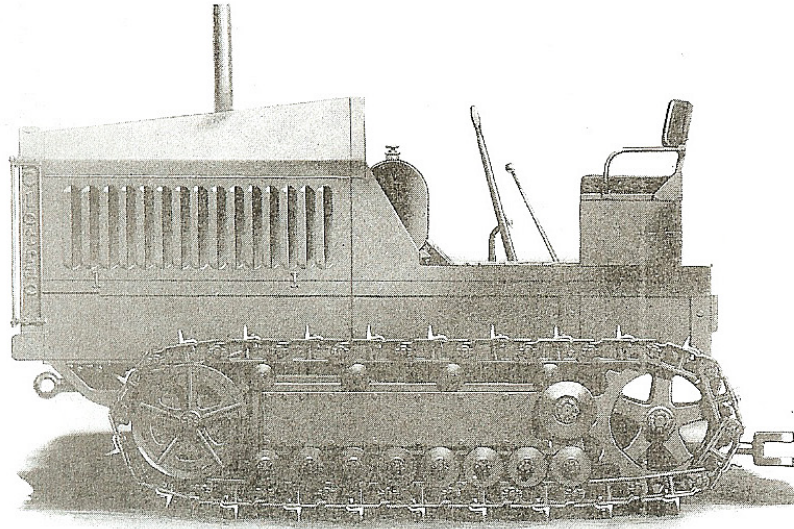


C L E T R A C

Specifications Model (80-60)



MOTOR—Six cylinder, four cycle, water-cooled, valve-in-head. Cylinders cast in pairs. $5\frac{1}{2}$ inch bore, $6\frac{1}{2}$ inch stroke. Crankshaft is S.A.E. 1045 steel, heat-treated, supported in four bronze-back, babbitt-lined main bearings which are $3\frac{1}{2}$ inches in diameter. Pistons are cast iron having four $\frac{1}{4}$ inch wide compression rings with one oil wiping ring. Connecting rods are I-beam, drop forged, S.A.E. 1035 steel, heat-treated.

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

STARTING, LIGHTING AND IGNITION—Delco-Remy 12 volt, double reduction starting motor, lighting, and ignition units furnished as standard equipment. Willard 12 volt battery.

GOVERNOR—Kingston Governor is used with hand throttle for increased motor speed.

CARBURETOR AND FUEL SYSTEM—Schebler centralized float. A C Fuel Pump is used in conjunction which assures fuel on any grades. The intake manifold is hot-spotted above the carburetor to insure perfect vaporization of the gases. All fuel lines are copper tubing. The fuel tank capacity is 75 gallons. It is mounted at the rear of the motor dash.

OIL FILTER—All motor oil is filtered through the Purolator mounted on the left hand side at the rear 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—Tube and fin radiator—Temperature is thermostat control. Capacity of cooling system 20 gallons.

CLUTCH—Borg and Beck, single disc, pull-type, 18 inch diameter. Clutch pedal can be mounted either for positive release or pedal release.

C L E T R A C

TRANSMISSION—Selective type, three speeds forward and one reverse. Low speed, $1\frac{3}{4}$ miles per hour; intermediate speed, $2\frac{1}{2}$ miles per hour; high speed, 3.6 miles per hour. Reverse speed is 2.1 miles per hour. All miles per hour ratings given at a governed engine speed of 1000 R.P.M. Heavy-duty, self-contained, double-row, Timken Bearings are used throughout.

STEERING—Steering is accomplished by the effect of the motor through planetary compensating gears.

DRIVE SPROCKET WHEELS—Drive sprocket wheels are of cast steel, heat-treated, and are supported on extra large shafts mounted in heavy duty ball bearings.

TRACKS AND TRACTIVE SURFACE—Tracks are 17 inches wide and $12\frac{5}{8}$ inch pitch. Grousers are 3 inches high and 20 inches long. There are 22 heat treated carbon steel shoes in each track. Track shoe pins are of carbonized and hardened steel $1\frac{1}{2}$ inches in diameter. The bushings and rollers are carbonized and hardened. Length on the ground for each track is 75 inches. Total tractive surface is 2575 inches.

GENERAL DIMENSIONS—Height 7 feet. Width over extended axle shaft 8 feet. Length overall 12 feet 8 inches. Clearance 16 inches.

TURNING RADIUS—Turning radius 15 feet, standard.

RATINGS—At the drawbar 80 horsepower. At the power pulley 96 horsepower.

POWER PULLEY AND TAKE-OFF—EXTRA EQUIPMENT—Attachment furnished with or without belt pulley. Pulley 24 inch diameter, 15 inch face. Operates at 455 R.P.M. at a belt speed of 2980 feet per minute and motor speed of 1000 R.P.M. Power take-off operates at 444 R.P.M. A power take-off transmission can be supplied to give any desired R.P.M.