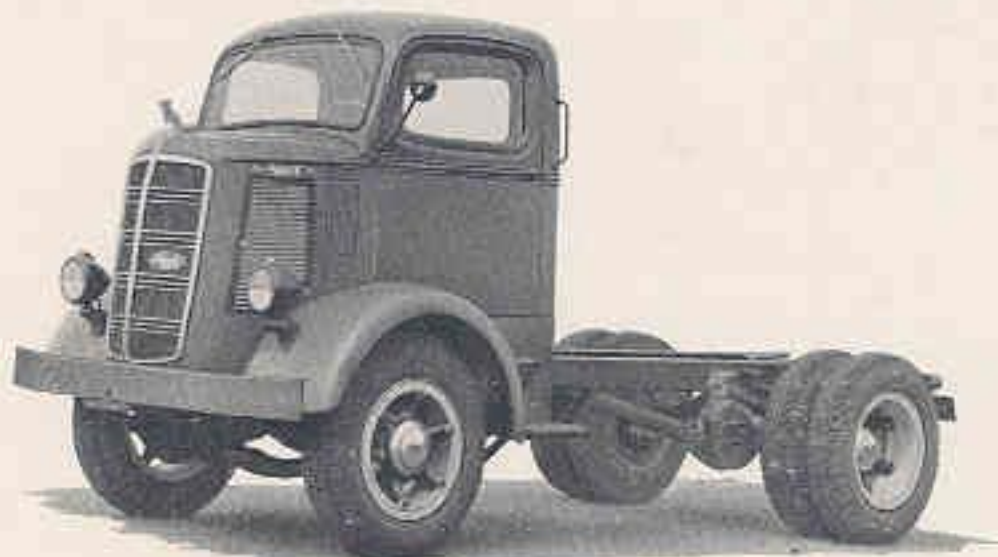


Mack

model

EEU
CAB-OVER ENGINE
chassis



75-8550

OPTIMUM load distribution, shorter-turning radius and admirable compactness in design, without sacrifice in convenience of operation; riding luxury and maintenance accessibility is provided by this cab-over-engine version of the conventional Mack Model EE.

Enviably performance is attained by a 271 cu. in. displacement engine, driving through a single-plate clutch, a four-speed transmission and a robust spiral-bevel-driven rear axle. Unusual stamina is afforded by a husky box-girder-braced frame, mounted on long, flexible springs held by Mack rubber Shock Insulators. Although the baby of the Mack line, Model EEU incorporates in its design and manufacture all of the qualities of stamina, ruggedness and dependability traditional with its greater counterparts.



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MODEL EEU SPECIFICATIONS

WHEELBASES: 144", 162" or 180"

TIRES: 8.25-20, dual rear, maximum

WHEELS: Open spider type, malleable iron, six spokes

ENGINE: Six-cylinder, L-head
 Bore and Stroke, $3\frac{5}{8}$ " by $4\frac{3}{8}$ "
 Piston Displacement, 271 cubic inches
 Horsepower, 89 @ 2750 r.p.m.
 Torque, 199 pound-feet @ 1200 r.p.m.
 Cylinders, cast in block with one-piece detachable heads
 Valves, intake, 30-deg. face, $1\frac{5}{8}$ "
 Exhaust, 45-deg. face, $1\frac{3}{8}$ "
 Exhaust seat inserts, Permatit of Niferrite, Stollited
 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, $17\frac{3}{4}$ ", pressed steel, 61/64" V-belt drive
 Radiator, Continuous-finned, flat-tube
 Water capacity, $6\frac{1}{4}$ gallons
 Fuel capacity, 30 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

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, $352\frac{1}{2}$ square inches
 Hand, 8" by $2\frac{1}{2}$ ", contracting, rear of transmission

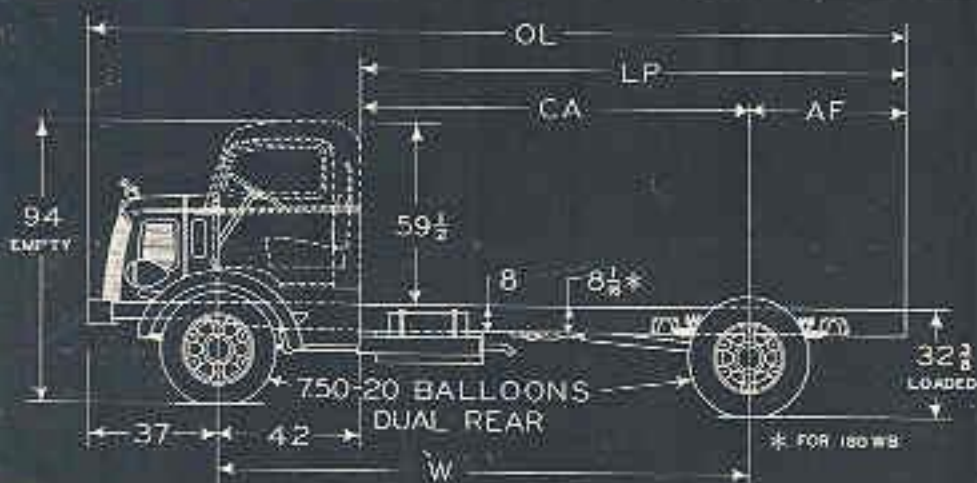
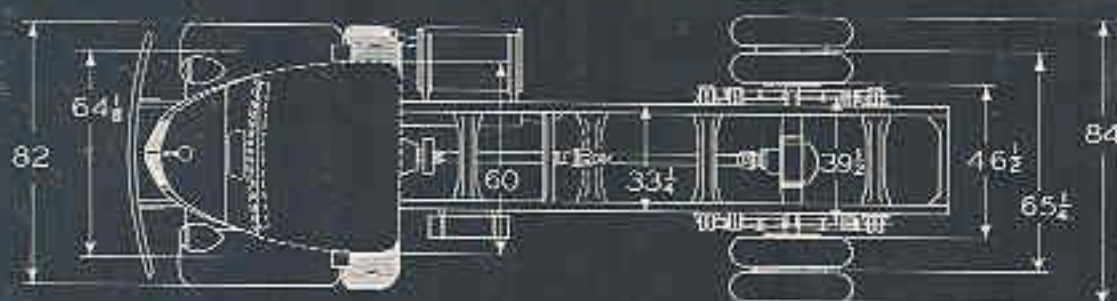
FRAME: Pressed carbon steel
 Side-members size, 8" x 3" x $\frac{1}{4}$ "
 or 8-1/16" x 3" x $\frac{9}{32}$ "
 Cross-members, five: three or four box-girder, one or two channel, according to wheelbase

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

SPRINGS: Front, $41\frac{1}{4}$ " by $2\frac{1}{4}$ "
 Rear, $50\frac{13}{16}$ " by $2\frac{1}{2}$ "
 Helper, $34\frac{1}{4}$ " by $2\frac{1}{2}$ "
 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; governor

OPTIONAL EXTRAS: Deluxe seat; shock absorbers; Two-speed axle; tow hooks; turning signals; marker lights; auxiliary fuel tanks



W	144	162	180
OL	229	259	289
LP	150	180	210
CA	102	120	138
AF	48	60	72



Mack

model **EGU**
CAB-OVER ENGINE
chassis



COMPACT and agile, the Model EGU Mack is the cab-over-engine companion to the Model EG conventional chassis, employing the same basic units, including a powerful and economical engine of 330 cu. in. piston displacement, driving through an oversized clutch. A choice of either a five-speed transmission or the ten-speed Mack Mono-shift is offered in conjunction with a husky Single or Dual Reduction rear axle.

With its shortened wheelbase, short turning radius and equitable distribution of load between the two axles, it nevertheless affords full platform length for bodies and a commodious and comfortable cab. By the combination of tough, yet flexible springs and Mack rubber Shock Insulators, riding ease unusual in this chassis type has been provided.



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MODEL EGU SPECIFICATIONS

WHEELBASES: 126", 144", 162", or 180"

TIRES: 9.00-20, dual rear

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

ENGINE: Six-cylinder, L-head

Bore and stroke, 4" by 4 $\frac{3}{8}$ "

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, 1 $\frac{5}{8}$ "

Exhaust, 45-degree face, 1 $\frac{3}{8}$ "

Exhaust seat inserts, Permafit of Niferite, Stellite

Piston, T-slot, aluminum

Cranksaft, 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

Fan, 20", pressed steel, 61/64" V-belt

Radiator, continuous-finned, flat tube

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	Low	High	Overgear
5th	1.00	1.00	1.25	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	5.61	3.59	4.91
1st	8.06	8.06	10.38	6.68	9.10
Rev	8.13	8.13	10.46	6.71	9.18

UNIVERSAL JOINTS: Two or three, 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, 5.83, 6.14, or 6.86 to 1

D-R, 5.99, 6.54, 7.19 to 1

Axle shafts, graduated heat-treated; involute splines

BRAKES: Hydrowac

Front size, 16 $\frac{1}{8}$ " by 2 $\frac{1}{4}$ "

Rear size, 17 $\frac{1}{4}$ " by 4"

Area, four wheels, 434.5 square inches

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

Total braking area, 516.5 square inches

FRAME: Pressed carbon steel

Side-members, size 8" by 3" by $\frac{1}{4}$ " or 8-1/16" by 3" by 9/32"

Reinforcement, $\frac{1}{4}$ " fishplate (oblig. on 180" wb.)

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

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

SPRINGS: Front, 41 $\frac{1}{4}$ " by 2 $\frac{1}{2}$ "

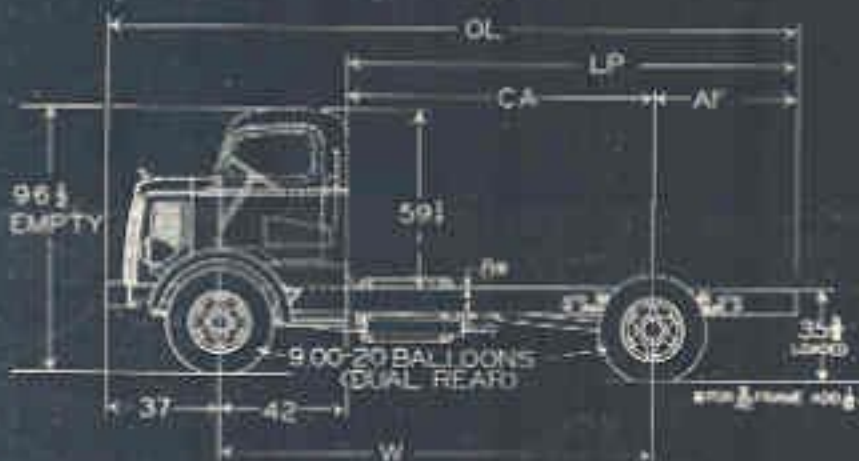
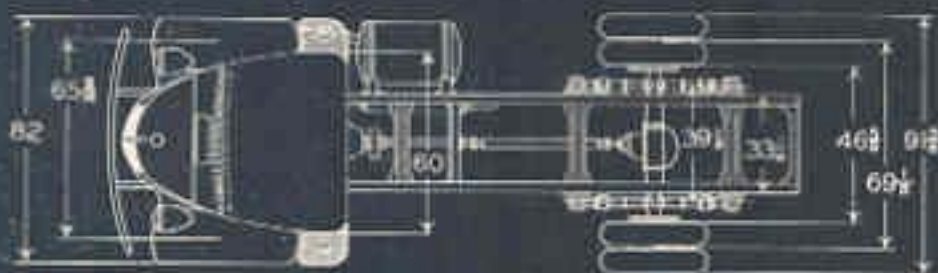
Rear, 50 13/16" by 3"

Helper, 34 $\frac{1}{4}$ " 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; Dual Reduction rear axle; Mono-shift transmission; shock absorbers; disk wheels; turning signals; marker lights; auxiliary fuel tank; tow hook



W	126	144	162	180
OL	205	229	259	289
LP	126	150	180	210
CA	84	102	120	138
AF	42	48	40	72
OH	96 1/2	74 1/2	76 1/2	96 1/4

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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Mack

model

EHU

CAB-OVER ENGINE
chassis



C-2796

M ECHANICALLY similar to the conventional Model EH, but with the cab mounted over the engine, Model EHU chassis have earned widespread recognition. For the compactness, short-turning radius and favorable load distribution achieved by this type of construction, no sacrifice in convenience of operation, riding luxury and ease and maintenance accessibility has been exacted.

Agile and responsive performance is vouchsafed by the powerful 354-inch engine, while improved transmission ratios contribute their part. Heavier axles added to the massive box-girder-braced frame impart unusual stamina.



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MODEL EHU SPECIFICATIONS

MAXIMUM GVW: 24,000 lbs.

WHEELBASES: 126", 144", 162", 180", or 198"

ENGINE: Six-cylinder, L-head

Bore and stroke, 3 7/8 by 5 inches

Piston displacement, 354 cubic inches

Horsepower, 119 @ 2700 r.p.m.

Torque, 263 pound-foot @ 1400 r.p.m.

Cylinders, cast in block with one-piece detachable heads

Valves, intake, silicon-chromium steel, 30-deg. face, 1-49/64"

Exhaust, Stabl-ite sodium cooled and faced with Eatonite, 45-deg. face, 1-7/16"

Exhaust seat inserts, Permafit of Niferrite, Stellite

Piston, H-slot, aluminum, tin-plated

Crankshaft, seven-bearing, Tocco case-hardened, with twelve counterbalance weights

Connecting rods, 1-beam, drop-forged, 35° cap-angle

Air cleaner, oil bath type

Water pump, centrifugal at front of engine

Thermostat, hot by-pass bellows type

Fan 21", pressed steel, two 57/64" V-belts

Radiator, continuous-finned, flat-tube, Mack Anti-spill type with pressure cap

Water capacity, 6 3/4 gals. Fuel capacity, 30 gals.

CLUTCH: Single-plate, dry

Area of engagement, 202 square inches

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

RATIOS

Shift	5-Speed	10-Speed Mono-shift	
		Fast Range	Slow Range
5th	1.00	1.00	1.29
4th	1.29	1.63	2.10
3rd	2.29	2.64	3.41
2nd	4.35	4.35	5.61
1st	8.05	8.05	10.38
Rev	8.13	8.13	10.49

UNIVERSAL JOINTS: Two, Spicer, needle-bearing type

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

Housing, pressed steel, banjo type

Final ratios, 5.63, 5.99, 6.14, 6.54, 6.86 or 7.19 to 1

Axle shafts, graduated heat-treated; involute splines

TIRES: 10.00-22, dual rear, maximum

WHEELS: Open spider type, malleable iron, six spokes

BRAKES: Hydrovac

Front, size, 16 1/4" by 3"

Rear, size, 17 1/4" by 5"

Area, four wheels, 556 sq. in.

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

Total braking area, 638 sq. in., 635 sq. in.

FRAME: Pressed carbon steel

Side-members, size, 9" by 3 1/4" by 1/4" or 9-1/16" by 3 1/4" by 9/32"

Cross-members, Three box-girder type

STEERING GEAR: Worm and roller, 24.4 to 1 ratio

SPRINGS: Front, 44 1/4" by 2 1/2"

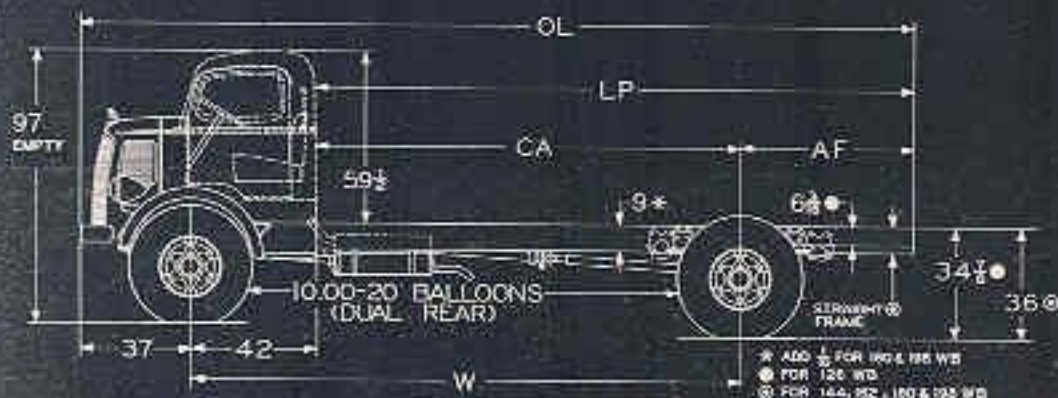
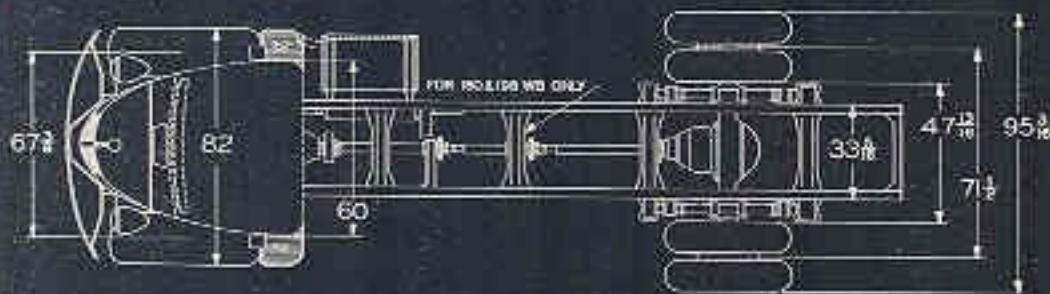
Rear, 52-11/16" by 3 1/2"

Helper, 38" by 3 1/2"

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; Mono-shift Duplex transmission; Dual Reduction rear axle; front shock absorbers; spare tire carriers; air brakes; disk wheels; tow hooks; marker lights; turning signals; air horn; low pressure indicator; front wheel limiting valve separator; heater; manual radiator shutters



W	126	144	162	180	198
OL	205	229	259	289	319
LP	126	150	180	210	240
CA	84	102	120	138	156
AF	42	48	60	72	84

* ADD 1/2" FOR 180 & 198 WB
 ● FOR 126 WB
 ○ FOR 144, 162, 180 & 198 WB



Mack

model **EHUT**
CAB-OVER ENGINE
tractor



E-3074

THIRTY of space as well as of operating cost, this close-coupled model has been especially designed for tractor service in close quarters. It shares with the other models in the EH group the sturdy construction and brilliant performance ability which has made this model outstanding, combined with short overall length, extremely favorable load distribution and special construction adapting it specifically to service as a tractor.

Using the same powerful 354-cu. in. engine, a choice of three highly-developed transmissions is offered, both 5-speed and 10-speed, the latter being either the sensational Mono-shift or the 2-shifter lever type. Final drive is through a rugged Dual Reduction rear axle. Either Hydrovac or air brake actuation is available in connection with ample breaking areas.



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MODEL EHUT SPECIFICATIONS

MAXIMUM GCW: 40,000 lbs.

WHEELBASES: 114" or 138"

ENGINE: Six-cylinder, L-head

Bore and stroke, 3 $\frac{1}{8}$ " by 5 inches

Piston displacement, 354 cubic inches

Horsepower, 119 @ 2700 r.p.m.

Torque, 263 pound-feet @ 1400 r.p.m.

Cylinders, cast in block with one-piece detachable heads

Valves, intake, silicon-chromium steel, 30-deg. face, 1-49/64"

Exhaust, stabl-ite, sodium cooled and faced with Eatonite, 45-deg. face, 1-7/16"

Exhaust seat inserts, Permafit of Niferite, Stellite

Pistons, H-slot, aluminum, fin-plated

Crankshaft, seven-bearing, Tocco case-hardened, with twelve counterbalance weights

Connecting rods, I-beam, drop-forged, 35° cap angle

Air cleaner, oil bath type

Water pump, centrifugal, at front of engine

Thermostat, warm-by-pass bellows type

Fan 21", pressed steel, two 57/64" V-belts

Radiator, continuous-finned, flat tube, Mack Anti-spill type with pressure cap

Water capacity, 6 $\frac{3}{4}$ gals.

Fuel capacity, 40 gals.

CLUTCH: Single-plate, dry

Area of engagement, 202 square inches

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

Duplex; selective constant mesh

Shift	5-Speed	10-Speed Mono-Shift		10-Speed Duplex	
		Fast Range	Slow Range	Hi-Range	Lo-Range
5th	1.00	1.00	1.29	1.00	2.00
4th	1.29	1.63	2.10	1.45	2.90
3rd	2.29	2.64	3.41	2.57	5.14
2nd	4.35	4.35	5.61	4.35	8.70
1st	8.05	8.05	10.28	8.05	16.10
Rev.	8.13	8.13	10.49	8.13	16.28

UNIVERSAL JOINTS: Two, Spicer, needle-bearing type

REAR AXLE: Dual Reduction, spiral bevel, full floating Housing, pressed steel, banjo type

Final ratios, 5.99, or 6.54 to 1

Axle shafts, graduated heat-treated; involute splines

TIRES: 10.00-22, dual rear, maximum

WHEELS: Open spider type, steel, six spokes

BRAKES: Hydrovac

Air

Front size, 16 $\frac{1}{4}$ " by 3"

16" by 3"

Rear, size 17 $\frac{1}{4}$ " by 5"

17 $\frac{1}{4}$ " by 5"

Area, four wheels, 556 sq. in.

553 sq. in.

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

Total braking area, 638 sq. in., 635 sq. in.

FRAME: Pressed carbon steel

Side-members, size 9" by 3 $\frac{1}{4}$ " by $\frac{1}{4}$ "

Cross-members, three box-girder type

STEERING GEAR: Worm and roller, 24.4 to 1 ratio

SPRINGS: Front 44 $\frac{1}{4}$ " by 2 $\frac{1}{2}$ "

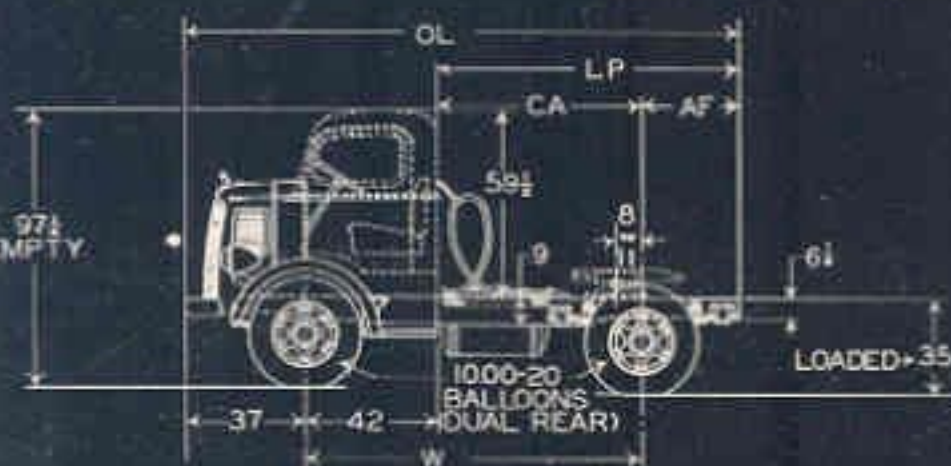
Rear, 52-11/16" by 3 $\frac{1}{2}$ "

Helper, 38" by 3 $\frac{1}{2}$ "

Suspension, Mack rubber Shock Insulators

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

OPTIONAL EXTRAS: Deluxe or sleeper cab; Mono-shift transmission; marker lights; Dual Reduction rear axle; air brakes; disc wheels; auxiliary fuel tank; air horn; low pressure indicator; hand control valve; front wheel limiting valve; air separator; shock absorbers; quarter rear fenders; spare tire carrier; tow hooks; diamondplate plate; radiator shutters; radiator guard.



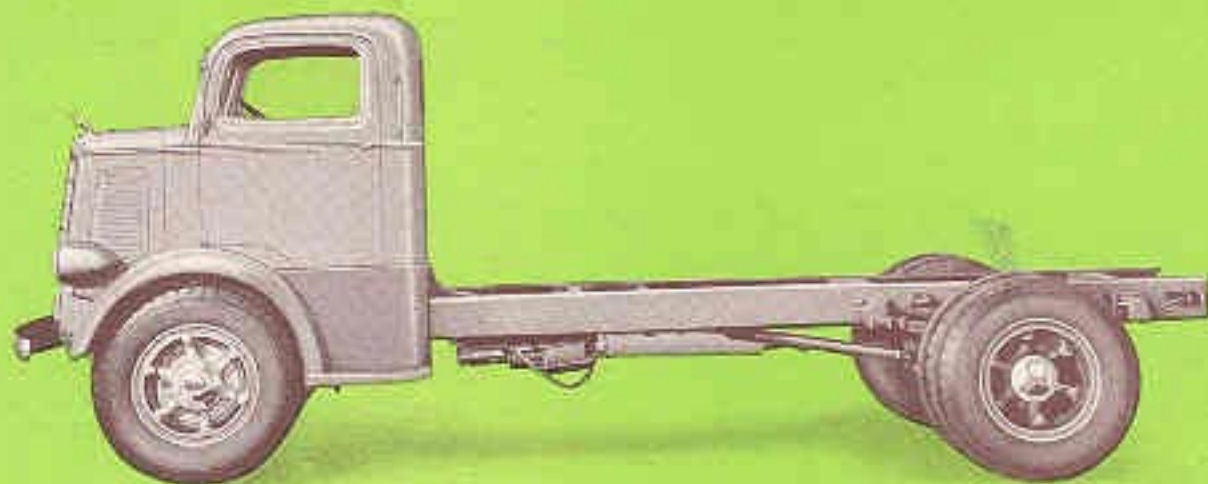
W	114	138
OL	184 $\frac{1}{2}$	208 $\frac{1}{2}$
LP	105 $\frac{1}{2}$	105 $\frac{1}{2}$ *
CA	72	72*
AF	33 $\frac{1}{2}$	33 $\frac{1}{2}$

*Given for sleeper cab which is 24" longer than standard cab.



MACK MODEL EQU

CHASSIS
CAB-OVER-ENGINE TYPE



SPECIFICATIONS

WHEELBASES: Standard, 108", 114" and 126"
Special, 144" and 162"

TRACK: Front 68 $\frac{7}{8}$ "; Rear 69"

TIRES: Standard, Front, 8.25-20 Balloon, 10-ply
Rear, 8.25-20 Dual Balloon, 10-ply
(Larger sizes available at extra charge)

TURNING CIRCLE: 44' for 108" w.b.;
46' for 114" w.b.

ENGINE: Six-cylinder
Bore and Stroke, 3 $\frac{3}{8}$ " x 5"
Piston Displacement, 353.8 cu. in.
Horsepower, 92 @ 2300 r.p.m., governed
100 @ 2800 r.p.m., maximum
Torque, 237 ft.-lbs. @ 1000 r.p.m.
Cylinders, cast in block with detachable, one-piece head
Valves, L-head, 30° seats, with Permafit exhaust valve
Inserts of Niferrite faced with Stellite
Pistons, aluminum, T-slot
Crankshaft, seven bearing, counterbalanced, case-hardened
Connecting Rods, I-beam, drop-forged, chrome-molybdenum steel
Fuel Feed, fuel pump, 30-gallon gasoline tank mounted on right side of frame
Air Cleaner, oil bath type
Vaporizer, graduated-heat, gas-inertia type
Lubrication, full-pressure, oil filter
Cooling, centrifugal pump
Thermostat, cold-circulation type
Radiator, continuous-finned, flat tube
Water capacity, 7 gallons

CLUTCH: Dry, single-plate type, 12 $\frac{1}{4}$ " diameter

TRANSMISSION: Five-speed, selective, unit with engine. Direct or overgear fifth speed optional
Ratios, overgear: fifth, 0.79; fourth, direct, 1.89; second, 3.91; first, 6.90; reverse, 6.94
Ratios, direct: fifth, direct, 1.44; third, 2.57; second, 4.53; first, 7.98; reverse, 8.03

UNIVERSAL JOINTS: Needle-bearing type

REAR AXLE: Mack Dual Reduction, full-floating
Housing, pressed steel, heat-treated and fused
Ratios, 6.31; 6.79; 7.36; 8.03 or 8.64

BRAKES: Foot, four wheels, internal, vacuum-booster actuated
Size, front, 16 $\frac{1}{4}$ " x 3"; rear, 16" x 4 $\frac{1}{2}$ "; total area, four wheels, 468 square inches
Hand, rear of transmission
Size, 9" x 3"; area 80 square inches
Total Braking Area, 548 square inches

FRAME: Side members, pressed carbon steel, 9 $\frac{1}{16}$ " x 3 $\frac{1}{4}$ " x 9 $\frac{32}{32}$ "

Cross-members, five, three box-girdor type; two channel

STEERING GEAR: Mack Archimoid; ratio 18 to 1

SPRINGS: Front 42 $\frac{1}{2}$ " x 2 $\frac{1}{2}$ "; Rear, 53" x 3 $\frac{1}{2}$ ";
Helper, 38" x 3 $\frac{1}{2}$ "

Suspension, Mack rubber Shock Insulators

Shock Absorbers (front only), Houdaille automatic

WHEELS: Open spider type steel castings, with six spokes

STANDARD EQUIPMENT: Painting in lead vanish, cowl (no seat), spare rim; engine temperature indicator on instrument board; electric starting and lighting system; headlamps; combination stop and tail light; electric horn; speedometer; spare rim; front bumper; tool kit.

STANDARD CHASSIS EXTRAS: Coupe-type cab with automatic windshield wiper, rear-view mirror and dome light; fast reverse gear; air brakes; auxiliary gasoline tanks; power take-off.

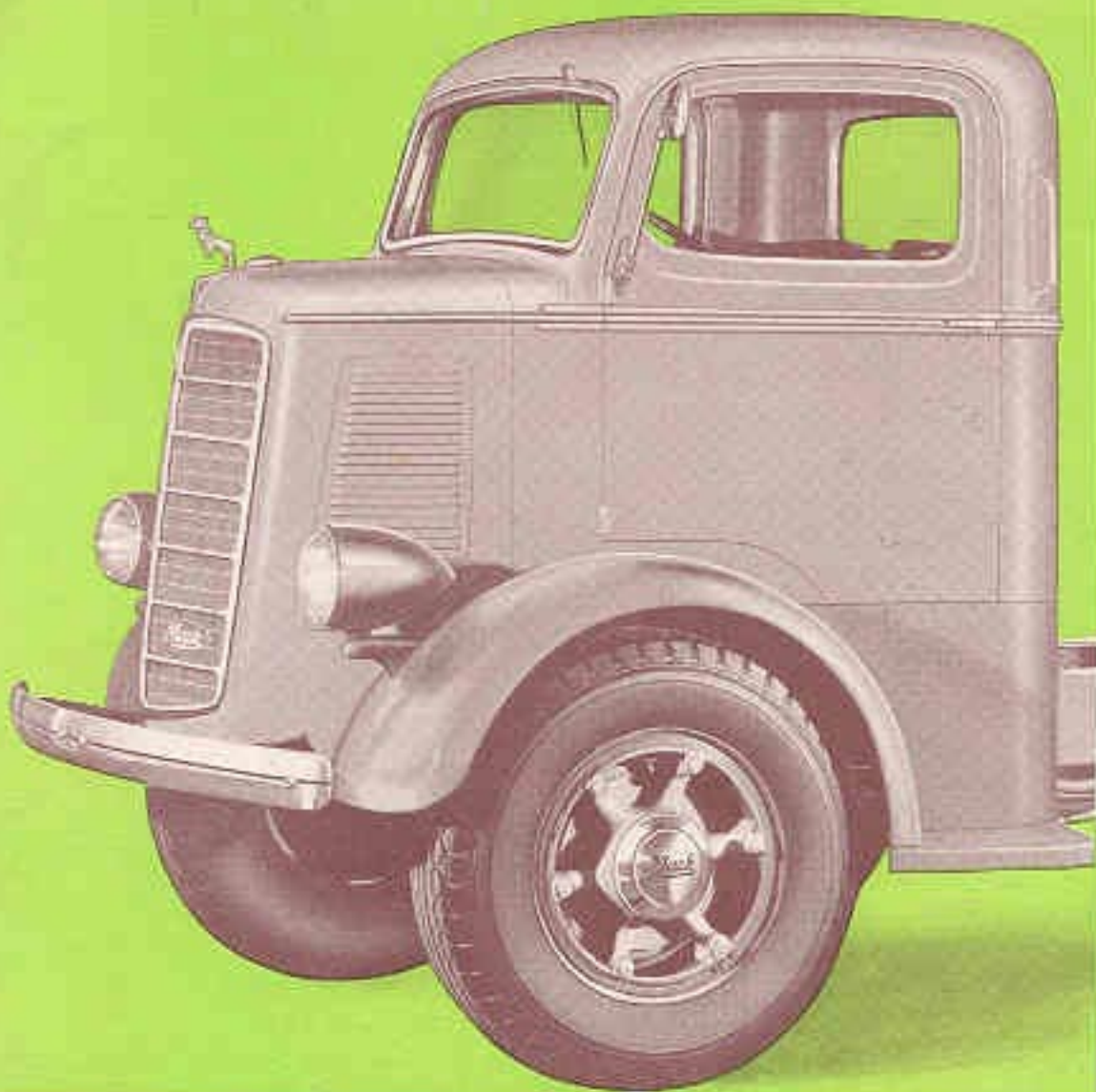
MACK TRUCKS, Inc.

New York, N. Y.

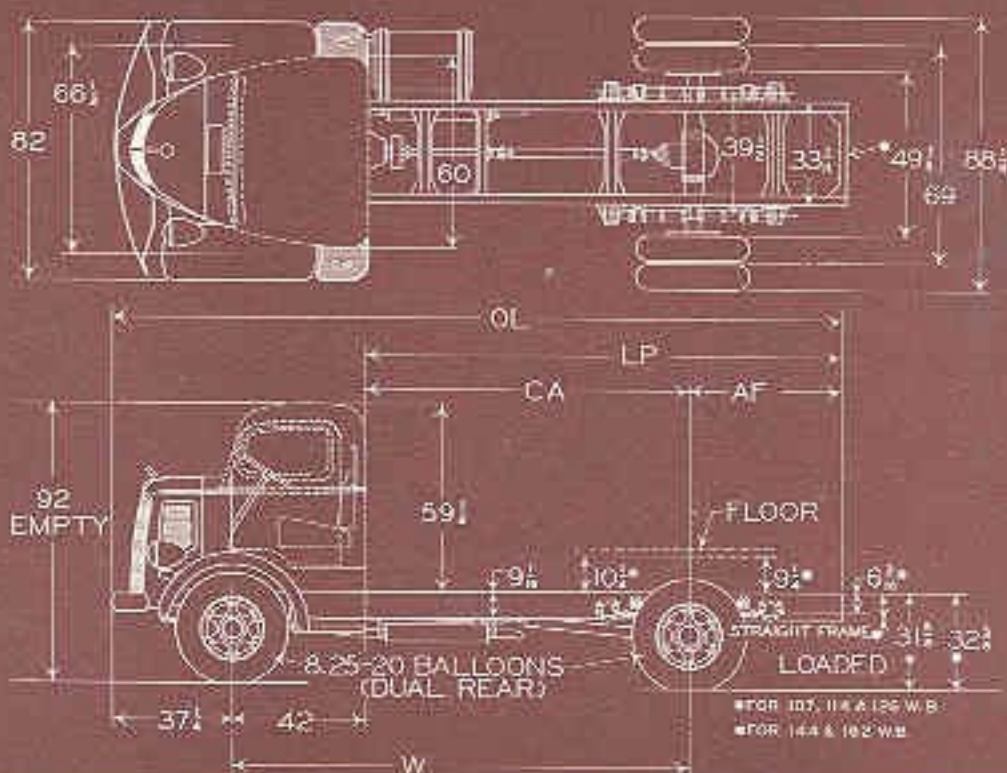
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Model EQU is the Cab-Over-Engine Traffic type counterpart of the conventional Model EQ and embodies in its design all of the quality features of design and manufacture which have been so successful in the EQ. Thus the compactness and short-turning characteristic of cab-forward designs are made available in this, as in all other standard Mack capacities.



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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