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The Super Tractor that Meets the Peak Demands of Extra Heavy Duty!

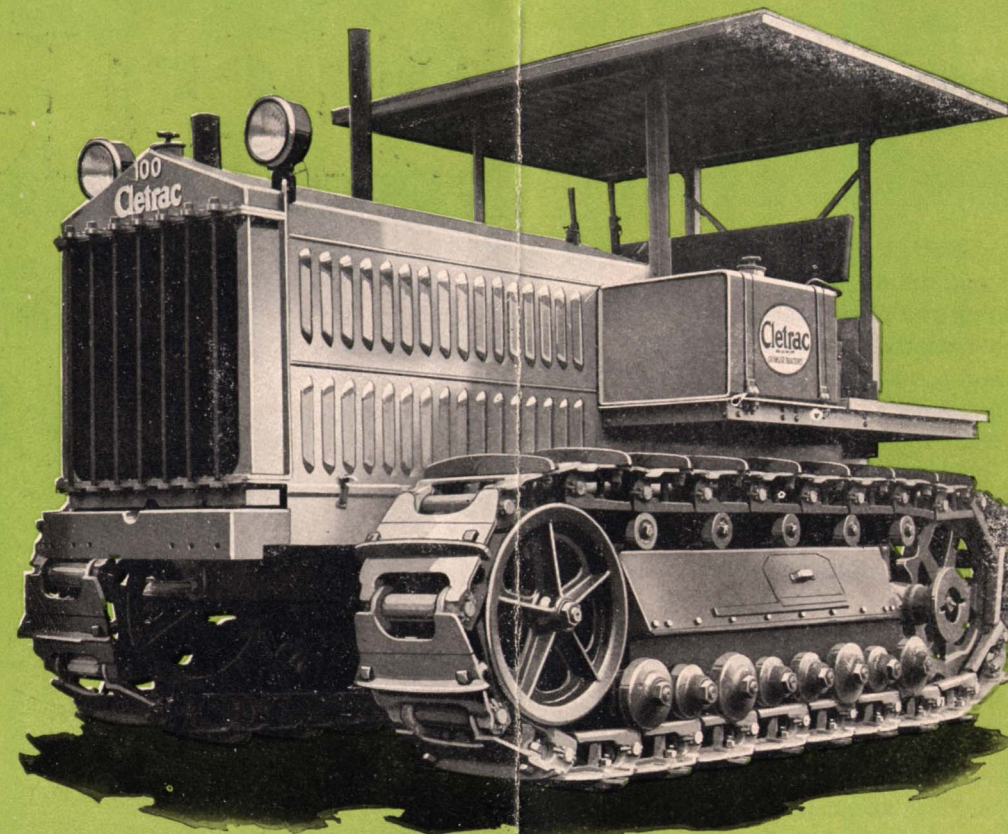
FOR the very biggest power jobs in industry--*CLETRAC 100*. Steep grades, bad footing, loads so large that they have never before been handled by tractors of any type or size--it makes no difference what the odds when this mighty giant of tractordom swings into action. Things move and are kept moving--at a pace that cuts labor costs and pushes contracts and jobs to quick and profitable completion.

Cletrac "100" makes possible the use of double and treble the maximum operating equipment usually handled by a single tractor and permits tandem hook-ups and multiple trailer loads with their worthwhile economies of time and manpower. In road construction, earth moving, grading, snow - removal, mining, logging, hauling and similar operations where such power capac-

ity as this can be utilized, *Cletrac "100"* offers unmistakable advantages.

Built specifically for extreme heavy duty work, *Cletrac "100"* has no counterpart in the field of tractor power. It has a full delivery of one hundred horse-power at the draw bar, plus the characteristic *Cletrac* reserve for sudden power emergencies.

THE CLEVELAND TRACTOR COMPANY
CLEVELAND, OHIO



SPECIFICATIONS

MOTOR—Six cylinder, four cycle, water-cooled, valve-in-head.

MOTOR LUBRICATION — Force-feed lubrication to crank shaft, cam shaft, valve rocker shaft, connecting rods and wrist pins. Splash lubrication to cylinder walls. The pressure is supplied by the use of two gear-driven pumps.

STARTING, LIGHTING AND IGNITION—Delco-Remy dual type ignition, semi-automatic, manual spark control. Generator and starting motor Remy 12-volt type. Battery, Willard type GHLR-31, 12-volt, 15 plate, capacity 152 ampere hours.

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

CARBURETOR AND FUEL SYSTEM—Schebler carburetor, size 2 inch. Two fuel tanks, each one having a capacity of 50 gallons, are mounted on the platform.

VACUUM TANK—Two gallon capacity vacuum tank mounted on the dash.

OIL FILTER—Oil filter is mounted on the right side of motor.

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

CLUTCH—Borg and Beck single disc, pull type, 18 inches in diameter.

TRANSMISSION AND SPEEDS — Selective type. Three speeds forward and one reverse. Low speed is 1.75 miles per hour. Intermediate speed is 2.9 miles per hour. High speed is 4.5 miles per hour. Reverse speed is 2.5 miles per hour. All ratings given are at a governed engine speed of 1000 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 planetary compensating gears. As pressure is applied to either side of the brake drums by the steering gear, 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 have full manganese sprockets riveted to the wheels. These assemblies are supported on extra large shafts mounted in heavy-duty ball bearings.

TRACKS AND TRACTIVE SURFACE—Tracks are 19 inches wide, 14 inch pitch. Grouters are 2 1/2 inches high and 22 inches wide. There are 23 heat-treated carbon steel shoes in each track, having 1 3/4 inch diameter special chrome manganese steel track pins. The bushings and rollers are made of the same steel, heat-treated. Length on ground each side is 112 inches, giving a total tractive surface of 4256 square inches, with a ground pressure of 6.6 pounds per square inch.

GENERAL DIMENSIONS—Height 7 feet, 2 inches. Width with grouters attached 8 feet. Length over all, 14 feet, 10 inches. Clearance 12 inches.

TURNING RADIUS—Turning radius is 17 feet.

RATINGS—Rating at the draw bar 100 horse power. At the power pulley 115 horse power.

POWER PULLEY AND TAKE-OFF—EXTRA EQUIPMENT—Attachment furnished with or without belt pulley. Pulley 24 inch diameter, 15 inch face. Operates at 477 RPM at a belt speed of 3500 feet per minute and motor speed of 1000 RPM. Power take-off shaft operates at the same speed.

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