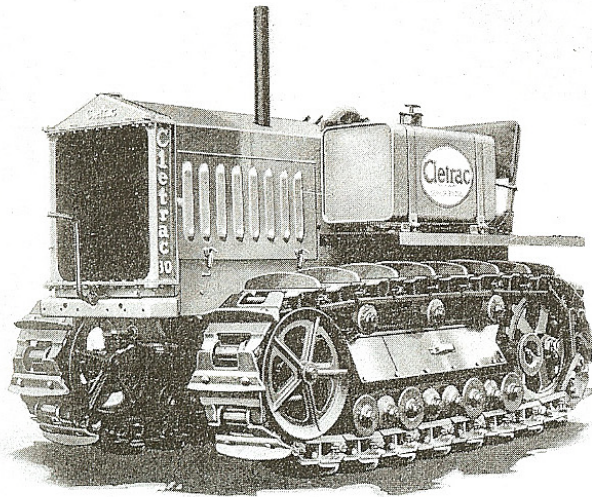


C L E T R A C

## Specifications Model 30



**MOTOR**—Six cylinder, four cycle, water-cooled, valve-in-head, cylinders cast enbloc,  $3\frac{3}{4}$  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  $2\frac{1}{2}$  inches in diameter. Pistons are cast iron, having two  $\frac{3}{16}$ " 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 and valve rocker shaft. Splash lubrication to the cam shaft, cylinder walls, pistons, rings and wrist pins.

**IGNITION**—Eisemann high-tension magneto with impulse starter. Delco-Remy starting and lighting system and Willard battery are optional equipment.

**GOVERNOR**—Fly ball governor to butterfly valve above carburetor.

**CARBURETOR AND FUEL SYSTEM**—Schebler centralized float carburetor size  $1\frac{1}{2}$  inch. A C Fuel pump is used in conjunction which insures fuel on any grades up to 60%. Intake manifold is hot-spotted above the carburetor to insure perfect vaporization of fuel. All fuel lines are of copper tubing. The fuel tank capacity is 30 gallons. It is mounted on the left-hand fender.

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

**OIL FILTER**—All motor oil is filtered through the Purolator, mounted on left side of motor.

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

**CLUTCH**—Borg and Beck, of push type design, single plate, 12 inch diameter.

**TRANSMISSION AND SPEEDS**—Selective type. Three speeds forward and one reverse. Low speed is 2.1 miles per hour. Intermediate speed is 3.2 miles per hour. High speed is 4.1 miles per hour. Reverse speed is 2.6 miles per hour. All ratings given are at a governed engine speed of 1700 R.P.M.

## 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, heat-treated, supported on extra large shafts mounted in heavy-duty ball bearings.

**TRACKS AND TRACTIVE SURFACE**—The track shoes are 12 inches wide,  $9\frac{1}{2}$  inch pitch. Grousers are  $2\frac{1}{2}$  inches high and  $15\frac{1}{4}$  inches wide. There are 22 heat-treated, carbon 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 67 inches. The total tractive surface is 1,608 inches.

**GENERAL DIMENSIONS**—Length over all, 104 inches. Width over all, 65 inches. Height at radiator cap, 57 inches. Center to center of tracks, 44 inches. Clearance at drawbar,  $8\frac{1}{2}$  inches, without grousers.

**TURNING RADIUS**—Turning radius is 10 feet.

**RATINGS**—At the drawbar, 30 horsepower. At the power pulley, 45 horsepower.

**POWER PULLEY AND TAKE-OFF—EXTRA EQUIPMENT**—Attachment furnished with or without belt pulley. Pulley is of 15 inch diameter,  $8\frac{1}{2}$  inch face. Operates at 745 R.P.M. at belt speed of 2900 feet per minute and motor speed of 1700 R.P.M. Power take-off shaft operates at 745 R.P.M.