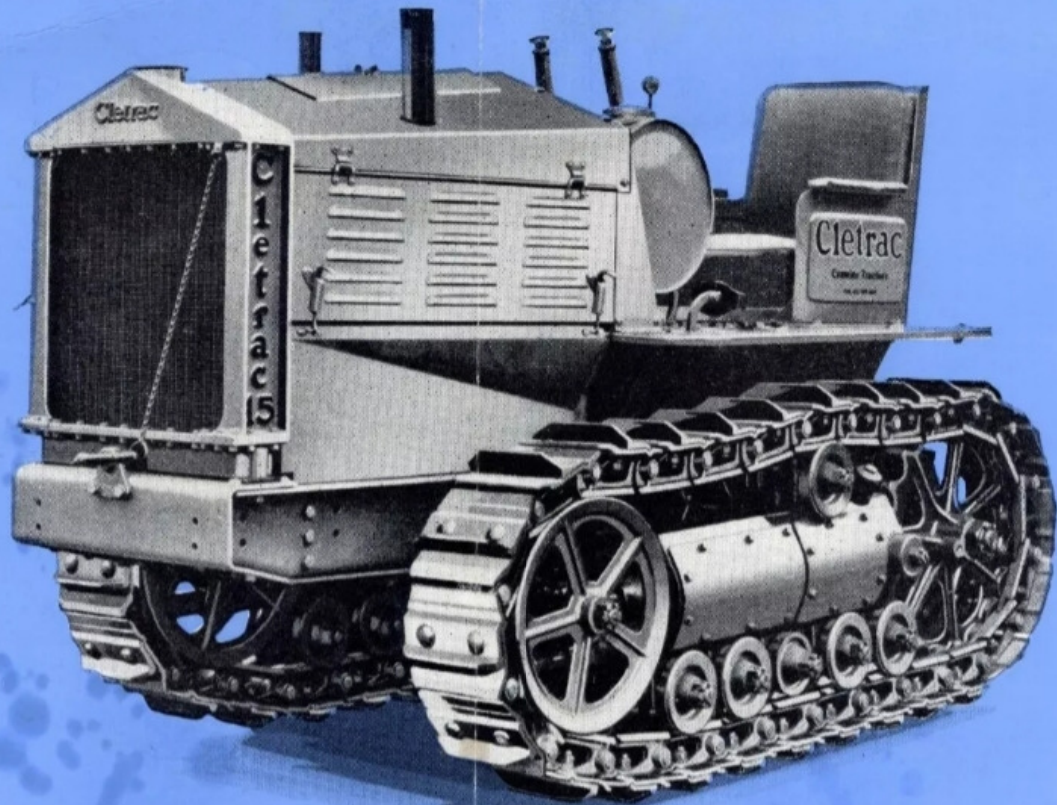


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HERE IT IS--THE NEW SMALLER CLETRAC OF GREATER GENERAL UTILITY

MANY thousands of power users and crawler tractor admirers have asked us for a new smaller model possessing the improvements, refinements and performance qualities of the larger Cletrac sizes.

It is now our pleasure to announce this tractor—the Cletrac “15”—built to meet the definitely expressed demand of power users for a crawler tractor of greater general utility.

It is unnecessary to stress greater power, plenty of traction and the marvelous handling ease built into this tractor. These are well known features found in all Cletracs. Of more impor-

tance is their application to the numerous kinds of work for which a crawler tractor is essential. Power users everywhere will welcome this message about a tractor eminently suited for so many of their needs.

The Cletrac “15” is finely balanced in power, speed and traction and well proportioned in rugged strength for many years of profitable service.

Not since the advent of tractor use has a new model been introduced—comparable in price—which has offered more of value to so many classes of power users.

THE CLEVELAND TRACTOR CO., CLEVELAND, OHIO

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SPECIFICATIONS

MOTOR—Four-cylinder, four-cycle, water-cooled, L-head, cylinders cast en bloc, 4-inch bore by 4½-inch stroke. Crankshaft is 1045 carbon steel, heat treated, supported in three large bronze-back, babbit-lined main bearings. Pistons are of cast iron, having three ⅜-inch compression rings. Connecting rods are S.A.E. steel 1035 drop forged. Intake valves are S.A.E. 3140, 1½ inches clear diameter. Exhaust valves are chrome silicon 1½ inches clear diameter.

MOTOR LUBRICATION—Force feed lubrication to crankshaft, connecting rods and timing gears. Splash lubrication to cam shaft, cylinder walls, pistons, rings and wrist pins. Pressure supplied by gear type oil pump.

IGNITION—Ignition by high tension Eisemann magneto with impulse starter.

GOVERNOR—Fly ball governor to butterfly valve at point of carburetor intake.

CARBURETOR AND FUEL SYSTEM—Tillotson carburetor size 1-inch. The intake manifold is exhaust jacketed above the carburetor to assure perfect vaporization of the gases. All fuel lines are of copper tubing. The fuel tank is mounted back of dash. It has a capacity of 20 gallons.

CLARIFIER—All air entering the carburetor is cleaned by Pomona clarifier securely mounted to the dash with a steel tube connection to carburetor.

OIL FILTER—All motor oil is filtered through oil filter mounted on motor.

COOLING SYSTEM—Tubular radiator with sufficient fins for cooling. Capacity 3 gallons. The fan is of four-blade construction driven from pulley on crank shaft by a composition "V" type belt.

CLUTCH—Borg and Beck of push type design, single plate, 11-inch diameter.

TRANSMISSION AND SPEEDS—Selective type, three speeds forward and one reverse. Low speed is 1.95 miles per hour. Intermediate speed is 3.05 miles per hour. High speed is 4.37 miles per hour. Reverse speed is 2.2 miles per hour. All miles per hour ratings given at a governed engine speed of 1250 R.P.M. All shafts and gears are made of alloy steel and heat treated, heavy duty ball bearings are used throughout. The lubrication of the transmission is provided by a plunger pump.

STEERING—Steering is accomplished by the effect of the motor through planetary compensating gears. As pressure is applied to either side of the steering brake drums by the steering gear, it slows down the track on the side to which pressure is applied, causing the opposite track to speed up.

LOWER TRACK WHEELS—The lower track wheel assemblies are of plain bearing design, having cast iron bearing boxes with hardened steel shafts. Gravity feed lubrication through felt wicking.

DRIVE SPROCKETS—The drive sprockets are steel forgings and are supported on extra large shafts mounted in heavy duty ball bearings.

TRACKS AND TRACTIVE SURFACE—The tracks are 9 inches wide, 6½-inch pitch. Grouters to suit ground conditions. There are 26 forged steel shoes in each track. Track shoe pins are ⅜-inch diameter. Pins, rollers and bushings are carburized and hardened. Length on ground each side is 53 inches. The total tractive surface is 963 square inches.

GENERAL DIMENSIONS—Length overall, 93½ inches. Width overall, 50½ inches. Height at radiator cap, 52½ inches. Ground clearance, 13½ inches. Center to center of track, 40 inches.

TURNING RADIUS—Turning radius is 8 feet.

RATINGS—At the draw bar 15 H.P.; at the power pulley, 22 H.P.

POWER PULLEY OR POWER REDUCTION TAKE-OFF—EXTRA EQUIPMENT—Pulley is 10½-inch diameter, 6½-inch face. Operated at 1040 R.P.M. at a belt speed of 2860 feet per minute, and motor speed of 1250 R.P.M. Power reduction take-off shaft (A.S.A.E. standard spline) operates at 556 R.P.M. at 1250 R.P.M. motor speed.

Cletrac

