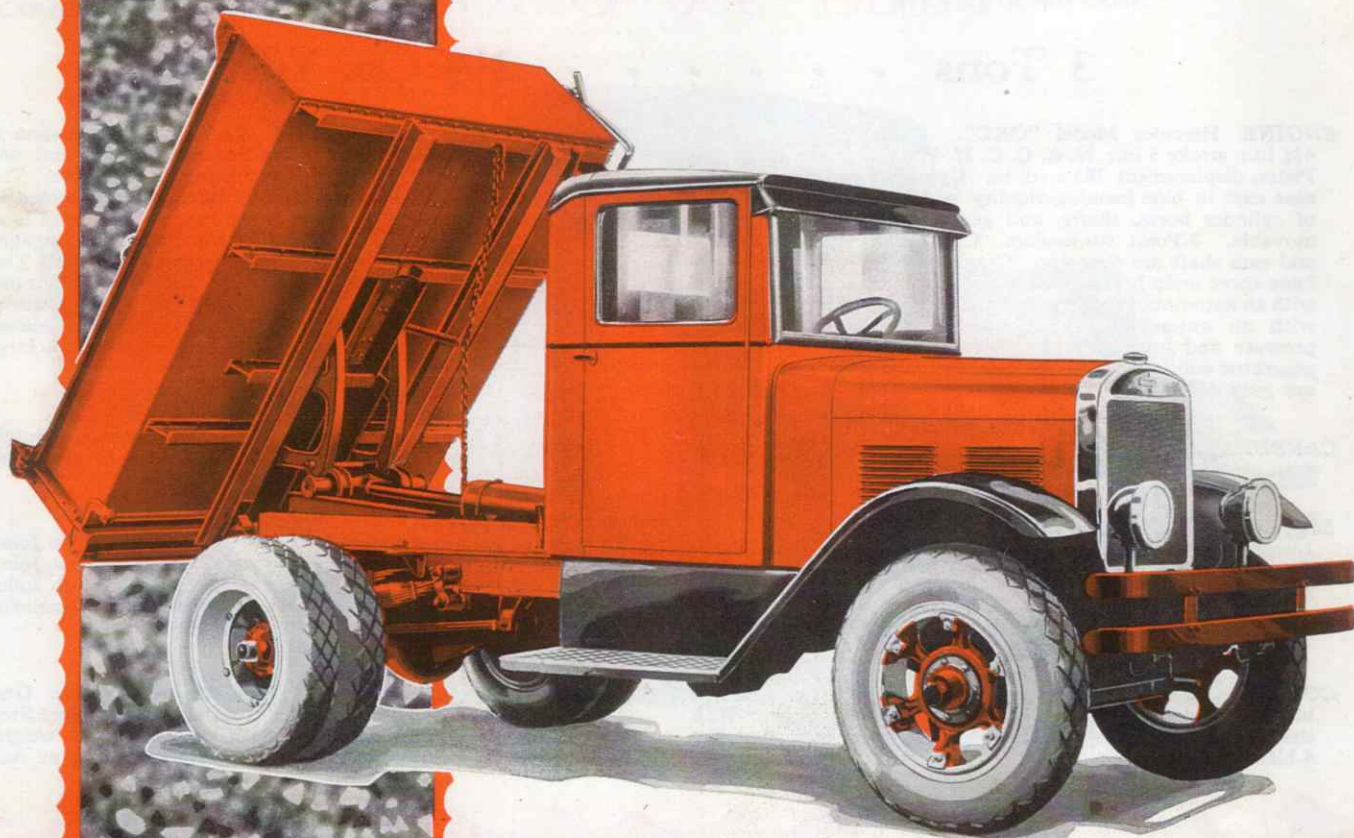


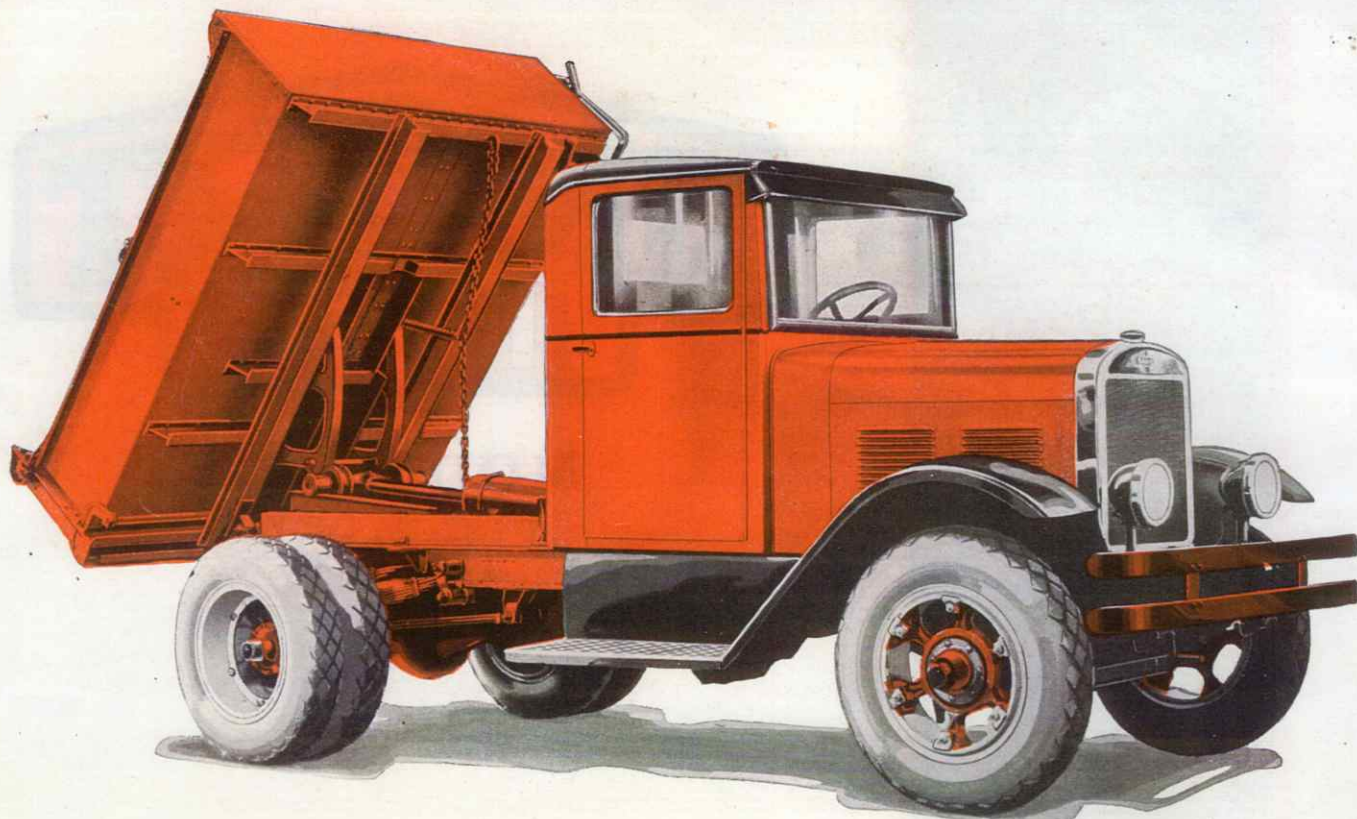
OMORT TRUCKS

MODEL "300"

3 Tons-21½ Cu. Yds.

CAPACITY





SPECIFICATIONS

Model "300" OMORT

3 Tons 2½ Cu. Yds.

ENGINE Hercules Model "OXC". Four cylinders. Bore 4¼ in.; stroke 5 in.; N. A. C. C. H. P. 28.9; brake H. P. 56. Piston displacement 283.5 cu. in. Cylinders and upper crank case cast in bloc insuring rigidity and permanent alignment of cylinder bores, shafts, and gears. Cylinder head is removable. 3-Point suspension. Crankshaft, connecting rod and cam shaft are over-size. Crankshaft and cam shaft each have three main bearings. Lubrication is by force feed pump with an automatic control which maintains constant oil pressure with an automatic control which maintains constant oil pressure and lubrication at all engine speeds. Cam shaft, generator and ignition timer, water circulating and oil pumps are gear driven.

CARBURETOR Latest type Zenith; 1¼ in. size equipped with air cleaner.

ELECTRICAL EQUIPMENT Self Contained system. Auto-Lite units. Outboard type starting motor bolted to engine fly wheel housing. Sleeve type generator and ignition timer mounted on engine front gear case, each having an individual gear drive. Large over-capacity storage battery. All wiring amply insulated and protected.

COOLING SYSTEM Large oversize tubular type radiator with bronze core construction. Heavy chromium plated steel shell. Gear driven centrifugal pump. Eighteen inch diameter 4-blade fan.

TRANSMISSION AND GEAR RANGE Transmission is the latest improved Fuller Four Forward Speeds and one Reverse, the Fourth Forward Speed being an overdrive. The transmission proper is augmented by further gears located in clutch housing providing a two speed range (direct and low) either of which can, at the will of the driver, be engaged at any time, thus providing Eight Forward Speeds and Two Reverse and making possible comparatively fast road travel with normal engine speed, yet retaining extremely powerful pulling qualities in the low speed range for difficult places. All gears are Nickel Steel and shafts are mounted on large annular Ball Bearings.

CLUTCH Fuller Multiple Disc with 14 Facings, Clutch, Two Speed Range Gears and Control Levers in one Unit and flange bolted to engine flywheel housing.

PROPELLER SHAFT ASSEMBLY Blood Bros. Two Joints (Model B-3) between clutch and transmission. Two Joints (Model B-4) with 2¾ in. tubular shaft and solid stub spline ends and slip yoke accurately balanced between transmission and rear axle.

REAR AXLE Wisconsin 8817-A Double Reduction Gear Drive Full Floating Type. Main Housing is a one piece Steel Casting designed for ample strength with minimum weight. All gears are carried as a unit in separate housing at Axle

A Specialized Truck for a

center where they are free from misalignment and silent in operation. All gears are Nickel Steel. Differential is the Four Pinion type and is carried on large annular Ball Bearings. Hubs have large Taper Roller Bearings, Rear Axle Gear Ratio is 7.85 to 1 Standard. Tread 63 inches.

FRONT AXLE Heavy duty I-Beam Section drop forged. 2 in. spindle alloy steel. Large Taper Roller Bearings. Tread 60 in.

BRAKES Internal expanding service and emergency brakes operating in separate drums on rear wheels. 5 in. x 17 in. Service Brakes. $2\frac{1}{2}$ in. x $12\frac{1}{4}$ in. Emergency Brake. Special construction to insure positive action.

SPRINGS All spring leaves are silico manganese, S. A. E. 9255 steel thoroughly heat treated, and all eyes are Bronze Bushed. Front Springs are 40 in. long, $2\frac{1}{2}$ in. wide, with 1 in. diameter Eye Bolts. Rear Springs are 54 in. long, 3 in. wide, with $1\frac{1}{4}$ in. diameter Eye Bolts. Helper Springs 34 in. long, 3 in. wide are provided to assist rear springs in case of overload. All Spring Eye and Radius Rod Bolts are hardened and ground, also drilled and grooved for lubrication.

RADIUS RODS Spring type alloy steel affording flexibility. Extra heavy construction.

FRAME Special 6 in. I-Beam section with rigid cross members. All holes drilled and hot riveted. All hangers of cast steel.

STEERING GEAR Ross oversize Cam and Lever type. Irreversible in action and easily operated. 20 in. Wheel. Spark and throttle levers and horn button on steering column. Convenient adjustments for all wear.

WHEELS Front—All metal single with demountable rims. Rear —All metal dual with demountable rims.

CHASSIS WEIGHT 5800 Lbs. Weight of Chassis with Body and Hoist—8200 Lbs.

CAPACITY 3 Tons. $2\frac{1}{2}$ Cu. Yards.

MAXIMUM SPEED RECOMMENDED 35 Miles per Hour.

GAS TANK 20 Gallon capacity square tank under seat. Vacuum feed.

TIRES Front—34 x 7 single heavy duty truck cord pneumatic. Rear—34 x 7 dual heavy duty truck cord pneumatic.

WHEEL BASE 130 Inches.

BODY Wood Model W-8 steel dump body with manually controlled, double acting tail gate with chains and pins. Hinges, latches, fittings, forgings and malleable castings material No. 8 gauge heavy carbon blue annealed sheet steel. All joints hot riveted. Equipped with a swinging center partition gate. Capacity $2\frac{1}{2}$ cu. yd. water level. An excellent type for general use and very popular with contractors, material dealers and Highway Departments where a straight side, square cornered body is desired.

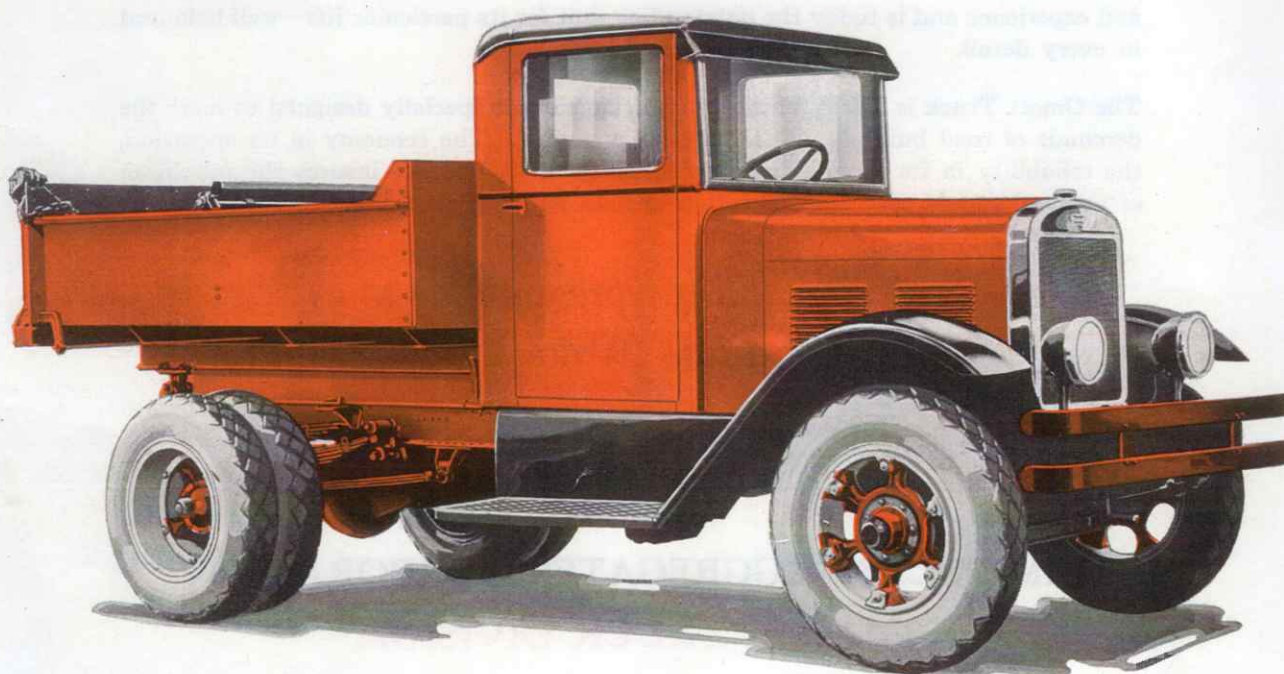
HOIST Wood Model F-2 Underslung hydraulic hoist, mounted underneath the body permitting no waste of loading space. Provides an extremely high dumping angle and high tail gate clearance facilitating free discharge of load.

PAINT Orange Lacquer with Black Trim.

TREAD Front—60 inches. Rear—63 Inches.

STANDARD EQUIPMENT Front Bumper, front fenders, electric starting and lighting equipment, storage battery, electric horn, speedometer, head, dash and tail lights; oil pressure gauge, ammeter, vacuum tank, spare rim, tools and Alemite gun are standard equipment. Coupe Cab with seat cushions and back rest on heavy coil springs and covered with Spanish imitation leather. Interior lined with three ply veneer panels and stained to match trim. Mounted on three point suspension rocker sill.

Any Standard Attachment Can Be Furnished at Additional Cost.



Specific Type of Work!

New Model "300" OMORT

3 Tons 2½ Cu. Yards



*Conceived and built to be a Dump Truck and only
a Dump Truck*

THE American Aggregates Corporation, the largest producer of prepared sand and gravel in the United States, producing and selling in excess of 10,000,000 tons of sand and gravel each year has conceived and built the Omort Truck and stands squarely behind it. Through a quarter century of actual experience in the handling of sand and gravel, and familiarity with the problems involved in the transportation of road building materials by truck, the need for such as Omort presented itself.

The Omort is a specialized product for a specific type of work. It has made good on every job. There is no other dump truck with such a record.

Coupled with the above experience is the advice of some of the leading engineering skill of the country together with the practical experience of outstanding contractors and road builders. The Omort Truck was developed from this wealth of information and experience and is today the outstanding unit for its particular job—well balanced in every detail.

The Omort Truck is a fast, powerful and rugged unit specially designed to meet the demands of road building and maintenance service. The economy in its operation, the reliability in its service and dependability of its builders insures the purchaser of years of satisfactory transportation of road building materials.

*We will gladly send a representative to explain its
many features. Write Us Today!*



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OMORT TRUCK DIVISION

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