

Mack

model **EH**
chassis



RECOGNIZED throughout the industry for their performance ability, economy, stamina, reliability and long life, Model EH trucks continue to merit new laurels. With war-born improvements in its powerful engine, an improved clutch and many refinements in its highly-developed transmission and rear axle, performance surpasses anything previously attained.

Important improvements have been made in the cooling system, effecting closer maintenance of temperatures with conservation of coolant and virtual elimination of corrosion.

Its massive frame has been still further strengthened, axles are sturdier, its Shock-Insulated springs are tougher, yet more flexible, brakes more powerful and durable and steering easier and more responsive.



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MODEL EH SPECIFICATIONS

MAXIMUM GVW: 24,000 lbs.

WHEELBASES: 146", 158", 176", 194", 212" or 230"

TIRES: 10.00-22, dual rear, maximum

WHEELS: Open spider type, malleable iron, six spokes

ENGINE: Six cylinder, L-head

Bore and Stroke, 3 $\frac{7}{8}$ by 5 inches

Piston displacement, 354 cubic inches

Horsepower, 121 @ 2700 r.p.m.

Torque, 270 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, Stahl-ite, sodium cooled and faced with Eatonite, 45-deg. face, 1-7/16"

Exhaust seat inserts, Permafit of Niferrite, Stellite

Pistons, H-slot, aluminum, tin 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 circulation type

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

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

CLUTCH: Single I-plate, dry

Area of engagement, 202 square inches

TRANSMISSION: Five-speed or ten-speed Mono-shift; 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	8.09	8.05	10.38
Rev	8.13	8.13	10.49

UNIVERSAL JOINTS: Three, Spicer, needle-bearing type

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

Housing, pressed steel, banjo type

Final ratios, 5.53, 5.63, 5.99, 6.14, 6.54, 6.86, 7.19, or 7.99 to 1

Axle shafts, graduated heat-treated; involute splines

BRAKES: Hydrovac

Air

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

16" by 3"

or 16 $\frac{1}{4}$ " by 3"

16" by 2 $\frac{1}{4}$ "

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

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

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

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

Area 4-wheels, 434 $\frac{1}{2}$ sq. in.

433 sq. in.

or 556 sq. in.

553 sq. in.

Hand, 10" by 3"

10" by 3"

Total braking area, 516 $\frac{1}{2}$ sq. in.

515 sq. in.

or 638 sq. in.

635 sq. in.

FRAME: Pressed carbon steel

Side-members, size, 8 $\frac{1}{2}$ " by 3 $\frac{1}{4}$ " by 1 $\frac{1}{4}$ "; 9" by 3 $\frac{1}{4}$ "

by 1 $\frac{1}{4}$ " or 9-1/16" by 3 $\frac{1}{4}$ " by 9/32"; plus 1 $\frac{1}{4}$ " fishplate

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

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

SPRINGS: Front 42 $\frac{1}{2}$ " by 2 $\frac{1}{2}$ "

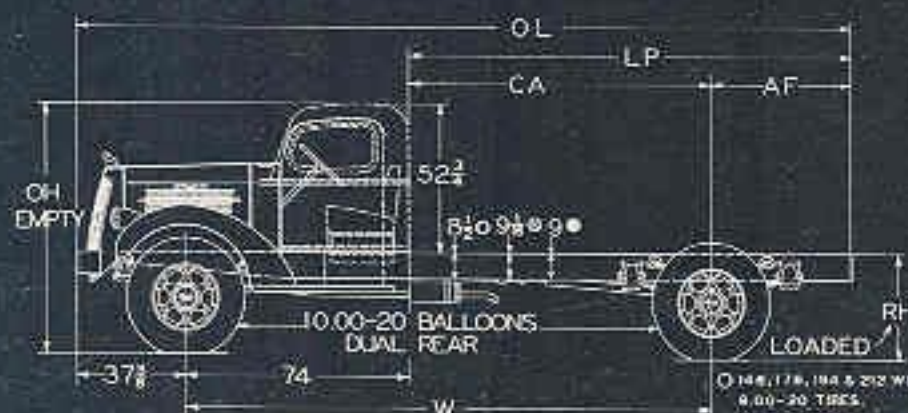
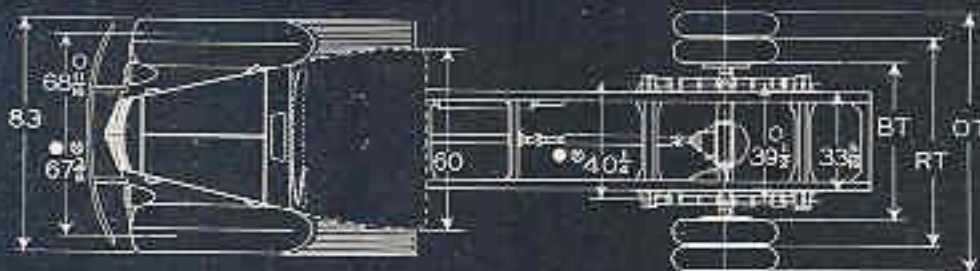
Rear, 50-13/16" by 3" or 52-11/16" by 3 $\frac{1}{2}$ "

Helper, 34 $\frac{1}{8}$ " by 3" or 38" by 3 $\frac{1}{2}$ "

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 horns; speedometer; spare rim; front bumper; tool kit.

OPTIONAL EXTRAS: Deluxe cab; Mono-shift transmission; oversized tires; Dual Reduction rear axle; air brakes; disk wheels; 7 $\frac{1}{4}$ cu. ft. compressor; low pressure indicator; front wheel limiting valve; air horn; radiator shutters; radiator guard; tow hook; auxiliary fuel tank; heater.



	146	158	176	194	212	230
W	146	158	176	194	212	230
OL	219 $\frac{3}{8}$	237 $\frac{3}{8}$	261 $\frac{3}{8}$	291 $\frac{3}{8}$	321 $\frac{3}{8}$	351 $\frac{3}{8}$
LP	108	126	150	180	210	240
CA	72	84	102	120	138	156
AF	36	42	48	60	72	84

Tire Size	9.00-20	10.00-20	10.00-22
RT	69.75	71.50	71.50
OT	91.38	95.18	95.18
BT	48.13	47.83	47.83
RH	34.76	36.00	37.00
OH	89.00	91.25	92.25



Mack

MODEL
TRACTOR **EHT**



LONG recognized throughout the trucking industry for its performance ability, economy, stamina, reliability and long life, the Mack EHT tractor is especially designed for tractor work, for which it is well adapted by reason of its ruggedness and power.

Compact and highly maneuverable, this tractor offers driver comfort notwithstanding, both as regards ease of riding and cab comfort. Its brakes are both powerful and durable and steering positive and easy.

Among the many advances made in the power-plant are included cooling system improvements of particular advantage in strenuous tractor-trailer haulage, while an improved ratio pattern in the transmission is salutary both as regards performance and economy.

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MODEL EHT SPECIFICATIONS

WHEELBASE: 146 or 164 inches

TIRES: 10.00-22 dual rear, maximum

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

ENGINE: Six-cylinder, L-head

Bore and stroke, $3\frac{7}{8}$ by 5 inches

Piston displacement, 353.8 cubic inches

Horsepower, 121 @ 2700 r.p.m.

Torque, 270 pound-feet @ 1400 r.p.m.

Cylinders, cast in block with one-piece detachable heads

Valves, intake, 30-deg. face, 1.49/64"

Exhaust, 45-deg. face, 1.7/16"

Exhaust seat inserts, Permatit of Niferrite, Stellite

Pistons, H-slot, aluminum, tin-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, hot by-pass type

Fan, 21", pressed steel, two 1" V-belts

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

Water capacity, $7\frac{1}{4}$ gals.

Fuel capacity, 21 gals.

CLUTCH: Single-plate, dry

Area of engagement, 202 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, 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

UNIVERSAL JOINTS: Three, Spicer, needle-bearing type

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

Housing, pressed steel, banjo type

Final ratios, 5.53, 5.63, 5.99, 6.14, 6.54 or 6.86 to 1

Axle shafts, graduated heat-treated; involute splines

BRAKES: Hydrovac or Air

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

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

Area, four wheels, 553 or 556 square inches

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

FRAME: Pressed carbon steel

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

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, 42 $\frac{1}{2}$ " by 2 $\frac{1}{2}$ "

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

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

Suspension, Mack rubber Shock Insulators

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

OPTIONAL EXTRAS: Cab; Mono-shift transmission; Dual reduction axle; special windshield wiper; oversized tires; hand control valve; front wheel limiting valve; air brakes; marker lights; auxiliary fuel tank; disk wheels; special electrical system



W	146	164
OL	216	234
LP	105 $\frac{1}{2}$	99 $\frac{1}{2}$ *
CA	72	66*

*Clear for deeper cab which is 24" longer than standard cab.

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Mack

1478
model EHX
dumper



Y-10111

EXPRESSLY developed for dump work of all kinds, this model has all the indomitable ruggedness for which the Model EH chassis is celebrated plus a special frame with reinforced side-members and a special arrangement of box-girder cross-members to adapt it to the rigors of dumping service.

Wheelbases, too are especially adapted to standard dump body lengths. With its powerful 354-cu. in. engine, choice of heavy-duty five-speed or ten-speed Mono-shift Duplex transmission and a rugged Mack Dual Reduction rear axle, it combines strenuous performance capability with compactness, short-turning ability and the stamina, durability and economy synonymous with the name.



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MODEL EHX SPECIFICATIONS

MAXIMUM GVW: 22,000 lbs.

WHEELBASES: 146" or 158"

TIRES: 10.00-20, dual rear, maximum

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

ENGINE: Six-cylinder, L-head

Bore and stroke, $3\frac{7}{8}$ by 5 inches

Piston displacement, 354 cubic inches

Horsepower, 121 @ 2700 r.p.m.

Torque, 270 pound-feet @ 1400 r.p.m.

Cylinders, cast in block with one-piece detachable heads

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

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

Exhaust seat inserts, Permafit of Niferrite, Stellite

Pistons, H-slot, aluminum, tin-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, 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, $7\frac{1}{4}$ gal.

Fuel capacity, 21 gals.

CLUTCH: Single-plate, dry

Area of engagement, 202 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, 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

UNIVERSAL JOINTS: Three, Spicer, needle-bearing type

REAR AXLE: Dual Reduction, full floating

Housing, pressed steel, banjo type

Final ratios, 6.54, 7.19, or 7.99 to 1

Axle shafts, graduated heat-treated; involute splines

BRAKES: Hydrovac

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

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

Area, four wheels, 556 sq. in.

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

Air

16" by 3"

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

553 sq. in.

FRAME: Pressed carbon steel

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

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

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

SPRINGS: Front, $42\frac{1}{2}$ " by $2\frac{1}{2}$ "

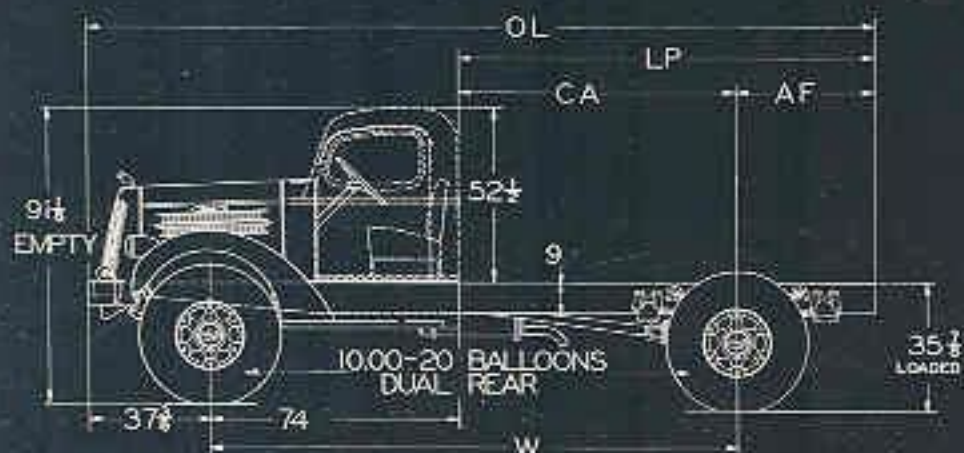
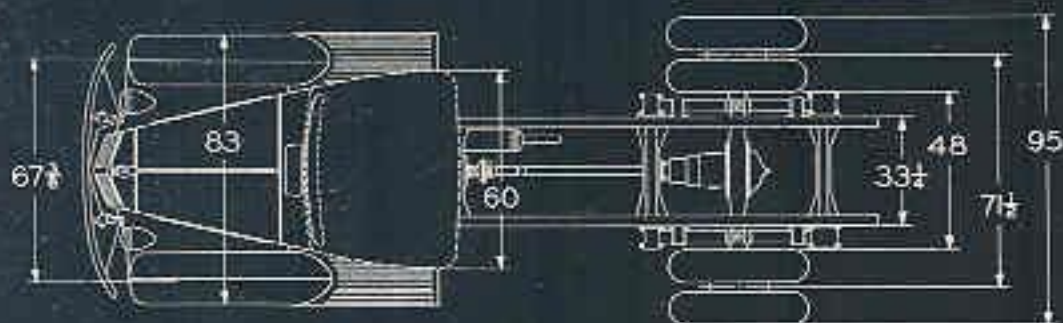
Rear, $52\frac{11}{16}$ " by $3\frac{1}{2}$ "

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

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.

OPTIONAL EXTRAS: Cab; Mono-shift Duplex transmission; air brakes; disk wheels; auxiliary fuel tank; $7\frac{1}{4}$ cu. in. compressor; low pressure indicator; front wheel limiting valve; air separator; shock absorbers; marker lights; turning signals; air horn.



W	146	158
OL	219 3/4	237 3/4
LP	108	126
CA	72	84
AF	36	42



Mack

MODEL
CHASSIS **EQ**



C-3388

SEVERE duty requirements are met thriftily and dependably by this husky member of the Mack family. Powered by the valiant EN 354A engine and driving through improved five- or ten-speed transmissions incorporating the advanced gathered ratios with direct in high, this chassis has the famous Dual Reduction rear axle, with spiral-bevel and helical gears of Tetrapoid and Orthopoid type.

Stamina and durability are outstanding in its box-girder-braced frame, robust front axle and steering system, massive air brakes, oversize clutch and drive-shaft and the substantial cab, hood and fenders.

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MODEL EQ SPECIFICATIONS

WHEELBASES: 176", 194" or 212"

TIRES: 11.00-20, dual rear, maximum

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

ENGINE: Six-cylinder, L-head

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

Piston displacement, 353.8 cubic inches

Horsepower, 121 @ 2700 r.p.m.

Torque, 270 pound-feet @ 1400 r.p.m.

Cylinders, cast in block with one-piece detachable heads

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

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

Exhaust seat inserts, Permalit of Nilferrite, Stellite

Pistons, H-slot, aluminum, tin-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, hot by-pass bellows type

Fan, 21", pressed steel, two 1" V-belts

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

Water capacity, 7 $\frac{1}{4}$ gals.

Fuel capacity, 21 gals.

CLUTCH: Single plate, dry

Area of engagement, 202 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, 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

UNIVERSAL JOINTS: Three, Spicer, needle-bearing type

REAR AXLE: Dual Reduction, full floating

Housing, pressed steel, banjo type

Final ratios, 5.99, 6.54 or 7.19 to 1

Axel shafts, graduated heat-treated; involute splines

BRAKES: Air

Front, size, 16" by 3"

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

Area, four wheels 556 sq. in.

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

FRAME: Pressed carbon steel

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

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

STEERING GEAR: Cam and roller, 24.4 to 1 ratio

SPRINGS: Front, 42" by 2 $\frac{1}{2}$ "

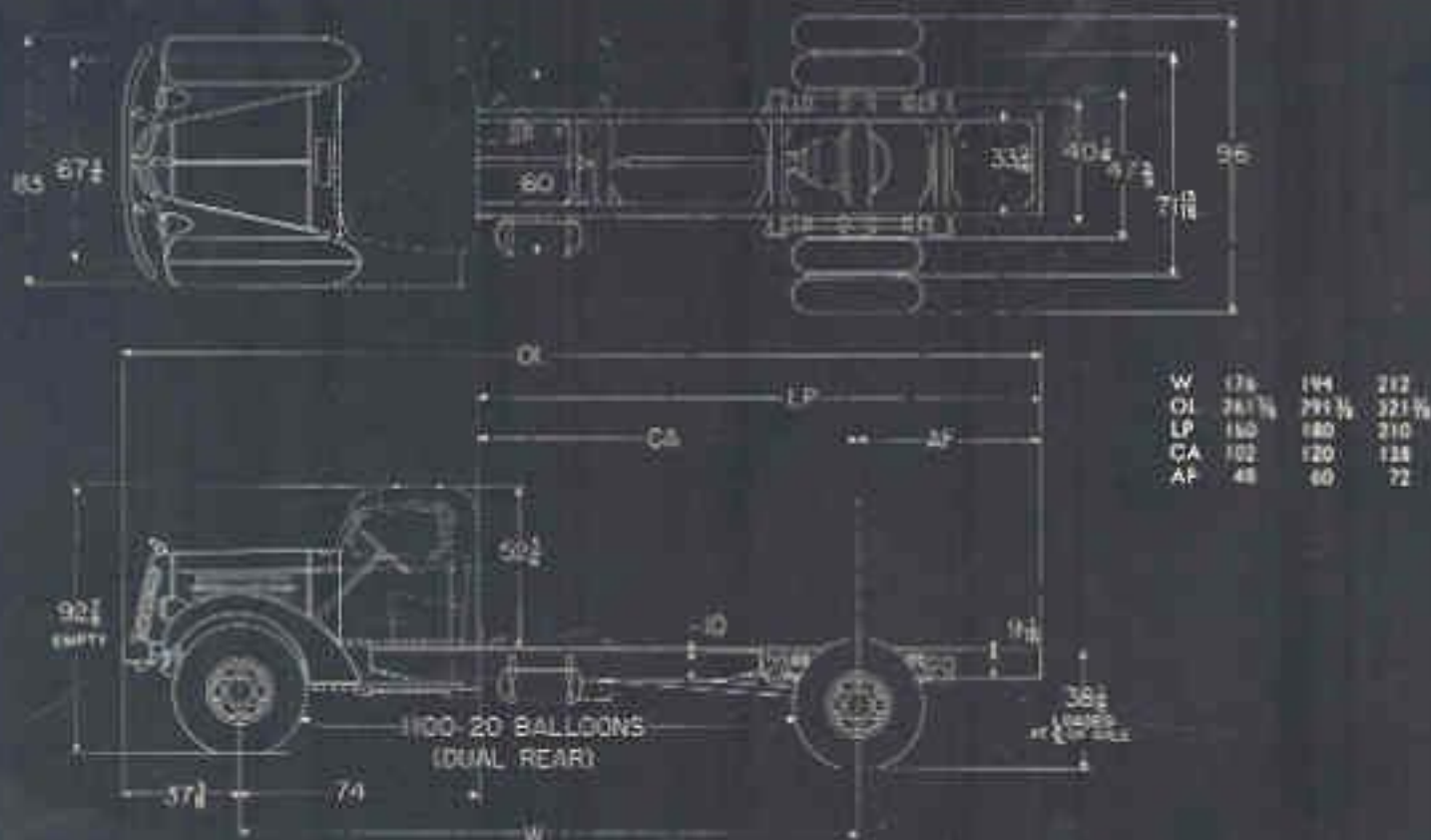
Rear, 52-11/16" by 3 $\frac{1}{2}$ "

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

Suspension, Mack rubber Shock Insulators

STANDARD EQUIPMENT: Painting in lead varnish electric starting and lighting system; sealed-beam headlights; combination stop and tail lights; electric horns; speedometer; spare rim; front bumper; tool kit

OPTIONAL EXTRAS: Cab; mono-shift transmission; auxiliary fuel tank; marker lights; special electrical system.



Mack

model **EQSW**
SIX-WHEELED
chassis



G-2088

FEATUREING the Mack Balanced Bogie, this six-wheeler offers impressive capacity with compactness, thrifty operation and agile performance. It drives on all four rear wheels by a straight through drive, employing Mack's perfected Power Divider between the driving axles, thus providing positive traction under all conditions while protecting driving parts from concentrated stress and prolonging tire life.

Powered by the 354-cu. in. Mack L-head engine which has earned such an enviable reputation, the chassis is available with either a five- or ten-speed transmission. The latter is the sensational Mono-shift Duplex type. All springs are carried in Mack rubber Shock Insulators and the powerful air brakes offer exceptional lining area for durability.



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MODEL EQSW SPECIFICATIONS

MAXIMUM GVW: 40,000 lbs.

WHEELBASES: 139½"-55", 155½"-55", 167½"-55" or 194½"-55"

TIRES: 10.00-20, dual rear, maximum

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

ENGINE: Six-cylinder, L-head

Bore and stroke, 3⅜ by 5 inches

Piston displacement, 354 cubic inches

Horsepower, 121 @ 2700 r.p.m.

Torque, 270 pound-feet @ 1400 r.p.m.

Cylinders, cast in block with one-piece detachable heads

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

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

Exhaust seat inserts, Permatit of Niferite, Stellite

Pistons, H-slot, aluminum, finplated

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, 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, 7¼ gals.

Fuel capacity, 21 gals.

CLUTCH: Single-plate, dry

Area of engagement, 202 square inches

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

Duplex 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, 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

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

REAR BOGIE: Four-wheel, straight-through drive type with inter-axle differential

Mack concentric cam-and-plunger-type power divider

Rear axles, drive; Spiral-bevel, Dual Reduction, full floating

Housings, One-piece, cast steel banjo

Ratios, 6.46; 7.32; or 8.15 to 1

Axle shafts, graduated heat-treated; involute splines

BRAKES: Air

Front, size, 16" by 3"

Rear size 16½" by 6"

Total braking area, six wheels, 1017 sq. in.

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

FRAME: Pressed carbon steel

Side-members, size, 9-1/16" by 3¼" by 9/32" plus ¼" inside channel

Cross-members, Two box-girder, one channel and ¼" formed double channel with gusset plates over bogie.

STEERING GEAR: Worm and roller, 24.4 to 1 ratio

SPRINGS: Front, 42½" by 2½"

Rear, 55" by 4"

Suspension, Mack rubber Shock Insulators

STANDARD EQUIPMENT: Palating in synchro enamel; electric

starting and lighting system; sealed-beam headlights; combination stop and tail light; electric horn; speedometer; spare tire;

front bumper; tool kit

OPTIONAL EXTRAS: Cub; Mono-shift transmission; marker lights; auxiliary fuel tank; disk wheels; tow hooks; turning signals



	139½"-55	155½"-55	167½"-55	194½"-55
W	255½"	279½"	303½"	351½"
OL	144	168	192	240
LP	93	109	121	148
CA	51	59	71	92
AF				

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