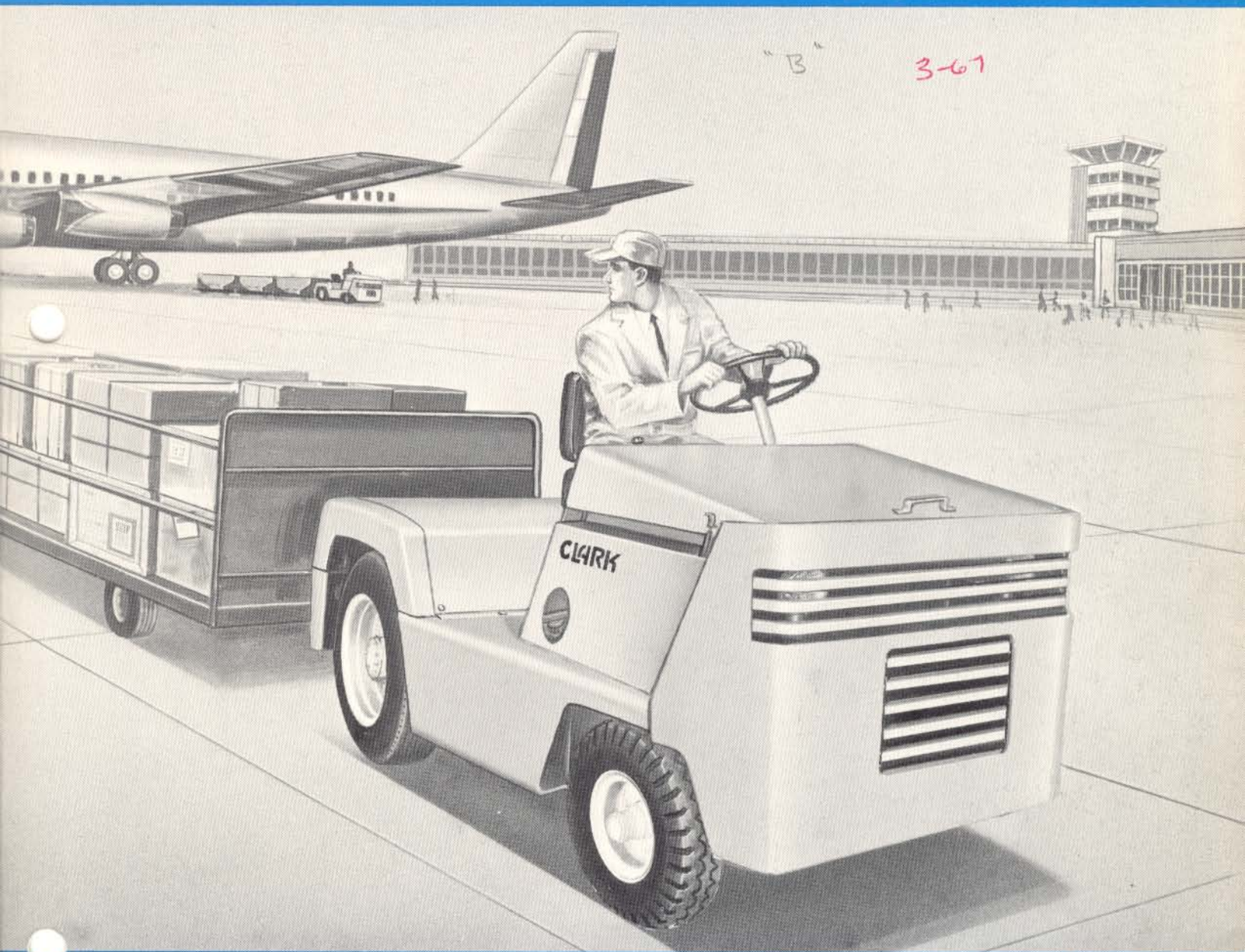


CLARKTOR[®] 20/30/40/50 FLUID COUPLING

GAS POWERED TOWING TRACTORS 2,000/5,000 POUND DRAWBAR PULL



CLARK[®]
EQUIPMENT

INDUSTRIAL TRUCK DIVISION / BATTLE CREEK, MICHIGAN

CLARKTOR® 20/30/40/50 FEATURES

RUGGED ENGINE is a Continental Industrial Red Seal L-head gasoline model designed expressly for tow tractor operations. Standard 6-cylinder, 84 horsepower engine for dependable, economical operation. A submerged, gear-type oil pump gets large volumes of oil up to the connecting rods, main bearings, camshaft and timing gears to properly lubricate these vital engine parts. And the downdraft carburetor provides just the right fuel-air mixture for efficient combustion at all operating speeds. Clean, filtered air enters the carburetor through a two-stage dry type air filter with pre-cleaner and washable, replaceable paper cartridge. The twelve-volt electrical system includes a positive engagement starter and starter interlock. Positive engagement means less wear on the starter and the interlock protects the starter from being engaged while the engine is running.

SYNCHROMESH TRANSMISSION with fluid coupling gives you smooth, easy start-ups and keeps shock loadings to a minimum. This heavy duty, manually-shifted model will keep working year after year with a minimum of maintenance. Three forward speed ranges and one in reverse are standard, plus an optional transmission is available that has four forward ranges.

FOR POSITIVE BRAKING the Clarktor utilizes two-wheel, hydraulic, internal expanding brakes with double shoes and a full 112 square inches of braking surface. The parking brake has an easy-to-use, positive-lock, Orscheln hand lever and is independent of the main braking system for safe, sure parking.

CLARK FULL-FLOATING DRIVE AXLE is designed to absorb road shock within the strong, cast-steel housing and allow the axle shafts to efficiently transmit torque. This, along with the use of high alloy shafts and double reduction gearing, makes the Clark drive axle the hardest-working, longest wearing axle in the industry.

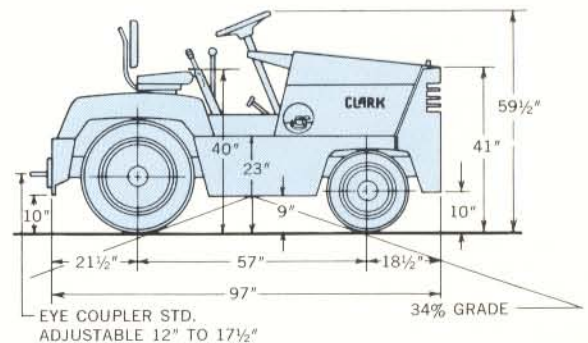
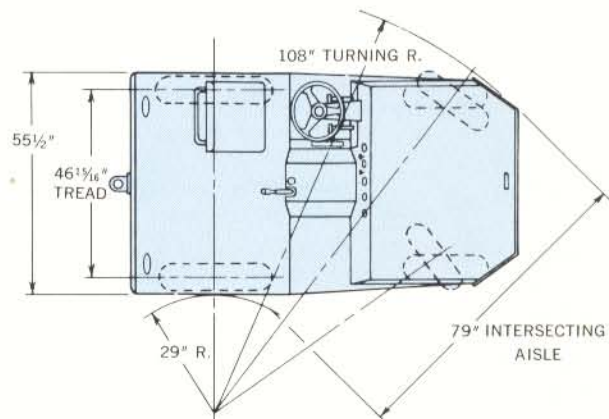
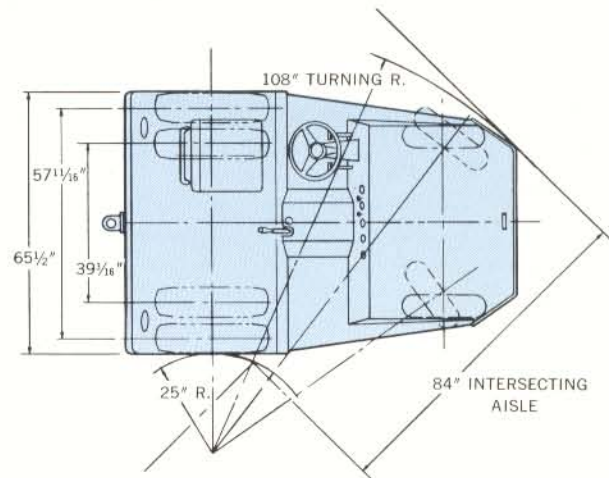
STEERING SYSTEM includes a Clark, heavy-duty, I-beam steer axle and inclined king pins for trouble-free steering and long life. Completing the system is a recirculating ball type steering gear with 18" diameter hand wheel for easy, positive steering control.

THE MAIN FRAME, built with heavy steel plate and featuring all-welded, unitized construction typifies the strength built into all Clark products. Fixture welding is another plus feature from Clark that assures perfect alignment of drive train components.

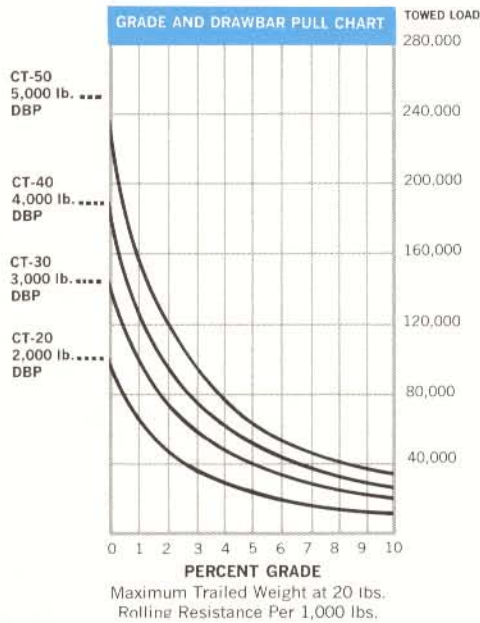
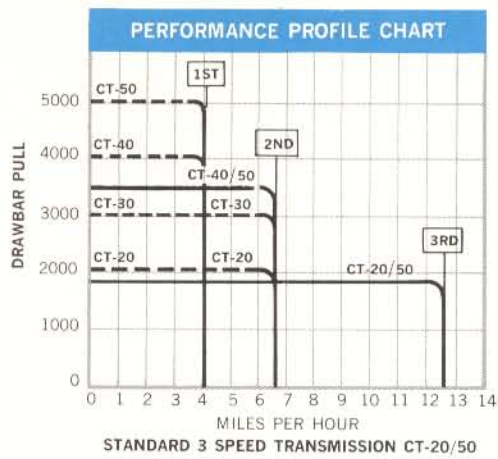
A 1/2" thick, steel, wrap-around bumper plate is welded to the frame to form the solid, integral unit required for pushing operations. This massive front bumper plate also provides a protective grill for the radiator, as well as allowing for engine cooling through openings cut in the steel.

DRIVER COMFORT is assured with a seat made of thick, polyurethane, foam padding covered in weather resistant vinyl. For additional adjustment to suit various drivers there is an automotive-type latch that allows lateral movement of the seat up to four inches.

DIMENSIONAL SPECIFICATIONS



Clark products and specifications are subject to improvements and changes without notice.



ENGINEERING SPECIFICATIONS

MODEL CT	20	30	40	50
*Maximum Drawbar Pull	2000#	3000#	4000#	5000#
Service Weight	3500#	4300#	5100#	5900#
Travel Speeds Fwd	12.5 M.P.H.	Rev	2.7 M.P.H.	

*Rated drawbar pull based on .9 friction coefficient and 12" coupler height.

ENGINE: Continental Industrial Red Seal L-head gasoline engine. Connecting rods, main bearings, camshaft and timing gears are pressure lubricated by a submerged, gear-type oil pump. Intake air is drawn through a two-stage, dry-type air filter. Down-draft carburetor with mechanical governor controls power. In line fuel filter with metal bowl.

MODEL	F-227 Standard	F-162 Optional**
CYLINDERS	6	4
BORE	3 ⁵ / ₁₆	3 ⁷ / ₁₆
STROKE	4 ³ / ₈	4 ³ / ₈
DISPLACEMENT GOVERNED	227 cu. in.	162 cu. in.
R.P.M. (full load)	2650	2650
NET BRAKE H.P. @ GOV. R.P.M.	84	57
TORQUE @ 1400 R.P.M.	181 ft. lbs.	135 ft. lbs.
COOLING SYSTEM CAP.	13.5 qts.	13.5 qts.
FUEL TANK CAPACITY	17 gal.	17 gal.

**4 Speed transmission required on CT 50.

ELECTRICAL SYSTEM: Twelve-volt, automotive-type, negative-ground system includes 25-ampere, low cut-in generator, voltage regulator and 61-ampere-hour battery. Key starting ignition switch controls positive engagement starter equipped with electrical interlock. Distributor is dust-proof. Electrical horn with weatherproof horn button.

INSTRUMENTS: Dash-mounted instruments include digital engine hour meter; ammeter; temperature, oil pressure, and fuel gauges.

TRANSMISSION: Manually-shifted, heavy-duty, synchromesh transmission. Three*** speeds forward and one in reverse with 10" single disc, dry plate clutch in combination with a fluid coupling. Heat build up is controlled by circulating air through the clutch housing and over the finned exterior of the fluid coupling. Optional four-speed transmission available.

DRIVE AXLE: Clark, full-floating, double-reduction drive axle with thick, cast-steel housing. Drive shaft with two universal joints connects the transmission and drive axle.

STEERING SYSTEM: Clark, heavy duty, I-beam steer axle equipped with inclined king pins. Re-circulating ball type steering gear and 18" diameter hand-wheel.

BRAKES: Two wheel hydraulic, double shoe brakes with 112 square inches of total braking surface. Independent parking brake shoe on the drive shaft is controlled by an Orscheln hand lever.

WHEELS AND TIRES: Disc-type, drive wheels with demountable side rings and tube-type tires. Industrial 2-piece steer wheels. Standard, pneumatic tire sizes: Single drive tires 6.50-16, 6-ply rating, tube-type; dual drive tires (optional) 6.50-16, 6-ply rating, tube-type; steer tires 6.00-9, 6-ply rating, tube-type.

FRAME: Heavy steel plate components assembled in positioning fixture and welded for unitized construction.

BUMPER PLATE AND COUPLER: Heavy-duty, wrap-around bumper plate of 1/2" thick steel with engine cooling openings. Bumper and frame are welded to form an integral unit. An eye-type, rear-mounted coupler is standard. Other couplers available as optional equipment.

SEAT: Comfortable seat and backrest of thick polyurethane foam covered with weather-resistant vinyl. Automotive-type latch releases seat for horizontal adjustment up to four inches.

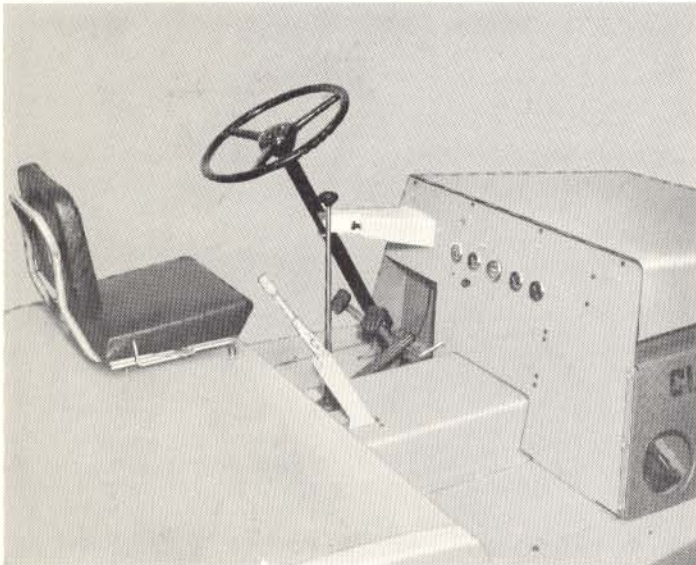
GENERAL: Protectoseal gas-tank filler cap. Zinc or cadmium plated fasteners used throughout. Frame members and fabrications are shot-blasted and prime painted before assembly.

OPTIONAL EQUIPMENT: All-weather cab ■ Alternator ■ Heater and defroster ■ Light Set—Headlights, stop and tail light, back-up light ■ Deluxe seat ■ Passenger seat ■ Snow plows ■ LPG fuel system ■ Power take-off driven winch (Four-speed transmission required) ■ Bearcat Grizzly's or Armor Guard tires.

Other factory options available.

***Four speed transmission required on CT 50 with 4 cylinder engine.

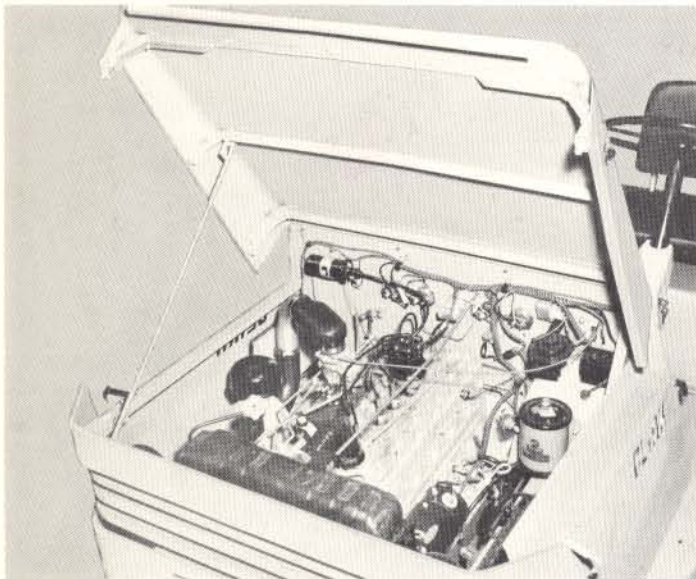
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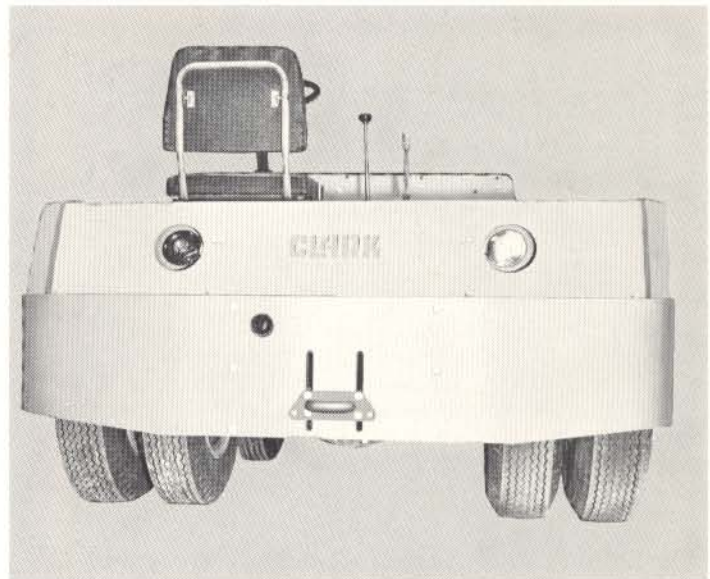
All controls and instruments are conveniently located for maximum efficiency.



Rugged steel cab (optional) enables drivers to operate efficiently in inclement weather. Lights shown are optional (extra).



Most engine and electrical components are accessible with just the hood up.



Dual drive tires and the combination stoplight — taillight and back-up light are available (optional).

CLARK[®]
EQUIPMENT

Industrial Truck Division
Battle Creek, Michigan

GAS/DIESEL/ELECTRIC FORK LIFTS
ELECTRIC NARROW AISLE TRUCKS
ELECTRIC HAND TRUCKS/STRADDLE CARRIERS
TOWING TRACTORS/COMPLETE LINE OF HANDLING DEVICES