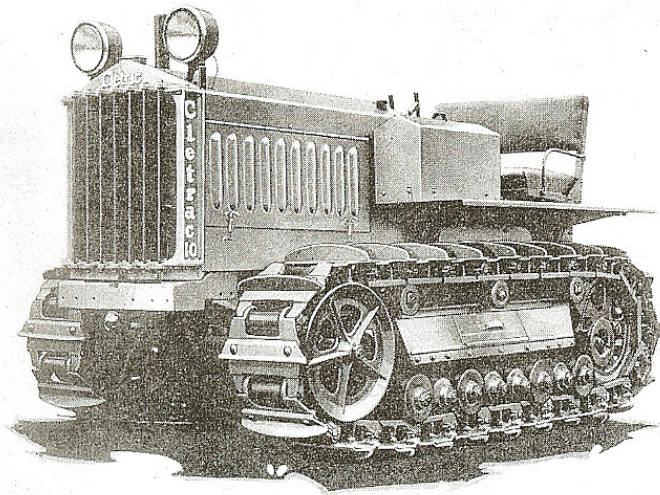


C L E T R A C

## Specifications Model 40



**MOTOR**—Six cylinder, four cycle, water-cooled, valve-in-head, cylinders cast enbloc,  $4\frac{1}{2}$  inch bore by 5 inch stroke. Crankshaft is of S.A.E. Steel 1045, heat treated, supported in four bronze-back, babbitt-lined main bearings which are  $2\frac{3}{4}$  inches in diameter. Pistons are cast iron, having four  $\frac{3}{16}$  inch wide compression rings and one  $\frac{3}{16}$  inch wide oil regulating ring. Connecting rods are of S.A.E. Steel 1035, drop forged.

**MOTOR LUBRICATION**—Force feed lubrication to the crankshaft, connecting rods, cam shaft and valve rocker shaft. Splash lubrication to the cylinder walls, pistons, rings and wrist pins.

**STARTING, LIGHTING AND IGNITION**—Delco-Remy, 12-volt, starting, lighting and ignition units furnished as standard equipment, with Willard 12-volt, 120 ampere hour battery.

**GOVERNOR**—Kingston governor is used in conjunction with hand control for increased motor speed.

**CARBURETOR AND FUEL SYSTEM**—Schebler, centralized float carburetor, size  $1\frac{3}{4}$  inch. A C Fuel Pump is used in conjunction which assures fuel on any grade up to 60%. The intake manifold is hot-spotted above the carburetor to insure perfect vaporization of the fuel. All fuel lines are copper tubing. The fuel tank capacity is 40 gallons. It is mounted on the right-hand fender.

**OIL FILTER**—All motor oil is filtered thru the Purolator mounted on the right hand side of the motor.

**CLARIFIER**—All air entering the carburetor is cleansed by the Pomona Clarifier, securely mounted to the dash with steel tube connections to the carburetor.

**COOLING SYSTEM**—Tubular radiator. Capacity of cooling system 8 gallons.

**CLUTCH**—Borg and Beck, pull type, single plate, 14 inches in diameter.

**TRANSMISSION AND SPEEDS**—Selective type, three speeds forward and one reverse. Low speed is 2.2 miles per hour. Intermediate speed is 3.6 miles per hour. High speed is 5.7 miles per hour. Reverse speed is 2.2 miles per hour. All ratings given are at a governed engine speed of 1575 R.P.M. Ball bearings are used throughout.

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## C L E T R A C

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**STEERING**—Steering is accomplished by the effect of the motor through a planetary compensating differential.

**DRIVE SPROCKET WHEELS**—The drive sprocket wheels are of cast steel and are supported on extra large shafts mounted in heavy duty ball bearings.

**TRACKS AND TRACTIVE SURFACE**—The track shoes are 14 inches wide, 10 inch pitch. Grousers are  $2\frac{1}{2}$  inches high and 17 inches wide. There are 24 chrome steel shoes in each track. Track shoes pin are  $1\frac{1}{8}$  inch diameter, of special chrome manganese steel. The bushings and rollers are of the same steel—heat-treated. Length on the ground for each track is 80 inches. The total tractive surface is 2240 square inches.

**GENERAL DIMENSIONS**—Length over all, 132 inches. Width over all, 69 inches. Height over all, 63 inches. Center to center of tracks, 48 inches. Clearance at drawbar spring 8 inches without grousers.

**TURNING RADIUS**—Turning radius is 11 feet.

**RATINGS**—At the drawbar, 40 horsepower. At the power pulley, 55 horsepower.

**POWER PULLEY AND TAKE-OFF—EXTRA EQUIPMENT**—Attachment furnished with or without belt pulley. Pulley 20 inches in diameter, 13 inch face. Operates at 560 R.P.M. at a belt speed of 2900 feet per minute, and motor speed of 1575 R.P.M. Power take-off shaft operates at 560 R.P.M.