

(By U. S. Standards of Weights and Measures.)

MANUFACTURER	SIZE	LINE
● ALLIS-CHALMERS MFG. CO. Tractor Division	"L-O".....	1
	"L".....	2
	"S-O".....	3
	"K-O".....	4
	"K".....	5
	"M"..... (A)	6
● CATERPILLAR TRACTOR CO.	Diesel D8.....	7
	Diesel D7.....	8
	Diesel D6 (Tested as Diesel Forty).....	9
	R5.....	10
	Diesel D4.....	11
	R4 (Tested as Thirty on Gasoline-Tractor Fuel) (A).....	12
	Diesel D2.....	13
	Twenty-Two (Tested on Gasoline-Tractor Fuel) (A).....	14
● CLEVELAND TRACTOR CO.	FD.....	15
	FG (Tested on 68-70 Octane Gasoline).....	16
	DD (Tested as 40 Diesel).....	17
	DG.....	18
	CG (Tested on 68-70 Octane Gasoline).....	19
	BD.....	20
	BG.....	21
	AD (Hercules) AD2 (Buda).....	22
	AG.....	23
	ED (High Clearance) Standard.....	24
	E (High Clearance) Standard.....	25
● INTERNATIONAL HARVESTER CO.	Diesel TD-40.....	26
	T-40 (Tested on Gasoline-Distillate)..... (A)	27
	Diesel TD-35.....	28
	T-35 (Tested on Gasoline-Distillate)..... (A)	29
	T-20 (Tested on Kerosene).....	30
● CATERPILLAR TRACTOR CO.  (By Metric System of Weights and Measures and British Imperial Gallons.)	Diesel D8.....	31
	Diesel D7.....	32
	Diesel D6 (Tested as Diesel Forty).....	33
	R5.....	34
	Diesel D4.....	35
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	Diesel D2.....	37
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NOTE: (.....) signifies information not available when this form printed, (.....X.....) signifies information not available because of tractor design.

# TRACK-TYPE TRACTOR

## UNIVERSITY OF NEBRASKA TRACTOR TEST REPORT DATA

WEIGHT AS TESTED (WITH OPERATOR) Pounds	DRAWBAR H.P. MAXIMUM		BELT H.P. MAXIMUM		OPERATING MAXIMUM LOAD TESTS						
	OBSERVED	CORRECTED	OBSERVED	CORRECTED	FIRST SPEED			SECOND SPEED		THIRD SPEED	
					Observed Drawbar Pull Pounds	Observed Speed M.P.H.	Observed Track Slip	Observed Drawbar Pull Pounds	Observed Speed M.P.H.	Observed Drawbar Pull Pounds	Observed Speed M.P.H.
24,925	76.75	80.66	91.56	93.76	20,273	1.41	4.83%	15,341	1.88	10,167	2.61
Gear ratio changed in 1936 to supersede Nebraska Test No. 200—Current Machine not yet tested at University of Nebraska.											
20,100	62.39	63.64	74.82	77.66	16,732	1.41	6.33%	10,218	2.29	6,829	3.24
13,000	49.26	52.95	59.06	62.66	11,685	1.62	6.24%	7,209	2.56	5,731	3.25
Gear ratio changed in 1936 to supersede Nebraska Test No. 215—Current Machine not yet tested at University of Nebraska.											
Gear ratio changed in 1935 and engine bore changed in 1936 to supersede Nebraska Test No. 216—239—Current Machine not yet tested at Univer											
33,690	91.36	95.84	103.21	108.37	20,485	1.68	2.86%	14,529	2.36	12,337	2.76
21,020	59.89	61.75	68.24	71.31	14,746	1.53	2.70%	9,248	2.43	6,209	3.38
15,642	42.78	44.75	48.60	51.86	9,692	1.66	2.10%	6,524	2.46	4,714	3.23
13,675	51.14	54.99	59.52	64.28	10,384	1.77	5.96%	6,778	2.74	5,049	3.58
10,100	35.36	35.68	39.82	41.17	7,852	1.60	6.17%	5,811	2.28	4,541	2.90
9,950	35.05	35.33	39.15	40.83	7,211	1.61	5.39%	5,186	2.28	4,105	2.89
9,975	30.88	32.39	36.37	37.97	6,120	1.64	3.94%	4,264	2.30	3,642	2.91
First offered generally for sale in Spring of 1938—Not yet tested at University of Nebraska.											
6,605	25.33 23.72	25.79 25.15	30.97 30.41	31.96 31.47	4,900 4,534	1.93 1.94	3.29% 2.84%	3,705 3,294	2.55 2.54	2,448 2,214	3.55 3.54
Gear ratios changed in 1937 to supersede Nebraska Test No. 263—Current Machine not yet tested at University of Nebraska.											
Gear ratios changed in 1938 to supersede Nebraska Test No. 262—Current Machine not yet tested at University of Nebraska.											
12,150	57.94	61.18	63.64	67.71	11,134	1.58	12.86%	2nd speed reduced		4,939	4.24
First offered generally for sale in Spring of 1936—Not yet tested at University of Nebraska.											
11,700	43.23	45.35	52.60	55.39	9,385	1.83	2.29%	5,367	3.02	3,092	4.40
9,200	34.48	35.89	41.97	43.94	7,537	1.70	6.58%	4,964	2.60	3,551	3.42
Engine speed and gear ratios changed in Summer 1936 to supersede Nebraska Test No. 259—Current Machine not yet tested at University of Nebraska.											
First offered generally for sale in Fall of 1937—Not yet tested at University of Nebraska.											
Engine speed and gear ratios changed in Summer 1936 to supersede Nebraska Test No. 260—Current Machine not yet tested at University of Nebraska.											
First offered generally for sale in Fall of 1937—Not yet tested at University of Nebraska.											
First offered for sale in Fall of 1937—Not yet tested at University of Nebraska.											
6,100	20.47	22.11	28.76	30.51	3,867	1.84	13.28%	2,887	2.62	1,853	3.86
12,625	43.25	44.68	48.26(a)	50.62	9,528	1.69	2.87%	7,492	2.16	5,987	2.71
12770	44.28	46.67	51.67	54.05	9553	1.73	3.64%	7554	2.19	5778	2.75
12770	42.63	45.34	49.34	51.76	9023	1.73	3.85%	6982	2.20	5500	2.78
11,245	35.24	36.02	42.20	43.47	8,243	1.69	3.57%	6,314	2.16	4,855	2.72
10600	35.91	38.68	44.44	46.22	8053	1.70	5.05%	6199	2.89	4751	2.76
10600	35.04	37.18	42.17	43.60	7267	1.75	2.63%	5984	2.22	4603	2.77
7,010	23.33	24.44	26.59(a)	29.77	1st speed reduced			3,160	2.69	2,007	3.77
Kilograms					Kilograms	K. P. H.		Kilograms	K. P. H.	Kilograms	K. P. H.
15,282	91.36	95.84	103.21	108.37	9,292	2.70	2.86%	6,590	3.80	5,596	4.44
9,535	59.89	61.75	68.24	71.31	6,689	2.46	2.70%	4,195	3.91	2,816	5.44
7,095	42.78	44.75	48.60	51.86	4,396	2.67	2.10%	2,959	3.96	2,138	5.20
6,203	51.14	54.99	59.52	64.28	4,710	2.85	5.96%	3,075	4.41	2,290	5.76
4,581	35.36	35.68	39.82	41.17	3,562	2.57	6.17%	2,636	3.67	2,060	4.67
4,513	35.05	35.33	39.15	40.83	3,271	2.59	5.39%	2,352	3.67	1,862	4.65
4,525	30.88	32.39	36.37	37.97	2,776	2.64	3.94%	1,934	3.70	1,652	4.68
First offered generally for sale in Spring of 1938—Not yet tested at University of Nebraska.											
2,996	25.33 23.72	25.79 25.15	30.97 30.41	31.96 31.47	2,223 2,057	3.11 3.12	3.29% 2.84%	1,681 1,494	4.10 4.09	1,110 1,004	5.71 5.70

(A) Where two figures appear the first applies to the tractor operating on gasoline and the second to the tractor operating on tractor fuel or distillate.

(a) Operating maximum—other figures are 100% maximum.

**OBSERVED**—Data in these columns are the actual performance of the respective tractors as contained in the Official Tractor Test Reports of the University of Nebraska.

**CORRECTED**—These horsepower are based on observed performance, with corrections computed to standard atmospheric conditions of 60°F. temperature and 29.92 inches of mercury barometric pressure by the methods outlined in the S. A. E. and A. S. A. E. test code.

# COMPARATIVE SPECIFICATIONS

## UNIVERSITY OF NEBRASKA TRACTOR TEST REPORT DATA

OPERATING MAXIMUM LOAD TESTS												FUEL CONSUMPTION AT RATED DRAWBAR LOAD	BORE AND STROKE	ENGINE SPEED R. P. M.	NEBRASKA TEST NUMBER AND DATE	LINE
FOURTH SPEED		FIFTH SPEED		SIXTH SPEED		H.P. Hours Per Gallon (b)	Lbs. Per H.P. Hour									
Observed Drawbar Pull Pounds	Observed Speed M. P. H.	Observed Drawbar Pull Pounds	Observed Speed M. P. H.	Observed Drawbar Pull Pounds	Observed Speed M. P. H.											
7,598	3.46	5,067	4.86	3,360	6.38	9.77	.714	5 1/4" x 6 1/2"	1,050	No. 287—Sept., 1937	1					
4,136	4.55	2,343	6.39	X	X	9.34	.747	5 3/4" x 6 1/2"	1,050	No. 286—Sept., 1937	2					
2,565	5.94	X	X	X	X	9.49	.741	5 1/4" x 6 1/2"	1,050	No. 285—Sept., 1937	3					
		X	X	X	X						4					
											5					
											6					
University of Nebraska.																
9,968	3.22	8,058	3.85	5,594	5.24	12.02	.578	5 3/4" x 8 "	850	No. 256—May, 1936	7					
4,162	4.66	X	X	X	X	11.95	.584	5 3/4" x 8 "	850	No. 253—May, 1936	8					
2,939	4.58	X	X	X	X	11.51	.611	5 3/4" x 8 "	850	No. 243—Sept., 1935	9					
3,288	5.11	X	X	X	X	7.49	.824	5 1/2" x 6 1/2"	950	No. 224—July, 1934	10					
3,471	3.64	2,230	5.34	X	X	11.75	.595	4 1/4" x 5 1/2"	1,400	No. 273—Oct., 1936	11					
3,147	3.64	2,045	5.34	X	X	7.16	.853	4 1/4" x 5 1/2"	1,400	No. 272-271—Oct., 1936	12					
2,536	3.66	1,680	5.34	X	X	7.78	.892				13					
X	X	X	X	X	X						14					
X	X	X	X	X	X	6.83	.899	4 " x 5 "	1,250	No. 228-226—Oct., 1934	15					
						8.10	.858				16					
											17					
X	X	X	X	X	X	12.39	.564	4 3/8" x 5 1/4"	1,200	No. 235—June, 1935	18					
X	X	X	X	X	X						19					
X	X	X	X	X	X	6.60	.933	4 1/4" x 4 1/2"	1,565	No. 289—Oct., 1937	20					
X	X	X	X	X	X	9.68	.721	3 1/2" x 4 1/2"	1,530	No. 288—Oct., 1937	21					
X	X	X	X	X	X						22					
X	X	X	X	X	X						23					
X	X	X	X	X	X						24					
X	X	X	X	X	X						25					
X	X	X	X	X	X	5.18	1.186	4" x 4 1/2"	1,300	No. 261—July, 1936	26					
											27					
5,016	3.15	3,783	3.96	X	X	12.86	.588	4 3/4" x 6 1/2"	1,100	No. 230—Nov., 1934	28					
5,058	3.21	3,984	4.02	X	X	7.07	.862	3 3/4" x 4 1/2"	1,750	No. 281-280—May, 1937	29					
4,696	3.22	3,630	4.04	X	X	7.98	.866				30					
3,982	3.16	2,914	3.98	X	X	11.59	.602	4 1/2" x 6 1/2"	1,100	No. 277—April, 1937	31					
4,092	3.20	3,139	4.02	X	X	7.35	.830	3 5/8" x 4 1/2"	1,750	No. 279-278—June, 1937	32					
3,830	3.22	2,987	4.06	X	X	8.18	.845				33					
X	X	X	X	X	X	7.27	.932	3 3/4" x 5 "	1,250	No. 199—Oct., 1931	34					
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(b) The weight per gallon varies with different fuels so that the horsepower hours per gallon is dependent among other things upon the weight of the fuel used in that particular test.

# TRACK-TYPE TRACTOR

## MANUFACTURER'S ADVERTISED DATA

GAUGES AND APPROXIMATE SHIPPING WEIGHTS Pounds	HORSEPOWER (See Nebraska Test Data)		MAXIMUM DRAWBAR PULL AT RATED ENGINE SPEED (SEE NEBRASKA TEST DATA)												
			FIRST GEAR		SECOND GEAR		THIRD GEAR		FOURTH GEAR		FIFTH GEAR		SIXTH GEAR		
			Drawbar	Belt	Pounds	M.P.H.	Pounds	M.P.H.	Pounds	M.P.H.	Pounds	M.P.H.	Pounds	M.P.H.	Pounds
68"-23,000	80.66	93.76	20,273	1.48	15,341	1.94	10,167	2.68	7,598	3.50	5,067	4.90	3,360	6.41	
68"-21,550	80.66	93.76	20,273	1.48	15,341	1.94	10,167	2.68	7,598	3.50	5,067	4.90	3,360	6.41	
64"-19,500	62"-18,700	63.64	77.66	16,732	1.52	10,218	2.32	6,829	3.25	4,136	4.55	2,343	6.37	X	X
63"-11,425	48"-11,010	52.95	62.66	11,685	1.72	7,209	2.59	5,731	3.26	2,565	5.92	X	X	X	X
63"-11,100	48"-10,690	49.88	57.99	10,808	1.72	6,668	2.59	5,301	3.26	2,372	5.92	X	X	X	X
60"-6,790	40"-6,500	32.77 32.14	39.54 39.37	5,899 5,899	1.83 1.83	5,465 5,309	2.23 2.23	3,436 3,619	3.20 3.20	2,428 2,495	4.15 4.15	X	X	X	X
78"-32,600	95.84	108.37	20,485	1.7	14,529	2.4	12,337	2.8	9,968	3.2	8,058	3.9	5,594	5.3	
74"-20,980	60"-20,320	61.75	71.31	14,746	1.6	9,248	2.4	6,209	3.4	4,162	4.7	X	X	X	X
74"-15,460	56"-14,800	44.75	51.86	9,692	1.7	6,524	2.5	4,714	3.2	2,939	4.6	X	X	X	X
74"-13,970	56"-13,260	54.99	64.28	10,384	1.9	6,778	2.8	5,049	3.6	3,288	5.1	X	X	X	X
70"-9,740	44"-9,470	35.68	41.17	7,852	1.7	5,811	2.4	4,541	3.0	3,471	3.7	2,230	5.4	X	X
70"-9,280	44"-9,010	35.33 32.39	40.83 39.97	7,211 6,120	1.7	5,186 4,264	2.4	4,105 3,642	3.0	3,147 2,536	3.7	2,045 1,680	5.4	X	X
70"-6,650	40"-6,520	25.5	31.5	5,690	1.7	3,740	2.5	3,025	3.0	2,325	3.6	1,490	5.1	X	X
70"-6,240	40"-6,210	25.79 25.15	31.96 31.47	4,900 4,534	2.0	3,705 3,294	2.6	2,448 2,214	3.6	X	X	X	X	X	X
69"-27,300	95.0	107.5	22,700	1.61	12,800	2.75	9,000	3.66	5,500	5.0	X	X	X	X	
69"-25,000	94.0	110.93	20,570	1.75	14,000	2.25	7,100	4.3	X	X	X	X	X	X	
67"-13,200	48"-12,700	61.18	67.71	11,770	1.8	8,600	2.7	5,238	4.3	X	X	X	X	X	X
67"-12,500	48"-12,000	60.0	69.0	10,800	1.95	7,850	2.9	4,660	4.65	X	X	X	X	X	X
67"-12,000	48"-11,500	48.4	55.39	9,920	1.87	5,630	3.05	3,250	4.44	X	X	X	X	X	X
62"-8,950	44"-8,800	35.89	43.98	7,850	1.8	5,150	2 $\frac{5}{8}$	3,700	3 $\frac{1}{2}$	X	X	X	X	X	X
62"-8,500	44"-8,350	35.0	44.0	7,400	1.8	5,000	2 $\frac{5}{8}$	3,580	3 $\frac{1}{2}$	X	X	X	X	X	X
60"-7,750	42"-7,600	28.0	35.0	6,220	1 $\frac{3}{4}$	4,040	2 $\frac{5}{8}$	2,750	3 $\frac{3}{4}$	X	X	X	X	X	X
60"-6,950	42"-6,800	27.0	34.2	5,700	1 $\frac{3}{4}$	3,940	2 $\frac{5}{8}$	2,500	3 $\frac{3}{4}$	X	X	X	X	X	X
(a)	24.5	30.5	3,980	2.2	3,030	3.2	1,870	4.6	X	X	X	X	X	X	X
(b)	22.11	30.5	4,150	2.1	3,140	2.78	2,016	3.97	X	X	X	X	X	X	X
60"-13,000	47 $\frac{3}{4}$ "-12,400	44.68	50.73	9,818	1 $\frac{3}{4}$	7,742	2 $\frac{1}{4}$	6,187	2 $\frac{3}{4}$	5,148	3 $\frac{1}{4}$	3,895	4.0	X	X
60"-12,600	47 $\frac{3}{4}$ "-12,000	46.76 45.34	54.05 51.76	10,120 9,455	1 $\frac{3}{4}$	7,995 7,339	2 $\frac{1}{4}$	6,110 5,838	2 $\frac{3}{4}$	5,170 5,013	3 $\frac{1}{4}$	4,092 3,872	4.0	X	X
60"-11,290	45"-10,560	37.97	43.47	8,438	1 $\frac{3}{4}$	6,474	2 $\frac{1}{4}$	4,963	2 $\frac{3}{4}$	4,084	3 $\frac{1}{4}$	2,989	4.0	X	X
60"-10,800	45"-10,070	38.68 37.18	46.22 43.60	8,464 7,590	1 $\frac{3}{4}$	6,615 6,295	2 $\frac{1}{4}$	5,112 4,895	2 $\frac{3}{4}$	4,389 4,059	3 $\frac{1}{4}$	3,380 3,162	4.0	X	X
60"-7,150	41 $\frac{1}{2}$ "-6,725	24.44	29.77	5,860	1 $\frac{1}{2}$	3,340	2 $\frac{1}{4}$	2,107	3 $\frac{3}{4}$	X	X	X	X	X	X
Meters and Kilograms				Kg.	K.P.H.	Kg.	K.P.H.	Kg.	K.P.H.	Kg.	K.P.H.	Kg.	K.P.H.	Kg.	K.P.H.
1.98-14,770		95.84	108.37	9,292	2.7	6,590	3.9	5,596	4.5	4,521	5.2	3,655	6.3	2,537	8.5
88-9,510	1.52-9,220	61.75	71.31	6,689	2.6	4,195	3.9	2,816	5.5	1,888	7.6	X	X	X	X
88-7,010	1.42-6,710	44.75	51.86	4,396	2.7	2,959	4.0	2,138	5.2	1,333	7.4	X	X	X	X
88-6,337	1.42-6,015	54.99	64.28	4,710	3.1	3,075	4.5	2,290	5.8	1,491	8.2	X	X	X	X
52-4,418	1.12-4,296	35.68	41.17	3,562	2.7	2,636	3.9	2,060	4.8	1,574	6.0	1,012	8.7	X	X
52-4,209	1.12-4,087	35.33 32.39	40.83 39.97	3,271 2,776	2.7	2,352 1,934	3.9	1,862 1,652	4.8	1,427 1,150	6.0	928 762	8.7	X	X
27-2,960	1.02-2,905	25.5	31.5	2,580	2.7	1,696	4.0	1,372	4.8	1,053	5.8	676	8.2	X	X
27-2,830	1.02-2,810	25.79 25.15	31.96 31.47	2,223 2,057	3.2	1,681 1,494	4.2	1,110 1,004	5.8	X	X	X	X	X	X

(A) Where two figures the first applies to the tractor operating on gasoline and the second to the tractor operating on tractor fuels or distillate.

(C) When slowed down by overload, "Caterpillar" and some other engines develop a considerably greater turning effort at the flywheel (torque) which results in greater drawbar pull at reduced travel speed.

(a) 76"-4,925 68"-4,900 62"-4,875.  
(b) 76"-5,125 68"-5,100 62"-5,075 38"-5,050 31"-5,000.

# COMPARATIVE SPECIFICATIONS

## MANUFACTURER'S ADVERTISED DATA

REVERSE SPEED M.P.H.	DRAWBAR PULL MAXIMUM WHEN ENGINE OVERLOADED (c)						TRACTOR OVERALL DIMENSIONS			LINE
	FIRST Pounds	SECOND Pounds	THIRD Pounds	FOURTH Pounds	FIFTH Pounds	SIXTH Pounds	Length	Height (d)	Widths (e)	
1.7 — 2.3	Do not recommend						12'-9 1/4"	6'-9 1/4"	7'-9"	1
1.7 — 2.3	Do not recommend						12'-9 1/4"	6'-9 1/4"	7'-9"	2
1.8 — X	Do not recommend						12'-2"	6'-2 3/8"	8'-5 5/8" - 7'-5 5/8"	3
2.1 — X	Do not recommend						9'-11 3/8"	5'-4"	6'-8 7/8" - 5'-5 7/8"	4
2.1 — X	Do not recommend						9'-11 3/8"	5'-4"	6'-8 7/8" - 5'-5 7/8"	5
2.6 — X	Do not recommend						8'-5 3/8"	4'-8 3/8"	5'-7 1/4" - 4'-9 1/4"	6
1.7 — 2.8	22,505	15,962	13,553	10,951	8,853	6,146	15'-3"	7'-6"	8'-7 3/4"	7
1.9 — X	16,142	10,124	6,797	4,556	X	X	12'-6 1/4"	6'-9 3/8"	7'-11 5/8" - 6'-9 5/8"	8
1.9 — X	10,753	7,238	5,230	3,261	X	X	10'-8 3/8"	6'-2 1/4"	7'-9" - 6'-3"	9
2.1 — X	11,460	7,480	5,572	3,629	X	X	11'-7 3/8"	6'-3/8"	7'-9" - 6'-3"	10
1.9 — X	8,637	6,392	4,995	3,818	2,453	X	10'-1 1/8"	5'-5/8"	6'-6" - 5'-2"	11
1.9 — X	7,932 6,732	5,705 4,690	4,516 4,006	3,462 2,790	2,250 1,848	X	10'-9"	5'-5/8"	6'-6" - 5'-2"	12
2.1 — X	6,160	4,050	3,280	2,520	1,615	X	8'-11"	4'-9 1/8"	5'-5 3/4" - 4'-7 3/4"	13
2.1 — X	5,184 4,824	3,920 3,505	2,590 2,356	X	X	X	9'-0"	4'-8 1/8"	5'-7 3/4" - 4'-9 3/4"	14
1.6 — 2.8	Less than rated speed						15'-0"	7'-4"	8'-4"	15
2.1 —	Do not recommend						15'-0"	7'-4"	8'-4"	16
1.8 — X	Less than rated speed						10'-5"	5'-5 1/2"	6'-8 1/4" - 5'-7 1/4"	17
2.0 — X	Do not recommend						10'-5"	5'-5 1/2"	6'-8 1/4" - 5'-7 1/4"	18
2.3 — X	Do not recommend						10'-0"	5'-3 7/8"	6'-8 1/4" - 5'-7 1/4"	19
1.4 — X	Do not recommend						9'-8"	4'-9 3/8"	5'-8 1/8" - 5'-1/8"	20
1.4 — X	Do not recommend						9'-8"	4'-9 3/8"	5'-8 1/8" - 5'-1/8"	21
1.4 — X	Do not recommend						9'-1/2"	4'-6"	5'-5 1/4" - 4'-9 1/4"	22
1.4 — X	Do not recommend						9'-1/2"	4'-6"	5'-5 1/4" - 4'-9 1/4"	23
1.7 —	Do not recommend						8'-9 1/2"	4'-10 1/4"	(f)	24
1.6 — X	Do not recommend						8'-9 1/2"	4'-7 3/8"	(g)	25
2.2 — X	10,870	8,570	6,850	5,700	4,310	X	11'-8"	5'-8"	6'-4" - 5'-3 3/4"	26
2.2 — X	11,250 10,500	8,860 8,130	6,770 6,470	5,740 5,560	4,540 4,290	X	11'-8"	5'-8"	6'-4" - 5'-3 3/4"	27
2 1/4 — X	9,700	7,440	5,710	4,690	3,430	X	11'-1/8"	5'-8"	5'-10 1/4" - 4'-11 3/4"	28
2 1/4 — X	10,160 8,650	7,940 7,170	6,140 5,580	5,260 4,620	4,060 4,020	X	11'-1/8"	5'-8"	5'-10 1/4" - 4'-11 3/4"	29
2.0 — X	6,300	3,590	2,270	X	X	X	9'-4 1/2"	4'-9"	5'-4 1/2" - 4'-8"	30
K.P.H.	Kilograms	Kilograms	Kilograms	Kilograms	Kilograms	Kilograms				
2.7 — 4.5	10,208	7,240	6,148	4,967	4,016	2,788	4.65 M.	2.29 M.	2.64 M.	31
3.1 — X	7,322	4,592	3,083	2,067	X	X	3.82 M.	2.07 M.	2.43 M.—2.07 M.	32
3.1 — X	4,878	3,283	2,372	1,479	X	X	3.26 M.	1.89 M.	2.36 M.—1.90 M.	33
3.4 — X	5,198	3,393	2,527	1,646	X	X	3.54 M.	1.83 M.	2.36 M.—1.90 M.	34
3.1 — X	3,918	2,899	2,266	1,732	1,113	X	3.09 M.	1.54 M.	1.98 M.—1.57 M.	35
3.1 — X	3,598 3,054	2,588 2,127	2,048 1,817	1,570 1,266	1,021 838	X	3.28 M.	1.54 M.	1.98 M.—1.57 M.	36
3.4 — X	2,790	1,840	1,490	1,140	730	X	2.68 M.	1.46 M.	1.67 M.—1.42 M.	37
3.4 — X	2,351 2,188	1,778 1,590	1,175 1,069	X	X	X	2.74 M.	1.43 M.	1.72 M.—1.47 M.	38

(d) Measured from tip of grouser of standard track shoe to highest point, exclusive of exhaust and air intake pipe or screen.

(e) When more than one figure is shown for one size the different figures are for the different gauges, the largest figure being for the widest gauge.

(f) 7'-6 3/8" 6'-10 1/4" 6'-4 1/4".

(g) 7'-8 1/8" 7'-3 1/8" 6'-6 1/8" 4'-1/8" 3'-5 1/4".

# TRACK-TYPE TRACTOR

## MANUFACTURER'S ADVERTISED DATA

ENGINE								
ENGINE MAKE	IGNITION SYSTEM AND FUEL USED	NUMBER OF CYLINDERS	BORE AND STROKE	PISTON DIS-PLACEMENT Cu. In.	R. P. M. GOVERN-ED AT FULL LOAD	PISTON SPEED F. P. M.	R. P. M. AT MAX. TORQUE	LUBRICATION
Own	Spark—See footnote (a)	6	5¼" x 6½"	844	1,050	1,137	600	Pressure
Own	Spark—Gasoline	6	5¼" x 6½"	844	1,050	1,137	700	Pressure
Own	Spark—See footnote (a)	4	5¾" x 6½"	675	1,050	1,137	750	Pressure
Own	Spark—See footnote (a)	4	5¼" x 6½"	563	1,050	1,137	600	Pressure
Own	Spark—Gasoline	4	5" x 6½"	510	1,050	1,137	700	Pressure
Own	Spark—Gasoline Spark—Tractor Fuel	4	4½" x 5"	318	1,200	1,000	800	Pressure
Own	Compression—Diesel Fuel	6	5¾" x 8"	1,246	850	1,133	650	Pressure
Own	Compression—Diesel Fuel	4	5¾" x 8"	831	850	1,133	650	Pressure
Own	Compression—Diesel Fuel	3	5¾" x 8"	623	850	1,133	650	Pressure
Own	Spark—Gasoline	4	5½" x 6½"	618	950	1,029	700	Pressure
Own	Compression—Diesel Fuel	4	4¼" x 5½"	312	1,400	1,283	900	Pressure
Own	Spark—Gasoline Spark—Tractor Fuel	4	4¼" x 5½"	312	1,400	1,283	900	Pressure
Own	Compression—Diesel Fuel	4	3¾" x 5"	221	1,525	1,271	1,000	Pressure
Own	Spark—Gasoline Spark—Tractor Fuel	4	4" x 5"	251	1,250	1,042	940	Pressure
Hercules	Compression—Diesel Fuel	6	5" x 6"	707	1,300	1,300	1,300	Pressure
Hercules	Spark—Gasoline	6	5¾" x 6"	935	1,120	1,120	900	Pressure
Hercules	Compression—Diesel Fuel	6	4⅝" x 5¼"	474	1,200	1,050	1,300	Pressure
Hercules	Spark—Gasoline	6	4⅝" x 5¼"	529	1,300	1,138	950	Pressure
Hercules	Spark—Gasoline	6	4¼" x 4½"	383	1,565	1,174	900	Pressure
Hercules	Compression—Diesel Fuel	6	3½" x 4½"	260	1,530	1,148	1,375	Pressure
Hercules	Spark—Gasoline	6	3¾" x 4¼"	282	1,530	1,084	900	Pressure
Buda Hercules (b)	Compression—Diesel Fuel	4	3⅝" x 4⅝" 4" x 4½"	196 226	1,530 1,400	1,211 1,050	1300 1400	Pressure
Hercules (Buda Hercules) (b)	Spark—Gasoline	4	4" x 4½"	226	1,530	1,148	950	Pressure
Hercules	Compression—Diesel Fuel	4	(3⅝" x 4⅝") (4" x 4½")	(196) (226)			(1300) (1400)	Pressure
Hercules	Spark—Gasoline	4	4" x 4½"	226	1,300	975	950	Pressure
Own	Compression—Diesel Fuel	4	4¾" x 6½"	461	1,100	1,192	625	Pressure
Own	Spark—Gasoline or Distillate	6	3¾" x 4½"	298	1,750	1,313	1000 900	Pressure
Own	Compression—Diesel Fuel	4	4½" x 6½"	414	1,100	1,192	600	Pressure
Own	Spark—Gasoline or Distillate	6	3⅝" x 4½"	279	1,750	1,313	800	Pressure
Own	Spark—Gasoline, Distillate or Kerosene	4	3¾" x 5"	221	1,250	1,042	850	Circulating Splash
Own	Compression—Diesel Fuel	6	Millimeters 146 x 203	C. C. 20413	850	M. P. M. 345	650	Pressure
Own	Compression—Diesel Fuel	4	146 x 203	13614	850	345	650	Pressure
Own	Compression—Diesel Fuel	3	146 x 203	10207	850	345	600	Pressure
Own	Spark—Gasoline	4	140 x 165	10125	950	314	700	Pressure
Own	Compression—Diesel Fuel	4	108 x 140	5111	1400	391	900	Pressure
Own	Spark—Gasoline Spark—Tractor Fuel	4	108 x 140	5111	1400	391	900	Pressure
Own	Compression—Diesel Fuel	4	95.6 x 127	3615	1525	387	1,000	Pressure
Own	Spark—Gasoline Spark—Tractor Fuel	4	102 x 127	4112	1250	318	940	Pressure

(a) Manufacturer specifies as follows: Commercial Diesel fuel oil or domestic heating furnace oil. The fuel must have sufficient lubricating qualities and should be purchased from reliable oil companies who have established a reliable reputation.  
 (b) Optional engines.

# COMPARATIVE SPECIFICATIONS

## MANUFACTURER'S ADVERTISED DATA

ENGINE		GROUND CLEARANCE (d) (e)	HEIGHT DRAWBAR (e)	LATERAL MOVEMENT DRAWBAR (f)	TRACK							LINE
CRANKSHAFT					Length Tracks on Ground (c)	Area Ground Contact (d) Sq. In.	Width Standard (d)	Height Grouser (e)	Number and Dia. Track Shoe Bolts	Dia. Track Pins	Dia. Track Pin Bushings	
Number and Dia. Main Bearings	Total Area Main Bearing Surface											
4-3"	157.8 Sq. Ins.	14 3/8"	13 3/4"-17"	22"	7'-1 1/8"	3418	20"	2 5/8"	4-5/8"	1 3/4"	2 1/2"	1
4-3"	157.8 Sq. Ins.	14 3/8"	13 3/4"-17"	22"	7'-1 1/8"	2734	16"	2 5/8"	4-5/8"	1 3/4"	2 1/2"	2
3-3 5/8"	121.0 Sq. Ins.	15 1/2"	14 1/8"	32"	6'-5 3/8"	2775	18"	2 1/2"	4-5/8"	1 3/4"	2 1/2"	3
3-3"	120.1 Sq. Ins.	11"	11 1/8"-14 1/2"	22"	5'-7"	2010	15"	2"	4-1/2"	1 3/8"	2"	4
3-3"	120.1 Sq. Ins.	11"	11 1/8"-14 1/2"	22"	5'-7"	2010	15"	2"	4-1/2"	1 3/8"	2"	5
3-2 1/2"	62.8 Sq. Ins.	8 3/8"	9 1/2"-12 3/4"	23"	4'-8 1/8"	1353	12"	1 5/8"	4-7/8"	1 1/4"	1 3/4"	6
7-3 3/4"	214 Sq. Ins.	10 1/2"	17 1/2"	43"	8'-1 5/8"	3905	20"	2 1/2"	4-3/4"	1 3/4"	2 3/4"	7
5-3 1/2"	156 Sq. Ins.	11 1/4"	15 5/8"	32"	6'-9 7/8"	2948	18"	2 3/8"	4-5/8"	1 5/8"	2 3/8"	8
4-3 1/2"	108 Sq. Ins.	10 3/8"	12 7/8"	28 1/4"	6'-2 3/4"	2392	16"	2 1/8"	4-9/8"	1 7/8"	2 1/8"	9
3-3"	84.8 Sq. Ins.	10 1/8"	12 7/8"	28 1/4"	6'-2 3/4"	2392	16"	2 1/8"	4-9/8"	1 7/8"	2 1/8"	10
5-3"	89.5 Sq. Ins.	11 1/8"	13 3/8"	21"	5'-1 1/8"	1589	13"	2"	4-1/2"	1 5/8"	2"	11
5-3"	89.5 Sq. Ins.	11 1/8"	13 3/8"	21"	5'-1 1/8"	1589	13"	2"	4-1/2"	1 5/8"	2"	12
5-2 3/4"	80.3 Sq. Ins.	9"	12"	20 3/8"	4'-6 1/2"	1090	10"	1 7/8"	4-7/8"	1 1/8"	1 1/2"	13
3-2 3/8"	57.5 Sq. Ins.	9"	10 1/2"	20 3/8"	4'-6 1/2"	1090	10"	1 7/8"	4-7/8"	1 1/8"	1 1/2"	14
7-3 3/4"	200 Sq. Ins.	16"	21 1/2"	25"	8'-0"	3840	20"	3 1/2"	2-Grouser Bolts 1"	1 3/4"	2 3/4" Bushing 3 3/4" Roller	15
7-3 1/2"	186 Sq. Ins.	16"	21 1/2"	25"	8'-0"	3840	20"	3 1/2"	2-Grouser Bolts 1"	1 3/4"	2 3/4" Bushing 3 3/4" Roller	16
7-3 1/2"	135 Sq. Ins.	13 1/2"	15"	15"	6'-2 3/4"	2240	15"	2 1/4"	2-Grouser Bolts 3/4"	1 1/2"	2 1/8"	17
7-3"	117.8 Sq. Ins.	13 1/2"	15"	15"	6'-2 3/4"	2240	15"	2 1/4"	2-Grouser Bolts 3/4"	1 1/2"	2 1/8"	18
7-2 5/8"	109 Sq. Ins.	13 1/2"	15 1/2"	15"	6'-2 3/4"	2093	14"	2 1/4"	2-Grouser Bolts 3/4"	1 1/2"	2 1/8"	19
7-3"	97 Sq. Ins.	13 1/2"	15 1/4"	15"	5'-3"	1764	14"	1 3/4"	2-Grouser Bolts 3/4"	1 5/8"	2"	20
7-2 1/2"	85 Sq. Ins.	13 1/2"	15 1/4"	15"	5'-3"	1764	14"	1 3/4"	2-Grouser Bolts 3/4"	1 5/8"	2"	21
5-3"	79.3 Sq. Ins.	11 3/4"	13"	15"	5'-2"	1488	12"	1 3/4"	2-Grouser Bolts 3/4"	1 5/8"	1 1/2" Bushing 1 3/4" Roller	22
3-2"	44.4 Sq. Ins.	11 3/4"	13"	15"	5'-2"	1488	12"	1 3/4"	2-Grouser Bolts 3/4"	1 5/8"	1 1/2" Bushing 1 3/4" Roller	23
5-3"	(79.3 Sq. Ins.)	23 1/4"	13 3/4"	18"	4'-7"	880	8"	1 3/4"	2-Grouser Bolts 3/4"	1 5/8"	1 1/2"	24
3-2"	(76 Sq. Ins.)	23 1/4"	13 3/4"	15"	4'-7"	904	8"	1 3/4"	2-Grouser Bolts 3/4"	1 5/8"	1 1/2"	25
5-3 1/4"	106.2 Sq. Ins.	10 1/8"	11" to 17 3/4"	21 3/8"	5'-10"	2240	16"	2 1/8"	4-5/8"	1 5/8"	2"	26
7-2.7"	101.1 Sq. Ins.	10 1/8"	11" to 17 3/4"	21 3/8"	5'-10"	2240	16"	2 1/8"	4-5/8"	1 5/8"	2"	27
5-3 1/4"	106.2 Sq. Ins.	11 5/8"	11 1/4" to 18"	21 3/8"	5'-4 3/8"	1674	13"	2 1/8"	4-1/2"	1 5/8"	2"	28
7-2.7"	101.1 Sq. Ins.	11 5/8"	11 1/4" to 18"	21 3/8"	5'-4 3/8"	1674	13"	2 1/8"	4-1/2"	1 5/8"	2"	29
2 Ball Bearings	1- <small>SAE 313</small> 1- <small>SAE 315</small>	7 3/4"	10 1/2"	20 1/2"	4'-4 1/2"	1050	10"	2 3/8"	4-1 1/2"	1 5/8"	2"	30
7-9.5 cm	1381 cm <sup>2</sup>	26.67 cm	44.45 cm	109.22 cm	2.48 M.	25195	50.8 cm	6.6 cm	4-1.9 cm	4.5 cm	7.0 cm	31
5-8.9 cm	1007 cm <sup>2</sup>	28.58 cm	38.42 cm	81.28 cm	2.08 M.	19020	45.7 cm	5.6 cm	4-1.6 cm	4.1 cm	6.0 cm	32
4-8.9 cm	697 cm <sup>2</sup>	25.72 cm	32.70 cm	71.76 cm	1.90 M.	15433	40.6 cm	5.4 cm	4-1.4 cm	3.7 cm	5.4 cm	33
3-7.6 cm	547 cm <sup>2</sup>	25.72 cm	32.70 cm	71.76 cm	1.90 M.	15433	40.6 cm	5.4 cm	4-1.4 cm	3.7 cm	5.4 cm	34
5-7.6 cm	577 cm <sup>2</sup>	28.26 cm	35.24 cm	53.34 cm	1.55 M.	10252	33.0 cm	5.1 cm	4-1.3 cm	3.3 cm	5.1 cm	35
5-7.6 cm	577 cm <sup>2</sup>	28.26 cm	35.24 cm	53.34 cm	1.55 M.	10252	5.1 cm	33.0 cm	4-1.3 cm	3.3 cm	5.1 cm	36
5-7.0 cm	518 cm <sup>2</sup>	22.86 cm	30.35 cm	51.75 cm	1.38 M.	7033	25.4 cm	4.8 cm	4-1.1 cm	2.9 cm	4.3 cm	37
3-6.0 cm	371 cm <sup>2</sup>	22.86 cm	26.67 cm	51.75 cm	1.38 M.	7033	25.4 cm	4.8 cm	4-1.1 cm	2.9 cm	4.3 cm	38

(c) Center of front idler to center of drive sprocket.

(d) Where more than one figure is shown for a size the larger figure applies to the wider gouge machines in that size.

(e) Measured from face of standard track shoe

(f) Measured at pin.

(g) 16 1/4", 16 3/4", 16 1/2", 12 3/4", 12 1/4".

# TRACK-TYPE TRACTOR COMPARATIVE SPECIFICATIONS

## MANUFACTURER'S ADVERTISED DATA

STEERING				CAPACITIES					LINE
Method	No. Friction Surfaces Each Clutch	Area Each Friction Surface	Total Friction Surface Each Clutch	Cooling System	LUBRICATING SYSTEM			Fuel Tank	
					Crankcase	Transmission Case	Final Drive Case (Each)		
Clutches	36	78.54 Sq. Ins.	2827 Sq. Ins.	19 Gals.	26 Qts.	40 Qts.	8 Qts.	75 Gals.	1
Clutches	36	78.54 Sq. Ins.	2827 Sq. Ins.	19 Gals.	24 Qts.	40 Qts.	8 Qts.	75 Gals.	2
Clutches	30	81 Sq. Ins.	2430 Sq. Ins.	12½ Gals.	20 Qts.	23 Qts.	9 Qts.	64 Gals.	3
Clutches	22	43.18 Sq. Ins.	950 Sq. Ins.	11½ Gals.	16 Qts.	16 Qts.	5 Qts.	39 Gals.	4
Clutches	22	43.18 Sq. Ins.	950 Sq. Ins.	11½ Gals.	15 Qts.	16 Qts.	5 Qts.	39 Gals.	5
Clutches	16	43.18 Sq. Ins.	690.9 Sq. Ins.	5 Gals.	9 Qts.	12 Qts.	3¼ Pts.	24 Gals.	6
Clutches	30	84.8 Sq. Ins.	2544 Sq. Ins.	28 Gals.	27 Qts.	40 Qts.	26 Qts.	69 Gals.	7
Clutches	20	61 Sq. Ins.	1220 Sq. Ins.	18½ Gals.	17 Qts.	32 Qts.	16 Qts.	60 Gals.	8
Clutches	20	66 Sq. Ins.	1320 Sq. Ins.	16 Gals.	14 Qts.	20 Qts.	10 Qts.	45 Gals.	9
Clutches	20	66 Sq. Ins.	1320 Sq. Ins.	9¾ Gals.	14 Qts.	20 Qts.	10 Qts.	50 Gals.	10
Clutches	16	46.5 Sq. Ins.	744 Sq. Ins.	11 Gals.	16 Qts.	20 Qts.	7 Qts.	25 Gals.	11
Clutches	16	46.5 Sq. Ins.	744 Sq. Ins.	11 Gals.	14 Qts.	20 Qts.	7 Qts.	32 Gals.	12
Clutches	16	35.2 Sq. Ins.	564 Sq. Ins.	7¾ Gals.	13 Qts.	8 Qts.	4 Qts.	20 Gals.	13
Clutches	14	29 Sq. Ins.	406 Sq. Ins.	5 Gals.	10 Qts.	8 Qts.	4 Qts.	22 Gals.	14
Differential	X	X	X	14 Gals.	24 Qts.	Trans. and Final Drives 144 Qts.		60 Gals.	15
Differential	X	X	X	14 Gals.	20 Qts.	Trans. and Final Drives 144 Qts.		72 Gals.	16
Differential	X	X	X	7½ Gals.	16 Qts.	Trans. and Final Drives 52 Qts.		30 Gals.	17
Differential	X	X	X	8 Gals.	12 Qts.	Trans. and Final Drives 52 Qts.		30 Gals.	18
Differential	X	X	X	5½ Gals.	8 Qts.	Trans. and Final Drives 52 Qts.		30 Gals.	19
Differential	X	X	X	3 Gals.	6 Qts.	Trans. and Final Drives 36 Qts.		23 Gals.	20
Differential	X	X	X	4 Gals.	6 Qts.	Trans. and Final Drives 36 Qts.		23 Gals.	21
Differential	X	X	X	4½ Gal. (b) 5½ Gal. (c)	9 Qts. (b) 10 Qts. (c)	Trans. and Final Drives 32 Qts.		18 Gals.	22
Differential	X	X	X	4 Gals.	5 Qts.	Trans. and Final Drives 32 Qts.		18 Gals.	23
Differential	X	X	X	4½ Gal. (b) 5½ Gal. (c)	9 Qts. (b) 10 Qts. (c)	Trans. and Final Drives 24 Qts.		18 Gals.	24
Differential	X	X	X	4 Gals.	5 Qts.	Trans. and Final Drives 24 Qts.		18 Gals.	25
Clutches	4	44 Sq. Ins.	176 Sq. Ins.(a)	14 Gals.	12 Qts.	Not Less than 64 Qts.	3 Qts.	40 Gals.	26
Clutches	4	44 Sq. Ins.	176 Sq. Ins.(a)	12 Gals.	9 Qts.	Not Less than 64 Qts.	3 Qts.	40 Gals.	27
Clutches	4	44 Sq. Ins.	176 Sq. Ins.(a)	10 Gals.	12 Qts.	Not Less than 64 Qts.	3 Qts.	40 Gals.	28
Clutches	4	44 Sq. Ins.	176 Sq. Ins.(a)	8 Gals.	9 Qts.	Not Less than 64 Qts.	3 Qts.	40 Gals.	29
Clutches	2	57 Sq. Ins.	114 Sq. Ins.(a)	8 Gals.	6 Qts.	Not Less than 46 Qts.	4 Qts.	22 Gals.	30
Clutches	30	547 cm <sup>2</sup>	16414 cm <sup>2</sup>	106. Liters 23.3 B.I. Gals.	25.55 Liters 5.62 B.I. Gals.	37.85 Liters 8.33 B.I. Gals.	24.60 Liters 5.42 B.I. Gals.	261. Liters 57.5 B.I. Gals.	31
Clutches	20	394 cm <sup>2</sup>	7871 cm <sup>2</sup>	70. Liters 15.4 B.I. Gals.	16.08 Liters 3.54 B.I. Gals.	30.28 Liters 6.66 B.I. Gals.	15.14 Liters 3.33 B.I. Gals.	227. Liters 50. B.I. Gals.	32
Clutches	20	426 cm <sup>2</sup>	8517 cm <sup>2</sup>	61. Liters 13.3 B.I. Gals.	13.25 Liters 2.92 B.I. Gals.	18.92 Liters 4.17 B.I. Gals.	9.46 Liters 2.08 B.I. Gals.	170. Liters 37.5 B.I. Gals.	33
Clutches	20	426 cm <sup>2</sup>	8517 cm <sup>2</sup>	35. Liters 7.7 B.I. Gals.	13.25 Liters 2.92 B.I. Gals.	18.92 Liters 4.17 B.I. Gals.	9.46 Liters 2.08 B.I. Gals.	189. Liters 41.7 B.I. Gals.	34
Clutches	16	300 cm <sup>2</sup>	4800 cm <sup>2</sup>	42. Liters 9.2 B.I. Gals.	13.25 Liters 2.92 B.I. Gals.	18.92 Liters 4.17 B.I. Gals.	6.62 Liters 1.46 B.I. Gals.	95. Liters 20.8 B.I. Gals.	35
Clutches	16	300 cm <sup>2</sup>	4800 cm <sup>2</sup>	42. Liters 9.2 B.I. Gals.	13.25 Liters 2.92 B.I. Gals.	18.92 Liters 4.17 B.I. Gals.	6.62 Liters 1.46 B.I. Gals.	121. Liters 26.7 B.I. Gals.	36
Clutches	14	187 cm <sup>2</sup>	2620 cm <sup>2</sup>	29.4 Liters 6.45 B.I. Gals.	11.35 Liters 2.5 B.I. Gals.	7.57 Liters 1.67 B.I. Gals.	3.78 Liters .83 B.I. Gals.	68.2 Liters 15.0 B.I. Gals.	37
Clutches	14	187 cm <sup>2</sup>	2620 cm <sup>2</sup>	19. Liters 4.2 B.I. Gals.	9.46 Liters 2.08 B.I. Gals.	7.57 Liters 1.67 B.I. Gals.	3.78 Liters .83 B.I. Gals.	83. Liters 18.3 B.I. Gals.	38

(a) Low gear R.P.M. of clutches in T-35 and T-40 are 716, TD-35 and TD-40 are 700, and in T-20 are 535.4.

(b) Buda engine.

(c) Hercules engine.



# TRACK-TYPE TRACTORS

## ATTACHMENTS INCLUDED AS STANDARD EQUIPMENT

LINE	List Price (a)		FACTORY LOCATION	ATTACHMENTS INCLUDED AS STANDARD EQUIPMENT															Track Shoe Width (a)
	F. O. B. Factory			Heat Indicator	Thermo-stat	Front Bumper	Front Pull Hook	Lub. Oil Filter	Hood Doors	Electric Starting	Rad. Guard	Crank Case Guard	Gasoline or Tr. Fuel System	Battery or Magneto Ignition	Radiator Curtain	Center Drive	Right or Left Hand Drive	Top or Rear Seat	
1	\$5700.00		Springfield, Ill...	Yes	Yes	Yes	Yes	Yes	X	Yes	X	X	X	Batt.	X	X	Opt.	Top	20"
2	4650.00		Springfield, Ill...	Yes	Yes	X	X	Yes	X	X	X	X	Gas	Mag.	X	X	Opt.	Top	20"
3	4650.00	4400.00	Springfield, Ill...	Yes	Yes	Yes	Yes	Yes	X	Yes	Yes	Yes	X	Batt.	X	X	Left	Top	18"
4	3310.00	3130.00	Springfield, Ill...	Yes	Yes	X	X	Yes	X	X	X	X	Mag.	X	Yes	X	Top	15"	
5	2680.00	2500.00	Springfield, Ill...	Yes	Yes	X	X	Yes	X	X	X	X	Gas	Mag.	X	Yes	X	Top	15"
6	1425.00	1375.00	Springfield, Ill...	X	Yes	X	X	Yes	X	X	X	X	Opt.	Mag.	X	Yes	X	Top	12"
7	6775.00		Peoria, Ill.....	Yes	Yes	X	X	Yes	X	X	X	X	X	X	X	X	Opt.	Top	20"
8	4650.00	4400.00	Peoria, Ill.....	Yes	Yes	X	X	Yes	X	X	X	X	X	X	X	Yes	X	Top	18"
9	3600.00	3400.00	Peoria, Ill.....	Yes	Yes	X	X	Yes	X	X	X	X	X	X	Yes	X	Opt.	Top	16"
10	2885.00	2685.00	Peoria, Ill.....	Yes	Yes	X	X	X	X	X	X	X	Gas	Mag.	X	Yes	X	Opt.	16"
11	2475.00	2350.00	Peoria, Ill.....	Yes	Yes	X	X	Yes	X	X	X	X	X	X	Yes	X	Opt.	13"	
12	2090.00	1965.00	Peoria, Ill.....	Yes	Yes	X	X	X	X	X	X	X	Opt.	Mag.	Yes	Yes	X	Opt.	13"
13	1800.00	1725.00	Peoria, Ill.....	Yes	Yes	X	X	Yes	X	X	X	X	X	X	Yes	X	Opt.	10"	
14	1425.00	1375.00	Peoria, Ill.....	Yes	Yes	X	X	X	X	X	X	X	Opt.	Mag.	Yes	Yes	X	Opt.	10"
15	6850.00		Cleveland, Ohio	X	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	X	X	X	X	Left	Top	20"
16	5400.00 (b)		Cleveland, Ohio	X	X	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Opt.	Mag.	X	X	Left	Top	20"
17	3640.00	3490.00	Cleveland, Ohio	X	Yes	X	X	Yes	Yes	Yes	Yes	Yes	X	X	X	Yes	X	Top	15"
18	2910.00	2760.00	Cleveland, Ohio	X	X	X	X	Yes	Yes	X	Yes	Yes	Opt.	Batt.	X	Yes	X	Top	15"
19	(c)	(c)	Cleveland, Ohio	X	X	X	X	Yes	Yes	X	Yes	Yes	Opt.	Batt.	X	Yes	X	Top	14"
20	2510.00	2410.00	Cleveland, Ohio	X	Yes	X	X	Yes	Yes	Yes	Yes	Yes	X	X	X	Yes	X	Top	14"
21	2120.00	2020.00	Cleveland, Ohio	X	X	X	X	Yes	Yes	X	Yes	Yes	Opt.	Batt.	X	Yes	X	Top	14"
22	2045.00	1995.00	Cleveland, Ohio	X	Yes	X	X	Yes	Yes	Yes	Yes	Yes	X	X	X	Yes	X	Top	12"
23	1460.00	1410.00	Cleveland, Ohio	X	X	X	X	Yes	Yes	X	Yes	Yes	Opt.	Mag.	X	Yes	X	Top	12"
24	1745.00 to 1725.00 (1695.00 to 1645.00)		Cleveland, Ohio	X	Yes	X	X	Yes	Yes	Yes	Yes	Yes	X	X	X	Yes	X	Top	8"
25	1295.00 to 1275.00 (1245.00 to 1195.00)		Cleveland, Ohio	X	X	X	X	X	Yes	X	Yes	Yes	Opt.	Mag.	X	Yes	X	Top	8"
26	3640.00	3450.00	Chicago, Ill.....	X	Yes	X	X	Yes	Yes	X	X	X	X	X	Yes	Yes	X	Top	18"-16"
27	2950.00	2750.00	Chicago, Ill.....	X	Yes	X	X	Yes	Yes	X	X	X	Gas	Mag.	Yes	Yes	X	Top	18"-16"
28	2485.00	2410.00	Chicago, Ill.....	X	Yes	X	X	Yes	Yes	X	X	X	X	X	Yes	Yes	X	Top	16"-13"
29	2090.00	2015.00	Chicago, Ill.....	X	Yes	X	X	Yes	Yes	X	X	X	Opt.	Mag.	Yes	Yes	X	Top	16"-13"
30	1422.50	1375.00	Chicago, Ill.....	X	Yes	X	X	Yes	Yes	X	X	X	Opt.	Mag.	Yes	Yes	X	Opt.	16"-10"

(a) When more than one figure is shown for one size the different figures are for the different gauges, the largest figure being or the widest gauge.

(b) Price of "FGC" which model is now standard in place of the "FG".

(c) The model "CG" tractor has been discontinued.