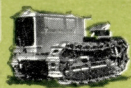


# How Industry Puts Cletracs to Work!

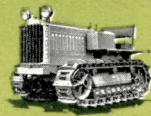
Highway construction and maintenance  
 Street repair and municipal projects  
 Airport building and maintenance  
 Snow removal from roads, streets, sidewalks  
 Real estate and subdivision development  
 Land clearing, grading, dragging  
 Excavating and earthmoving  
 Bull-dozing, ditch digging, back-filling  
 Laying pipe, erecting poles, stringing lines  
 Loading, unloading and spotting freight cars  
 Hauling materials in and around factories  
 Logging work—snaking, hauling, loading  
 "Pulling" casing and rods, trench work,  
 hoisting and moving equipment in the  
 oil fields  
 Stripping, loading and hauling at mines and  
 quarries  
 Operating hoists and conveyors at wharves  
 Golf course building and maintenance

These are but a few of the many uses which  
 Cletracs are serving. Wherever there is  
 work demanding sure-footed, abundant,  
 low-cost power, you will find one of the  
 five famous Cletrac Crawlers, shown below,  
 to perfectly match your requirements.

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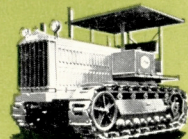
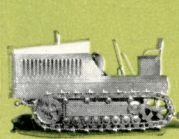


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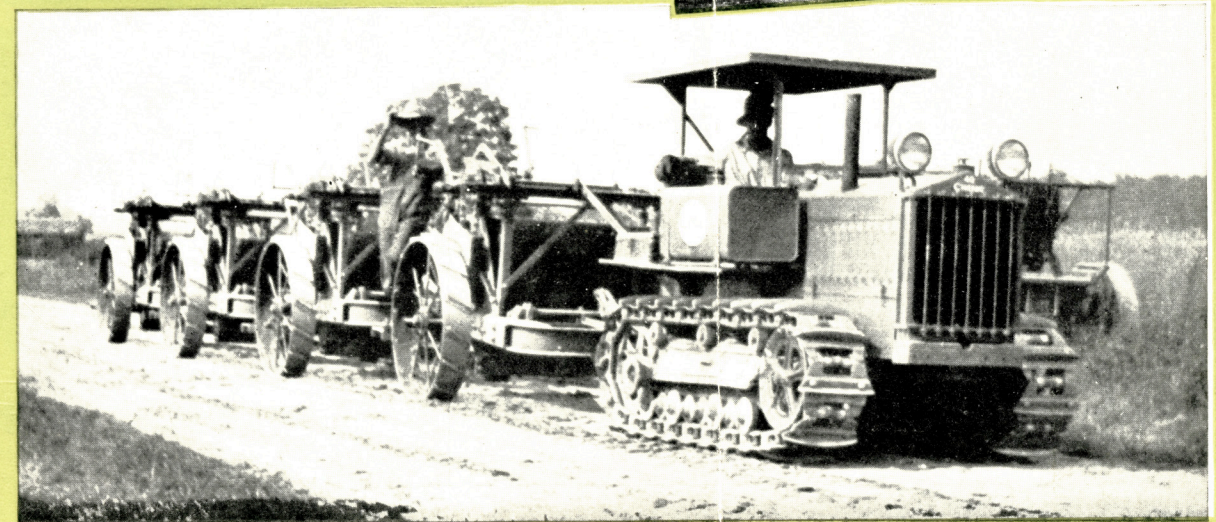
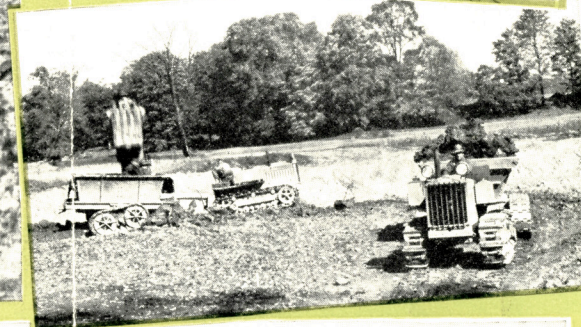
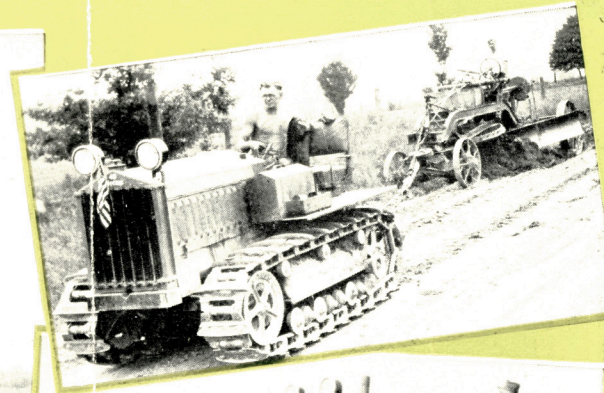
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# A Rugged, Heavy-Duty Unit of Large Capacity — Built for Big Jobs and Hard Going

HERE is a power unit designed to cover that broad "middle field" of work which is beyond the ability of small tractors and for which heretofore only excessively large and costly tractors have been available. *Cletrac* "40," with its rated forty horse-power and maximum fifty-five, specifically meets this middle field of work and makes possible a definite, substantial saving in tractor investment and operating expense.

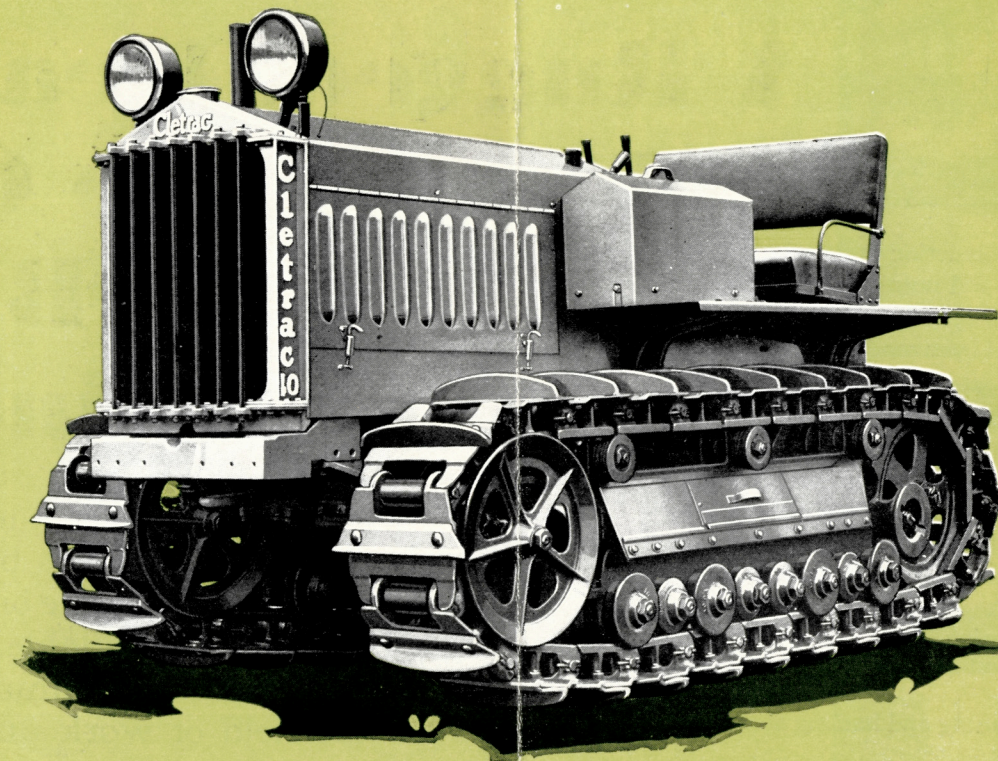
In the work of road construction, land clearing, earth moving, grading, bull-dozing, snow-removal, hauling, logging and similar kinds of activity *Cletrac* "40" sets up new standards of efficiency and production by permitting the use of larger equipment and handling of greater loads.

Built for big jobs and hard going, *Cletrac* "40" measures up to every specification. It is a tractor with an extremely wide range of usefulness and adaptability, readily lending it-

self to use with scores of standard attachments and devices such as winches, grader outfits, hydraulic bull-dozers, snow plows and similar equipment.

Where the class of work to be done calls for forty horse-power capacity, **CHOOSE CLETRAC "40."** Its dependable, sure-footed performance, its delivery of full rated power and its exceptional economy of operation make it an outstanding value in the field of heavy duty tractors.

**THE CLEVELAND TRACTOR COMPANY**  
**CLEVELAND, OHIO**



## SPECIFICATIONS

**MOTOR**—Six cylinder, four cycle, water-cooled, valve-in-head, cylinders cast enbloc, 4½ inch bore by 5 inch stroke.

**MOTOR LUBRICATION**—Force feed lubrication to the crank shaft, connecting rods, cam shaft and valve rocker shaft. Splash lubrication to the cylinder walls, pistons, rings and wrist pins. A double oil pump of gear type assures lubrication on extreme grades.

**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 1¾ inch. A C Fuel Pump is used in conjunction which assures fuel on any grade up to 60%. The fuel tank capacity is 40 gallons.

**OIL FILTER**—All motor oil is filtered thru the Purolator mounted on the motor.

**CLARIFIER** — All air entering the carburetor is cleansed by the Pomona Clarifier.

**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 RPM. Ball bearings are used throughout. Lubrication is by bath of oil and a belt-driven pump.

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

**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. Grouters are 2½ inches high and 17 inches wide. There are 24 chrome steel shoes in each track. Track shoe pins are 1½ 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 draw bar spring 8 inches without grouters.

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

**RATINGS**—At the draw bar, 40 horse power. At the power pulley, 55 horse power.

**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 RPM at a belt speed of 2900 feet per minute, and motor speed of 1575 RPM. Power take-off shaft operates at 560 RPM.

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