



B-61LST & B-613LST



WEIGHT- SAVER • SIX-WHEEL • DIESEL • TRACTORS

Completely engineered and built by Mack, these heavy-duty, six-wheel, diesel tractors are setting new standards for economy of operation and long life. Increased earnings for long highway hauling are achieved through a greater payload capacity by employing weight-saving aluminum in engine, axle and transmission equipment.

Mack's famous Thermodyne diesel engines, naturally aspirated in B-61LST and turbo-charged in B-613LST are employed. This means greater fuel economy and dependable diesel power for the steep grades as well as quick response for high speeds on the open highway. Exclusive Mack diesel features developed through two decades are incorporated as standard on these powerful, superbly designed engines.

World wide application of these popular tractors has been achieved through an excellent choice of dependable Mack components. Front axle, bogie and transmissions have been refined through the practical tests of actual operation. A wide range of Mack bogie models feature a one-piece cross-member and transition bracket for considerable weight-saving over conventional designs. Optional bogies offer a further weight-reduction in an inverted camel-back spring.

The cab has been made comfortable for the long ride yet sturdy enough to give years of service. The controls, steering and road visibility features assure greater safety and reduce driver fatigue.

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MODELS B-61LST & B-613LST

STANDARD EQUIPMENT

Condensed Specifications

Standard Model has the following aluminum parts incorporated in its design: Front bumper; Engine flywheel housing; Engine front support; Engine rear brackets; Transmission case; Front spring brackets; Air reservoir; rear axle brake chamber brackets, splines and shoes; Rear spring and housing caps.

WHEELBASE — 146½", **Platform** — 120"

ENGINE (Diesel):	B-61LST	B-613LST
Model	ENDL 673P	ENDLT 673
Make	Mack	Thermodyne
Type	Naturally aspirated	Turbocharged
Number of cylinders	Six	Six
Bore and stroke	4¾" x 6"	4¾" x 6"
Piston displacement, cu. in.	672	672
Brake horsepower @ 2100 r.p.m. (gov.)	187	211
Max. torque @ r.p.m.	1400	1400-1600
Pound-feet	527	605
Lube oil filter (12 qts.)	Comb. full-flow/by-pass	
Lube oil cooler	Tube & shell	

CLUTCH (Mack):

Model	CL 28, with Mack Vibrasorb clutch plate
Type	Single-plate, dry
Outside dia. facing	14½"
Area of engagement, sq. in.	255

FULL SYSTEM:

Fuel injection pump, make ..	American Bosch
Timing (B-61LST)	Synchrovaner
Governor	American Bosch, mechanical
Air cleaner	Donaldson, oil bath
Tank capacity and location	22 gal., left apron

COOLING SYSTEM:

Radiator, type	Continuous-finned, flat tube
Frontal area, sq. in.	560 (ENDL 673P) 700 (ENDLT 673)
Thermostat, to open	170° (ENDL 673P)
Water capacity of system	48 quarts (ENDL 673P) 52 quarts (ENDLT 673)

ELECTRIC SYSTEM:

Voltage and capacity	12 V., 55 Amp. (24V. starting)
Generator, make	Delco-Remy
Starting motor, make	Delco-Remy
Battery, make	Exide, Auto-Lite, Gould Nat.
Group	4H
Plates per cell	23
Amp. hr. @ 20 hr. rate	160
Number required	Four (6V)

TRANSMISSION (Mack):

Model	TRDL 722
Type	Ten-speed, direct, two-lever, Duplex

DRIVESHAFT:

Tube	3½", 0.156" wall
Joints	Yoke type
Make & Size	Spicer, 1700 & 1600 (inter-axle)

FRONT AXLE (Mack):

Model	FA 505
Type	Reversed-Elliott, I-beam

BOGIE (Mack):

Model	SWDL 56
Bogie Wheelbase	50"
Drive	four-wheel straight through
Inter-axle differential	Mack Power Divider
Carriers	CRDP 92 & CRD 93
Ratios	4.17, 4.50, 4.76, 5.13, 5.73, 6.34, 7.08, 7.49
Brakes	Aluminum version

BRAKES, AIR:

Size—Dia., width, lining thickness & lining area (sq. in.)	
Front, size	16¼" x 3" x ½" (204)
Rear, size	16½" x 6" x ¾" (828)
Hand, size	12" x 5" x ¾" (139)
Compressor	Tri-Flo 500 (12 cu. ft.)
Reservoir capacity	3050 cu. in. (total)

FRAME:

Material	Chrome-manganese steel, heat-treated
Side-members, size	9" x 3¼" x ¼"
Nu. of cross-members & type ..	Two channel, one cast integral with reunion brackets
Section modulus	9.76

SPRINGS:

Front, type	Semi-elliptic
Size, length (between load centers)	46"
width	3"
Leaf thickness	0.560" (11 leaves)
Rear, type	Semi-elliptic (inverted)
Size, length (between load centers)	50½"
width	4"
Leaf thickness	0.625" (9 leaves)
Shot-peening	Tension side of main, second and third leaves
Suspension, Front	Rubber Shuck Insulators, front end; fixed pin, rear end
Rear	Rubber insulator, underside; Bearing plate, top side

SHOCK ABSORBERS—FRONT:

Type	Houdaille, rotary-hydraulic
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TIRES:

Size	10.00-20 (12P)
Rims	7.5

WHEELS:

Type	Cast, spoke
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STEERING GEAR:

Model	SG 251
Type	Worm and roller
Housing	Aluminum
Ratio	24.4
Steering wheel, diameter	21"

CAB (Mack):

Model	CA 21
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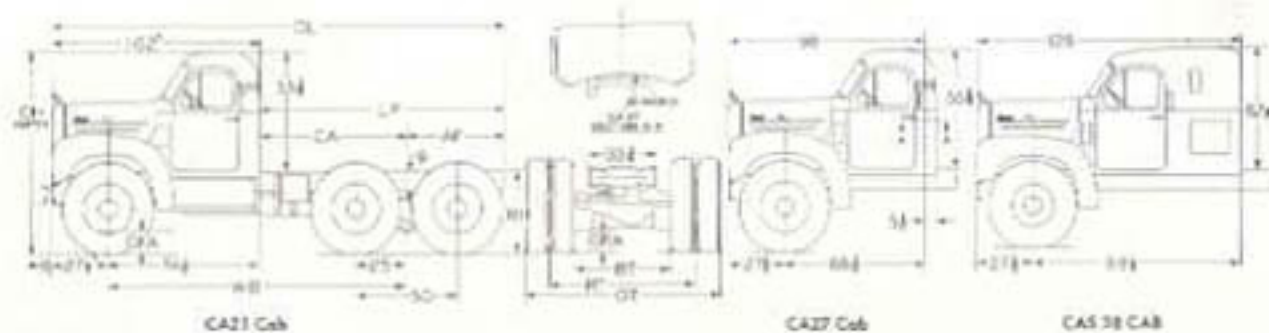
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CHASSIS DIAGRAM



WB	CA21 Cab		CA27 Cab		CA328 Cab		AP	*OC	Turning Circle Dio. Outer edge of Front Approach	
	SF	CA	SP	CA	SF	CA			Left	Right
145 1/2	120	72	126	78	—	—	45	222	53 ft.	49 ft.
164 1/2	138	90	144	96	114	60	48	240	60 ft.	55 ft.
170 1/2	144	96	150	102	120	72	48	248	62 ft.	57 ft.
182 1/2	168	108	—	—	—	—	48	270	66 ft.	60 ft.
194 1/2	194	123	—	—	—	—	74	296	70 ft.	65 ft.
222 1/2	240	148	—	—	—	—	92	342	81 ft.	74 ft.

TIRE SIZE	OH	Front		R/R		OC	RT	RT
	Approach	GRA	Track	Empty	Loaded	GRA	Spoke Wheels	
10.00-20	94%	10	74	29 1/2	27 1/2	8%	95%	71% 47 1/2
10.00-22	93%	11	74	40 1/2	38 1/2	9%	95%	71% 47 1/2

Frame heights are subject to variations. 1" empty, 1 1/2" loaded.

Chassis dimensions are in inches and are for standard chassis unless otherwise directed.

*Add 6" for extended bumper mounting when furnished.

Represented by:

There being no serial 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. Illustrations are not necessarily a representation of standard specifications.

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