



MODEL

B-61ST



BIGGER profits and excellent performance are inevitable with the mighty Mack B-61ST six-wheeled tractor, built to haul full capacity tandem axle trailers in top-speed highway service.

Fifteen years of Diesel engine manufacturing has produced the modern END 673 Thermodyne Diesel, a power plant of high overall economy and one which will contribute eminently toward profitable vehicle operation. Top fuel economy, easy starting and remarkable efficiency are the inherent qualities which distinguish this new engine.

Especially engineered for greater profitable payloads, saving of chassis weight is realized through a revision of design and the use of lighter weight but stronger materials. The new 102" dimension from bumper face to cab rear permits use of longer trailers with additional capacity and the advanced position of the front axle permits maximum GCW in bridge formula States.

Continued assurance of outstanding durability will be found in some of the new structural features that mean greater profits to haulers on the tough runs. They include 9" deep section heat-treated alloy frame with new open channel, end-boxed cross-members riveted to web of side rails; heavy-duty clutch with Vibrasorb; choice of two huskier sized front axles with bigger than standard brakes and steering of higher capacity. Also extra wide choice of rugged transmissions to fit into the most exacting requirements.

Driver satisfaction is a certainty in the commodious cab which includes clear visibility from every angle, perfect ventilation and the latest unitized diamond type mounting of cab, radiator and fenders.

Positive drive and traction, full differential action and free rolling, even weight distribution and tire loading, uniform braking and self-steering qualities, sturdiness of parts and minimized maintenance, are incorporated in the dependable Mack four-wheel drive Balanced Bogie.

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STANDARD EQUIPMENT (Cont'd.)

Condensed Specifications

STEERING GEAR:

Model	SG 251
Type	Worm and roller
Housing, material	Aluminum
Ratio	24.4 to 1
Steering wheel, diameter	22"

CAB:

Model	CA 21
Type	All metal, welded, unified cab and cowling
Overall width	70 1/2" maximum (67" at belt rail)

INSTRUMENT PANEL GAUGES: Speedometer, tachometer (inside dash), ammeter, fuel gauge, oil pressure gauge, temperature gauge, air pressure gauge, engine stop control, electrical switches.

CHASSIS EQUIPMENT: Painting in synthetic enamel (Black green, red, yellow or blue); Aluminum channel type front bumper; recessed solid-beam headlights and parking lights, two combination stop and tail lights; electric horn; defroster nozzles; roof kit; rear view mirror left side; I.C.C. and marker lights, redline spacers, automatic brake and universal connections, 2 cyl., 12 cu.ft. compressor and bumper type low pressure valve.

OPTIONAL EQUIPMENT

Condensed Specifications

WHEELBASE: (Mean)

16(1/2)"	Platforms:
16(1/2)"	123" (Std. Cab)
*170(1/2)"	99" (Sleeper Cab)
*170(1/2)"	144" (Std. Cab)
*170(1/2)"	120" (Sleeper Cab)

* Shortest available wheelbase for low speed transmission with B-L Auxiliary installation.

TRANSMISSIONS:

TR 671, 6710 & 720	3-speed, with B-L, 8035-G Aux. only
TRD 673 and TRD 6730	10-speed, Duplex, Mono-shift
TRD 670 and TRD 720	10-speed, two-lever Duplex
Type	All selective constant mesh

R A T I O S

Shift	TR 671		TRD 673		**TR 6710 TRD 6730	
	High Range	Low Range	High Range	Low Range	High Range	Low Range
5th	1.00	1.00	1.28	0.79	1.08	
4th	1.29	1.63	2.09	1.00	1.37	
3rd	2.30	2.60	3.34	1.92	2.63	
2nd	4.55	4.55	5.59	3.64	4.98	
1st	8.05	8.05	10.34	6.74	9.22	
Rev.	8.13	8.13	10.44	6.80	9.30	

Shift	TRD 670		**TR 720 TRD 720	
	High Range	Low Range	High Range	Low Range
5th	0.79	1.09	0.78	1.04
4th	1.00	1.39	1.00	1.55
3rd	1.92	2.67	1.75	2.34
2nd	3.64	5.06	3.12	4.16
1st	6.74	9.37	5.45	7.25
Rev.	6.80	9.45	5.45	7.25

** For TR 6710 and TR 720, read High Range figures only.
Note: Ratio for TRD 720 is a combination of the TR 720 with B-L 8035-G is obligatory with G.C.W. exceeding 61,000 lbs.

AUXILIARY TRANSMISSION:

(With TR 671, TR 6710 and TR 720 only)

Model	B-L 8035-G
Type	3-Speed

R A T I O S

Shift	8035-G
1st	1.29
2nd	1.00
3rd	0.84

FRONT AXLE & STEERING GEAR:

Model	FA 507 & FA 509
Basic rating	9,500 lbs. & 11,000 lbs.
Number of spring leaves	Eleven (fourteen)
Brakes, size	16 1/2" x 5" x 3 1/2" (276)
Type	Reversed-Elliptic, I-beam
Steering gear	SG 261
Ratio	28.4 to 1
Steering wheel, diameter	22"

FRAME:

No. of cross-members and type (for all optional W.B.) One I-beam, three channel

TIRES:

Size	10.00-22	11.00-20 (Front only)
Ply	12P	12P
Ratio	7.5	8.0

WHEELS:

Type Aluminum Disc, including spurs

CAB:

Model	CAS 22
Type	Sleeper, all-steel welded construction

AUXILIARY FUEL TANKS:

Type	Capacity, gals.	Location
*Mack Safety	40	Left side or one each side
**Step	40 or 50	Left side or one each side
Aluminum	33	Left side or one each side
*Saddle	125 or 145	Rear of Cab

* Dist. upon tank may be omitted.

** Two 20 gal. Step tanks not available with vertical exhaust.
*Mack Safety and Saddle tanks not available with 146 1/2" W.B.

CHASSIS EQUIPMENT: Front wheel brake limiting valve; Sealco automatic drain valve; hand control valve 17,000 B.T.U. hot water heater, including defrosters, air horns; vertical exhaust.

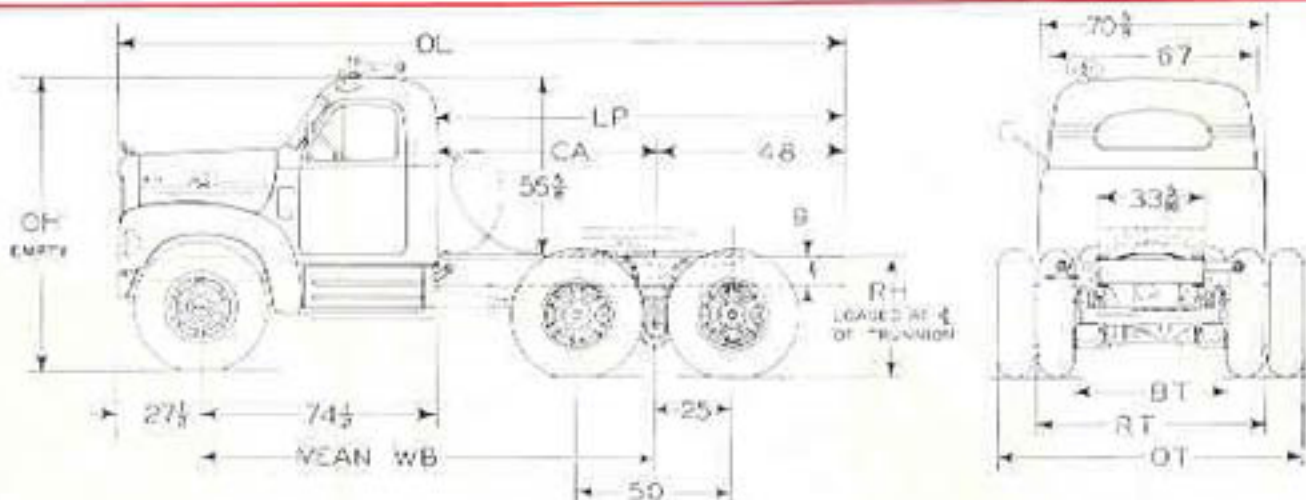
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CHASSIS DIAGRAM



	STANDARD CAB			SLEEPER CAB		Tire Size	OH	RH	OT	RT	BT
WB (Mean)	146½	164½	170½	164½	170½	10.00-20	93½	38½	94½	71½	47½
OL	222	240	246	240	246						
LP	120	138	144	114	120						
CA	72	90	96	66	72						

Note: All of the above dimensions are shown in inches.



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