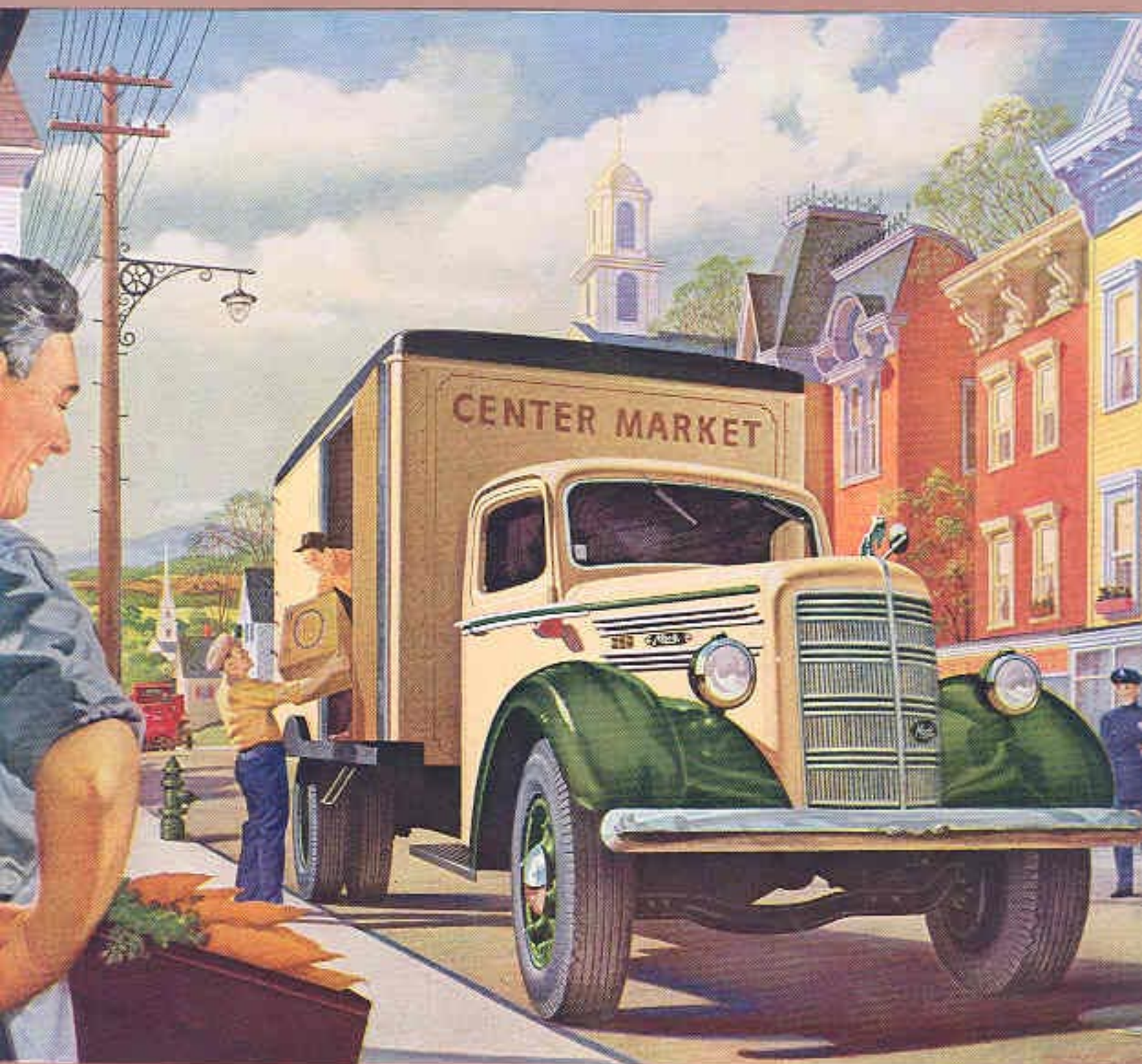


MACK

EF

TRUCK & TRACTOR



America's Best Known Truck!

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Mack Heavy Duty Experience

The Mack Model EF is designed to cover a wide variety of hauling requirements. Here are just a few of the many types of business for which they have proved highly adaptable.



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Means Better Trucks

Reserve Strength! Extra Power! Unequalled Economy!
All The Staying Power of the Famous Mack Bulldogs!

It takes plenty of "know-how" to engineer rugged trucks capable of standing up under the toughest hauling jobs. Back of Models EF and EF tractor stand 46 years of experience in building heavy-duty trucks of unrivalled quality. This heavy-duty experience naturally shows itself in ruggedness and stamina unavailable in other trucks of similar capacity.

Proved In Actual Service

In the service of thousands of operators — tested in all kinds of work — these great Macks have proved that they have all the staying power of the famous Mack Bulldogs — that they are truly "chips off the old block." Now, available with mechanical improvements developed from wartime experience in building thousands of heavy-duty trucks for rigorous Army service, they are ready to set even higher standards of performance.

Longer life, less time out for repairs, slower

depreciation, greater economy — you naturally expect these benefits from a Mack. Inside and out, Models EF and EF tractor are built to live up to your expectation of what a real truck should be.

Good Looking, Too

Outwardly these Macks have been smartly styled for pleasing and distinctive eye-appeal — yet with no sacrifice of accessibility, structural strength, proper hood ventilation or good road visibility. Handsome radiator grille and louvre trimmings . . . distinctive Bulldog emblem . . . well-proportioned coupe cab . . . gracefully formed hood and fenders — all combine to command attention and build advertising value for you.

Before you buy your next truck it will pay you to examine these outstanding Macks. Make any comparison you wish. You can't go wrong on trucks backed by Mack engineering and by Mack's reputation.

The EF Tractor

Model EF is also available for tractor-trailer service. From its heavy-duty engine to its sinewy rear axle, its design and construction equip it to perform the tough job demanded of it. Some of the outstanding features of this unit are the rear-end frame construction for maximum stiffness and trailer clearance, the decking between the fifth wheel and cab, and the well-engineered mounting of the fifth wheel.



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Underneath the paint, this popular-sized Mack possesses in-built quality, extra margins of strength, durability, stamina and lively, responsive power which account for extra trouble-free miles. It is big and strong, but not overweight. It is thrifty, yet brilliant in performance.

The frame is unusually rugged and of exceptional rigidity. The clutch is oversize and the transmission of big-truck capacity. Axles, brakes, steering, springing — all are of the consistently high quality which is implied by the name Mack.

Fully-Balanced Crankshaft

Abundant power for masterful performance is provided by the 290-inch engine, with its seven-bearing, fully-counterbalanced crankshaft, six-port manifolds, full-length water jackets and directed water flow, its Permafit exhaust valve seats and chamfered cylinder bores. The cylinder head is held down by no less than thirty-three studs for elimination of gasket troubles through even distribution of stud stresses. Combustion chambers are of the offset turbulence type, which together with 30-degree intake valve seat angle, exceptionally free porting and intake manifold designed to secure even distribution and advanced valve timing with large overlap, power, responsiveness and economy all reach a high point. The camshaft is driven by helical gears.

Temperature Control

Control of engine temperature also contributes to the power and thrift of this engine and prolongs its life and minimizes cold sludging as well. From the pump water is fed to the jackets through metered passages by which it is directed first toward the exhaust valve jackets. The radiator is of unusually rugged construction with extra capacity and frontal area.

The Transmission and Final Drive

Combining the advantageous ratio progression of the overgeared type of transmission with the greater efficiency, quiet and dependability of the direct-in-fifth type, the transmission has wider gears, stiffer shafts and case and bigger bearings than heretofore provided for a chassis of this size. It is of the constant-mesh, helical-gear type, employing seven anti-friction bearings and case-hardened gears generated to Mack's exclusive Tetrapoid form for increased strength, durability and quietness. Housed in a one-piece swaged tubular banjo housing, the full-floating rear axle is driven by single-reduction spiral-bevel gears of extra size. Axle shafts are of the integral-flange type, splined on the inner ends with involute splines. Mack's exclusive and patented graduated heat-treatment imparts remarkable strength and endurance to these shafts.

**THEY
CAN'T BE
MATCHED
FOR
IN-BUILT
QUALITY**



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This cutaway view only suggests some of the hidden values "underneath the paint" which reveal themselves in better performance, greater economy, and un-failing reliability.



**Backed by Nation-Wide
Service Facilities**

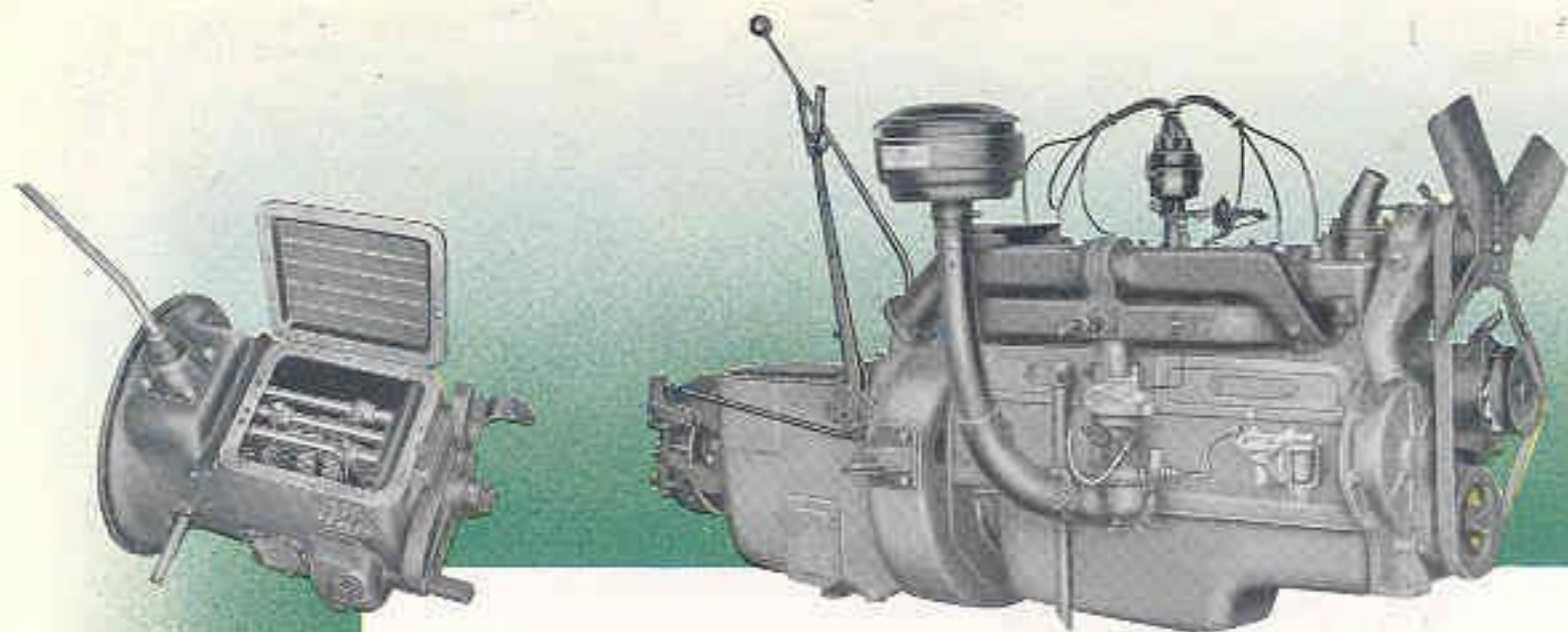
Because of their mechanical excellence Mack trucks need a minimum of service. When repairs do become necessary Mack's network of direct factory branches and leading dealers all over the country assure you time-saving, money-saving satisfaction.

Mack

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Powerful Engines... Rigid Frames

THE POWERPLANT, comprising the 95-horsepower moderate-speed engine, the big five-speed transmission, 12-inch clutch and powerful hand brake, is supported on rubber at three points. This view shows the three-piece, 12-port manifold system, the large oil-bath air cleaner, crankcase ventilation tube and short-connected fuel pump.



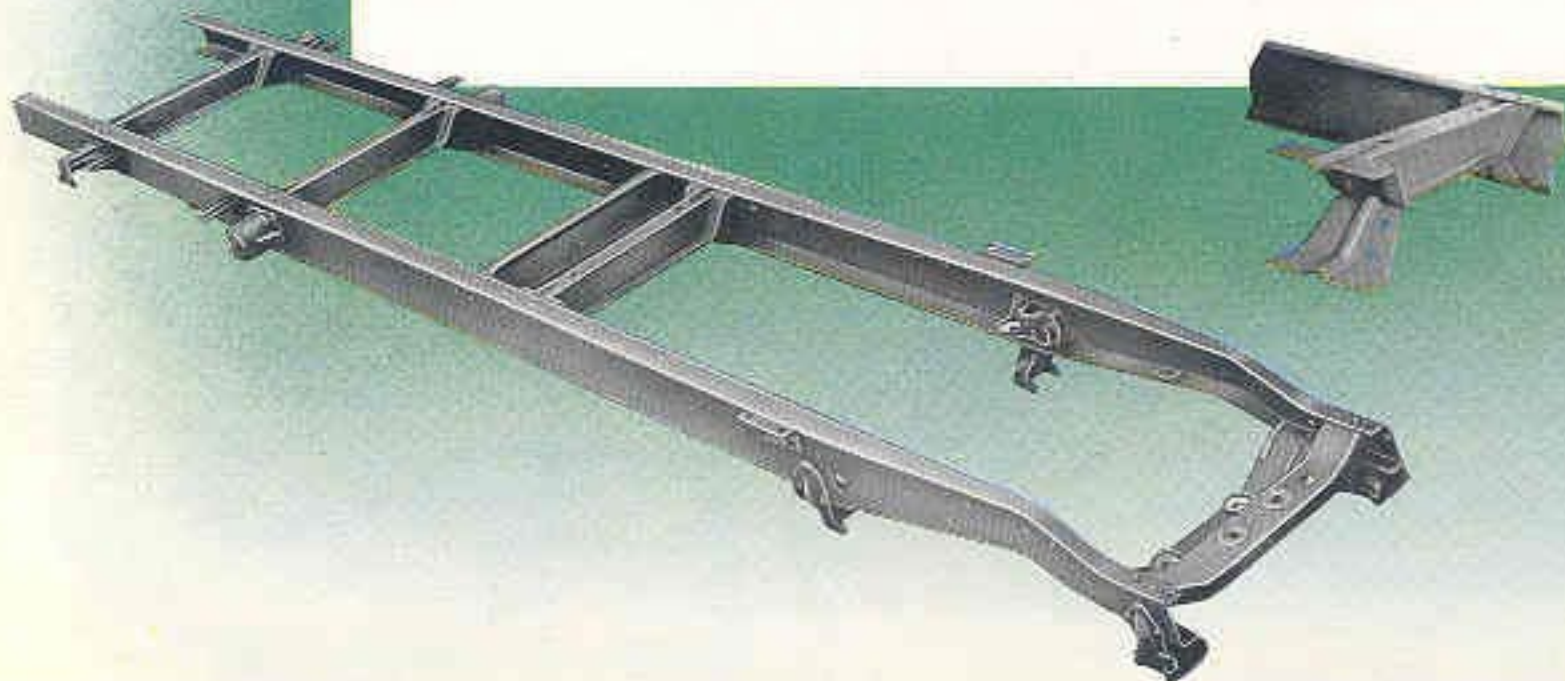
There is nothing fragile about the husky five-speed transmission. The forward lever location cleans up the floorboards and increases accessibility to the box.

The heavy, stiff crankshaft runs on seven 2 1/2" main bearings, it is fully counterbalanced, which means that it is not only in static balance, but in true dynamic balance. Mack accomplishes this

with twelve counterweights, each of which is forged integral with the crankshaft throw. Proper balance assures even running and much longer bearing life.

Robust frame construction has always been a Mack characteristic. Side-members are unusually deep and wide and are braced by no less than five sturdy cross-members, three of which are of the box-girder type. At the front is a massive Z-shaped member which serves as the front support for both engine and radiator as well as serving the vital function of firmly bracing the front end of the frame.

CROSS MEMBERS are of the same rugged box-girder type which have proved themselves so successfully on larger Macks.



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