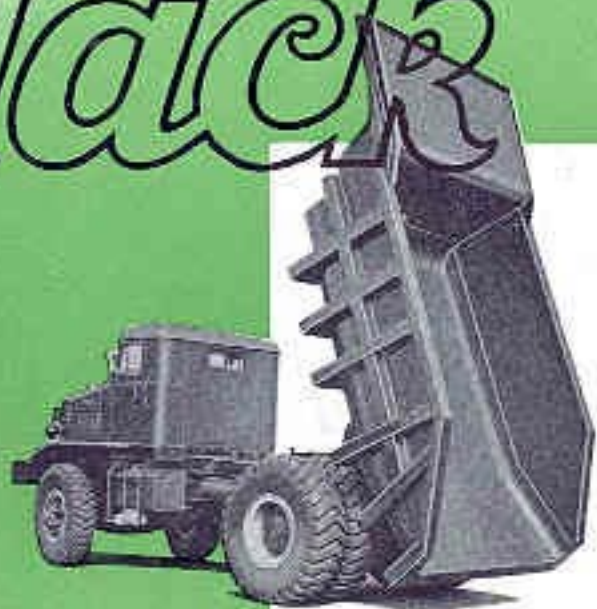


Mack



LV

gross vehicle weight 85,000 lbs.



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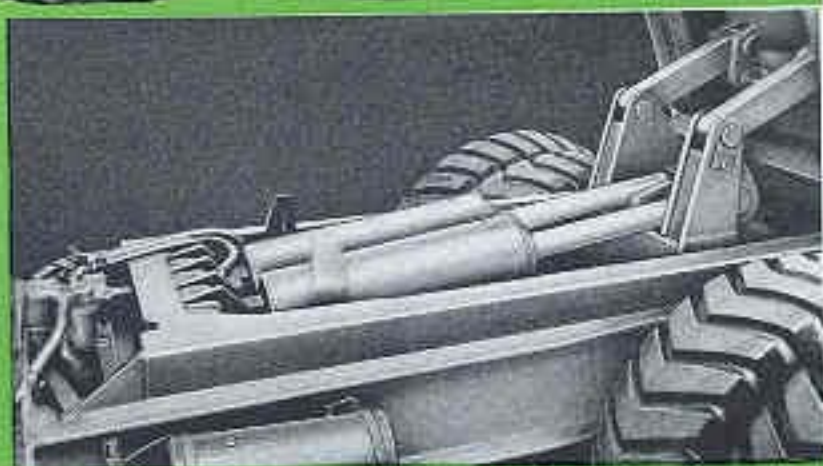


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capacity



Double-acting, twin-cylinder, hydraulic hoist acts through a mechanical linkage to provide a 70-degree dumping angle. Diameter of the cylinders is 10 inches, stroke is 24 inches. Raising or lowering speed of the hoist is 15 seconds.



The high-capacity Mack power take-off, mounted directly on the transmission, is capable of handling the maximum dumping requirements. Its exclusive design permits the hoist pump to be mounted integrally, thus eliminating universal joints, driveshaft, steady-bearings, and all the complications inherent in separately mounted pumps.



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THE ALL-STEEL CAB is welded from heavy-gauge metal. Three-point suspension to the frame is by rubber biscuit mounts at the front corners and a steel rocker mount at the rear. Controls and individual driver's seat are offset to the left for better vision both forward and to the rear. The driver's seat is fully adjustable and has variable-rate spring suspension controlled by a double-acting shock absorber. Sponge rubber seat cushions are covered with genuine leather. All controls are scientifically arranged for efficient, easy operation. The angle-joint steering column provides plenty of leg room and a comfortable steering position. Heavy-duty hardware is used throughout the cab. Door handles are a newly improved railroad type. Toe and floor boards are metal. The windshield and all windows are non-shatterable glass. The cab roof is extended for further windshield protection.

DOUBLE-PLATE, AIR-ASSIST CLUTCH reduces driver fatigue through its virtually effortless operation while retaining all the "feel" of conventional control. Powerful and rugged, this clutch requires a minimum of maintenance throughout its long life. It has two 14½-inch diameter plates with 460 square inches of lining area. Adjustment, when necessary, is external.



RUBBER SHOCK INSULATORS retain the front axle spring ends and the ends of the rear axle mounts. An exclusive Mack feature, Shock Insulators eliminate twist, binding metal surfaces and the need for any spring end lubrication. Maintenance is reduced, both spring and vehicle life are greatly prolonged.



DUPLEX TRANSMISSION: Mack-built, this extra-heavy-duty transmission consists of a four-speed main box and a two-speed compound assembled as a unit to provide eight forward and two reverse speeds. Control is by two gearshift levers. Ratio range is ample to cover all requirements of off-highway work. Constant mesh gears are helical and straight spur types. Pressure lubrication of all mainshaft gear bearings is provided by an oil pump which is built into the main drive pinion cover. Shifting is accomplished by internal clutches. While of great proportions, the design of this transmission assures easy shifting and remarkable flexibility.



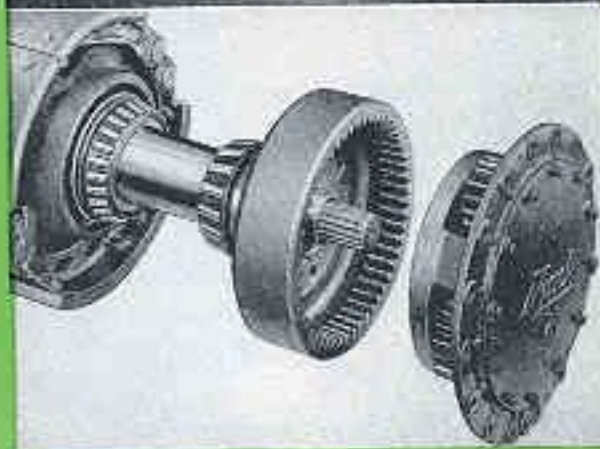
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THE POWER DIVIDER DIFFERENTIAL, an exclusive Mack feature, maintains traction over the most difficult terrain by applying torque to the wheels in direct proportion to their traction. True differential action is provided under all conditions. When operating under unequal tractive requirements the torque is directed to the wheel having the most traction without dissipating power in useless slippage and without ever transmitting full torque through one axle shaft.

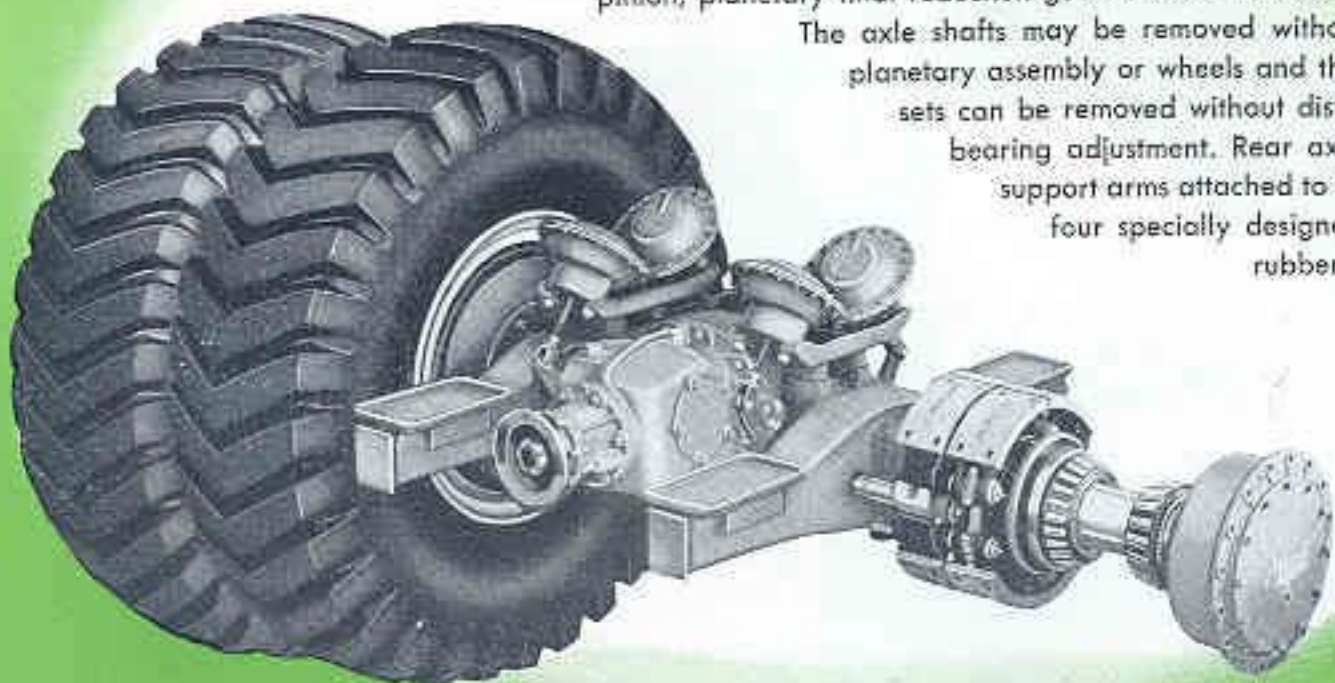
PLANIDRIVE* final reduction gear assembly. This exploded view shows the ring gear, sun gear, planet gears and the planetary housing.



ability..

REAR AXLE is full-floating, Planidrive type, housed in a steel casting which provides great strength without excess weight. Axle shafts are graduated heat-treated and have involute splines. The required total reduction is achieved through dual reduction of the carrier and three-pinion, planetary final reduction gears located outboard in each wheel.

The axle shafts may be removed without disturbing the planetary assembly or wheels and the planetary gear sets can be removed without disturbing the wheel bearing adjustment. Rear axle is mounted by support arms attached to the frame through four specially designed, mammoth-size rubber Shock Insulators.



*Reg. U.S. Pat. Off.

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