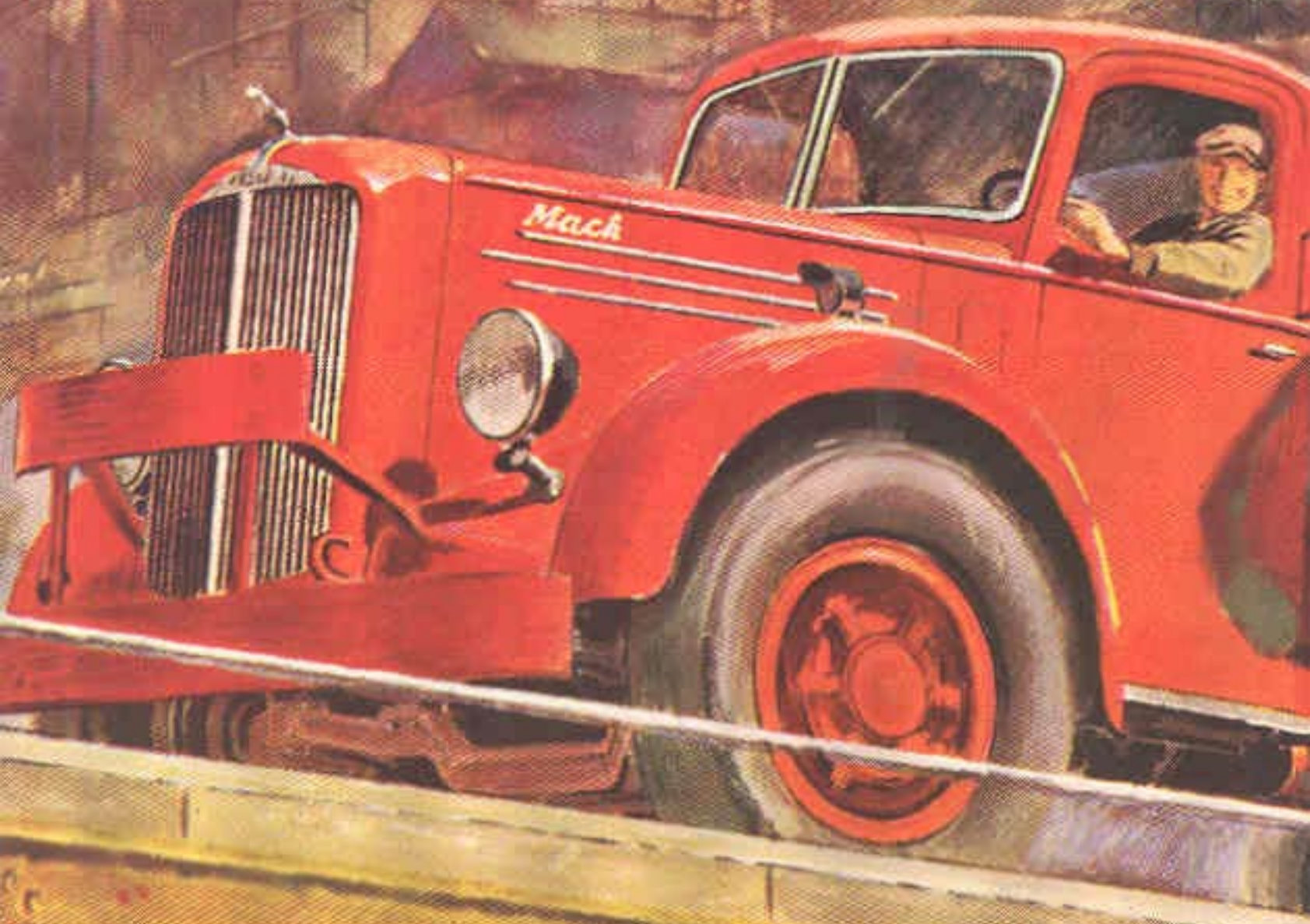


# Mack

MODELS  
LEFT &  
LEFT



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# Built



**MACK RUBBER SHOCK INSULATORS**

**MACK RUBBER SHOCK INSULATORS** at all spring ends eliminate need for adjustment and lubrication at these points, do away with friction, rattling and squeaking.

**FINAL DRIVE** is Mack Dual Reduction of true full-floating type. Load-carrying banjo housing is of pressed steel, heat-treated and electrically fused. Chromium-nickel graduated heat-treated steel axle shafts provide enduring strength.

**LARGE-SIZED HYDRAULIC BRAKES** are actuated by a powerful vacuum booster. Ample braking area for safety and control. Mack special drums eliminate cracking, scoring and squeaking.

**BOX-GIRDER CROSS MEMBERS**, exclusive with Mack, have wide jaw-type ends, secured to the side-rails by sixteen rivets per cross member. Proof against bending, twisting and weaving.

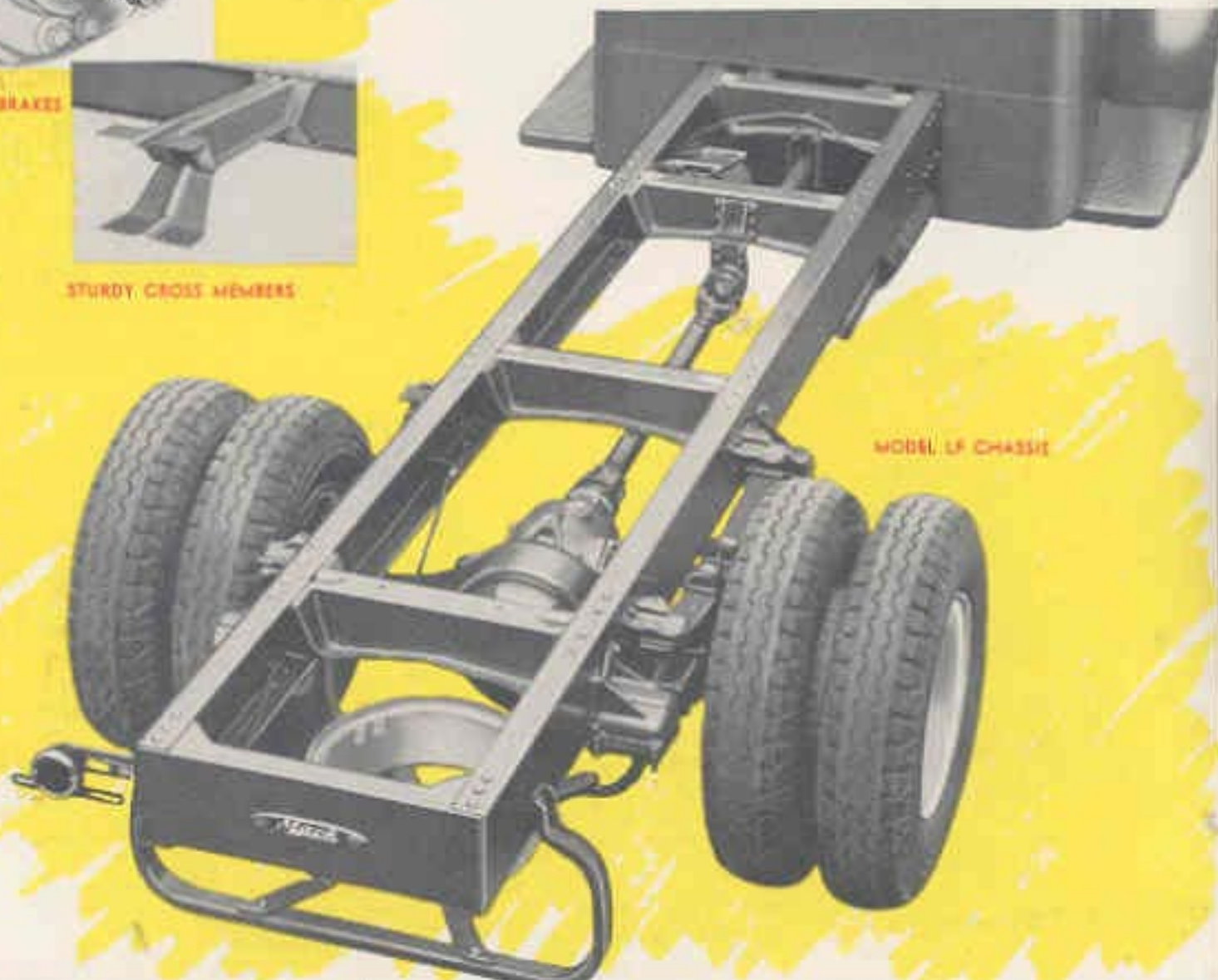
**MODEL LF CHASSIS** illustrates its own husky construction. Designation frame is of heat-treated high-carbon steel 10 $\frac{1}{2}$ " deep,  $\frac{3}{4}$ " thick with 3 $\frac{1}{2}$ " flange.



**LARGE SIZE BRAKES**



**STURDY CROSS MEMBERS**



**MODEL LF CHASSIS**

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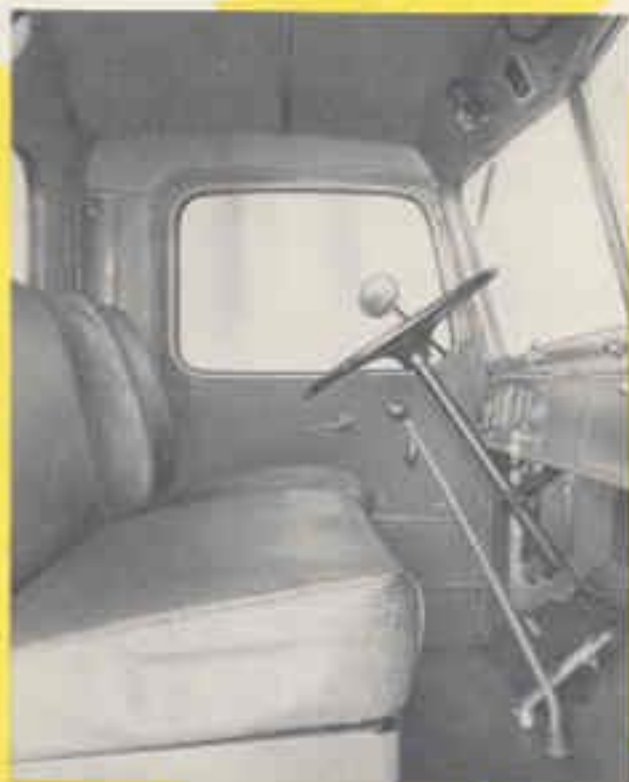
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# for High Performance

**HIGH-SPEED**, over-the-road hauling demands trucks powered and built for this particular type of service. Mack Model LF is designed specifically to fill a long-felt need for the increased power and higher performance required in this work. Here is a fast-stepping heavy-duty highway freighter built to **OUT-PERFORM** anything in its class, while at the same time offering all the elements of economy and long life for which Macks are famous.

It's powered by the famous Mack Thermodyne engine, hailed as the most outstanding advance in truck engines of recent years. Abundant pulling power—rapid acceleration—sustained speed. Massive cross-members of the husky chassis provide enormous stiffness against twisting and weaving. Rubber shock insulators, exclusive with Mack, replace troublesome steel shackles at all spring ends. Ample four-wheel braking area of 566 square inches assures safe and sure control at top speeds. Cab of all-metal construction with conveniently located controls represents the last word in driver comfort and easy operation.

LAST WORD IN DRIVER COMFORT . . .



## Model LF Tractor

Mack "LF" tractors are built in every detail for their own special purpose. Unlike tractors of the past which have been merely short-wheelbase trucks, these "locomotives of the highway" are engineered specifically for tractor-trailer service.

In line with this, all unnecessary weight has been eliminated, while engine horse power has been greatly increased, resulting in unusually high power to weight ratios.



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TRACTOR-TRAILERS



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LOGGING, LUMBER



ROAD BUILDING



**BUILT TO CARRY ON  
THE FAMOUS  
MACK  
TRADITION**

**M**ACK'S traditional quality coupled with the newest engineering refinements make this Model LF truck a high-paying investment. Designed for heavy hauling under the most gruelling operating conditions, it has that extra margin of strength and stamina for which Mack has long been famous.

Tough going is all in the day's work—everyday's—for this heavy-duty Mack. Built-in ruggedness insures a maximum of uninterrupted service and a minimum of time out for repairs. Capable of sustained speeds under trying road conditions, it performs its work with profit-making regularity. Economy of operation plus low maintenance costs mean steady dividends in profitable hauling mile after mile, year after year.

BUILDING CONTRACTORS



OIL INDUSTRY



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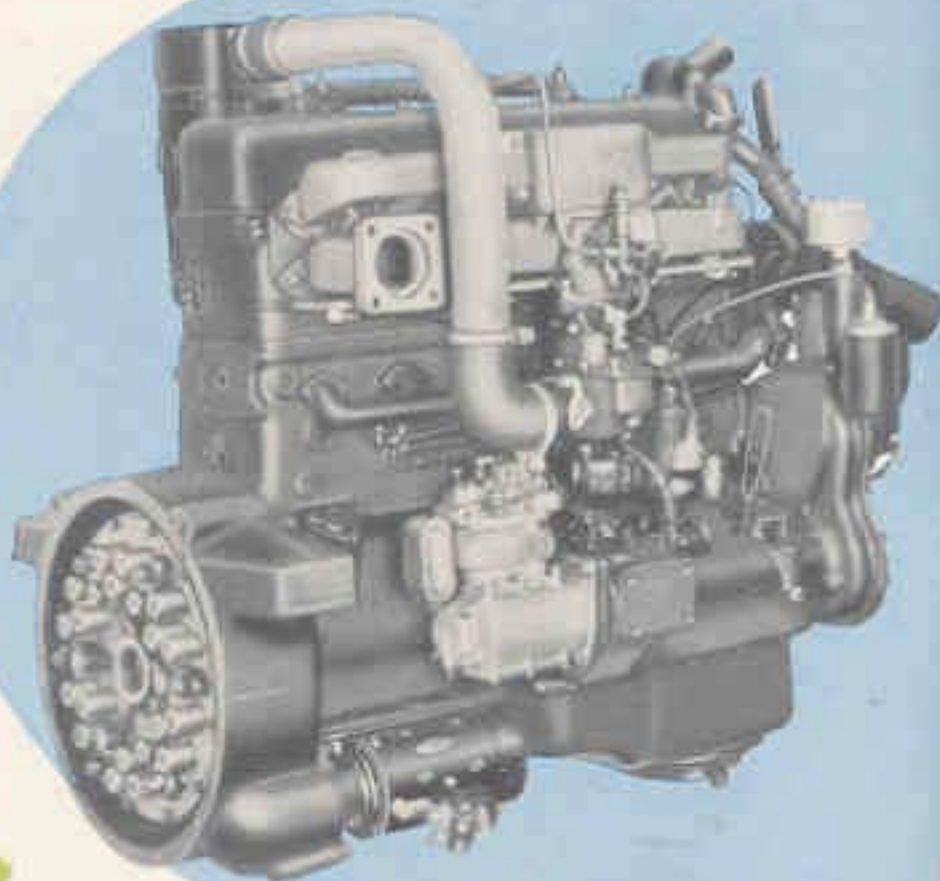


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# Models L7 & L7T Powered by the Famous

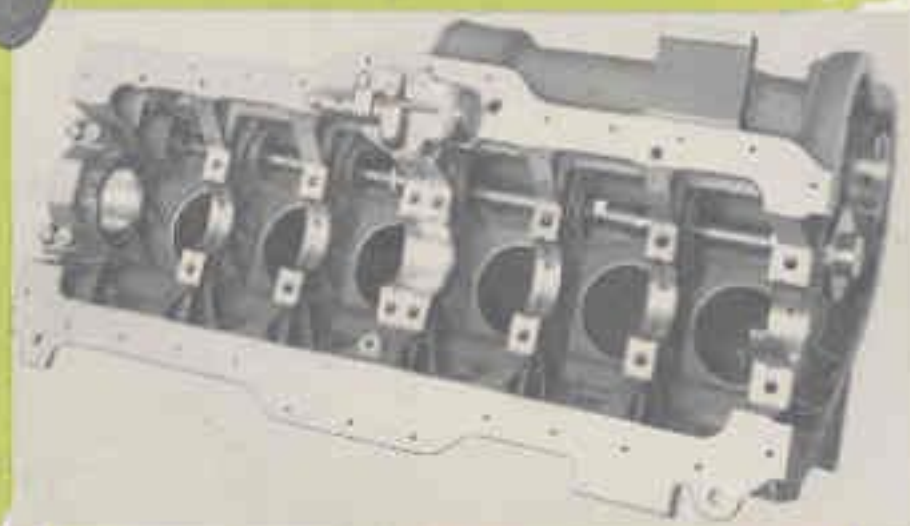


Typical of Mack's through-going quality is the exclusive process of case-hardening timing gears and impeding fuel leaks by generating-grinding of the helical teeth. These gears are produced which are not only permanently quiet but have unlimited life.



Crankshaft case-hardened by electrical induction for almost durability. Completely counterbalanced with twelve integrally-forged counterweights and equipped with vibration damper for true running.

This view into the upper crankcase illustrates the heavy bulk-heads supporting the seven main and crankshaft bearings. Both main and connecting rod bearings are of the dual, interchangeable, precision type, with steel backs lined with white-metal for greater reliability and longer life.



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