL
CA 21	146 1/2	105	72	207
CA 21	164 1/2	122	90	225
CAS 28	164 1/2	99	46	225
2CA 27	137 1/2	102	68	198

2 Cabour Cab: front axle to cab rear center, 65 1/2"  
 Cab rear center to rear axle, 69"  
 Cab rear edge to rear axle, 63 1/2"

When extended front bumper is furnished, bumper to centerline of front axle is 35 1/2" in, and OL becomes 4 in. longer.

Tire Size	OH	EH	EH	OT	RT	RT
	Approx.	Loaded	Free	Spoke Wheels		
10.00-20	92	36 5/8	41	95 1/2	71 3/8	47 1/2
10.00-22	94	37 1/8	42	95 1/2	71 3/8	47 1/2
11.00-20	93 1/2	37 1/4	41 1/8	96	71 1/8	46 1/4

Chassis dimensions are in inches and are for standard Chassis unless otherwise denoted.

Frame heights may vary 1/2 inch loaded, 7 inch free.

*TURNING CIRCLE DIAMETER			
WB	Left Turn	Right Turn	
146 1/2	53	53	
164 1/2	58	58	
137 1/2	51	51	

Approx.

\*Measured in feet to outer edge of tire.

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