

Mack

model **EE**
chassis



C-2625

RESPONSIVE to a growing demand for high-grade, heavy-duty design and construction in the medium-capacity range, Mack Model EE brings to this field the stamina, dependable performance and economy of both operation and maintenance which have made Mack quality the standard of the industry.

Powered by an extremely capable engine of 271-cubic inch displacement and driving through a truly truck-type clutch, a four-speed transmission and a robust spiral-bevel-driven rear axle, this model is built upon a pressed carbon steel frame braced by exclusive box-girder cross-members. All springs are carried in Mack rubber Shock Insulators and the ample braking areas are hydrovac operated.



MACK MANUFACTURING CORP.

New York, N. Y.

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MODEL EE SPECIFICATIONS

WHEELBASES: 132½", 144½", 156½", 162½",
174½" or 192½"

TIRES: 8.25-20, dual rear, maximum

WHEELS: Open spider type, malleable iron, six spokes

ENGINE: Six-cylinder, L-head

Bore and Stroke, 3½" by 4¾"

Piston Displacement, 271 cubic inches

Horsepower, 89 @ 2750 r.p.m.

Torque, 199 pound-feet @ 1100 r.p.m.

Cylinders, cast in block with one-piece detachable heads

Valves, intake, 30-deg. face, 1½"

Exhaust, 45-deg. face, 1¾"

Exhaust seat inserts, Permatit of Niferite, Stellite

Pistons, T-slot, aluminum

Crankshaft, seven-bearing, heat-treated, with twelve counterbalance weights

Connecting rods, I-beam, drop forged

Air cleaner, oil-bath type

Water pump, centrifugal, at front of engine

Thermostat, bellows type

Fan, 19¾", pressed steel, 61/64" V-belt drive

Radiator, Continuous-finned, flat-tube

Water capacity, 6 gallons

Fuel capacity, 21 gallons

CLUTCH: Single-plate, dry

Area of engagement, 131 square inches

TRANSMISSION: Four-speed, sliding gear

Ratios, four-speed, 1.00 in fourth, 1.69 in third, 3.09

in second; 5.90 in first; 7.21 in reverse

UNIVERSAL JOINTS: Three, Spicer, needle-bearing type

REAR AXLE: Single-reduction, spiral bevel or Two-speed Housing, pressed steel, banjo-type

Final ratios, Single-red., 4.85, 5.83 or 6.80 to 1

Two-speed, 6.13 and 8.10 to 1

Axle shafts, graduated heat-treated; sixteen splines

BRAKES: Hydrovac

Front, size, 14" by 2"

Rear, size 16" by 3"

Area, four wheels, 325.5 square inches

Hand, 8" by 2½"; contracting, rear of transmission

Total braking area, 387 square inches

FRAME: Pressed carbon steel

Side-members size 7-15/16" or 8" x 3" x 7/32" or ¼"

Cross-members, four: three box-girder, one stamping

STEERING GEAR: Twin lever and cam, 20-18-20 to 1 ratio

SPRINGS: Front, 42" by 2¼"

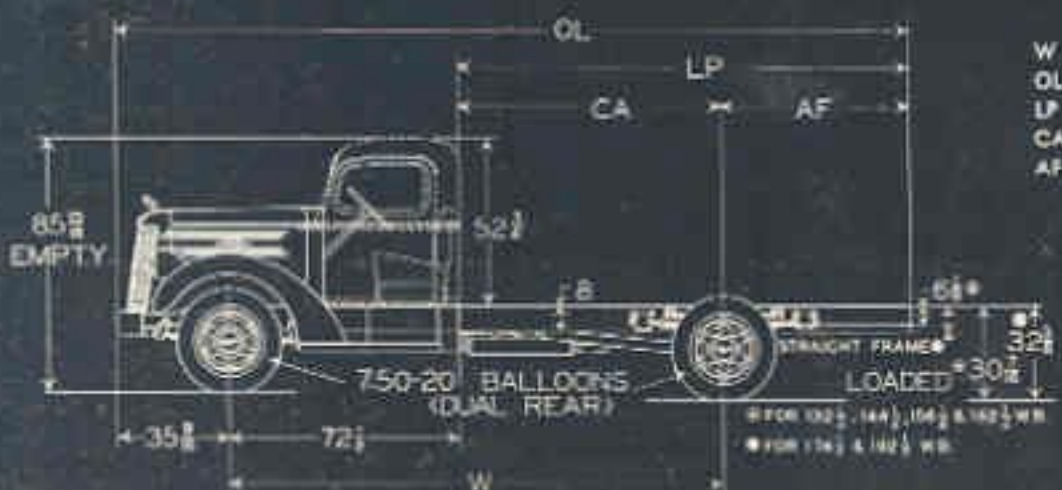
Rear, 50-13/16" by 2½"

Helper, 34¼" by 2½"

Suspension, Meck rubber Shock Insulators

STANDARD EQUIPMENT: Painting in synthetic enamel; electric starting and lighting system; sealed-beam headlights; combination stop and tail light; electric horn; speedometer; spare rim; front bumper; tool kit

OPTIONAL EXTRAS: Deluxe web; shock absorbers; Two-speed axle; tow hook; turning signals; marker lights; auxiliary fuel tank; disk wheels; heater; radiator shutter, manual; radiator guard



	W	132½	144½	156½	162½	174½	192½
OL	208	220	246	256	276	306	
LP	100	112	138	148	168	198	
CA	60	72	84	90	102	120	
AF	40	40	54	58	66	78	

These items are covered in great detail in AUTOLIT products, publications, and brochures for official reference, quick replacement

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Mack

MODEL **EF**
CHASSIS



RECOGNITION of the performance, stamina and economy of the Mack Model EF, medium-capacity chassis is widespread. It is replete with features long established in the larger Macks and which have contributed so largely to the long life, dependability and adaptability of Mack chassis in all classes of motor transport service.

Powered by a husky, yet thrifty engine of 290 cu. in. displacement and driving through a clutch, transmission and rear axle of particularly robust design, the chassis is based upon a frame of unusually substantial construction with box-girder cross-members, suspended upon long, easy springs retained in Mack's exclusive rubber Shock Insulators. Hydrovac braking adds one more to the unusually complete list of equipment items.

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MODEL EF SPECIFICATIONS

WHEELBASES: 132½", 144½", 156½", 162½",
174½" or 192½"

TIRES: 8.25-20, dual rear

WHEELS: Open spider type, malleable iron, six spokes
or steel disk

ENGINE: Six-cylinder, L-head

Bore and Stroke, 3¾ by 4¾ inches

Piston Displacement, 290 cubic inches

Horsepower, 95 @ 2750 r.p.m.

Torque, 214 pound-feet @ 1100 r.p.m.

Cylinders, cast in block with one-piece detachable
heads

Valves, intake, 30-deg. face, 1½"

Exhaust, 45-deg. face, 1-7/16"

Exhaust seat inserts, Permalit of Niferrite, Stellite

Pistons, T-slot, aluminum, anodized

Crankshaft, seven-bearing, with thirteen counterbalance
weights, heat-treated

Connecting rods, I-beam, drop forged

Air cleaner, oil bath type

Water pump, centrifugal, at front of engine

Thermostat, blocking type

Fan, 20", pressed steel, 7/8" V-belt drive

Radiator, Continuous-finned, flat-tube

Water capacity, 7 gallons

Fuel capacity, 21 gallons

CLUTCH: Single-plate, dry

Area of engagement, 150 square inches

TRANSMISSION: Five-speed or ten-speed Mono-shift;
selective, constant mesh

Ratios, five-speed, 1.00 in fifth; 1.29 in fourth; 2.29 in
third; 4.35 in second; 8.05 in first; 8.13 in reverse

Ratios, ten-speed Mono-shift, 1.00 in tenth; 1.29 in
ninth; 1.63 in eighth; 2.10 in seventh; 2.64 in sixth;
3.41 in fifth; 4.35 in fourth; 5.61 in third; 8.05 in
second; 10.38 in first; 8.13 in fast reverse; 10.49 in
slow reverse

REAR AXLE: Single-reduction, spiral bevel or Dual Re-
duction, full floating

Housing, pressed steel, banjo type

Final ratios, 5.83, 6.83, 7.36, or 8.28 to 1

Axle shafts, graduated heat-treated; involute splines

BRAKES: Hydrovac

Front, size, 14" by 2"

Rear, size, 16" by 3½"

Area, four wheels, 337 square inches

Hand, 10" by 3", contracting, rear of transmission

FRAME: Pressed carbon steel

Side-members, size, 7-15/16" by 3" by 7/32" or
8" by 3" by ¼"

Cross-members, six; one stamping, two channel, three
box girder

STEERING GEAR: Twin lever and cam, 20-18-20 to 1
ratio

SPRINGS: Front, 42" by 2¼"

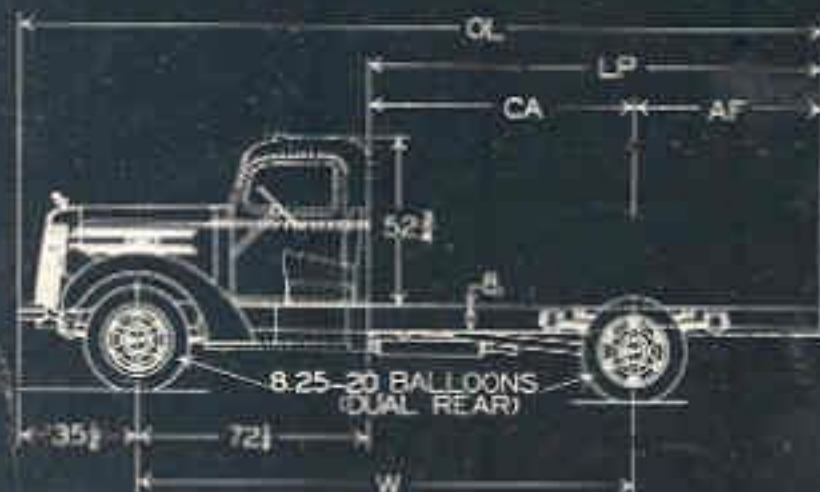
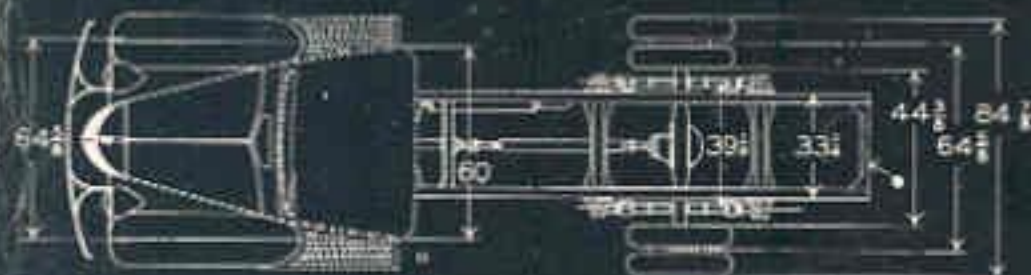
Rear, 50-13/16" by 3"

Helper, 34¼" by 3"

Suspension, Meck rubber Shock Insulators

STANDARD EQUIPMENT: Painting in lead-zinc; electric start-
ing and lighting system; sealed-beam headlights; parking lights;
combination stop and tail light; electric horns; speedometer;
spare rim; front bumper; tool kit

OPTIONAL EXTRAS: Cuts; oversize tires; Mono-shift transmission;
disk wheels



W	132½	144½	156½	162½	174½	192½
LP	100	112	138	148	168	198
CA	80	72	84	90	102	120
AF	40	40	54	58	66	78
OL	208	220	246	256	276	306

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Mack

model **EF**
chassis



RECOGNITION of the performance, stamina and economy of the Mack Model EF, medium-capacity chassis is widespread. It is replete with features long established in the larger Macks and which have contributed so largely to the long life, dependability and adaptability of Mack chassis in all classes of motor transport service.

Powered by a husky, yet thrifty engine of 290 cu. in. displacement and driving through a clutch, transmission and rear axle of particularly robust design, the chassis is based upon a frame of unusually substantial construction with box-girder cross-members, suspended upon long, easy springs retained in Mack's exclusive rubber Shock Insulators. Hydraulic braking adds one more to the unusually complete list of equipment items.



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MODEL EF SPECIFICATIONS

WHEELBASES: 132½", 156½", 162½", 174½",
192½" or 210½"

ENGINE: Six-cylinder, L-head

Bore and Stroke, 3¼ by 4¾ inches

Piston Displacement, 290 cubic inches

Horsepower, 97.5 @ 2750 r.p.m.

Torque, 220 pound-feet @ 1200 r.p.m.

Cylinders, cast in block with one-piece detachable heads

Valves, intake, 30-deg. face, 1½"

Exhaust, 45-deg. face, 1½"

Exhaust seat inserts, Permatit of Niferrite, Stellite

Pistons, T-tlot, aluminum

Crankshaft, seven-bearing, with twelve counterbalance weights, heat-treated

Connecting rods, I-beam, drop forged

Air cleaner, oil bath type

Water pump, centrifugal, at front of engine

Thermostat, bellows type

Fan, 19¾", pressed steel, 61/64" V-belt drive

Radiator, Continuous-finned, flat-tube

Water capacity, 6¼ gallons

Fuel capacity, 21 gallons

CLUTCH: Single-plate, dry

Area of engagement, 150 square inches

TRANSMISSION: Five-speed or ten-speed Mono-shift;
selective, constant mesh

RATIOS

10-Speed Mono-shift

Shift	5-Speed	Direct		Overgear	
		High	Low	High	Low
5th	1.00	1.00	1.25	0.79	1.28
4th	1.29	1.43	2.10	1.00	1.37
3rd	2.29	2.64	3.40	1.89	2.59
2nd	4.35	4.35	5.41	3.59	4.91
1st	8.05	8.05	10.39	6.85	9.10
Rev.	8.13	8.13	10.46	6.71	9.18

TIRES: 9.00-20, dual rear, maximum

WHEELS: Open spider type, malleable iron, six spokes

UNIVERSAL JOINTS: Three or four, Spicer, needle-bearing type, according to wheelbase

REAR AXLE: Single-reduction or Dual Reduction, integral flange, spiral bevel

Housing, pressed steel, banjo type

Final ratios, 5.14, 5.83, 6.67, 6.83, 7.36, or 8.28 to 1

Axle shafts, graduated heat-treated; involute splines

BRAKES: Hydraulic

Front, size, 14" by 2"

Rear, size, 16⅞" by 3⅝"

Area, four wheels, 367 square inches

Hand, 10" by 3"; contracting, rear of transmission

Total braking area, 449 square inches

FRAME: Pressed carbon steel

Side-members, size, 7-15/16" by 3" by 7/32", 8" by 3"

by ¼" or 8-1/16" by 3" by 9/32"

Cross-members, four; one stamping, three box-girder

STEERING GEAR: Twin lever and cam, 20-18-20 or 22-18-22 to 1

SPRINGS: Front, 42" by 2¼"

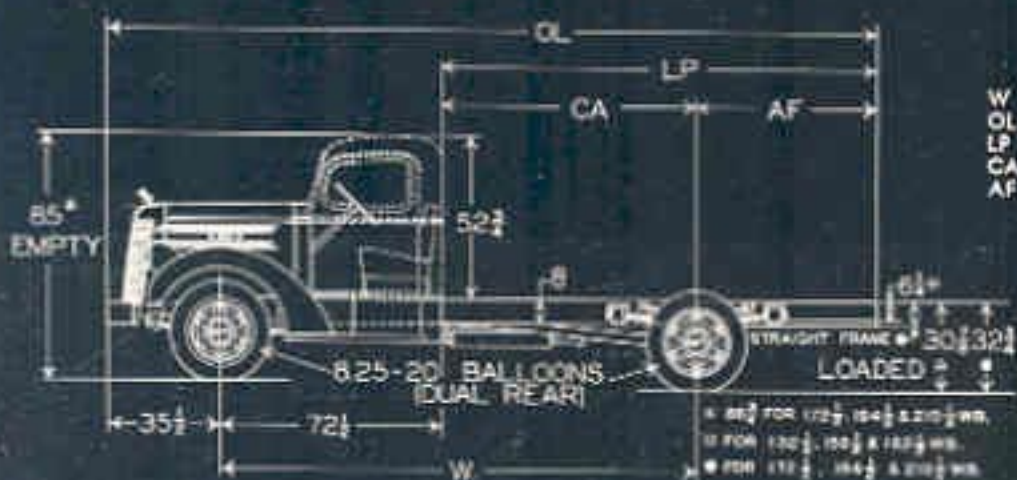
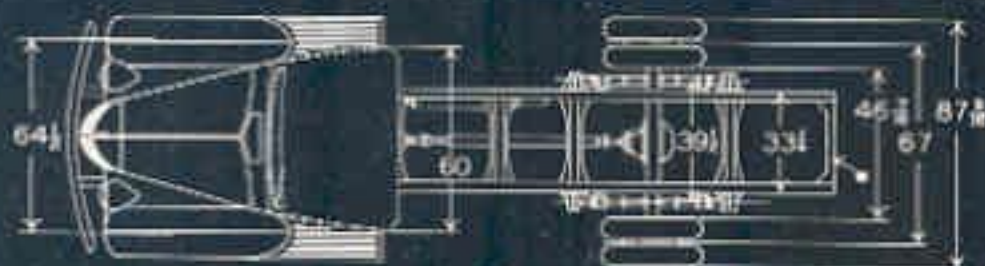
Rear, 50-13/16" by 3"

Helper, 34¼" by 3"

Suspension, Mack rubber Shock Insulators

STANDARD EQUIPMENT: Painting in synthetic enamel; electric starting and lighting system; sealed-beam headlights; combination stop and tail light; electric horn; speedometer; spare rim; front bumper; tool kit

OPTIONAL EXTRAS: Deluxe cab; Mono-shift transmission; disk wheels; shock absorbers; tow hooks; tuning signals; marker lights; auxiliary fuel tank



	132½"	156½"	162½"	174½"	192½"	210½"
W	208	246	254	276	306	318
OL	100	138	148	168	198	210
CA	80	94	90	102	120	138
AF	40	54	58	66	78	72

These items are shown as parts of the Model EF series, but are not necessarily available for all models. Always check the specifications for the model you are interested in. Copyright © 1968 Autolite. All rights reserved. No change in specifications or prices without notice.

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Mack

model **EG**
chassis



FOR those services which lie between the medium and heavy classes of chassis, the Mack Model EG has been created. Responsive performance is attained through an extremely efficient engine of 330-cubic inch displacement. Power is transmitted to either a Single-reduction or Dual Reduction rear axle through a five-speed transmission or, where needed, the sensational 10-speed Mack Mono-shift Duplex type.

The frame is of pressed carbon steel braced by the famous box-girder type cross-members and the springs are suspended in Rubber Shock Insulators, combining durability with riding ease. Accessibility for maintenance is stressed throughout.

Brilliantly designed and precision manufactured, this chassis offers economy of operation, stamina and unmatched long life traditional with all Mack products.



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MODEL EG SPECIFICATIONS

WHEELBASES: 156½", 162½", 174½", 192½", or 210½"

ENGINE: Six cylinder, L-head
 Bore and Stroke, 4 by 4½ inches
 Piston displacement, 330 cubic inches
 Horsepower, 110 @ 2750 r.p.m.
 Torque, 244 pound-feet @ 1200 r.p.m.
 Cylinders, cast in block with one-piece detachable heads
 Valves, Intake, 30-deg. face, 1½"
 Exhaust, 45-deg. face, 1½"
 Exhaust seat inserts, Permalit of Nifurrite, Stellite
 Piston, T-slot, aluminum
 Crankshaft, seven bearing, heat-treated, with twelve counterbalance weights
 Connecting rods, I-beam, drop forged
 Air cleaner, oil-bath type
 Water pump, centrifugal at front of engine
 Thermostat, warm circulation type
 Fan, 19¾", pressed steel, two 57/64" V-belt
 Radiator, continuous-finned, flat-tube
 Water capacity, 6¼ gal.
 Fuel capacity, 21 gal.

CLUTCH: Single-plate, dry
 Area of engagement, 178 square inches

TRANSMISSION: Five-speed or ten-speed Mono-shift, selective, constant mesh

RATIOS

Shift	5-Speed	10-Speed Mono-shift			
		Direct		Overgear	
		High	Low	High	Low
5th	1.00	1.00	1.29	0.79	1.08
4th	1.29	1.63	2.10	1.00	1.37
3rd	2.29	2.64	3.40	1.89	2.59
2nd	4.35	4.35	5.41	3.59	4.91
1st	8.05	8.05	10.38	6.85	9.10
Rev.	8.13	8.13	10.46	6.71	9.18

TIRES: 9.00-20, dual rear, maximum

WHEELS: Open spider type, malleable iron, six spokes

UNIVERSAL JOINTS: Three or four, Spicer, needle-bearing type, according to wheelbase

REAR AXLE: Single-reduction or Dual Reduction, spiral bevel, integral flange

Housing, pressed steel, banjo type

Final ratios, S-R, 5.63, 6.14, or 6.85 to 1

D-R, 5.99, 6.54, 7.19 to 1

Axle shafts, graduated heat-treated; involute splines

BRAKES: Hydraulic

Front size, 16½" x 2¼"

Rear size, 17¼" by 4"

Area, four wheels, 434½ square inches

Hand, 10" by 3", drum, rear of transmission

Total braking area, 516½ square inches

FRAME: Pressed carbon steel

Side-members, size 8" by 3" by ¼" or 8-1/16" by 3" by 9/32" according to wheelbase

Cross-members, four; three box-girder, one stamping
 Reinforcement, ¼" fishplate, [obliq. 210½" wb.]

STEERING GEAR: Twin lever and cam; 23.4-19.5-23.4 to 1 ratio

SPRINGS: Front, 42" by 2½"

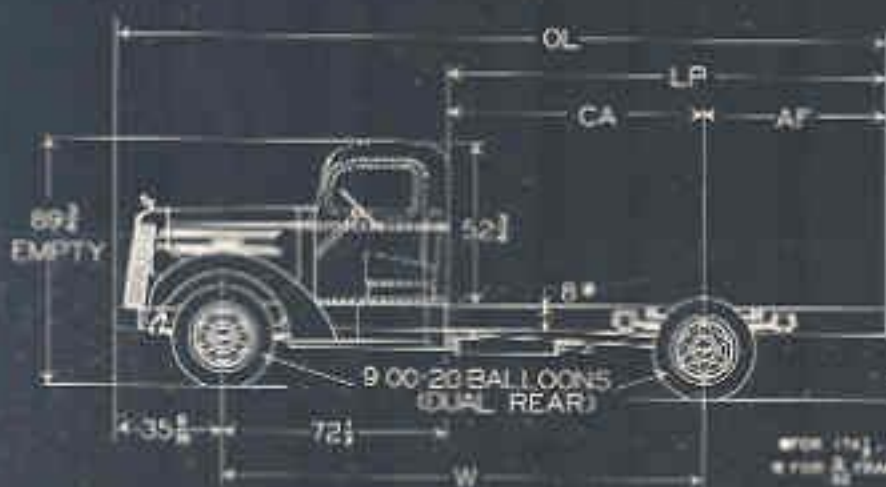
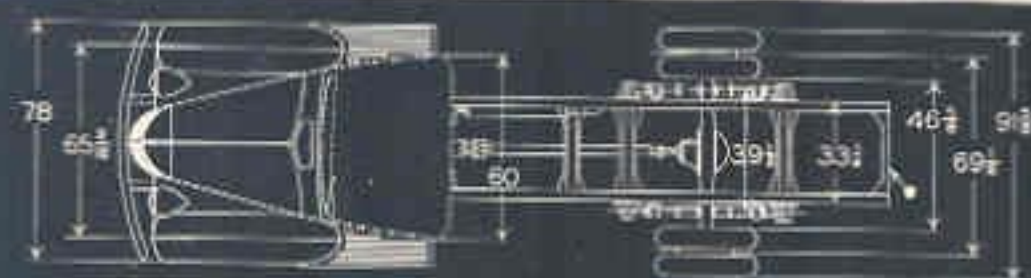
Rear, 50-13/16" by 3"

Helper, 34¼" by 3"

Suspension, Mack rubber Shock Insulators

STANDARD EQUIPMENT: Painting in synthetic enamel; electric starting and lighting system; sealed-beam headlights; parking lights; combination stop and tail light; electric horn; speedometer; spare rim; front bumper; tool kit

OPTIONAL EXTRAS: Deluxe cab; Dual Reduction rear axle; Motor-shift transmission; shock absorbers; disk wheels; turning signals; marker lights; auxiliary fuel tanks; tow hooks; radiator shutters; radiator guard



	156½"	162½"	174½"	192½"	210½"
W	156½"	162½"	174½"	192½"	210½"
OL	246-1/16"	256-1/16"	276-1/16"	306-1/16"	316-1/16"
LP	130	148	168	198	210
CA	84	90	102	120	138
AF	54	58	66	78	72

WHEELS 17½", 19½" & 20½" W.B.
 8" FOR 1/2" FRAME AND 1/4"

There being no general 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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Mack

model **EGT**
tractor



SPECIFICALLY designed for tractor service alone, this model is a companion to the Model EG chassis and follows generally the same make-up of components, using the same thrifty, yet energetic engine of 330 cu. in. displacement. It has its own frame, especially braced for fifth-wheel load, with Mack's exclusive box-girder cross-members, somewhat larger brakes, Hydrovac operated, and longer front springs.

Optional, where required, is the Mack Mono-Shift ten-speed Duplex transmission and a special slow ratio for hilly country.

Outstanding for tractor work are its easy riding qualities, special wheelbase length, wide front axle and adaptability to fifth wheel mounting well forward.



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MODEL EGT SPECIFICATIONS

MAXIMUM GTW: 34,000 lbs.

WHEELBASE: 144 1/2"

ENGINE: Six-cylinder, L-head

Bore and Stroke, 4 by 4 1/4 inches

Piston displacement, 330 cubic inches

Horsepower, 110 @ 2750 r.p.m.

Torque, 244 pound-feet @ 1200 r.p.m.

Cylinders, cast in block with one-piece detachable heads

Valves, intake, 30-deg. face, 1 1/4"

Exhaust, 45-deg. face, 1 1/4"

Exhaust seat inserts, Permatit of Niferrite, Stellite

Pistons, T-slot, aluminum

Crankshaft, seven-bearing, heat treated, with twelve counterbalance weights

Connecting rods, I-beam, drop forged

Air cleaner, oil bath type

Water pump, centrifugal, at front of engine

Thermostat, hot by-pass bellows type

Fan, 19 3/4", pressed steel, 57/64" V-belt

Radiator, continuous-finned, flat tube

Water capacity, 6 1/4 gals.

Fuel capacity, 21 gals.

CLUTCH: Single-plate, dry

Area of engagement, 178 square inches

TRANSMISSION: Five-speed or ten-speed Mono-Shift

Duplex selective, constant mesh

Shift	RATIOS		
	5-Speed	10-Speed Mono-Shift	
		Fast Range	Slow Range
5th	1.00	1.00	1.29
4th	1.29	1.41	2.10
3rd	2.29	2.64	3.41
2nd	4.35	4.35	5.41
1st	8.08	8.08	12.38
rev	8.12	8.12	10.48

TIRES: 9.00-20, dual rear, maximum

WHEELS: Open spider type, malleable iron, six spokes

UNIVERSAL JOINTS: Two or three, Spicer, needle-bearing type, according to wheelbase

REAR AXLE: Single-reduction or Dual Reduction spiral bevel, full-floating

Housing, pressed steel, banjo type

Final ratios, S-R, 5.63 or 6.14 to 1

D-R, 5.99 or 6.54 to 1

Axle shafts, graduated heat-treated; involute splines

BRAKES: Hydrovac

Air

Front size, 16 1/8" by 2 1/4" by 5/16" 16" by 2 1/4" by 5/16"

Rear size, 17 1/4" by 4" by 3/4" 17 1/4" by 4" by 3/8"

Area, four wheels, 434.5 sq. in. 433 sq. in.

Hand, 10" by 3", contracting band, rear of transmission

Total braking area, 516.5 sq. in. 515 sq. in.

FRAME: Pressed carbon steel

Side-members, size 8" by 3" by 1/4"

Cross-members, four; three box-girder, one stamping

STEERING GEAR: Twin lever and cam; 23.4-19.5-23.4 to 1 ratio

SPRINGS: Front, 42 1/2" by 2 1/2"

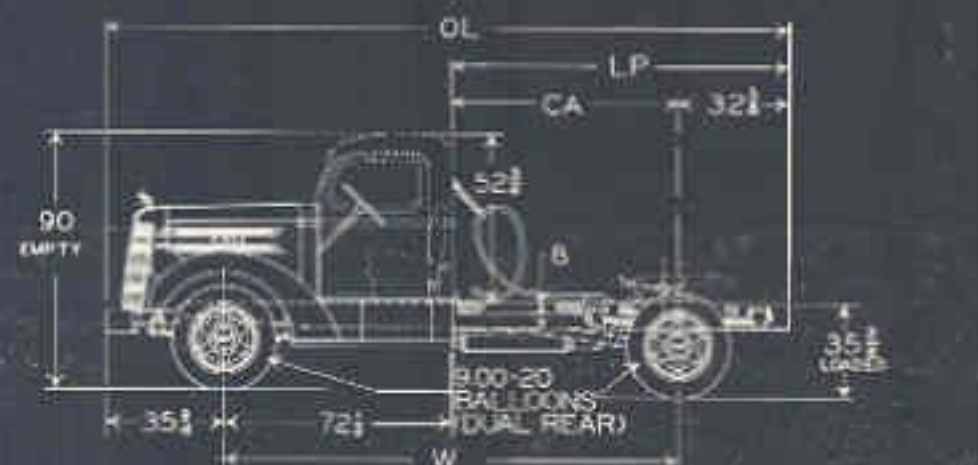
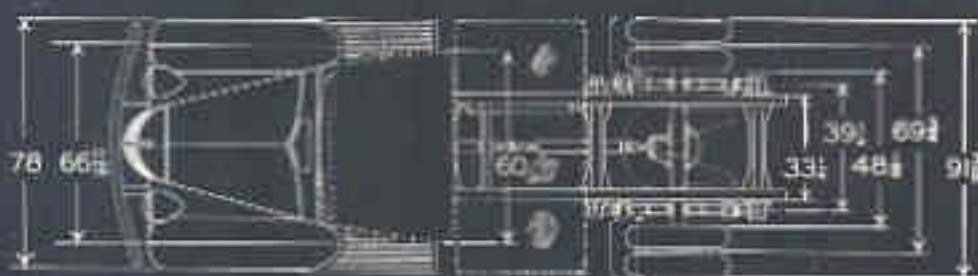
Rear, 50-13/16" by 3"

Helper, 34 1/4" by 3"

Suspension, Mack rubber Shock Insulators

STANDARD EQUIPMENT: Painting in synthetic enamel; electric starting and lighting system; sealed-beam headlights; combination stop and tail light; electric horn; speedometer; spare rim; front bumper; tool kit

OPTIONAL EXTRAS: Deluxe cab, shock absorbers; disk wheels; turning signals; marker lights; auxiliary fuel tanks; Mono-Shift Duplex transmission; tow hooks; air horns; quarter rear fenders; diamond-plate; air brakes.



144 1/2
212-11/16
104 3/4
72

There being no manual or other 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.

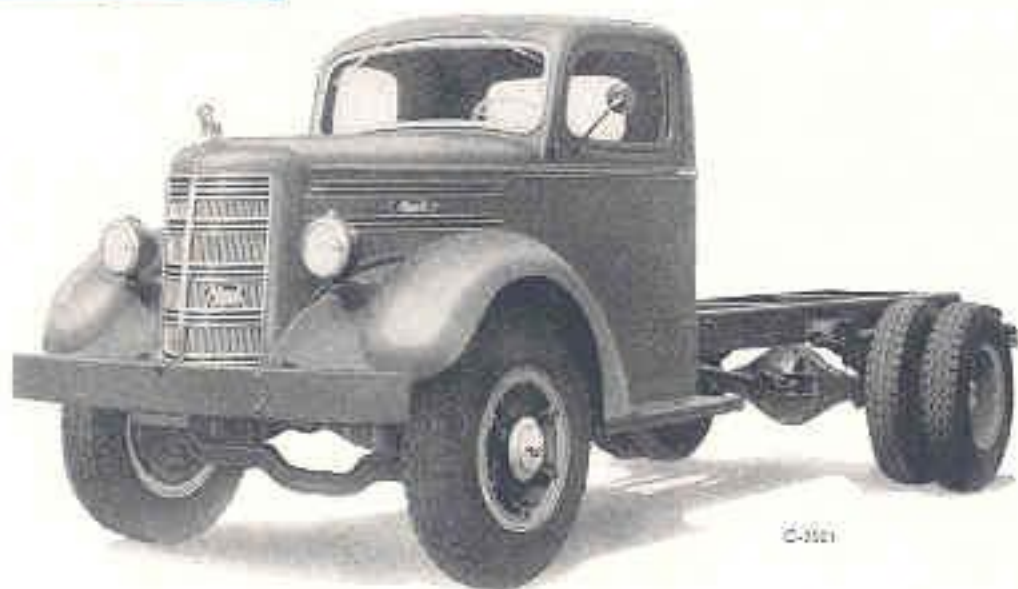
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Mack

model **EGX**
dumper



SPECIFICALLY designed for dump truck work, Mack Model EGX brings to operations of moderate yardage the dogged performance, stamina and dependability for which its bigger brothers are famous.

Distinctly heavy-duty in every detail of its construction, it has a powerful, yet thrifty engine of 330 cubic inch piston displacement. A liberal choice of Mack transmissions is offered, including the sensational Mono-shift type in conjunction with a husky Dual Reduction rear axle.

Its large-area hydraulic brakes are Hydrovac operated and Mack rubber Shock Insulators are used at spring-ends. A box-girder braced frame and the luxurious Mack cab complete its distinguished make-up.



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MODEL EGX SPECIFICATIONS

WHEELBASE: 144½", 156½" or 174½"

ENGINE: Six cylinder, L-head

Bore and stroke, 4" by 4¾"

Piston displacement, 330 cubic inches

Horsepower, 110 @ 2750 r.p.m.

Torque, 244 pound feet @ 1200 r.p.m.

Cylinders, cast in block with one-piece detachable heads

Valves, intake, 30-degree face, 1½"

Exhaust, 45-degree face, 1¾"

Exhaust seat inserts, Permafit of Niferrite, Stellite

Pistons, T-slot aluminum

Crankshaft, seven bearing, heat-treated, with twelve counterbalance weights

Connecting rods, I-beam, drop-forged

Air cleaner, oil bath type

Water pump centrifugal at front of engine

Thermostat, warm circulation type

Fan, 19¾", pressed steel, 57/64" V-belt

Radiator, continuous-finned, flat-tube

Water capacity, 6¼ gals.

Fuel capacity, 21 gals.

CLUTCH: Single-plate dry

Area of engagement, 178 square inches

TRANSMISSION: Five-speed; ten-speed Mono-shift or ten-speed; two-lever Duplex; all selective, constant mesh

RATIOS

Shift	5-Speed	10-Speed Mono-Shift				10-Speed Duplex			
		Direct		Overgear		Direct		Overgear	
		High	Low	High	Low	High	Low	High	Low
5th	1.00	1.00	1.29	0.79	1.08	1.00	2.00	0.79	1.58
4th	1.29	1.63	2.10	1.00	1.37	1.45	2.91	1.00	2.00
3rd	2.29	2.66	3.40	1.89	2.59	2.56	5.14	1.89	3.79
2nd	4.35	4.35	5.61	3.69	4.91	4.35	8.72	3.59	7.20
1st	8.05	8.05	10.38	6.65	9.10	8.05	16.14	6.65	13.33
Rev.	8.13	8.13	10.46	6.71	9.18	8.13	16.29	6.71	13.46

UNIVERSAL JOINTS: Two, Spicer, needle-bearing type

REAR AXLE: Dual Reduction, full floating

Housing, pressed steel, banjo type

Final ratios, 6.54, 7.19 to 1

Axle shafts, graduated heat-treated; involute splines

TIRES: 9.00-20, dual rear, maximum

WHEELS: Open spider type, malleable iron, six spokes

BRAKES: Hydrovac

Front size, 16½" by 2¼" by 5/16"

Rear size, 17¼" by 4" by ⅝"

Area, four-wheels, 434.5 square inches

Band, 10" by 3", contracting band, rear of transmission

Total braking area, 516.5 square inches

FRAME: Pressed carbon steel

Side-members, size, 8" by 3" by ¼" with ¼" fishplate

Cross-members, four; three box girder, and one stamping

STEERING GEAR: Twin lever and cam; 23.4-19.5-23.4 to 1 ratio

SPRINGS: Front, 42½" by 2½"

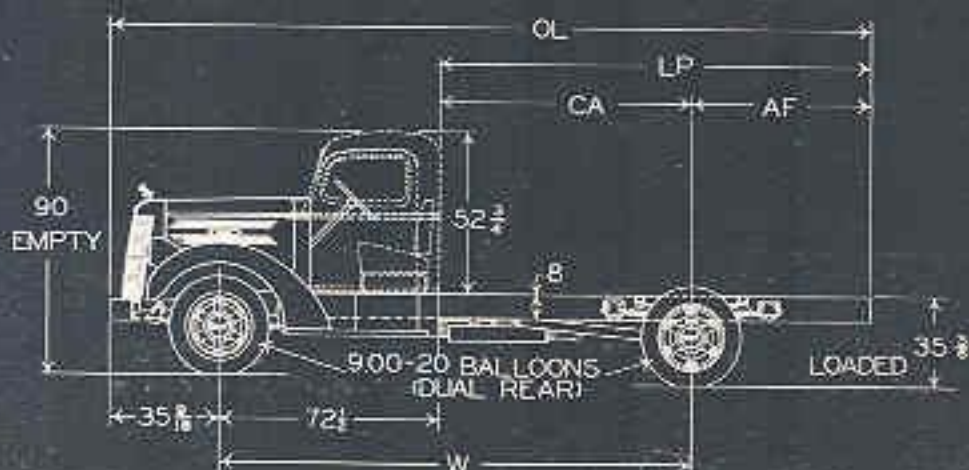
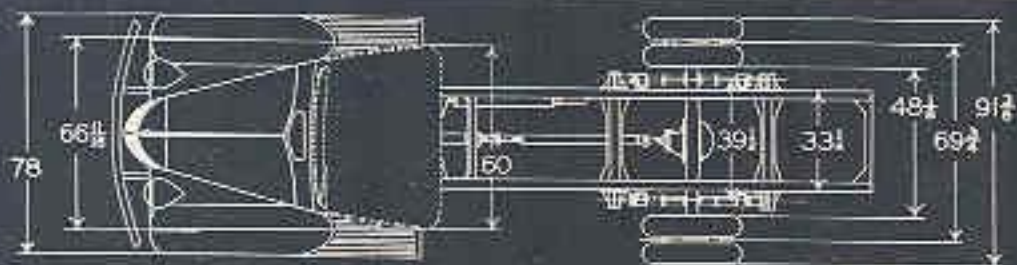
Rear, 50-13/16" by 3"

Helper, 34¼" by 3"

Suspension, Mack rubber Shock Insulators

STANDARD EQUIPMENT: Painting in synthetic enamel; electric starting and lighting system; sealed-beam headlights; combination stop and tail light; electric horns; speedometer; spare tire; front bumper; tow hooks; tool kit

OPTIONAL EXTRAS: Deluxe cab; ten-speed transmission shock absorbers; turning signals; marker lights; auxiliary fuel tanks; tow hooks; radiator shutters; radiator guard



	144½"	156½"	174½"
W	144½	156½	174½
OL	220	246	276
LP	112	138	168
CA	72	84	102
AF	40	54	66

There being no usual 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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