

THE GREATEST LINE OF MERCURY TRUCKS EVER BUILT!

# how



**to select**

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**the right truck**



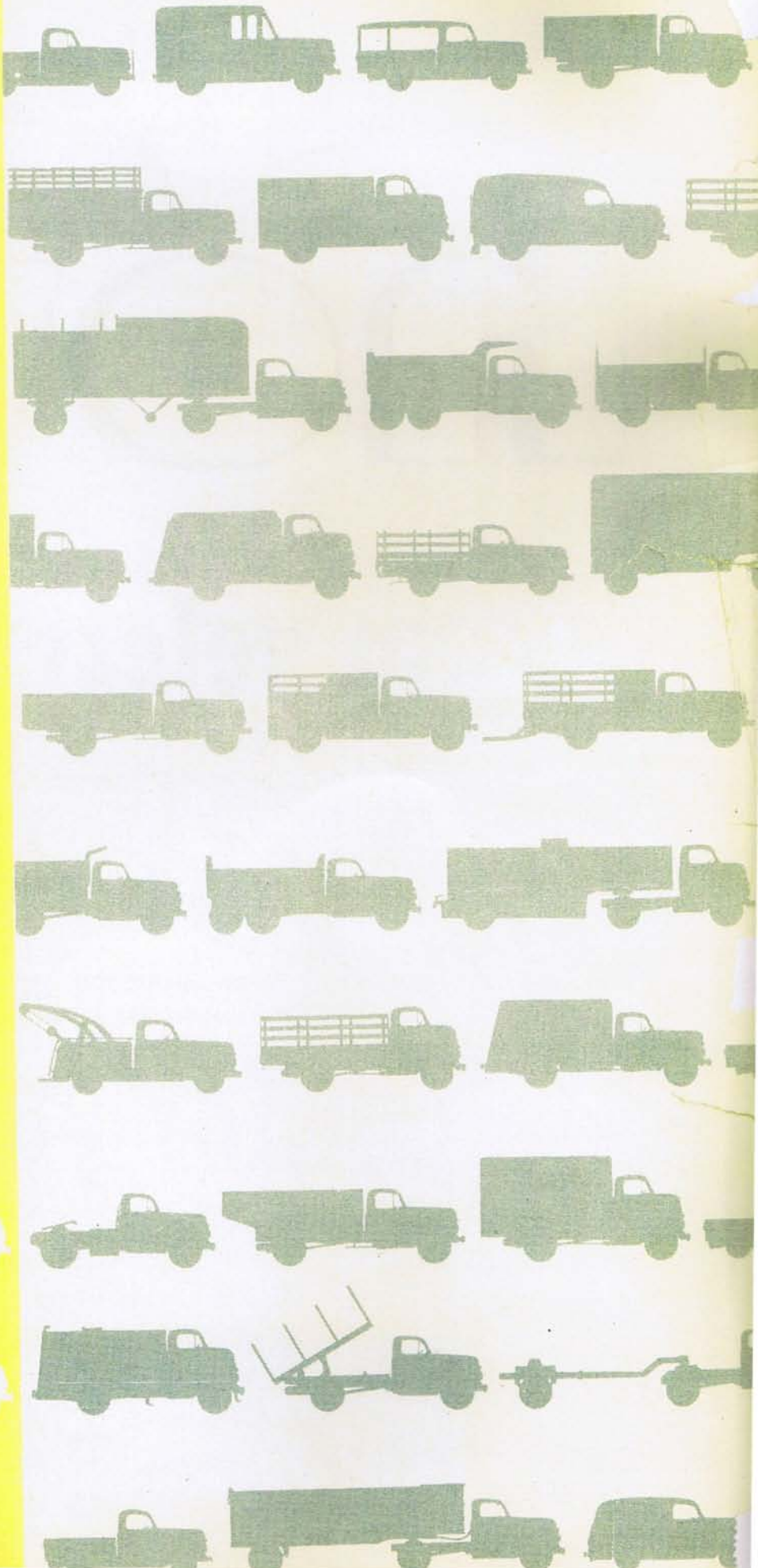
**for your job**

Read about MERCURY TRUCK "Loadomatic" Economy on page 28

**OVER**

**80**

**MERCURY TRUCK  
MODELS  
FROM WHICH  
TO CHOOSE  
EXACTLY  
THE RIGHT TRUCK  
FOR YOUR JOB**



## how to select a truck...



### consider the problem

What will you use the truck for? Will it be on short runs, or long runs, or both? Will it have to carry a variety of loads or will it be used mainly for one specific type of work? Will it have to operate in mud and snow as well as on the highway? Do you want it for city delivery or long hauling? How important is speed, economy, appearance? All these points, and many others, have a bearing on the truck you buy. The body, the frame, the axle ratio, the wheelbase, the engine, tire size are all important factors that should be considered *in relation to the type of work you want your truck to do . . .* that's why it's so important that you consider your trucking needs very thoughtfully—and then select the truck that's best designed and equipped to do your job efficiently and economically.

### consider the load

Proper load distribution means that fifty to sixty per cent of the body length should be ahead of the centre line of the rear axle. Therefore it's obvious that the loads you intend to carry play a very important part in your selection of a truck. Will the loads be light and bulky or compact and heavy? Must they be kept dry or can they travel uncovered? How will they be loaded and unloaded? The size of the load will also have an effect on determining the wheelbase most suited to your needs. The load will decide the Series you should have. The great flexibility in today's Mercury Truck line, with its varied combinations, means that you can get a truck especially equipped to carry your loads.

## consider...

### **economy**

There are a number of points to be considered under the heading of economy. There's the initial cost, the operating expense, the pay loads you carry and the speed with which you move them. Mercury Trucks are priced with the lowest. Mercury's "Loadomatic" economy and longer life mean lower operating costs. And Mercury's famous V-type, 8-cylinder engines, combined with the proper chassis and body mean plenty of load capacity with speed and power reserves.

### **strength**

Because a truck is bought to do long, hard work, strength is an essential in both light and heavy duty models. Mercury Truck engineers have built extra strength into every part of Mercury Trucks. The frames, engines, transmissions, rear axles, springs, the brakes all have more than the strength required to perform efficiently under their *maximum* ratings. In fact every part of a Mercury Truck has more strength than its rating requires. This means safety, economy and less chance of costly lay-ups.

### **comfort**

When considering comfort remember that driver comfort means greater efficiency, greater safety. Mercury Truck cabs are designed with the driver in mind. They have level action cab suspension, comfortable seats, instrument panel throttle control, dual windshield-wipers. The Mercury Custom Cabs have arm rests, insulation against heat and cold, foam rubber seats, dual sun visors, automatic dome light with door jamb switches and many other special features.

### **styling**

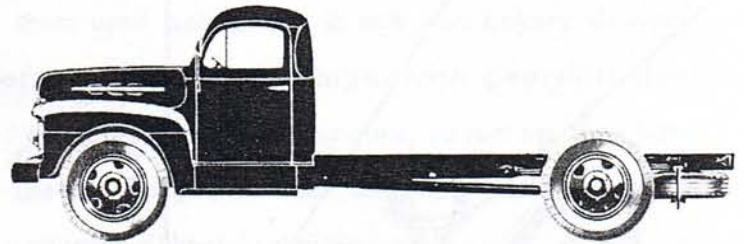
Your truck represents your business. Therefore truck styling has definite bearing on your selection of a truck. Mercury Trucks have been famous for years for their practical yet distinguished lines. A Mercury Truck is a truck you can be proud of under any conditions.

### **service**

A truck that is laid up is losing money. Therefore it's vitally important that quick service be available at all times, that replacement parts be handy when needed. There are over 1100 Ford of Canada Dealers across Canada—each one ready and able to give you speedy service wherever and whenever you need it.

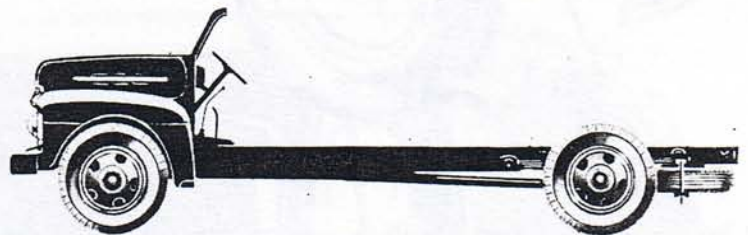
# THE BASIC MERCURY TRUCK

The Mercury Trucks shown on the following pages cover 97% of all trucking requirements. However when you want a truck with a special body designed for your individual needs, these basic Mercury Truck chassis, from any Mercury Series, are available in a wide range of wheelbases.



**closed cab**

They may be purchased in any of three types. With the "closed cab"—to which you add only the body. With conventional "windshield" to which you add the closed body you need. Or simply the "low cowl" on which you may wish to have a particular type of windshield and body.



**windshield**

Mercury Truck experts will be glad to discuss any trucking problem you may have—whether it requires a custom-built body, or whether it involves load, power and performance requirements.

Discuss your truck problems with your Mercury Truck Dealer who will assist you in selecting exactly the right truck for your job.



**low cowl**

# MERCURY TRUCK M-1

**Clutch**—10 in. semi-centrifugal, gyro-grip type. Plate pressure at 3000 r.p.m.—1669 lbs.

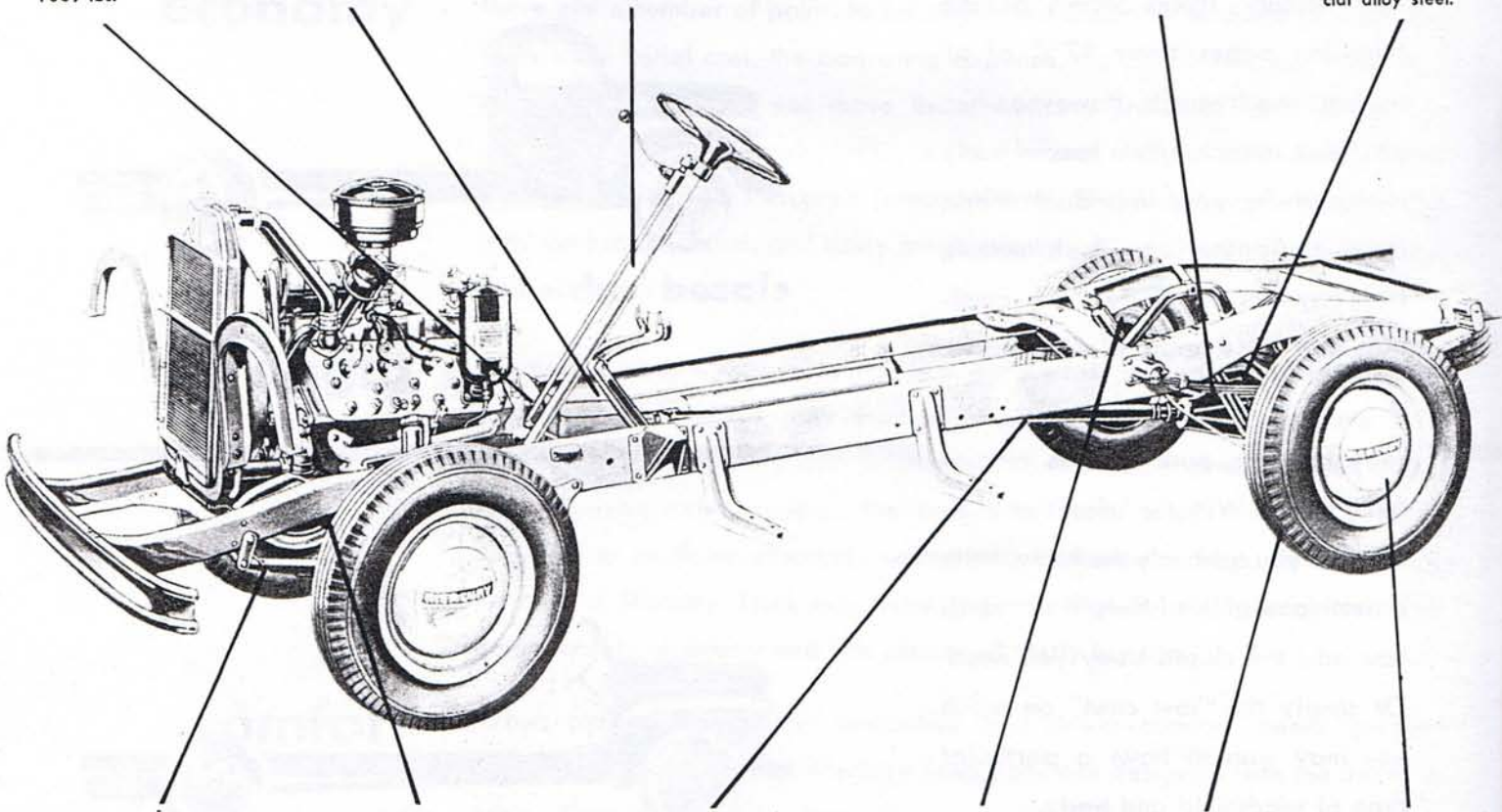
**Transmission**—3-speed synchro-mesh, helical gears Standard. Optional at extra cost for extra strength and durability—heavy duty 3-speed synchro-mesh transmission with 11 in. truck clutch.

**Steering**—worm and needle bearing roller type with a ratio of 18.2 to 1. Turning radius, Right—21 feet, left—22.5 feet.

**NEW Features**—convenient steering column gear shift—dual windshield wipers—throttle mounted on the instrument panel—new interior cab trim.

**Rear Axle**—capacity 3000 lbs. Standard ratio 3.92 to 1; optional—4.27 to 1. Type—semi-floating with 2-pinion differential and tapered roller bearings.

**Rear Springs**—Capacity 1350 lbs. per spring; 10 leaf (9 leaf on Panel)—size 45 x 2 inches. Type—semi-elliptic, special alloy steel.



**Front Springs**—Special alloy steel, semi-elliptic 8 leaf with dimensions of 36 x 1.75 inches. Capacity—850 lbs. per spring

**Front Axle**—Capacity 2500 lbs. Size—2.29 x 1.6 x 0.25". Alloy steel modified I-beam. Dual opposed, adjustable, tapered roller wheel bearings.

**Drive Line**—Hotchkiss straight line drive. Diameter propeller shaft—3.5 inches. Two needle roller bearing universal joints.

**Brakes**—Hydraulic. Two shoe self-energizing. Lining area—178 square inches. Demountable brake drums. Cable controlled rear wheel hand brake.

**Tires**—Five 6.50 x 16 4-ply (Standard including spare) 6-ply tires optional at extra cost.

**Wheels**—Five 16 inch steel discs—16 x 4.5 K drop centre rim. 5.5 inch diameter bolt circle.

**chassis**

1/2 ton

**wheelbase**

114"

**engine**

'181'

**max. g.v.w.**

4700 lbs.

Direct double action, front and rear, telescopic shock absorbers. Chrome hubcaps standard. Body payload space (Panel)—160.3 cubic feet; (Pickup)—45 cubic feet, level load.

Wheelbase	114"
"CA" Measurement	40.06"
Length of Frame Back of Cab	75.87"
Overall Length	185.57"

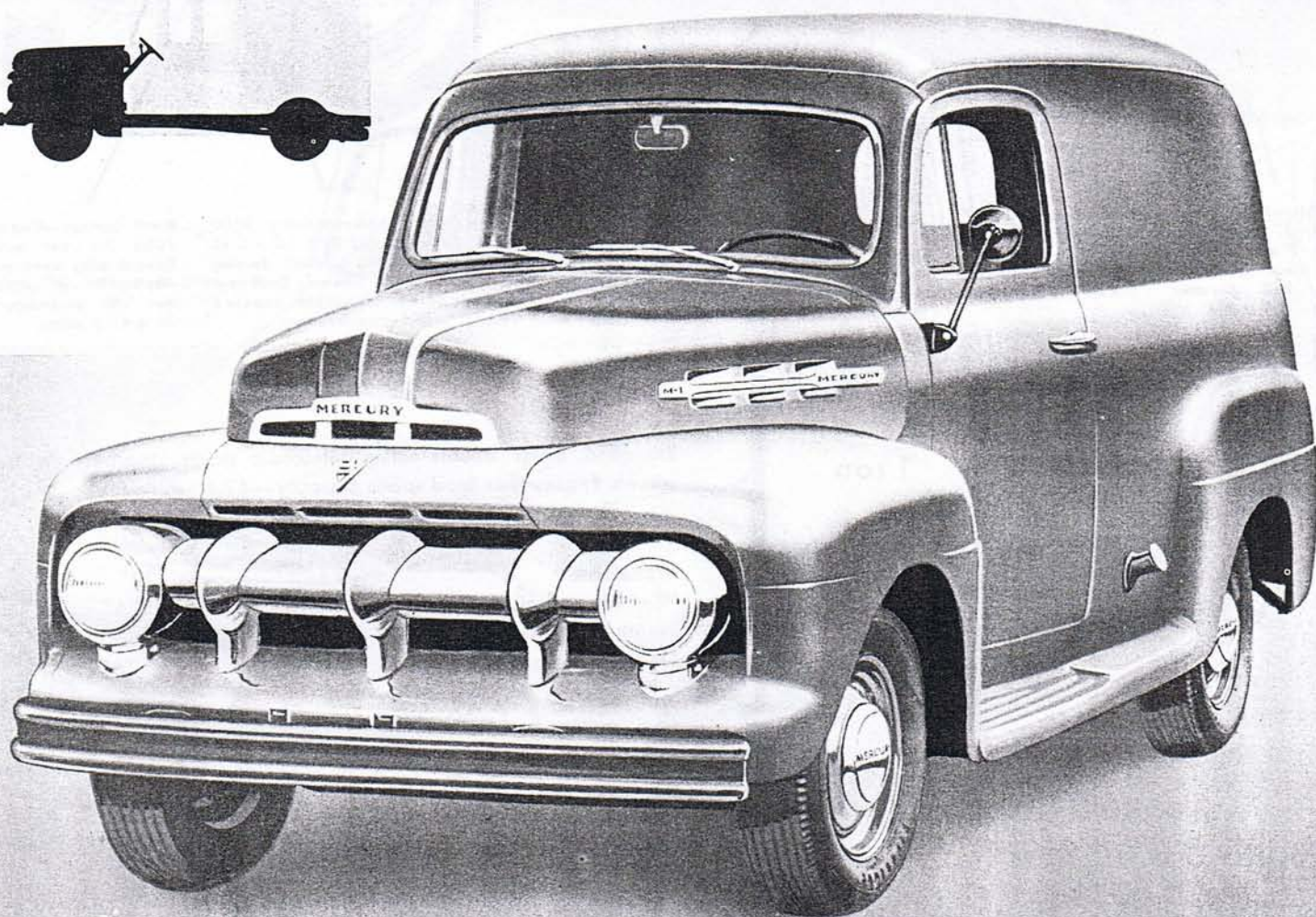
V-type, 8-cylinder developing 181 foot pounds torque at 2000 r.p.m. Standard engine accessories include Oil Filter, Oil Bath Air Cleaner and Generator (35 ampere, 250 watt, air cooled).

Basic curb weight—(Pickup) 3130 lbs., (Panel) 3315 lbs., (Chassis and cab) 2790 lbs., (Chassis Low Cowl) 2370 lbs.

## M - 1 MODELS



Mercury M-1 Trucks are specially designed for light-duty work. They're fast, powerful, good-looking. They're comfortable to drive in, easy to handle in traffic or on the highway. They're used extensively as an all-purpose pickup. They make an ideal panel delivery job. You'll see them used extensively in milk and bakery delivery fleets. They have steering-column gearshift, dual windshield-wipers, chrome hub-caps. To sum up, they have the speed, strength, comfort and appearance required for profitable light-duty delivery work.



# MERCURY TRUCK M-3

**Rear Axle**—capacity 5000 lbs. Standard ratio—4.86 to 1; optional—4.11 to 1. Type—spiral bevel full floating with 4-pinion differential and tapered roller bearings.

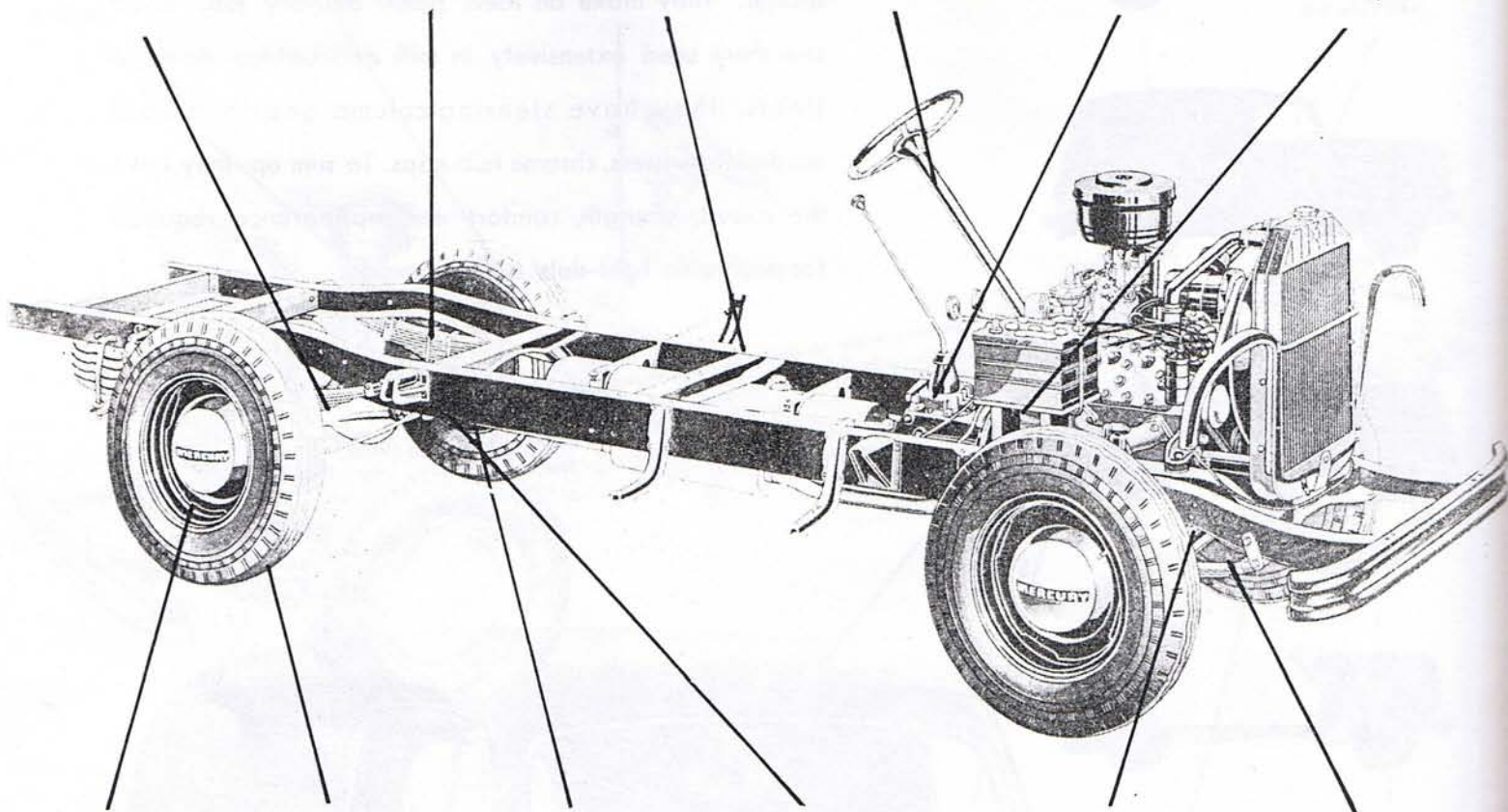
**Rear Springs**—capacity 3000 lbs. per spring. Construction—14 leaf; size—45 x 2.25 inches. Type—special alloy steel semi-elliptic.

**Frame**—tapered channel section. Size—6.0 x 2.25 x 0.19 inches. Six cross members for strength and rigidity. Section modulus—3.34.

**Steering**—worm and needle bearing roller type with a ratio of 18.2 to 1. Turning radius—Right—22 feet, Left—23 feet.

**Transmission**—4-speed truck type transmission with selective sliding spur gear. Power Take-Off opening on the right side. S.A.E. 6 bolt.

**Clutch**—11 inch, semi-centrifugal, gyro-grip type. Plate pressure at 3000 r.p.m.—1439 lbs. Friction area—123.7 square inches.



**Wheels**—Five 17-inch tapered steel discs with 17 x 5.5. RH 5° two-piece advanced rims. Bolt diameter circle—6.5 inches.

**Tires**—Five 7.00 x 17 6-ply tires all around including spare tire. Optional at extra cost—7.50 x 17 8-ply tires.

**Brakes**—Hydraulic. Two-shoe independently anchored. Lining area—188 sq. ins. Demountable brake drums. Cable controlled rear wheel hand brake.

**Drive Line**—Hotchkiss straight line drive. Diameter of propeller shaft—2.0 inches. Three needle roller bearing universal joints.

**Front Axle**—capacity 2500 lbs. Size—2.29 x 1.6 x 0.25 inches. Alloy steel forging modified I-beam. Dual opposed adjustable tapered roller wheel bearings.

**Front Springs**—Capacity 1025 lbs. per spring. Special alloy steel, semi-elliptic. 8 leaf construction with dimensions of 36 x 1.75 inches.

**chassis**

**1 ton**

**wheelbase**

**122"**

**engine**

**'181'**

**max. g.v.w.**

**6800 lbs.**

Standard direct double-acting telescopic shock absorbers on front wheels. Express Box load space capacity—62.43 cubic feet.

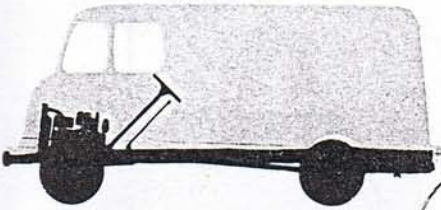
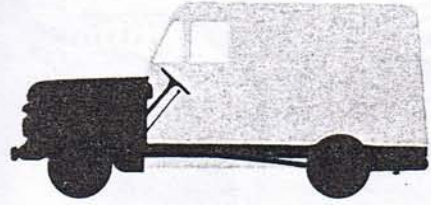
Wheelbase	122"
"CA" Measurement	48.06"
Length of Frame Back of Cab	96.06"
Overall Length (Chassis and Cab)	205.76"

V-type, 8-cylinder developing 181 foot pounds torque at 2000 r.p.m. Standard engine accessories include Oil Filter, Oil Bath Air Cleaner and Generator (35 ampere, 250 watt, air cooled).

Basic curb weights with standard tire equipment—(Express) 3969 lbs., (Chassis and cab) 3469 lbs., (Chassis Low Cowl) 2959 lbs.

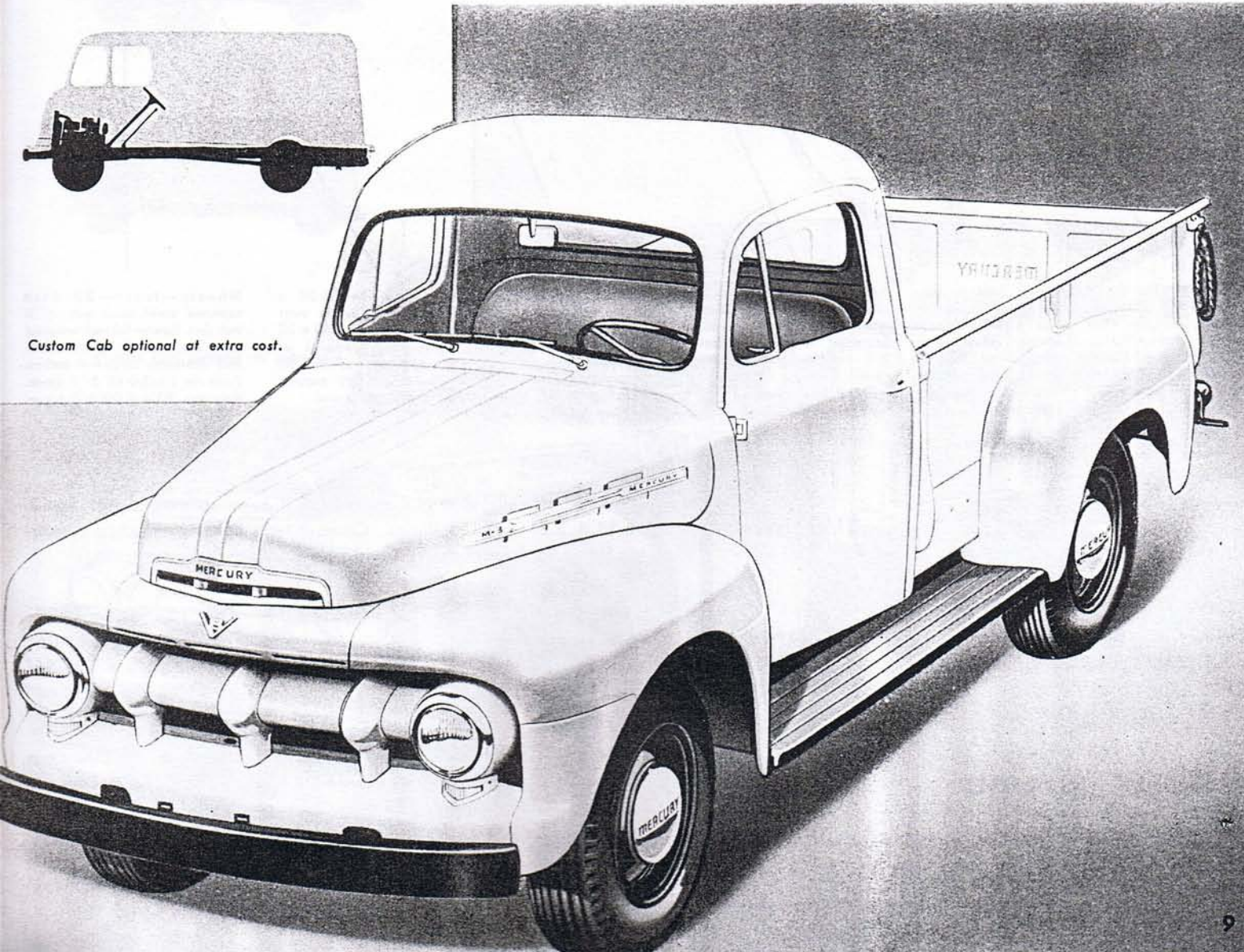


## M - 3 MODELS



Mercury M-3 Trucks are distinguished by a truly remarkable load capacity, great ruggedness and strength, plus speed and ease of handling. They are built and used for hard work. They combine the comfort and appearance features of the light delivery series with the ruggedness and capacity needed to carry profitable payloads. They have an extremely strong transmission and axle, heavy-duty springs, powerful brakes. Used extensively on the farm and in the city for carrying good-sized payloads profitably, speedily, and safely.

*Custom Cab optional at extra cost.*



# MERCURY TRUCK M-4

**Clutch**—11 inch, semi-centrifugal, gyro-grip single plate type. Plate pressure at 3000 r.p.m.—1439 lbs. Pedal pressure at 3000 r.p.m.—36 lbs. Friction area—123.7 square inches.

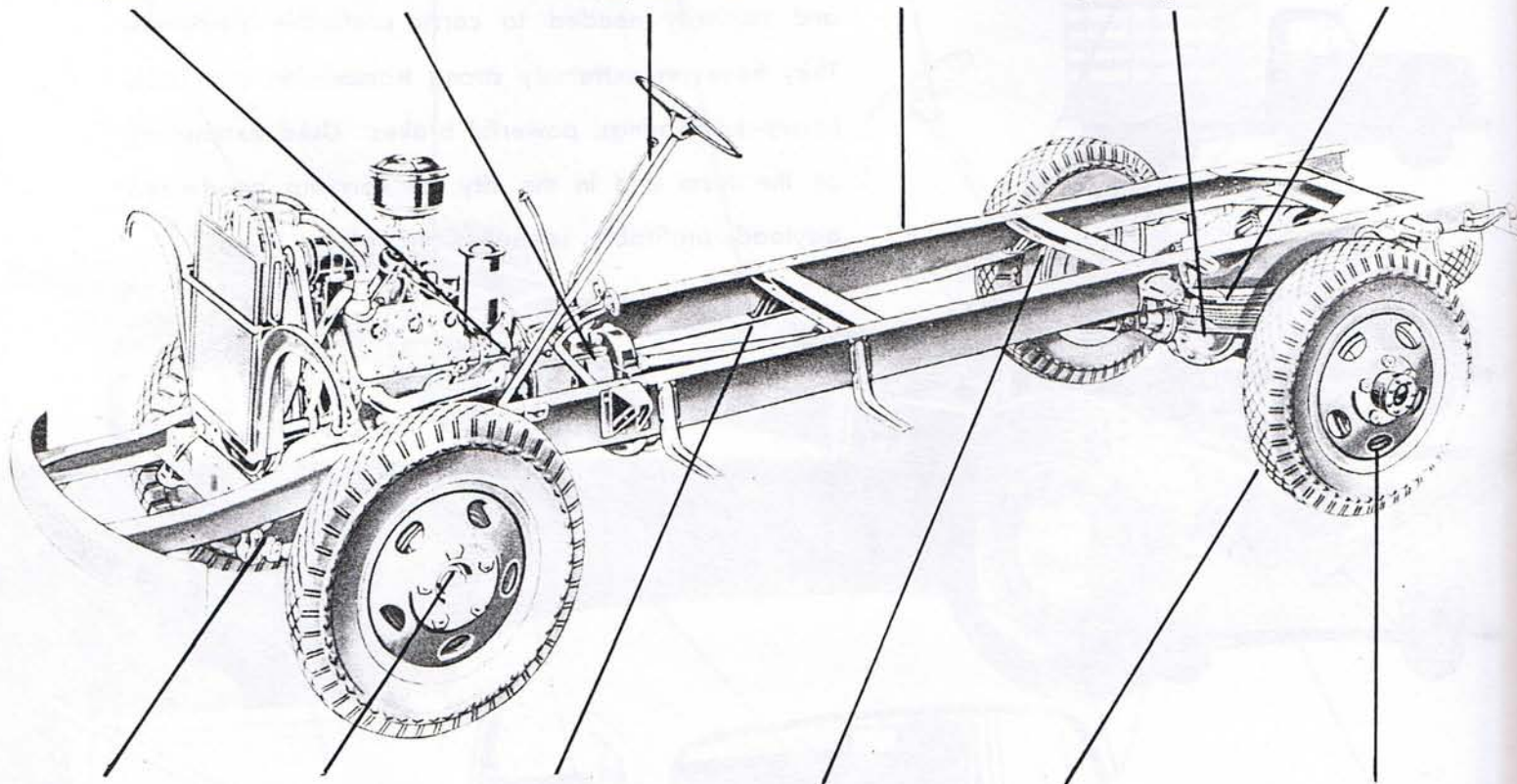
**Transmission**—4-speed truck type transmission with selective sliding spur gears and one piece case design. Lubricant capacity 4¼ pints. Power Take Off opening on the right side. S.A.E. 6 bolt.

**Steering**—worm and needle bearing roller type with a ratio of 20.4 to 1. Turning radius (134" wheelbase) Right—23.5 feet, Left—25.5 feet. (158" wheelbase) Right—27 feet, Left—30 feet.

**Frame**—tapered channel section. Size—7.0 x 2.75 x 0.21 inches. Cross members (134 inch wheelbase) five—(158 inch wheelbase) six. Section modulus (134") 5.23, (158") 7.63.

**Rear Axle**—capacity 10,800 lbs. Standard ratio—5.83 to 1; optional—6.67 to 1. Type—spiral bevel full floating with 4-pinion differential and tapered roller bearings.

**Rear Springs**—capacity 4300 lbs. per spring. Deflection rate—1075 lbs. per in. Construction—12 leaf; size—45 x 2.5 inches. Type—special alloy steel, semi-elliptic.



**Front Springs**—Capacity—1375 lbs. per spring. Special alloy steel, semi-elliptic. Construction—11 leaf; size—36 x 2 inches. Deflection rate—673 lbs. per in.

**Front Axle**—capacity 4500 lbs. Size—2.5 x 2.0 x 0.33 inches. Alloy steel forging modified I-beam. Dual opposed adjustable tapered roller wheel bearings.

**Drive Line**—Hotchkiss straight line drive. Two tubular, forged steel ends, propeller shafts—diameter 2.5 inches. Three needle roller bearing universal joints. Rubber encased ball type centre bearing.

**Brakes**—Hydraulic. Two-shoe independently anchored. Lining area—302 square inches. Demountable brake drums. Drum and spring loaded, contracting band type drive line hand brake.

**Tires**—front—two 6.50 x 20 8-ply tires. Single rear and spare—three 7.50 x 20 10-ply tires. Optional at extra cost up to seven 7.00 x 20—10-ply all around, dual rear and spare.

**Wheels**—front—20 inch tapered steel discs with 4.75 inch dish. Rear—20 inch tapered steel disc with 3.12 inch dish. Bolt diameter circle—8 inches. Front rim 20x5.0 RH 5° 2 piece. Rear rim 20 x 6.00 S 2 piece.

**chassis**

**1½ ton**

**wheelbases**

**134"  
158"**

**engine**

**'181'**

**max. g.v.w.**

**10,000 lbs.**

on 158" wheelbase frame, channel reinforcement is standard. Size—6.58 x 2.21 x 0.125 inches. Channel type bumper attached directly to frame for impact strength and frame rigidity.

Wheelbases	134"	158"
"CA" Measurement	60.06"	84.06"
Length of Frame Back of Cab	98.56"	122.56"
Overall Length	210.44"	234.44"

V-type, 8-cylinder developing 181 foot pounds torque at 2000 r.p.m. Standard engine accessories include Oil Filter, Oil Bath Air Cleaner and Generator (35 ampere, 250 watt, air cooled).

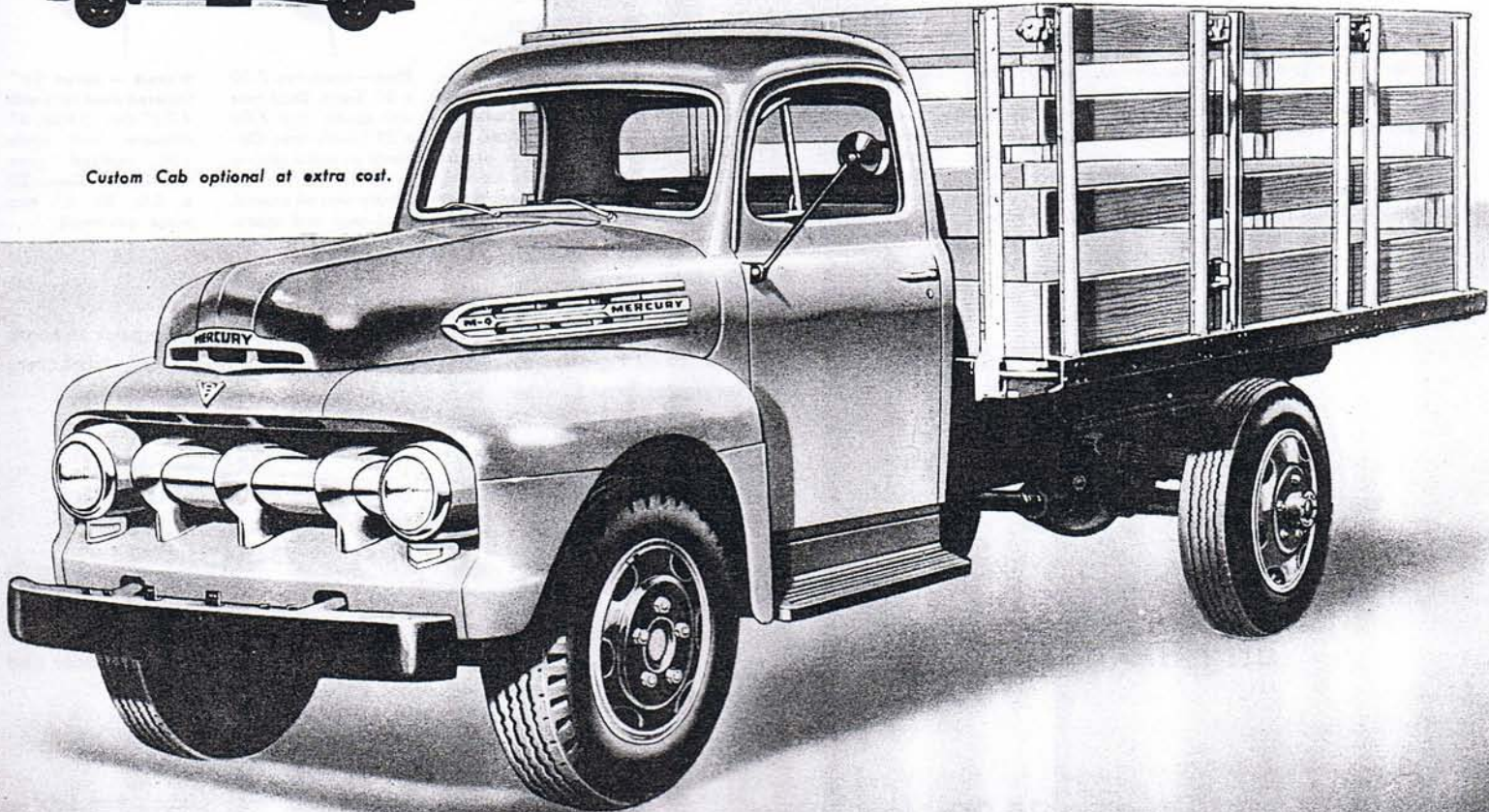
Basic curb weights with standard tire equipment—(Chassis and cab) 134" . . . 4090 lbs., 158" . . . 4180 lbs. (Chassis Low Cowl) 134" . . . 3735 lbs., 158" . . . 3825 lbs.

## M - 4 MODELS



*Custom Cab optional at extra cost.*

Mercury M-4 Trucks are extremely popular for a wide number of uses. They can carry a payload of well over two tons and are particularly suited to large bulky loads. With single rear wheels they're used extensively for city trucking because of their ease of handling in traffic and narrow driveways. Either with or without dual rear wheels they make a popular truck on the farm. With stake or platform body they can carry cattle, produce, or general merchandise. Low initial cost, low up-keep, low operating costs make Mercury M-4 Trucks among the most practical and economical on the road today.



# MERCURY TRUCK M-5

**Clutch**—heavy duty truck type, 11" semi-centrifugal, gyro-grip, single plate clutch. Plate pressure at 3000 r.p.m.—1619 lbs. Pedal pressure at 3000 r.p.m.—38 lbs. Frictional area—123.7 sq. ins.

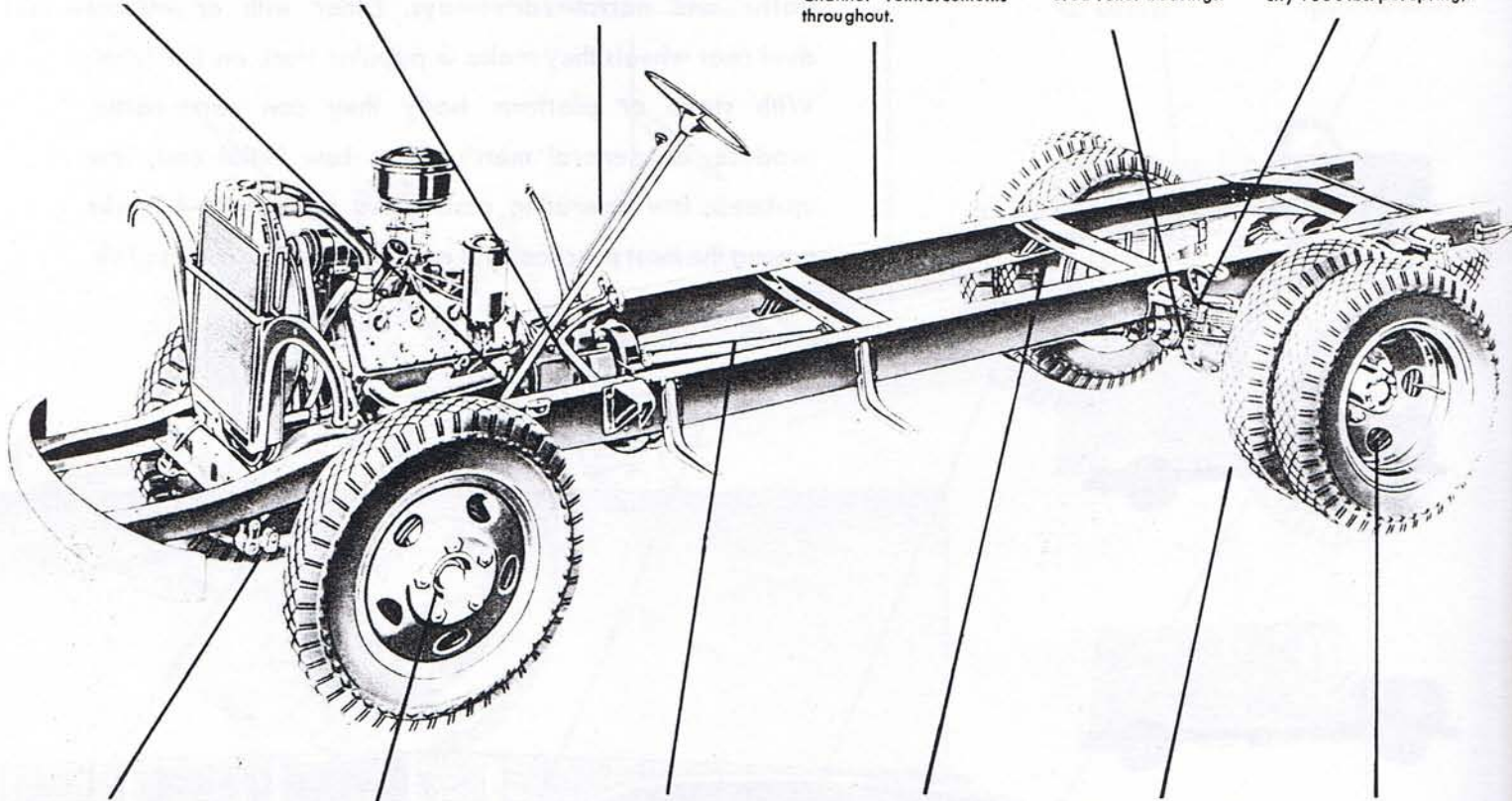
**Transmission**—4-speed truck type transmission with selective sliding spur gears and one piece case design. Power Take Off opening on the right side. S.A.E. 6 bolt. Lubricant capacity—4¼ pints.

**Steering**—worm and needle bearing roller type with a ratio of 20.4 to 1. Turning radius 134" wheelbase—Right, 23.5 ft.; Left, 25.5 ft. 158" wheelbase—Right, 27 ft.; Left, 30 ft. 176" wheelbase—Right, 26 ft.; Left, 28 ft.

**Frame**—134" and 158" wheelbase frame, size—7.0 x 2.75 x 0.21 inches; section modulus—7.63. 176" wheelbase frame size—7.08 x 2.79 x 0.25 inches; section modulus—8.65. Channel reinforcements throughout.

**Rear Axle**—capacity 10,800 lbs. Standard ratio—6.67 to 1; optional—5.83 to 1. Type—spiral bevel full floating with 4-pinion differential and tapered roller bearings.

**Rear Springs**—Total capacity 5650 lbs. per spring. Construction—12 leaf size—45 x 2.5 inches (capacity 4300 lbs. per spring) and 5 leaf auxiliary, size—32.5 x 2.5 inches (capacity 1350 lbs. per spring).



**Front Springs**—capacity 1375 lbs. per spring. Construction—11 leaf; size—36 x 2 inches. 176" wheelbase—12 leaf; size—36 x 2 inches; capacity 2000 lbs. per spring; deflection rate—1090 lbs. per inch.

**Front Axle**—capacity 4500 lbs. 134"-158" size—2.5 x 2.0 x 0.33 inches. Alloy steel forging, modified I-beam. Dual opposed adjustable tapered roller wheel bearings. (176" wheelbase size—2.62 x 2.0 x 0.38 inches).

**Drive Line**—Hotchkiss straight line drive. 134"-158", two tubular forged steel ends, propeller shafts—diameter 2.5 inches 3 needle roller bearing universal joints. 176" wheelbase—3 tubular propeller shafts, 4 universal joints.

**Brakes**—Hydraulic. Two-shoe independently anchored. Lining area—302 square inches. Demountable brake drums. Drum and spring loaded, contracting band type drive line hand brake.

**Tires**—front, two 7.00 x 20 8-ply. Dual rear and spare, five 7.00 x 20 10-ply tires. Optional at extra cost up to seven 8.25 x 20 10-ply tires all around, dual rear and spare.

**Wheels**—seven 20" tapered steel discs with 4.75" dish. 5 hole, 8" diameter bolt circle with wedged type wheel nuts. Rims—20 x 5.0, RH 5° two piece advanced.

**chassis**

**2 ton**

**wheelbases**

**134"  
158"  
176"**

**engine**

**'188'**

**max. g.v.w.**

**14,000 lbs.**

Channel type bumper attached directly to frame for impact strength and frame rigidity. Reinforcements extend from rear brackets of front springs to front brackets of rear springs.

Wheelbases	134"	158"	176"
"CA" Measurement	60.06"	84.06"	102.27"
Length of Frame Back of Cab	98.56"	122.56"	162.27"
Overall Length	210.44"	234.44"	274.15"

V-type, 8-cylinder developing 188 foot pounds torque at 1400 r.p.m. Standard engine accessories include Oil Filter, Oil Bath Air Cleaner and Generator (35 ampere, 250 watts, air cooled).

Basic curb weights with standard tire equipment. (Chassis and cab)—134", 4390 lbs.; 158", 4490 lbs.; 176", 4900 lbs.

## M - 5 M O D E L S



*Custom Cab optional at extra cost.*



Mercury M-5 conventional Trucks will carry all but the heaviest loads. They're used extensively for coal and grain delivery, and for carrying any load that is both heavy and bulky. They're available in three wheelbases for a variety of body lengths up to 14 feet. They have a high torque V-type 8-cylinder engine with tremendous pulling power. They're available with two axle ratios, have an extremely rugged frame with channel reinforcements, and a 5-leaf auxiliary rear spring. Priced with the lowest in the field, their extra strength and reserve power means low cost, trouble-free operation.

# MERCURY TRUCK M-6

**Clutch**—heavy duty truck type, 11" semi-centrifugal, gyro-grip, single plate clutch. Plate pressure at 3,000 r.p.m.—1,619 lbs. Pedal pressure at 3,000 r.p.m.—38 lbs. Frictional area—123.7 sq. inches.

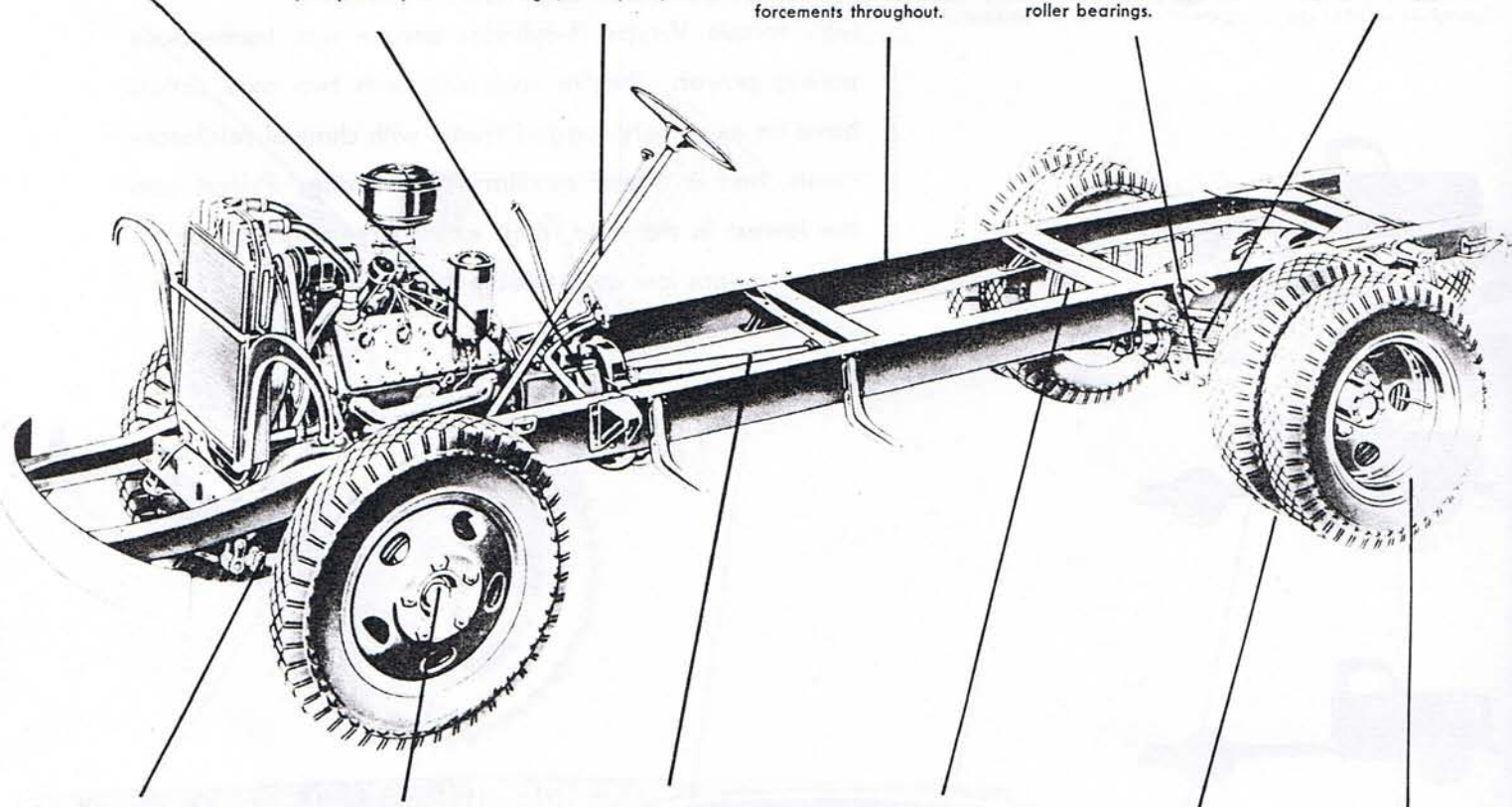
**Transmission**—4 speed truck type transmission with selective sliding spur gears and one piece case design. Power Take Off opening on the right side. S.A.E. 6 bolt. Lubricant capacity—5 pints.

**Steering**—worm and needle bearing roller type with a ratio of 20.4 to 1. Turning radius 134" wheelbase—Right, 23.5 ft.; Left, 25.5 ft. 158" wheelbase—Right, 27 ft.; Left, 30 ft. 176" wheelbase—Right, 26 ft.; Left, 28 ft.

**Frame**—134" and 158" wheelbase frame, size—7.0 x 2.75 x 0.21 inches; section modulus—7.63. 176" wheelbase frame size—7.08 x 2.79 x 0.25 inches; section modulus (including 134" and 158" Tractor Dump)—8.65. Channel reinforcements throughout.

**Rear Axle**—capacity 13,000 lbs. Standard ratios—High, 6.33 to 1; Low, 8.81 to 1. (Optional at no extra charge—High, 5.83 to 1; Low, 8.11 to 1.) Type—two speed full floating with 4-pinion differential and tapered roller bearings.

**Rear Springs**—Total capacity 7,000 lbs. per spring. Construction—12 leaf; size—45 x 2.5 inches (capacity 4,300 lbs. per spring) and 7 leaf auxiliary—capacity 2,700 lbs. per spring; deflection rate—1,730 lbs. per inch.



**Front Springs**—capacity 1,375 lbs. per spring. Construction—11 leaf; size—36 x 2". 176" and 134"-158" Tractor Dump—12 leaf; size 36 x 2"—capacity 2,000 lbs. per spring; deflection rate—1090 per inch.

**Front Axle**—capacity 4,500 lbs. Size—2.5 x 2.0 x 0.33". Alloy steel forging, modified I-beam. Dual opposed adjustable tapered roller wheel bearings. (176" and 134"-158" Tractor Dump wheelbase size—2.62 x 2.0 x 0.38").

**Drive Line**—Hotchkiss straight line drive. Two tubular forged steel ends, propeller shafts—diameter 3". Three needle roller bearing universal joints. 176" wheelbase—3 tubular propeller shafts, 4 universal joints.

**Brakes**—Hydraulic. Two shoe independently anchored. Lining area—302 sq. in. Demountable brake drums. Vacuum power operated booster with 6 3/4" diameter single piston. Drum and spring loaded, contracting band type drive line hand brake.

**Tires**—front, two 7.50 x 20 8-ply. Dual rear and spare, five 7.50 x 20 10-ply tires. Optional at extra cost up to seven 8.25 x 20 12-ply tires all around, dual rear and spare.

**Wheels**—Seven 20" tapered steel discs with 5.5" dish. 5 hole, 8" diameter bolt circle with wedged type wheel nuts. Rims—20 x 6.0 RH 5° two piece advanced.

**chassis**

**3 ton**

**wheelbases**

**134"  
158"  
176"**

**engine**

**'188'**

**max. g.v.w.**

**16,000 lbs.**

**max. g.t.w.**

**28,000 lbs.**

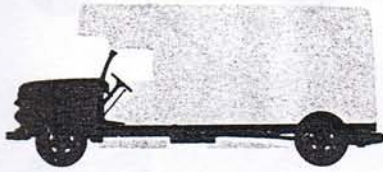
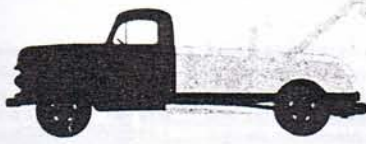
Special 158" chassis and cab Dump with an extra long, 98" reinforcement extending to rear of frame. A 9" fish plate also strengthens frame increasing section modulus from standard 7.63 to 14.15. Equipped with heavy-duty 12 leaf front springs and wide tread front axle.

Wheelbases	134"	158"	176"
"CA" Measurement	60.06"	84.06"	102.27"
Length of Frame Back of Cab	98.56"	122.56"	162.27"
Overall Length	210.44"	234.44"	274.15"

V-type, 8-cylinder developing 188 foot pounds torque at 1,400 r.p.m. Standard engine accessories include Oil Filter, Oil Bath Air Cleaner and Generator (35 ampere, 250 watts, air cooled).

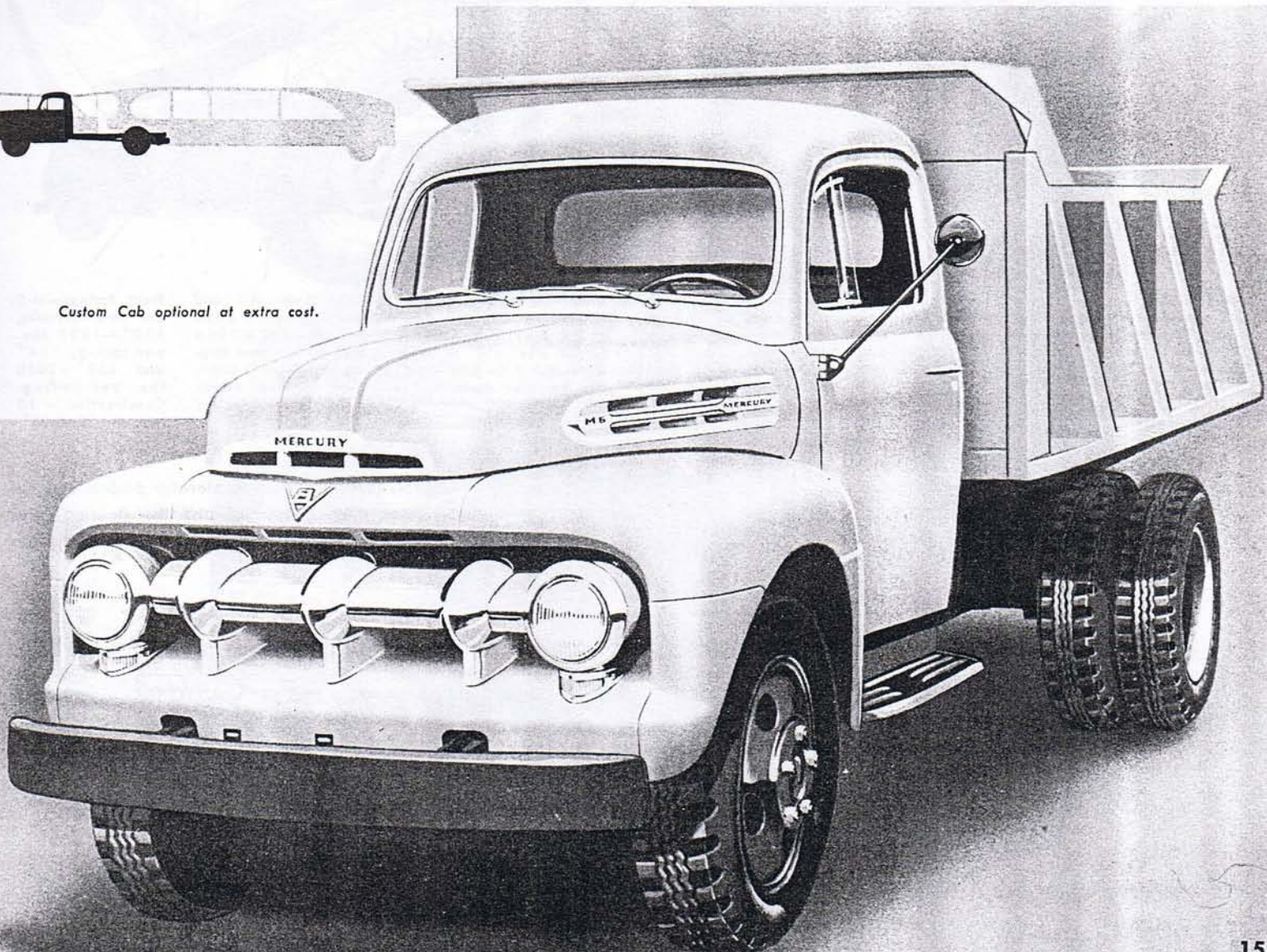
Basic curb weights with standard tire equipment: (Chassis and cab)—134", 4,720 lbs.; 158", 4,820 lbs.; 176", 5,060 lbs.

## M - 6 MODELS



Mercury M-6 conventional Trucks are remarkable in many ways. They're unusually powerful, tremendously strong. Rated at 3 tons they can carry over 5 tons with ease and safety. They have a low initial cost yet have as standard equipment many features such as a two-speed axle not usually found on other trucks in their field. They have heavy, reinforced frames, vacuum power brakes, heavy-duty springs and axles. Available in three wheelbases they're ideal for heavy farm work, moving vans, fire-engines, towing trucks. In addition there are two specially designed and strengthened dump chassis . . . one for an 8 or 9 ft. body and the other for an 11 ft. body.

*Custom Cab optional at extra cost.*



# MERCURY TRUCKS M-5 and M-6 C.O.E.

**Rear Axle—M-5—**capacity 10,800 lbs. Standard ratio—6.67 to 1. (Optional at no extra cost—ratio 5.83 to 1.) **M-6—**capacity—13,000 lbs. Standard ratio—7.2 to 1. (Optional at extra cost—two speed, full floating.)

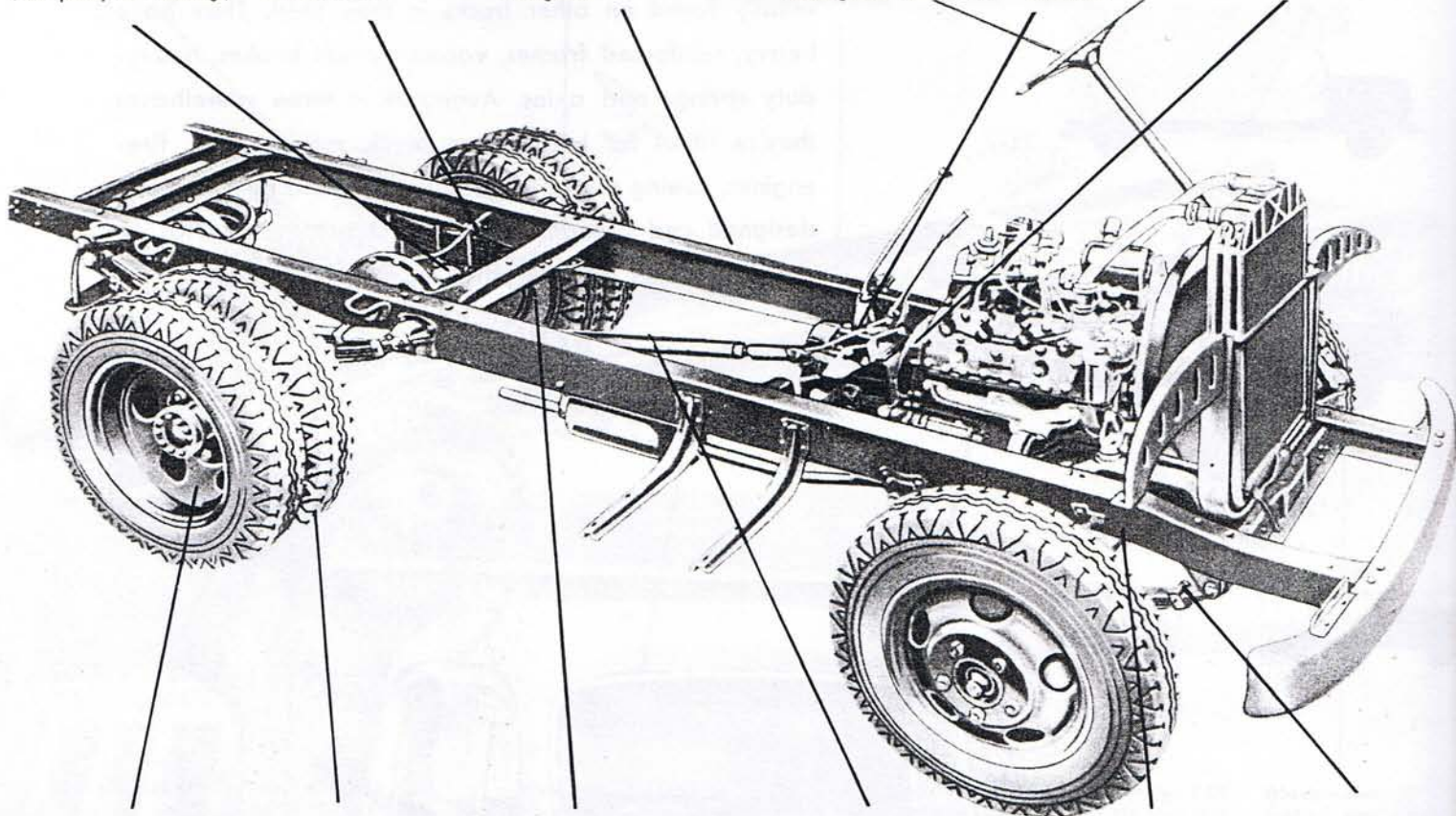
**Rear Springs—M-5—**capacity 4300 lbs. per spring. Construction—12 leaf; size—45 x 2.5". **M-6—**capacity 5650 lbs. per spring. Construction—12 leaf; size—45 x 2.5 with 5 leaf auxiliary size—32.5 x 2.5".

**Frame M-5 and M-6—**tapered channel section. 110" wheelbase frame size—7.0 x 2.75 x 0.21"; section modulus—7.63. 134" and 158" wheelbase size—7.08 x 2.79 x 0.25"; section modulus—8.65. Channel reinforcements throughout.

**Steering—**worm and needle bearing roller type with a ratio of 20.4 to 1. Turning radius **M-5 and M-6—**110" wheelbase Right or Left—19.75 ft. 134" wheelbase Right or Left—23 ft. 158" wheelbase Right or Left—26.5 ft.

**Transmission—**4 speed truck type transmission with selective sliding spur gears and one piece case design. Power Take Off opening on the right side. Lubricant capacity—4 1/4 pints.

**Clutch—**11" semi-centrifugal, gyro-grip, single plate type. Plate pressure at 3000 r.p.m.—1439 lbs. Pedal pressure at 3000 r.p.m.—36 lbs. Friction area—123.7 sq. inches.



**Wheels—M-5—**seven 20" tapered steel discs with 4.75" dish. Rims—20 x 5 RH 5° two piece advanced. **M-6—**20" disc with 5.5" dish. Rims—20 x 6 RH 5° two piece advanced.

**Tires—M-5—**seven 6.50 x 20 6-ply all around, dual rear and spare. **M-6—**seven 7.50 x 20 8-ply all around, dual rear and spare.

**Brakes—M-5 and M-6—**hydraulic, two shoe independently anchored. Lining area—302 sq. in. Demountable brake drums. Drum and spring loaded, contracting band type drive line hand brake. **M-6—**vacuum power operated booster with 7 1/2" diameter Diaphragm.

**Drive Line—M-5 and M-6—**Hotchkiss straight line drive. **M-5 & 6—**110" one tubular forged steel end propeller shaft. **M-5 & 6—**134"-158" two propeller shafts.

**Front Axle—M-5 and M-6—**capacity 4500 lbs. Size—2.67 x 2.06 x 0.41". Alloy steel forging, modified I-beam. Dual opposed adjustable tapered roller wheel bearings.

**Front Springs—M-5 and M-6—**capacity, 110"—1825 lbs. per spring, 134" and 158"—2050 lbs. per spring. Construction—13 leaf; size 38 x 2.25"

**chassis**

**C.O.E.**

**wheelbases**

110"  
134"  
158"

**engine**

'181'

**max. g.v.w.**  
**max. g.t.w.**

**M-5—14,000 lbs.**  
**M-6—16,000 lbs.**  
**M-5—24,000 lbs.**  
**M-6—28,000 lbs.**

On both models, all controls (brake, clutch, accelerator pedals and the gear shift lever) have been moved forward and the steering gear assembly has been mounted ahead of the front axle. Provides more chassis payload space.

	110"	134"	158"
Wheelbases	110"	134"	158"
"CA" Measurement	60.06"	84.06"	108.06"
Length of frame back of cab	98.56"	122.56"	146.56"
Overall Length	186.58"	210.58"	234.58"

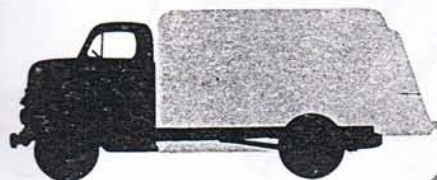
**M-5 and M-6—**V-type, 8-cylinder developing 181 foot pounds torque at 2000 r.p.m. Standard engine accessories include Oil Filter, Oil Bath Air Cleaner and 35 ampere, 250 watts, air cooled Generator.

Basic curb weights with standard tire equipment:

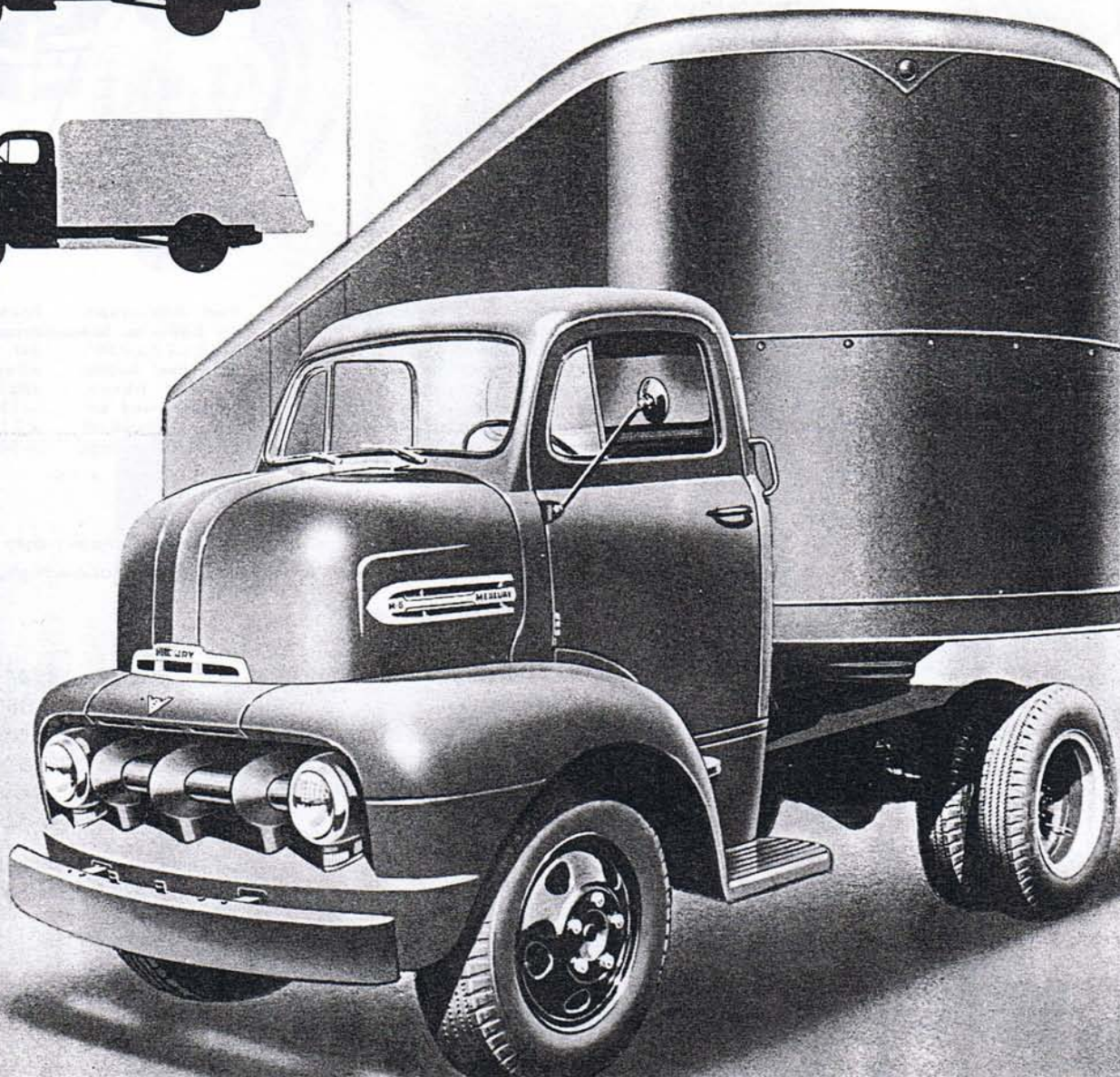
	110"	134"	158"
Wheelbases	110"	134"	158"
M-5	4454 lbs.	4584 lbs.	4654 lbs.
M-6	4747 lbs.	4877 lbs.	4947 lbs.



## M-5, M-6 C.O.E. MODELS



Mercury Cab-Over-Engine Trucks have specific advantages for certain types of work. When used as a tractor-trailer they offer the longest possible trailer length within the legal length limits. With the regular stake or platform body they give increased load space behind the cab which, of course, increases the payload area and the profits. Because the driver sits higher up than in conventional cabs he gets better visibility. Cab-Over-Engine Trucks also have a shorter turning radius which is valuable in city work. A special feature of the Mercury cab is the driver's seat which is adjustable to the size and weight of the driver, and which has its own hydraulic shock absorber to give maximum riding comfort at all times.



# MERCURY TRUCK M-7

**Rear Axle**—capacity 14,000 lbs. Standard ratio—6.80 to 1. Type—hypoid, full floating with 4-pinion differential and tapered roller bearings. (Optional at extra cost—two speed High, 6.17; Low, 8.58 to 1.)

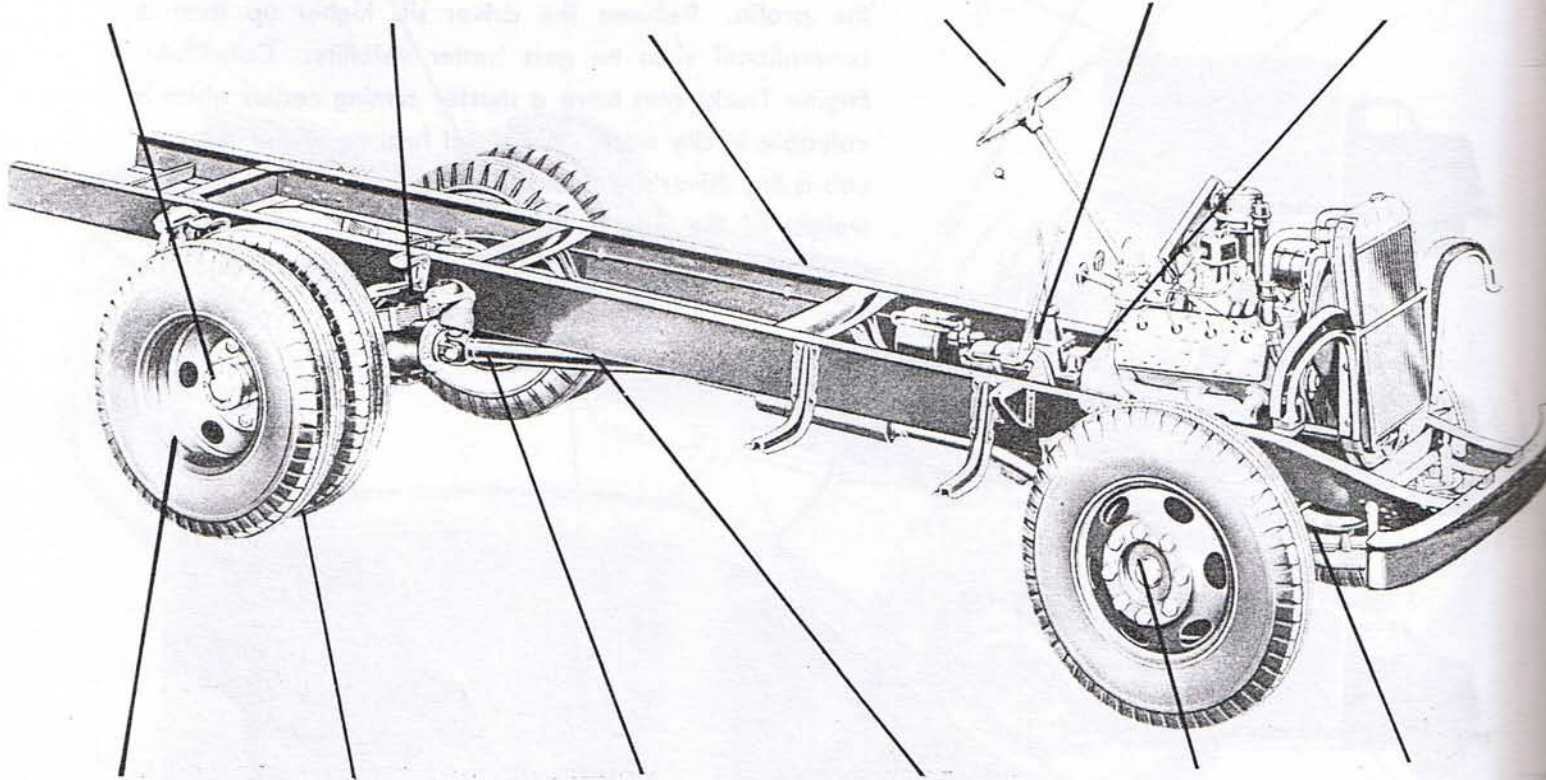
**Rear Springs**—capacity 6,800 lbs. per spring. Construction—13 leaf main; size—52 x 3" and 7 leaf auxiliary; size—37.5 x 3". (Optional at extra cost—14 leaf main increasing capacity to 7,800 lbs. per spring.) Type—special alloy steel, semi-elliptic.

**Frame**—Tapered channel section. Size—9 x 3 x 0.25". Section modulus—13.83. Channel reinforcements throughout.

**Steering**—worm and needle bearing roller type with ratio of 20.5 to 1. Turning radius—135", Right—24 ft.; Left—26.5 ft. 147", Right—26 ft.; Left—29 ft. 159", Right—27.5 ft.; Left—30.5 ft. 178", Right—30.75 ft.; Left—34 ft. 195", Right—32 ft.; Left—35.5 ft.

**Transmission**—5-speed overdrive with helical constant mesh in top three gears. Overdrive fifth gear ratio is 0.80 to 1. Power Take Off opening right and left sides. S.A.E. 6 bolt. (Optional at no extra cost, 5 speed direct drive.)

**Clutch**—Extra heavy-duty truck type, 12" semi-centrifugal, gyro-grip, single plate clutch. Plate pressure at 3,000 r.p.m.—2,208 lbs. Pedal pressure at 3,000 r.p.m.—50 lbs. Frictional area—149.2 sq. in.



**Wheels**—seven cast spoke wheels with 7 demountable 6.5", 3 piece rims. Optional at no extra cost—seven 8-stud steel disc wheels with a 10" diameter bolt circle. RH 5° 2 piece advanced rims.)

**Tires**—seven 8.25" x 20 10-ply all around, dual rear and spare. (Optional at extra cost up to seven 9.00 x 20 12-ply tires all around, dual rear and spare.)

**Brakes**—Vacuum power operated, two shoe. Front—independently anchored. Rear—self-centring, double action shoes. Lining area—444 sq. inches. Demountable brake drums. 9½" diameter booster piston. Drive line hand brake lining area—89 sq. in.

**Drive Line**—Hotchkiss straight line drive. Two tubular, 3" diameter, propeller shafts (except on 178" wheelbase—Front, 3.5"; Rear—3.0". 195" wheelbase—front and rear, 3.5"). Three needle bearing universal joints.

**Front Axle**—capacity 5,500 lbs. Size—3.0 x 2.5 x 0.50". Alloy steel forging, modified I-beam. Dual opposed adjustable tapered roller wheel bearings.

**Front Springs**—capacity 2,250 lbs. per spring. Special alloy steel semi-elliptic. Construction—12 leaf; size—46 x 2.5; deflector rate—860 lbs. per in.

**chassis**

**4 ton**

**wheelbases**

135" 147"  
159" 178"  
195"

**engine**

**'255'**

**max. g.v.w.**  
**max. g.f.w.**

**19,000 lbs.**  
**35,000 lbs.**

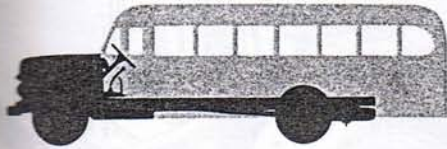
New (optional at extra cost) two-speed, extra heavy-duty rear axle specially designed for peak load performance. Ratio—High, 6.17 to 1; Low, 8.58 to 1.

Wheelbases	135"	147"	159"	178"	195"
"CA" Measurement	61.06"	73.06"	85.06"	104.06"	121.06"
Length, frame back of cab	112.3"	124.3"	136.3"	164.06"	181.06"
Overall Length	224.96"	236.96"	248.96"	276.72"	293.72"

V-type, 8-cylinder developing 255 foot pounds torque at 1800 r.p.m. Standard engine accessories include: Oil Filter, Oil Bath Air Cleaner, Engine Governor and 40 ampere, 280 watts, air cooled Generator.

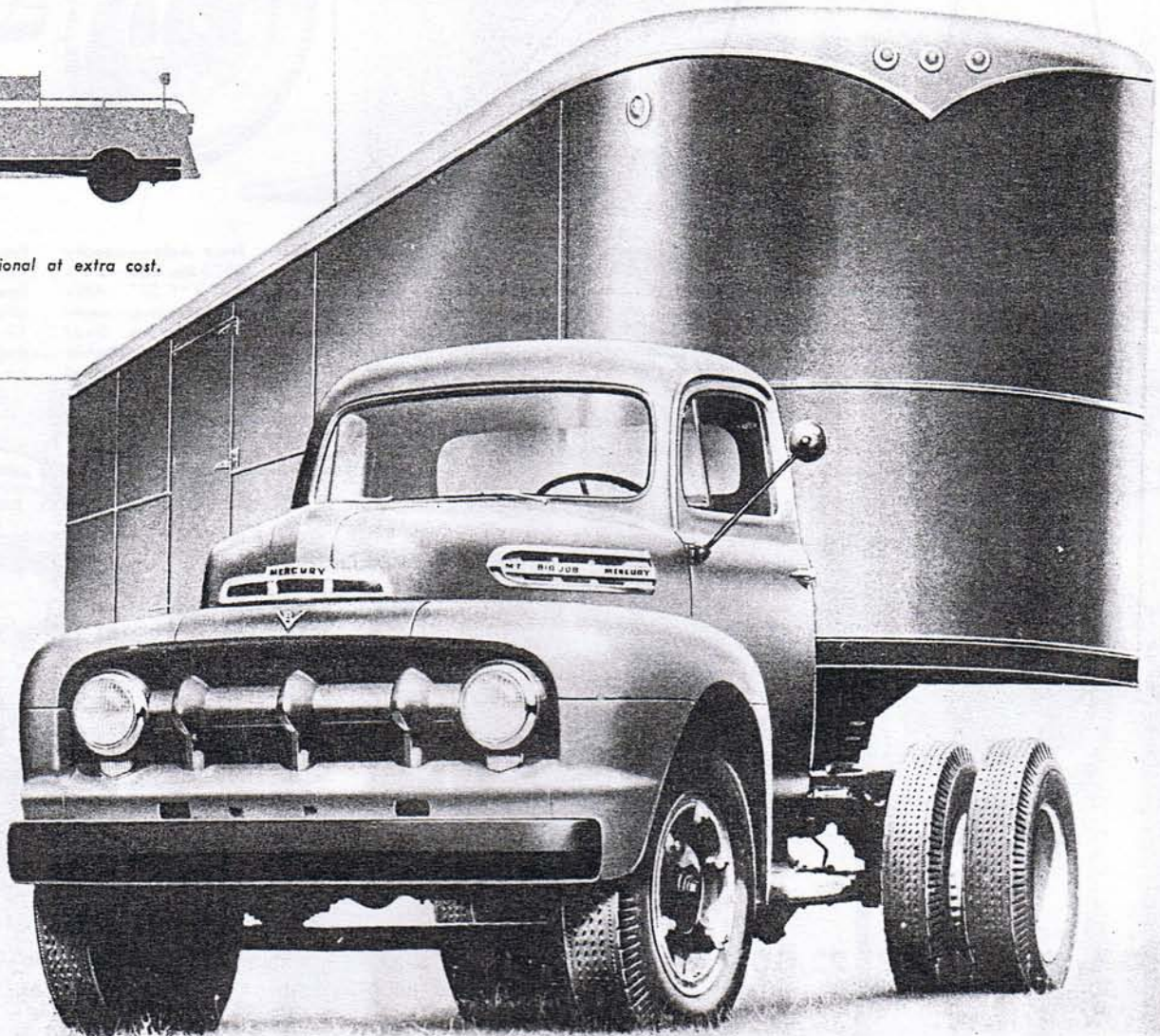
Basic curb weights with standard tire equipment: (Chassis and cab)—135", 6,053 lbs.; 147", 6,157 lbs.; 159", 6,277 lbs.; 178", 6,377 lbs.; 195", 6,437 lbs.

## M - 7 MODELS



Mercury M-7 Extra Heavy Duty Trucks have a number of outstanding features. First is the unusually powerful 255 torque 145 Hp. V-type, 8-cylinder truck engine. This mighty engine with either the single or the 2-speed axle, which is optional at extra cost, gives you an extremely wide operating range under all kinds of load or road conditions. The M-7 trucks have a massive 9" reinforced frame, five wheelbases to accommodate all body types from short tractor units to long moving vans. On the highway they're fast, safe, comfortable, easy to handle. They give excellent mileage, low operating costs.

*Custom Cab optional at extra cost.*



# MERCURY TRUCK M-8

**Rear Axle**—capacity 16,500 lbs. Standard ratio—7.17 to 1. Type—single speed full floating with 4-pinion differential and tapered roller wheel bearing. (Optional at extra cost—two speed High, 6.5 to 1, Low, 8.87 to 1.)

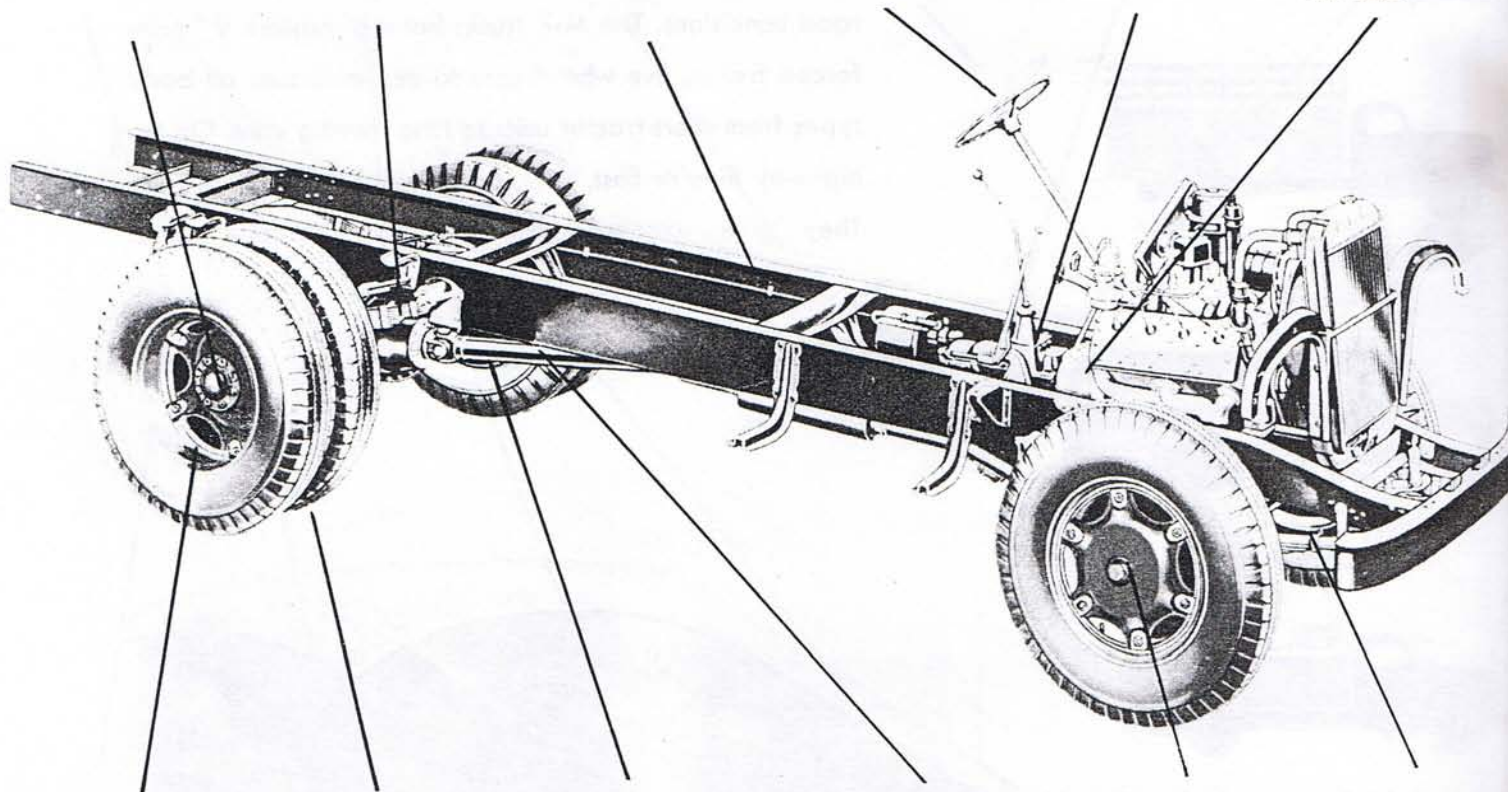
**Rear Springs**—capacity 7800 lbs. per spring. Construction—14 leaf main; size—52 x 3" and 7 leaf auxiliary; size—37.5 x 3". (Optional at extra cost—13 leaf main spring increasing capacity to 8700 lbs. per spring.) Type—special alloy steel semi-elliptic.

**Frame**—tapered channel section. Size—9 x 3 x 0.25". Section modulus—13.83. Channel reinforcements throughout.

**Steering**—worm and needle bearing roller type with ratio of 20.5 to 1. Turning radius—135", Right—26 ft.; Left—28.5 ft.; 147", Right—28.25 ft.; Left—31 ft.; 159", Right—29.5 ft.; Left—32.5 ft.; 178", Right—33 ft.; Left—36.25 ft.; 195", Right—34 ft.; Left—37.5 ft.

**Transmission**—5-speed direct drive with helical constant mesh in top three gears. Fifth gear ratio—1 to 1 (or direct.) Power Take Off opening right or left sides. S.A.E. 6 bolt. (Optional at no extra cost)—5 speed overdrive.

**Clutch**—heavy-duty truck type, 12" semi-centrifugal, gryo-grip, centrifugal, gryo-grip, single plate clutch. Plate pressure at 3000 r.p.m.—2208 lbs. Pedal pressure at 3000 r.p.m.—50 lbs. Frictional area—149.2 square inch.



**Wheels**—seven cast spoke wheels with seven demountable 7" three piece advanced rims. (Optional at no extra cost—seven 8-stud steel disc wheels with 10" diameter bolt circle. R 5° three piece advanced.)

**Tires**—seven 9.00 x 20 10-ply all around, dual rear and spare. (Optional at extra cost up to seven 10.00 x 20 14-ply tires all around, dual rear and spare.)

**Brakes**—vacuum power operated, two shoe. Front, double anchored. Rear—double cylinder Self-centering. Lining area—485 sq. in. Demountable brake drums. 9½" diameter booster piston. Drive line hand brake. (Optional at extra cost—full air brakes.)

**Drive Line**—Hotchkiss straight line drive. Two tubular, 3" diameter, propeller shafts—(except on 178" wheelbase—front, 3.5"; rear—3.0". 195" wheelbase—front and rear, 3.5".) Three needle bearing universal joints.

**Front Axle**—capacity 5500 lbs. Size—3.0 x 2.5 x 0.50". Alloy steel forging, modified I-beam. Dual opposed adjustable tapered roller wheel bearings.

**Front Springs**—capacity 2250 lbs. per spring. Special alloy steel semi-elliptic. Construction—12 leaf; size—46 x 2.5; deflection rate—860 lbs. per in.

**chassis**

**5 ton**

**wheelbases**

135" 147"  
159" 178"  
195"

**engine**

'255'

**max. g.v.w.**

**22,000 lbs.**

**max. g.t.w.**

**39,000 lbs.**

All 9" frames with 8.5" channel reinforcements from front to rear springs. Wide base rims for long tire life. Channel bumper is bolted directly to frame for impact strength and frame rigidity.

Wheelbases	135"	147"	159"	178"	195"
"CA" Measurement	61.06"	73.06"	85.06"	104.06"	121.06"
Length, frame back of cab	112.3"	124.3"	136.3"	164.06"	181.06"
Overall Length	224.96"	236.96"	248.96"	276.72"	293.72"

V-type, 8-cylinder developing 255 foot pounds torque at 1800 r.p.m. Standard engine accessories include: Oil Filter, Oil Bath Air Cleaner, Engine Governor and 40 ampere, 280 watts, air cooled Generator.

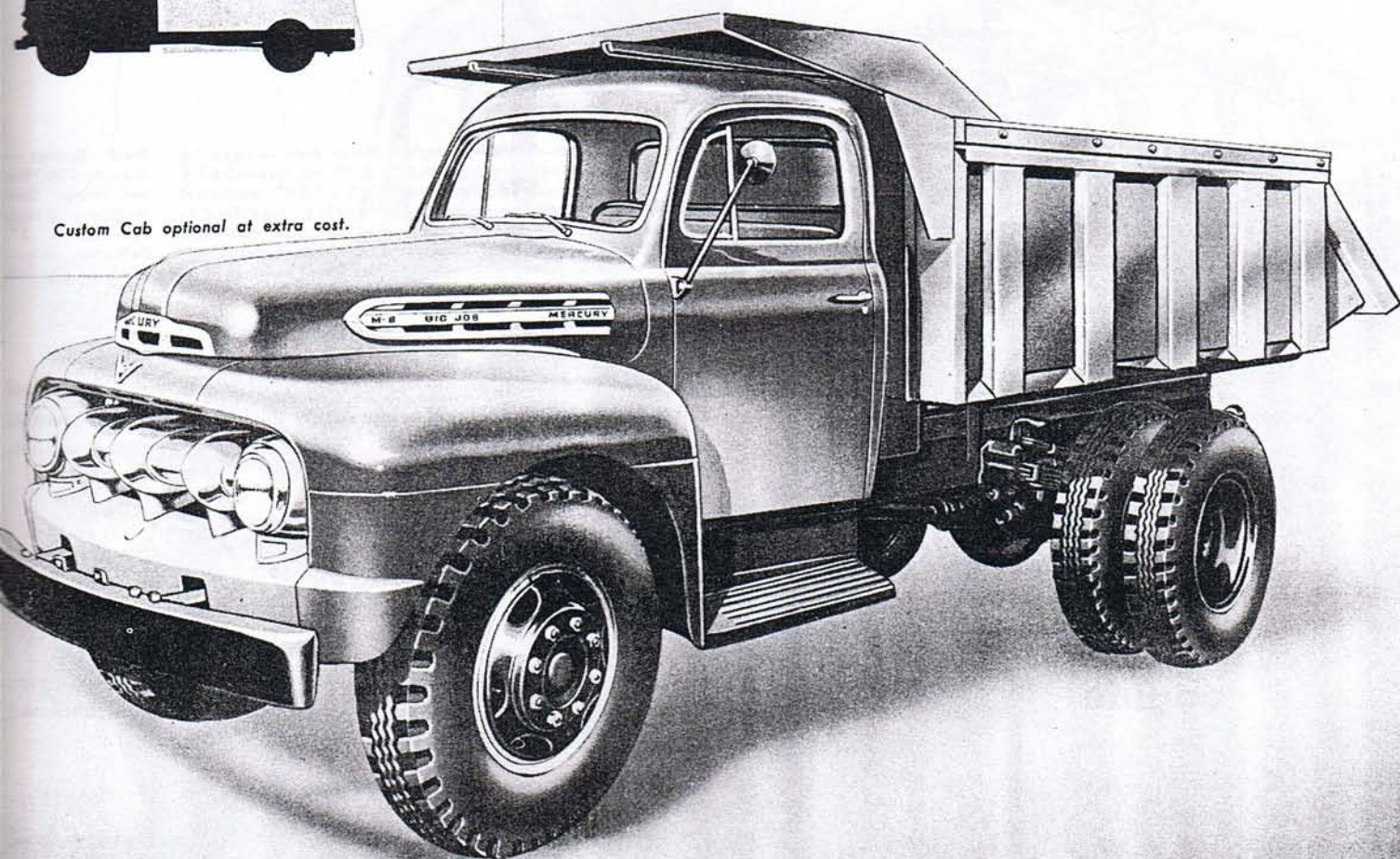
Basic curb weights with standard tire equipment: (Chassis and cab 135", 6531 lbs.; 147", 6651 lbs.; 159", 6791 lbs.; 178", 6891 lbs.; 195", 6951 lbs.)

# M - 8 MODELS



Mercury M-8 Extra Heavy Duty Trucks are built to take on the heaviest jobs you'll encounter. They're for work on or off the highway, they're built to withstand shock loads or just ordinary heavy slugging. They have the same basic features as the M-7 Mercury series but with bigger, stronger and tougher drive lines, axles, wheels, brakes, springs, and tires. Rated at a nominal 5 tons they'll carry over 7 tons with ease and safety—a remarkable payload capacity. In addition their speed means you can move loads more quickly, more economically.

*Custom Cab optional at extra cost.*



# MERCURY M-6 SAFETY SCHOOL BUS CHASSIS

**Rear Axle**—capacity 13,000 lbs. Standard ratios—High 6.33 to 1; Low, 8.81 to 1. (Optional at no extra cost—High, 5.83 to 1; Low, 8.11 to 1). Type—two speed full floating with 4-pinion differential and tapered roller bearings.

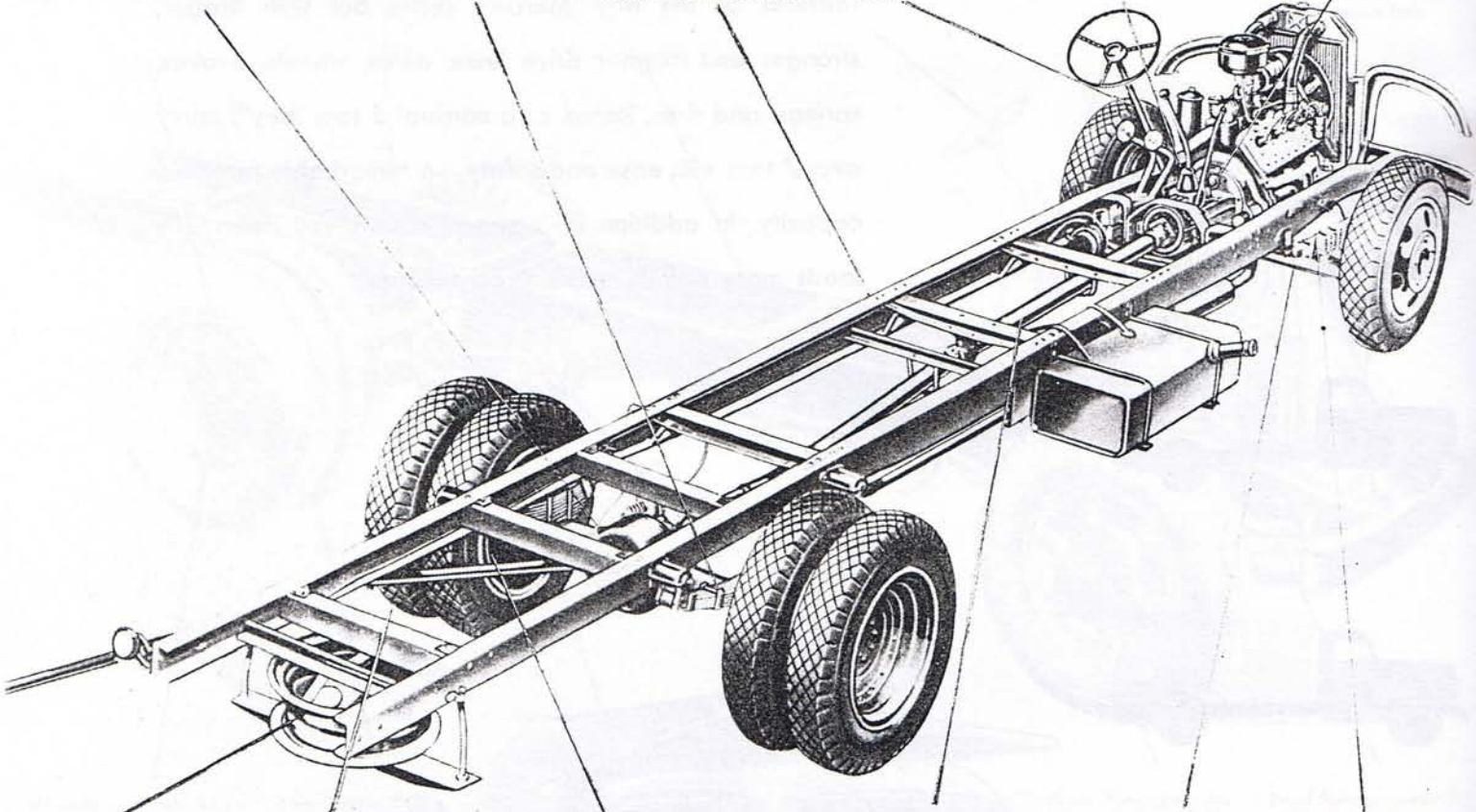
**Rear Springs**—capacity 6000 lbs. Construction—21 leaf progressive, bus type springs, two-stage designed for cushioned ride under light or loaded conditions. Size 59 x 2.5".

**Frame**—Heavy Duty double channel. Size—7.08 x 2.79 x 0.25". Section modulus—8.65. Extra long frame is further strengthened by 8 cross members and channel reinforcements.

**Steering**—worm and needle bearing roller type with a ratio of 20.4 to 1. Turning radius—Right, 31 ft.; Left—32 ft.

**Transmission**—4-speed truck type transmission with selective sliding spur gears and one piece case design. S.A.E. 6 bolt. Lubricant capacity—5 pints.

**Clutch**—Bus type, 11" semi-centrifugal, gyro-grip, single plate clutch. Plate pressure at 3000 r.p.m.—1619 lbs. Pedal pressure of 3000 r.p.m.—38 lbs. Frictional area—123.7 sq. in.



**Wheels**—seven 20" tapered steel discs with 20 x 6" RH 5° two piece advanced rims. 8" diameter hole circle with wedged type wheel nuts.

**Tires**—Standard seven 8.25 x 20 10-ply tires all around, dual rear and spare. Large capacity tires for maximum safety and riding comfort.

**Brakes**—hydraulic. Two-shoe independently anchored. Lining area—302 sq. in. Demountable brake drums. Vacuum power operated booster with 6¾" diameter single piston. Drum and spring loaded, contracting band type drive line hand brake with safety shield.

**Drive Line**—Hotchkiss straight line drive with two protecting guards for added safety. Two tubular propeller shafts diameter—3"—heavy duty. Three needle roller bearing universal joints.

**Front Axle**—capacity 4500 lbs. Size—2.62 x 2.0 x 0.38". Alloy steel forging, modified I-beam. Dual opposed adjustable tapered roller wheel bearings.

**Front Springs**—capacity 2000 lbs. per spring. Construction—12 leaf; size—36 x 2". Deflection rate—1090 lbs. per inch.

**chassis**

**3 ton**

**wheelbase**

**194"**

**engine**

**'188'**

**max. g.v.w.**

**16,000 lbs.**

Low Cowl model adaptable for a variety of bus bodies. Additional safety features include: hand brake safety shield, two drive line guards, extended fume-removal exhaust pipe and large 25 gallon fuel tank.

Cowl to rear axle measurement—164". Length of frame back of cowl—249". Overall length—316.94".

V-type, 8-cylinder developing 188 foot pounds torque at 1400 r.p.m. Standard engine accessories include Oil Filter, Oil Bath Air Cleaner and 35 ampere, 250 watts, air cooled Generator.

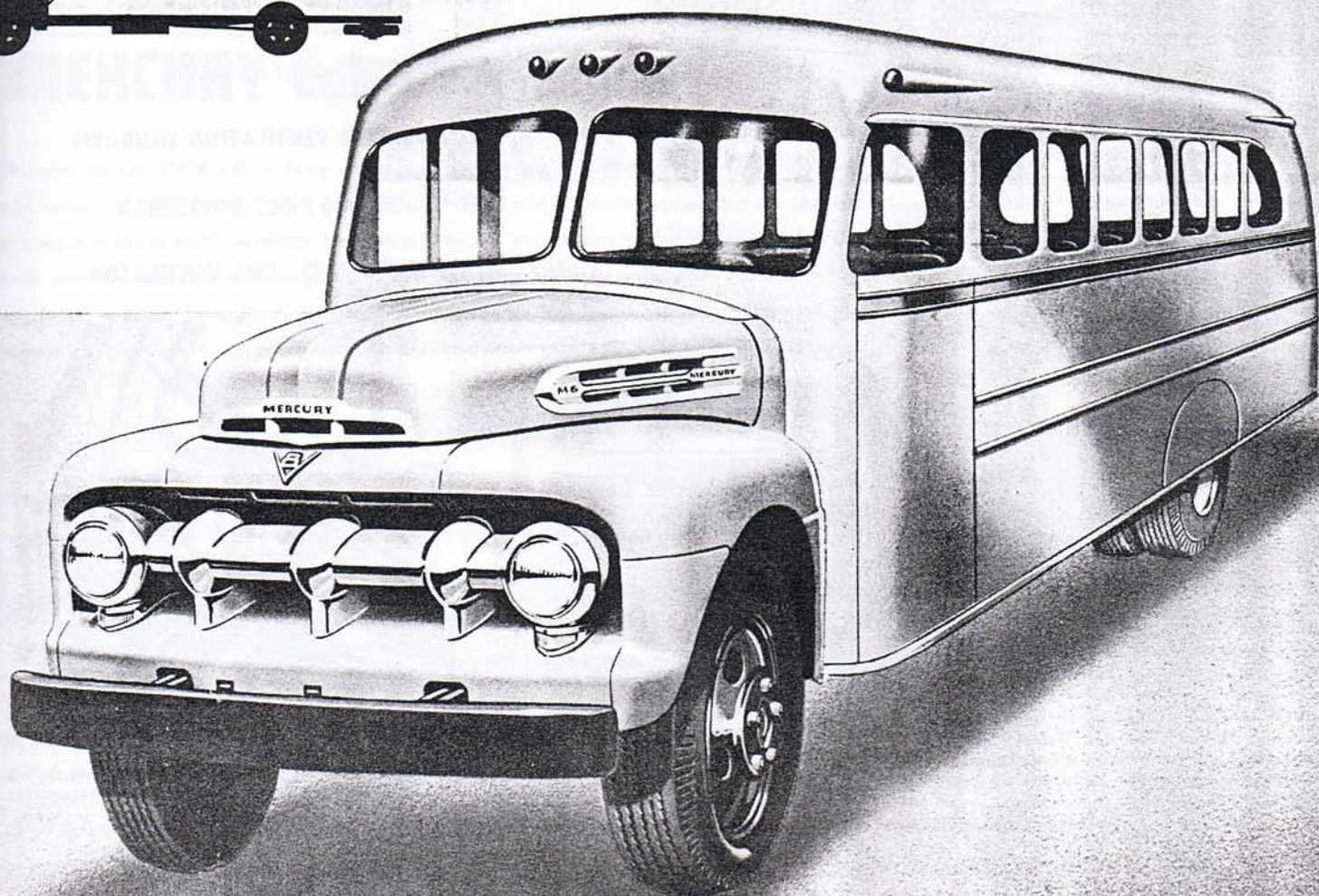
Basic curb weight with standard tire equipment: (Chassis and Low Cowl)—5100 lbs.

M-6

## SCHOOL BUS MODELS



Mercury's M-6 School Bus Chassis has been designed with safety and economy of operation as the outstanding features. It has vacuum power operated booster hydraulic brakes, a double channelled reinforced frame, oversize tires and special 21-leaf springs. It has Mercury's "Loadomatic" economy combined with the economical extra power of Mercury's famous "188" engine. It is designed to accommodate a wide variety of body types so that you select a body from any recognized builder of school bus bodies knowing that it will fit perfectly on this 194" Mercury chassis.



# special features

## MERCURY Standard Cab

NEW GRILLE

NEW DUAL WINDSHIELD WIPERS

NEW DOOR WEATHER-STRIPPING

NEW RED VINYL SEAT TRIM

NEW TWIN-MATCHED HORNS ON M-7 & M-8

NEW FUME-TIGHT DESIGNED CAB

PUSH BUTTON STARTER ON INSTRUMENT PANEL

DRIVER'S SUN VISOR

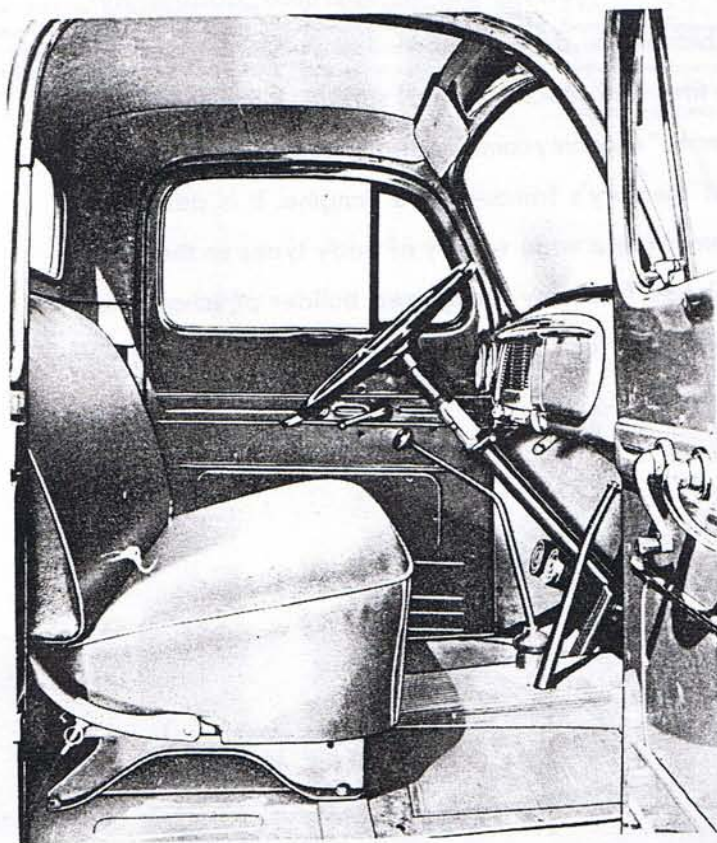
LEVEL ACTION CAB SUSPENSION

65 COIL SPRING SEAT CUSHION

PIVOTING TYPE VENTILATING WINDOWS

FULL VISION ONE PIECE WINDSHIELD

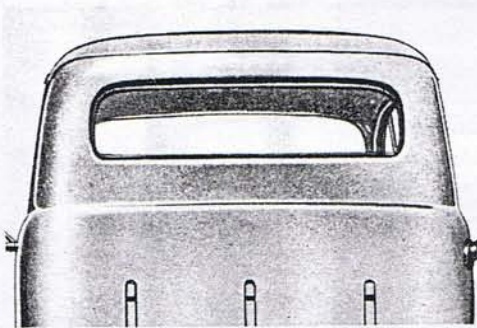
WEATHER-STRIPPED COWL VENTILATOR



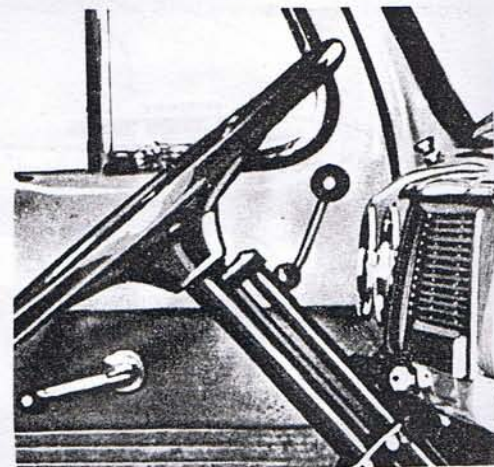
Mercury Trucks Standard Cabs have 3-way Air Control—pivoting type windows, cowl ventilator and (at extra cost) Magic Air Heater. There are wide, tall doors for easy access and a good-looking easy-to-read instrument cluster. Lots of head room inside the all-welded steel construction cab—smartly styled interiors with handy ash tray; dispatch box, sun visor and dual windshield wipers. A three foot rear window allows maximum rear vision for driver's convenience, safety.



Throttle Control Rod mounted on instrument panel allows driver to devote all his attention to steering when backing up. Conveniently located control may be set at the desired engine speed and is especially valuable on the heavier duty models where power take off gearing is often required.

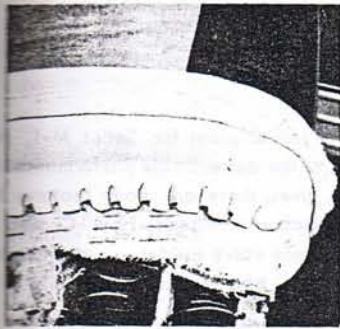


New 50% Bigger Rear Window is 3 feet wide—visibility is greater than ever before! This increased vision adds to driver convenience—permits easier truck manoeuvrability.



Steering Column Gear Shift is a new feature on the M-1 models. This convenient arrangement allows more floor loading space—provides additional room for passengers.





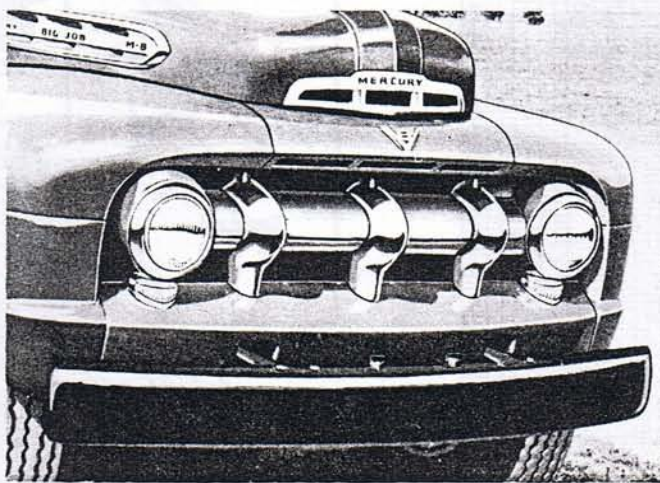
Foam Rubber seat cushion is a soft, resilient pad designed to support driver in correct driving position. Seat has fore and aft adjustment of 3 inches for precise positioning. Seat back may be inclined independently to suit individual preference.



Custom Cab Insulation and sound proofing is made especially effective by 1 1/2 inches of padded glass wool insulation on new headlining. Further sound deadening has been added to the door, floor and rear cab panels providing all-weather protection, and an efficient noise control.

## MERCURY Custom Cab

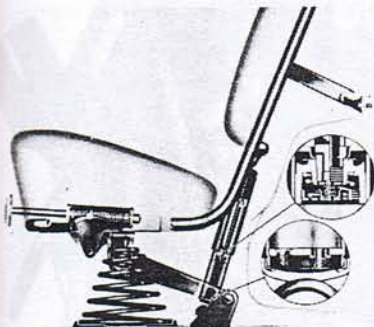
Custom Cab Grille is new and massive with a rich finish of argent (silver). Three pylons on a strong, bold band give a new importance to Mercury Custom front end treatment. Hood trim is distinctively new—windshield moulding is gleaming chrome. Pivoting-type ventilating windows are now chromed and add to new styling.



Custom Interior cab features are highlighted by striking two-tone gray and red vinyl trim. Appointments include: dome light with door jam switches, glove compartment lock, illuminated cigarette lighter, twin-matched electric horns (standard on M-7, M-8), dual sun visors, door arm rests and chrome interior door and window handles. Door trim panel blends with interior trim and serves to insulate door.

## MERCURY Cab-Over-Engine

The new Mercury C.O.E. cab is designed for maximum driving comfort and visibility. Level Action cab suspension, adjustable driver's seat with ample foot and elbow room, contribute to ease of driving and heavy traffic handling. Ventilating windows and all-weather insulation in headlining help maintain peak interior comfort. Easy, two-step entry and big, wide doors increase driver efficiency, reducing "in-and-out" fatigue. Colourful, interior trim is designed to complement the chrome interior fittings. C.O.E. cab construction allows maximum engine accessibility for easy servicing.



Driver's Seat rides on a variable-rate spiral coil spring which may be adjusted for individual weight. Seat is controlled by a hydraulic shock absorber.



### SPECIAL C.O.E. FEATURES CONTRIBUTING TO COMFORT . . . SAFETY . . . CONVENIENCE

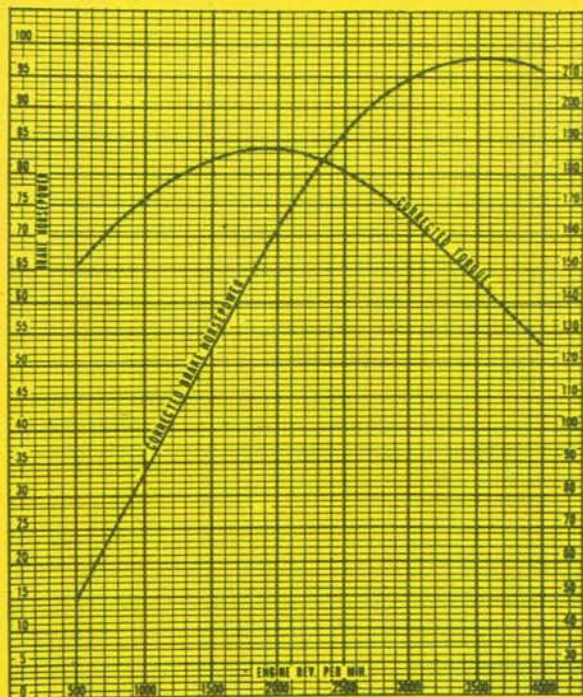
Front end is big, wide and strong with rugged I-beam axle, large spindles, wide tread. Spring loaded tie rod ends are designed to take up wear. Release of four latches opens the engine cover. Maintenance of engine is simplified and convenient—seat on rider's side folds up to increase work space.

Rider's seat folds out of the way on the right side of the cab making entry or exit easier, more convenient.

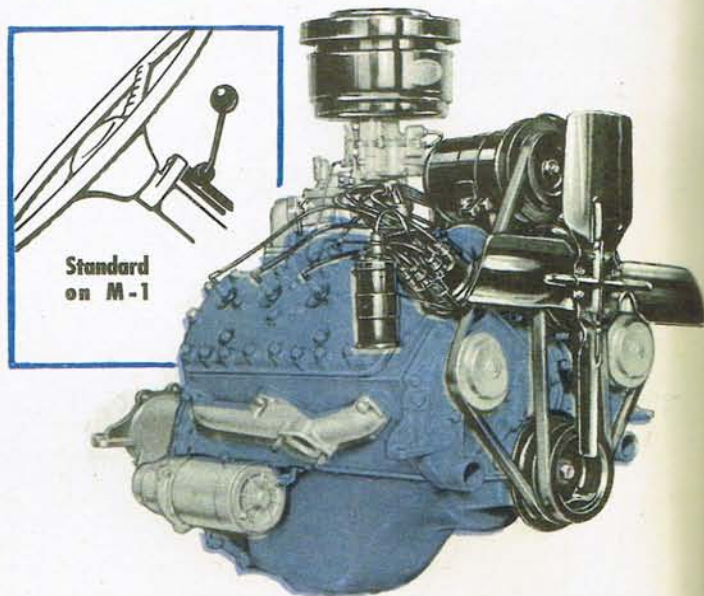
Easy access to many engine accessories is possible with lift-up hood. Radiator cap, generator, fan, distributor, oil filler tube, oil filter, thermostats, air cleaner, voltage regulator and ignition coil are easy to reach.

The Battery is mounted in a special carrier designed to fit securely on the running board for greater convenience in servicing . . . cover protects battery from all-weather conditions insuring longer life.

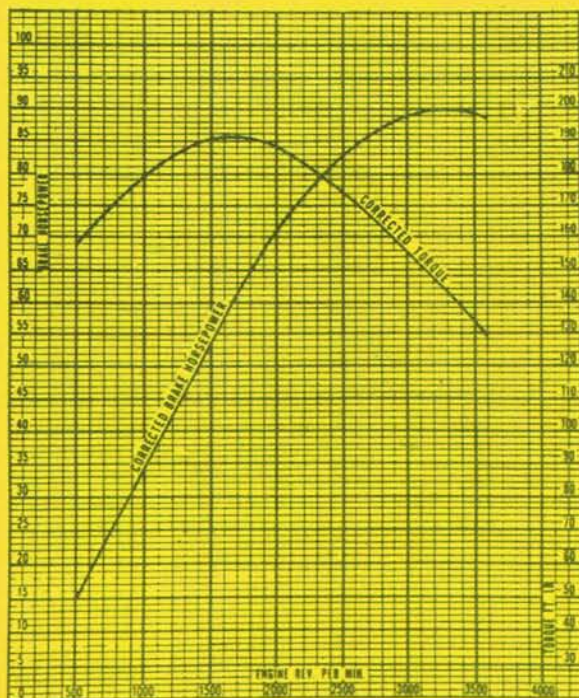
# Light-Duty **MERCURY '181'** Truck Engine



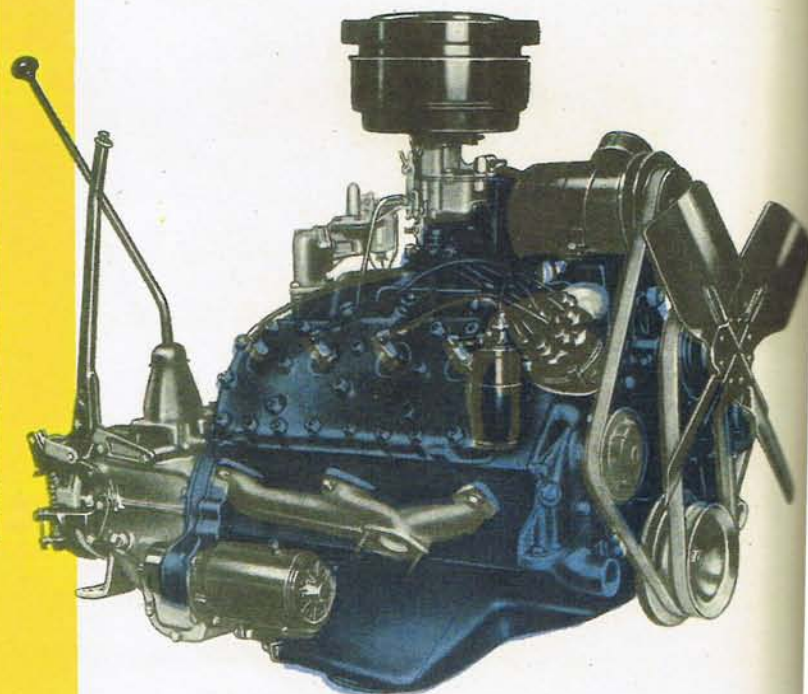
The Mercury '181' Truck Engine is the power plant for Series M-1, M-3, M-4 and M-5, M-6 C.O.E. In addition to the dependable performance this proven V-type 8-cylinder engine gives, there are many features that add up to long life and economical operation . . . "Series-Flow" Cooling . . . fully-automatic spark control . . . one-piece valve guides . . . straight stem valves . . . exhaust valve seat inserts . . . plus service accessibility of engine accessories.



# Heavy-Duty **MERCURY '188'** Truck Engine

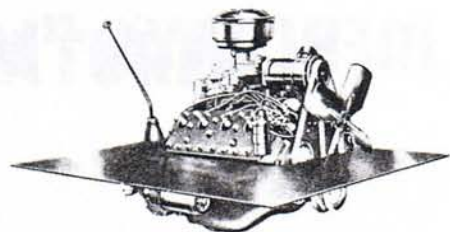


Designed for Mercury Truck Series M-5 and M-6, the '188' Engine provides generous torque to move heavy loads. There are power reserves to carry big loads for less. The most service-proved truck engine design—gives thrifty reliable work-hours that mean low cost per ton-mile and greater trucking profits.

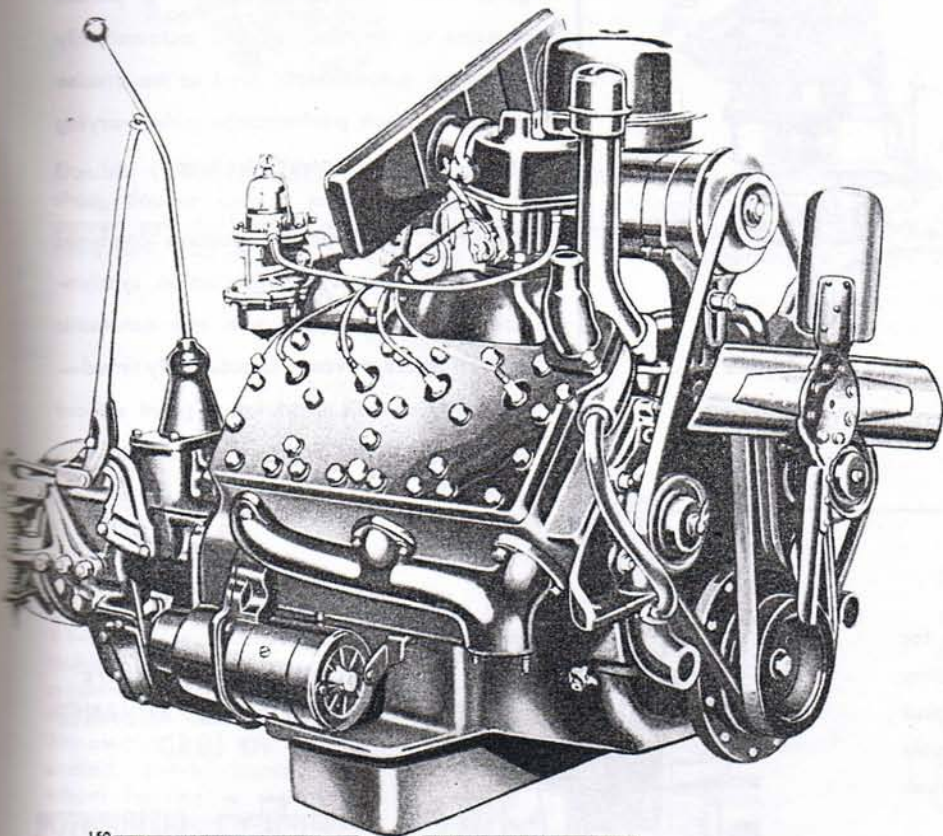


# Extra Heavy-Duty MERCURY '255' Truck Engine

The mighty Mercury '255'—the most powerful of all Mercury Truck engines. A full 145 horsepower, with high torque output over the entire speed range, make it a natural for the Mercury big jobs, M-7 and M-8. New water by-pass permits uniform warm-up, prevents hot spots. Check the specifications for this power plant . . . they add up to long engine life, low maintenance costs, stamina and endurance.

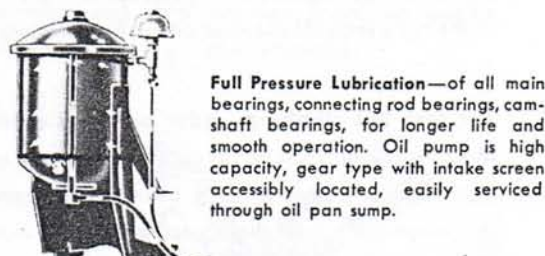


Service Accessibility of all engine accessories places distributor, coil, generator, battery, air cleaner, fuel pump and sediment bowl where they can be easily reached for inspection and maintenance.

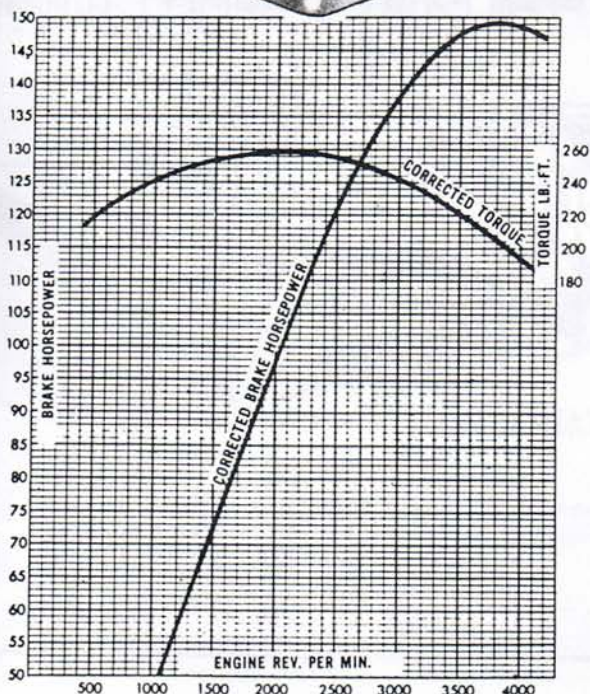
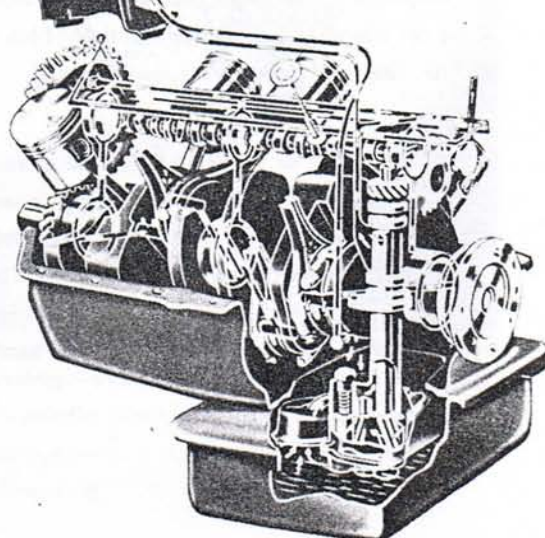


Crankcase Ventilation is directed suction-type with road draft tube to ensure positive action. Helps maintain good oil quality and reduces wear on engine parts. Crankcase dilution minimized.

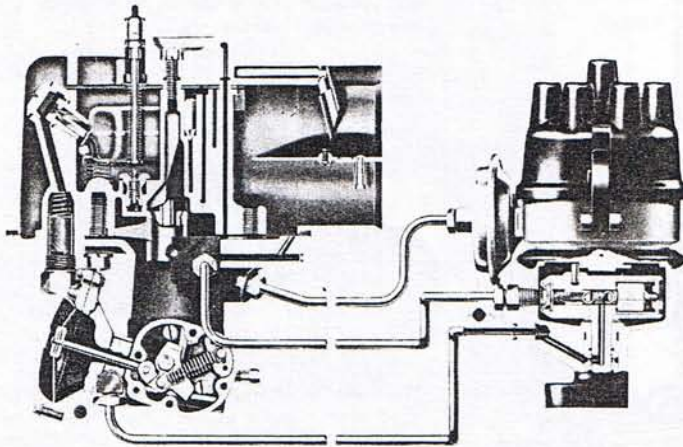
"Series-Flow" Cooling sweeping through to back of block and up through the heads. Coolant bypass with thermostatic control in each cylinder head assures even temperature at all times.



Full Pressure Lubrication—of all main bearings, connecting rod bearings, camshaft bearings, for longer life and smooth operation. Oil pump is high capacity, gear type with intake screen accessibly located, easily serviced through oil pan sump.



# MERCURY'S "LOADOMATIC" ECONOMY



## the most power from the least fuel

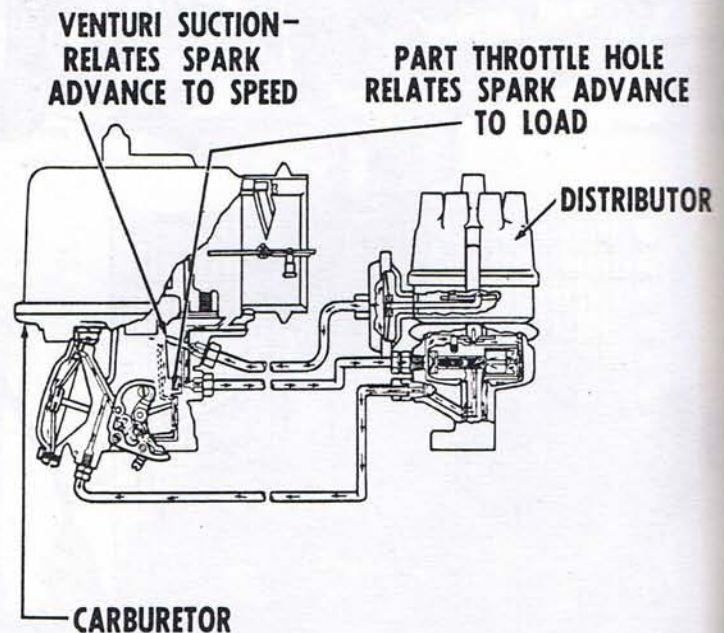
Mercury's improved "Loadomatic" economy gives you more power from a *precise* measure of gasoline! Fuel is automatically measured, automatically fired at the *precise second* for peak performance under varying speed, load and power demands.

Mercury's "Loadomatic" economy combines carburetor and distributor action synchronized to do two jobs with *one* automatic control! Spark advance is accurately timed—constantly crowds spark-knock point *without pinging* for better engine performance with less fuel.

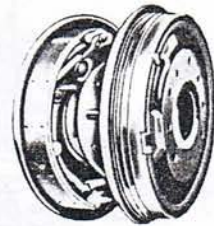
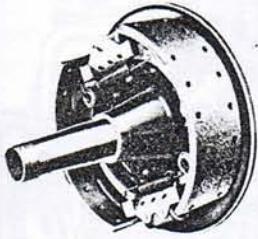
In stop-and-go city driving; for quick pickup; for fast getaway—Mercury's "Loadomatic" Economy adjusts engine performance to the speed and load demands. Fuel is precisely measured—fired precisely at the right second! *The most power from the least fuel.*

For fast hill climbing, under any load conditions, Mercury's "Loadomatic" Economy gives top engine performance without *pinging*. Even with the accelerator nudging the floor there's no spark-knock—no loss of power due to inaccurate ignition timing! No waste of fuel. *The most power from the least fuel.*

On rough roads or smooth; down hill or straight-away—Mercury's "Loadomatic" Economy is sensitive to performance demands. Carburetor and distributor are teamed in *one* control to do two jobs. You get more power—better power when you need it—*automatically!* *The most power from the least fuel.*



# SPECIAL MERCURY CHASSIS FEATURES

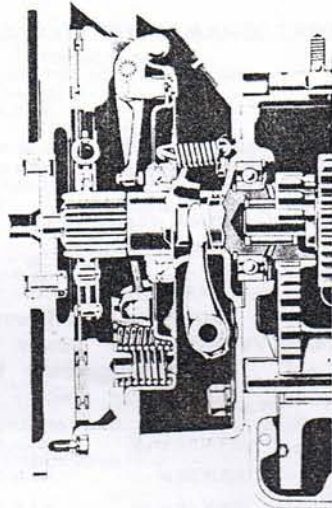


**Double Cylinder Brakes** on rear, two-shoe, double anchor on front. Booster power cylinder 9½" diameter. Lining area M-7, 444 sq. in. — M-8, 485 sq. in.

**Full Air Brakes** — available for series M-8. Combines smooth flexibility with instant positive action. Trailer connection easily made. (Optional at extra cost)

**Duo-Servo Brakes**—for true and easy stopping. Requiring less pedal effort. Demountable brake drums permit easier maintenance and low replacement cost.

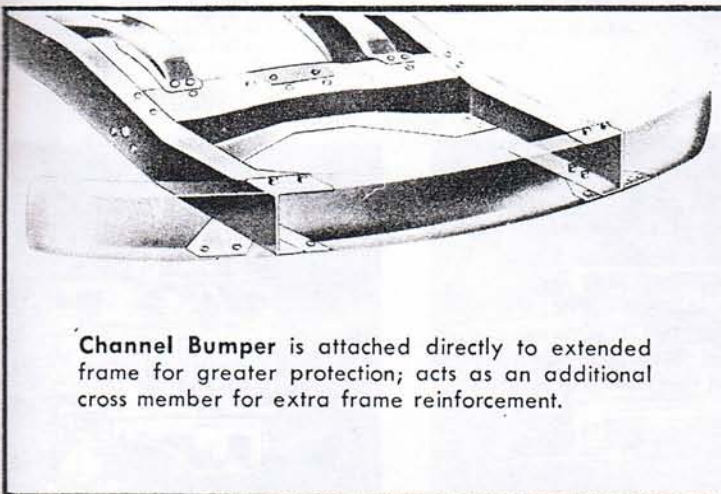
**11-Inch Gyro Grip Clutch** multiplies grip as speed increases. Cushion disc construction reduces tendency to grab. Throwout ball bearing is sealed, pre-lubricated. Fly-wheel housing is separable from oil pan and engine block for easier maintenance.



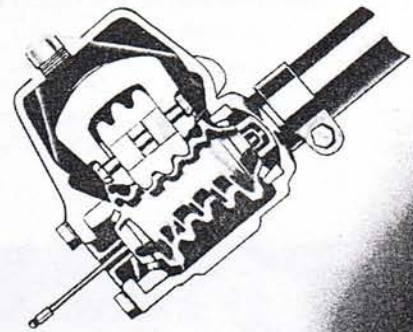
**Tubular Drive Shafts** are large diameter, non-whipping type with a torque resistance capacity that is much greater than the full load stress of the unit in high or low gear.

**Springs**—high tensile steel with inter-changeable shackle pins. Designed to handle full capacity loads.

**Muffler**—straight through design cuts down resistance and back pressure improving engine performance and gasoline economy.

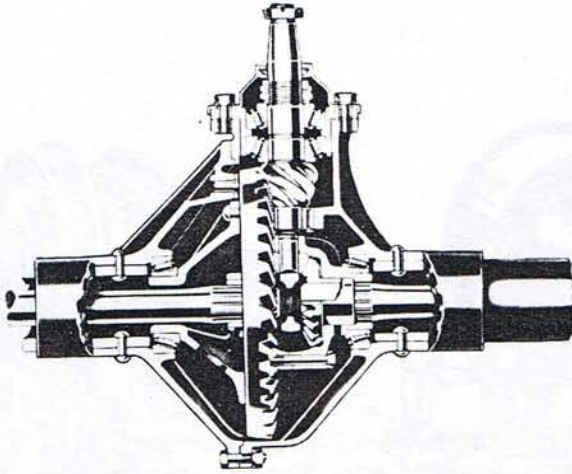


**Channel Bumper** is attached directly to extended frame for greater protection; acts as an additional cross member for extra frame reinforcement.

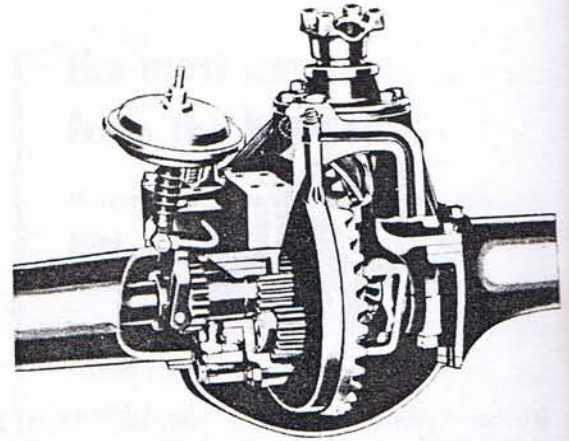


**Steering**—an adjustable, roll-action steering gear with needle bearings supporting steering roller, reducing steering friction, increasing driving ease and comfort.

# MERCURY QUADRAX REAR AXLES . . . .



**Standard Mercury Quadrax**—With full-floating axle shaft. Dual opposed tapered roller bearings front, straight roller bearing rear. Tough manganese steel axle shafts with forged driving flanges. (Standard on M-3, M-4, M-5, M-5 CO.E.).



**2-Speed Mercury Quadrax**—Provides versatility of performance. Single reduction high speed range saves on gas, oil, and engine maintenance. Where extra pulling ability is needed, the double reduction low speed range can be used. (Standard on M-6, Optional on M-5 and M-6 C.O.E., M-7, M-8).

## The 4 strong points of QUADRAX

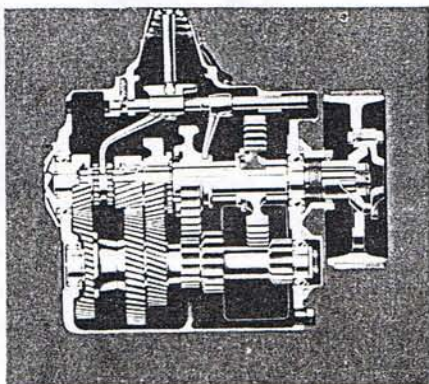
To bear the brunt of heavy trucking burdens, Mercury Quadrax rear axles are built four-square on the solid foundation of four notable features:

**Full-Floating Axle Shaft** gets work relief in Quadrax design. It's the axle housing, not the axle shaft that carries the weight-load. Sole function of the shaft is to transmit power to wheels.

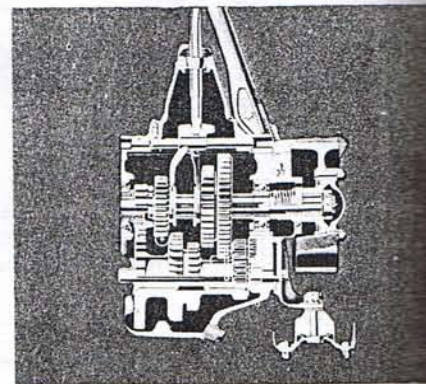
**Straddle-Mounted Pinion** rides between bearings which counteract a natural tendency for the pinion to climb out of alignment. Result: better gear contact; longer gear life.

**Four-Pinion Differential** spreads the power load evenly, with lower tooth stresses, for greater axle reliability and endurance.

**Roller Bearings Throughout** because of their unexcelled ability to handle big loads . . . truck-size loads. Roller bearings are "naturals" for tough truck service.

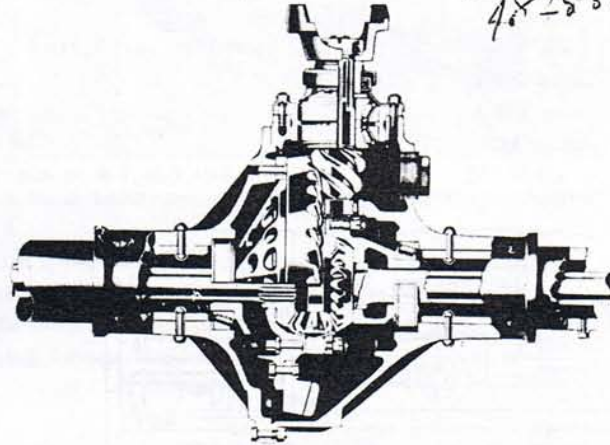
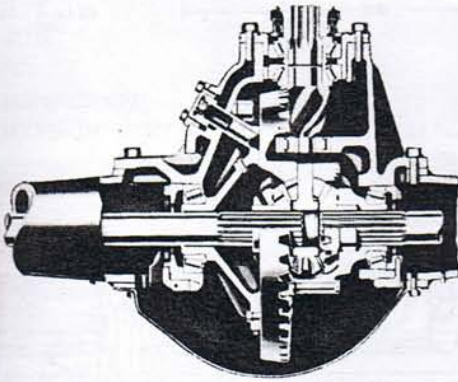


**5-Speed Transmissions** for Series M-7 and M-8 are engineered for easy shifting. Constant mesh helical gears in top 3 speeds engaged by sliding gear collars. Overdrive Transmissions standard on M-7; Direct Drive 5-speed standard on M-8. Difference in two transmissions is in gear ratios. 6-bolt power take-off openings on both left and right sides.



# and TRANSMISSIONS

6.17  
6.77  
5330  
5333  
48-853



**Super Quadax Standard Rear Axle**—The biggest of the Mercury Truck axles—built and engineered to match the performance of the Mercury M-8. Full-floating, single reduction, spiral bevel power drive. Capacity — 16,500 Lbs. (Standard on M-8).

**Mercury Hypoid Quadax**—One of the most rugged full-floating axles in the 16,000 G.V.W. range. Big, strong hypoid pinion spreads ring-gear load over greater area. Dual opposed tapered roller bearings, front—straight roller bearing at rear. (Standard on M-6 C.O.E. Optional on M-6 conventional)

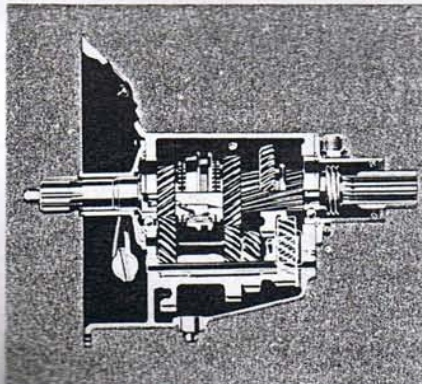
### QUADRAX AXLE PERFORMANCE TABLE—V-TYPE 8-CYL. ENGINE

AXLE	TOP ROAD SPEED (LOADED) WITH BODY FRONTAL AREA		MAXIMUM GRADE IN HIGH GEAR ON SMOOTH CONCRETE		ENGINE R.P.M. AT 35 M.P.H.
	Truck—45 Sq. Ft.	Tractor-Semi—75 Sq. Ft.	Truck—45 Sq. Ft.	Tractor-Semi—75 Sq. Ft.	
Series M-4 Standard Quadrax 5.83 to 1	Up to 56 M.P.H. (7.50-20 Tires)	—	4.5% (10,000 Lbs. G.V.W.)	—	1935 R.P.M.
Series M-5 Standard Quadrax 6.67 to 1	Up to 52 M.P.H. (7.50-20 Tires)	Up to 43 M.P.H. (47 M.P.H. Light)	3.7% (14,000 Lbs. G.V.W.)	1.6% (24,000 Lbs. G.T.W.)	2210 R.P.M.
Series M-6 C.O.E. 7.2 to 1	Up to 51 M.P.H. (8.25-20 Tires)	Up to 42 M.P.H.	3.4% (16,000 Lbs. G.V.W.)	1.4% (28,000 Lbs. G.T.W.)	2315 R.P.M.
Series M-6 2-Speed Quadrax Low Range 8.81 to 1 High Range 6.33 to 1	Up to 48 M.P.H. Up to 51 M.P.H.	Up to 41 M.P.H. Up to 47 M.P.H. (Light)	4.6% 2.7% (16,000 Lbs. G.V.W.)	2.1% 1.1% (28,000 Lbs. G.T.W.)	2820 R.P.M. 2030 R.P.M.

### EXTRA HEAVY DUTY SERIES

AXLE	TOP ROAD SPEED (LOADED)—WITH FRONTAL AREA		MAXIMUM GRADE IN HIGH GEAR ON SMOOTH CONCRETE		ENGINE R.P.M. AT 35 M.P.H.
	Truck—50 Sq. Ft.	Tractor-Semi—75 Sq. Ft.	Truck—50 Sq. Ft.	Tractor-Semi—75 Sq. Ft.	
Series M-7 Standard Quadrax 6.80 to 1	Up to 60 M.P.H. (9.00-20 10-ply Tires)	Up to 51 M.P.H.	3.5% (19,000 Lbs. G.V.W.)	1.3% (35,000 Lbs. G.T.W.)	2050 R.P.M.
Optional 2-Speed Quadrax Low Range 8.58 to 1 High Range 6.17 to 1	Up to 60 M.P.H.	Up to 50 M.P.H.	5.0% (19,000 Lbs. G.V.W.)	2.2% (35,000 Lbs. G.T.W.)	2630 R.P.M.
	Up to 62 M.P.H.	Up to 49 M.P.H.	3.0% (19,000 Lbs. G.V.W.)	1.0% (35,000 Lbs. G.T.W.)	1895 R.P.M.
Series M-8 Super-Quadrax 7.17 to 1	Up to 59 M.P.H. (10.00-20 12-ply Tires)	Up to 48 M.P.H.	3.0% (22,000 Lbs. G.V.W.)	1.0% (39,000 Lbs. G.V.W.)	2130 R.P.M.
Optional 2-Speed Super-Quadrax Low Speed Range 8.87 to 1 High Speed Range 6.50 to 1	Up to 44 M.P.H.	Up to 44 M.P.H.	4.3% (22,000 Lbs. G.V.W.)	1.9% (39,000 Lbs. G.V.W.)	2640 R.P.M.
	Up to 60 M.P.H. (10.00-20 Tires)	Up to 48 M.P.H.	2.6% (22,000 Lbs. G.V.W.)	0.9% (39,000 Lbs. G.V.W.)	1940 R.P.M.

**4-Speed Transmissions** for Series M-3, M-4, M-5 and M-6 conventional and C.O.E. have ball and roller bearings in all forward speeds. All gears and sliding shafts are forged from heat-treated alloy steel. Power take-off opening on right side. Optional on Series M-1.

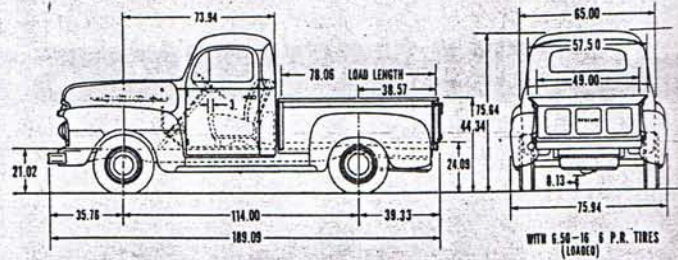


**3-Speed Synchro-Silent Transmission** standard on Series M-1 offers quiet, easy shifting. Gears are wide contact helical type. Thrust washers take countershaft thrust and wear. Ball and roller bearings in all forward speeds. (M-1 has gear shift lever on steering column.)

6.5  
5330  
5333  
48-853

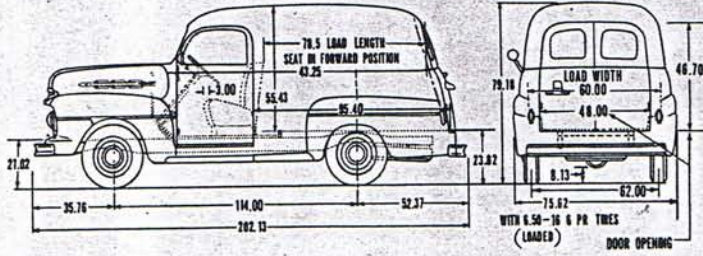
# MERCURY TRUCKS

important dimensions  
in inches



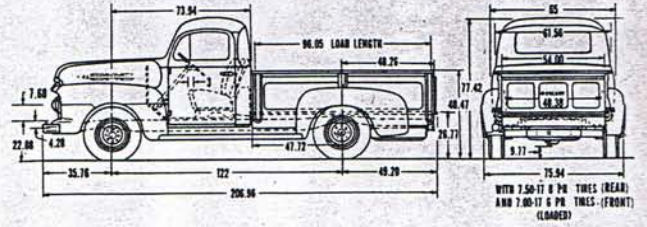
M-1 Pickup

1-6



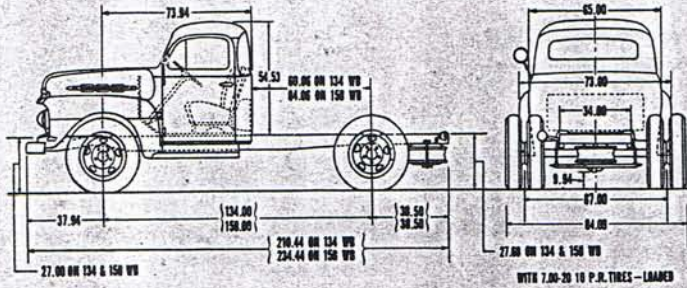
M-1 Panel

1-8



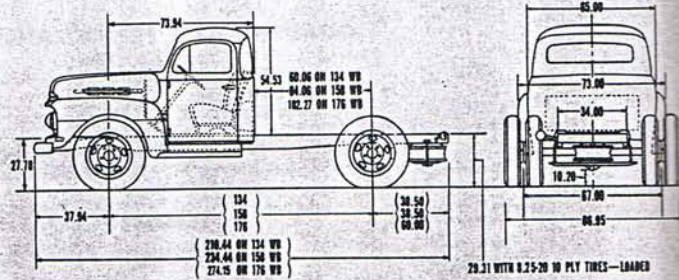
M-3 Express

1-32



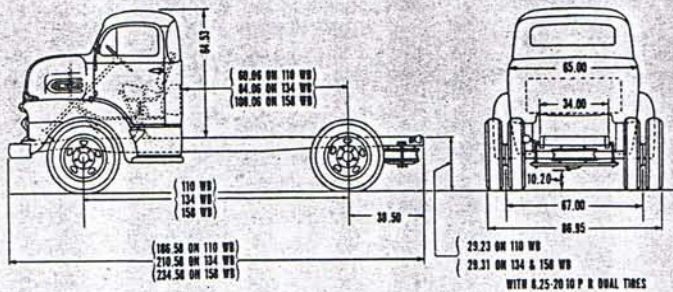
M-4

1-55



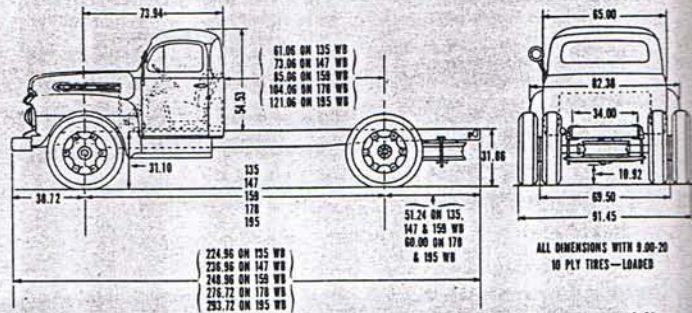
M-5 and M-6

1-65



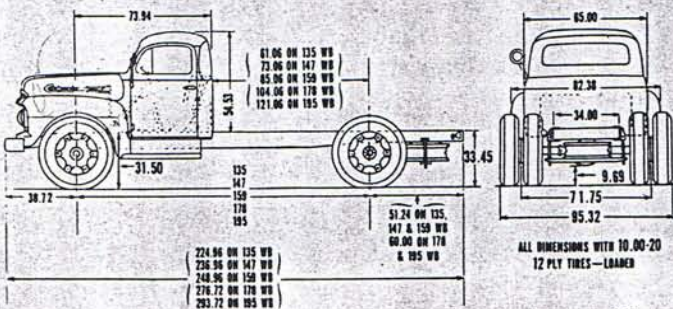
M-5 and M-6 C.O.E.

1-82



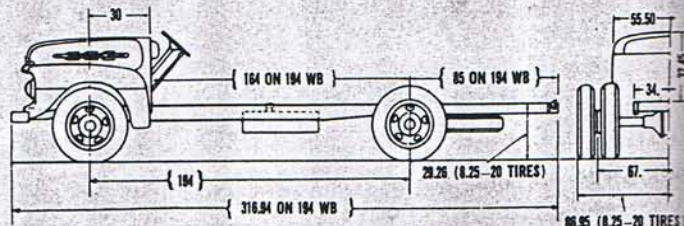
M-7

1-83



M-8

1-85



M-6 School Bus



# MERCURY TRUCK engine specifications

	'181' and '188'	'255'
TYPE	8 cyl. V-Type 90° L-Head	
BORE	3 <sup>3</sup> / <sub>16</sub> in.	3.500 inches
STROKE	3 <sup>3</sup> / <sub>4</sub> in.	4.375 inches
DISPLACEMENT	239 cu. in.	337 cu. in.
MAXIMUM TORQUE	Mercury "181"—181 ft. lb. @ 2000 r.p.m. on M-1, M-3, M-4, M-5 C.O.E. M-6 C.O.E. Mercury "188"—188 ft. lb. @ 1400 r.p.m. on M-5, M-6,	255 ft. lbs. at 1800 r.p.m. on M-7, M-8
COMPRESSION RATIO	6.8 to 1	6.4 to 1
BLOCK	Cylinders and upper crankcase one piece, alloy iron	
CYLINDERS	Controlled quality micro-finish for uniform oil film	
HEADS	Turbulent Type high compression	
CRANKSHAFT	3 Bearing, full-counterbalanced, 90° throws	
MATERIAL	Special Cast Alloy Steel	
MAIN BEARINGS	Three	
TYPE	Large diameter, steel-backed, locked-in, precision, replaceable	
LINER MATERIAL	Special Alloy	
AREA	38.955 sq. in.	45.24 sq. in.
CONNECTING RODS	Heat-treated steel forgings with locked-in replaceable bearings	2.40 in. dia.
BEARINGS	Precision, steel-backed, copper lead with lead-tin overlay	
PISTONS	Aluminum alloy, cam ground, oval type	
FINISH	Tin plated	
RINGS	Two compression, two oil control	
PINS	Floating in rod and piston with retainer rings	
CAMSHAFT	Special cast alloy iron, driven direct from crankshaft "181" high horsepower engine output. "188" high torque engine output	
TIMING GEAR	Precision—machined aluminum	
VALVES		
INTAKE	High chrome nickel alloy	
EXHAUST	High chrome nickel alloy. Stellite-faced exhaust on M-5, M-6, M-7 and M-8	
LIFTERS	Pre-set hollow steel	
SEAT INSERTS—EXHAUST	Molybdenum, chrome Tungsten Steel	
INTAKE MANIFOLD	8 Port, duplex, horizontal—plan design	
CARBURETOR	Dual downdraft	Dual throat concentric downdraft
AIR CLEANER	Heavy duty oil bath—one quart capacity	
FUEL PUMP	Diaphragm type with integral glass-settling bowl and strainer	
DISTRIBUTOR	Angle mounted for accessibility; single set of points; improved automatic spark advance	Mounted on top of engine for accessibility. Automatic spark advance
BATTERY—TRUCKS	Heavy duty, 17-plate, 90 ampere hour M-1, M-3 100 ampere hour M-4, M-5, M-6	Heavy duty, 17-plate, 120 amp. hr.
SCHOOL BUS	Heavy duty, 17-plate, 120 ampere hour	
GENERATOR	35 amp.—250 watts	40-amp.—280 watts
STARTER	High torque, automatic engagement, solenoid switch, push button control	
LUBRICATION	Full pressure to main, camshaft and connecting rod bearings	
OIL PUMP	Gear Type	
NORMAL OIL PRESSURE	60 lbs. per sq. in. @ 2,000 engine r.p.m.	
CRANKCASE CAPACITY	8 Imperial pints (12 pints with oil filter)	16 Pints (dry), 14 Pts. refill
OIL PAN CLEAN-OUT	Large removable plate	Detachable sump
OIL FILTER	Replaceable cartridge type	
COOLING	"Series flow" full-length water jackets, thermostatic temp. control	
FAN	4 blade, 18 <sup>1</sup> / <sub>2</sub> in. diam.	4 Blade 20" Dia.
WATER PUMPS	Two	
MOUNTING	3 point, cushion-type rubber suspension	
TAXABLE HP.	32.5	39.2
GOVERNOR	No	Yes

# MERCURY TRUCK chassis specifications

SERIES		M-1	M-3	M-4	M-5
NOMINAL RATING		1/2-Ton	1-Ton	1 1/2-Ton	2-Ton
GROSS VEHICLE RATING MAX.		4700 lbs.	6800 lbs.	10000 lbs.	14000 lbs.
	TRACTOR TRAILER				
ENGINE		"181"	"181"	"181"	"188"
REAR TIRE SIZE FOR MAXIMUM G.V.W.		6.50 x 16 6-ply	7.50 x 17 8-ply	6.50 x 20 8-ply Duals	7.50 x 20 8-ply Dual
AXLE, FRONT	Capacity	2500 lbs.	2500 lbs.	4500 lbs.	4500 lbs.
	(Modified I-Beam) Size (Height x Width x Web)	2.29" x 1.60" x .25"	2.29" x 1.60" x .25"	2.50" x 2.0" x .33"	(134" and 158" WB.) 2.50" x 2.0" x .33" (176" WB.) 2.62" x 2.0" x .38"
	Thrust Bearing			Tapered Roller or Anti-Friction Ball	
	Wheel Bearings			High Capacity, Dual Opposed, Adjustable Tapered Roller	
	Tie Rod	Ball Stud and Socket, Spring Loaded for Automatic Take-up of Wear, Equipped with Rubber Dust Shields			
AXLE, REAR	Type	Hypoid—1/2 Floating	Spiral Bevel—Full Floating	Spiral Bevel—Full Floating	Spiral Bevel—Full Floating
	Capacity	3000 lbs.	5000 lbs.	10800 lbs.	10800 lbs.
	Pinion Mounting	Overhung	Straddle-Mounted	Straddle-Mounted	Straddle-Mounted
	Differential	2-Pinion	4-Pinion	4-Pinion	4-Pinion
	Axle Shaft Dia. at Spline	1.25"	1.37"	1.75"	1.75"
	Pinion and Differential Bearings	Tapered Roller	Dual Opposed Tapered Roller (pinion inboard and differential case)—Straight Roller		
	Wheel Bearings	Sealed Ball	High Capacity, Dual Opposed, Adjustable Tapered Roller		
	Axle Ratios (to 1)	3.92 or 4.27	4.86 or 4.11	5.83 or 6.67	6.67 or 5.83
BRAKES, SERVICE (Hydraulic)	Size—Front	11" x 2"	12" x 1 3/4"	14" x 2"	14" x 2"
	Rear	11" x 1 3/4"	14" x 2"	15" x 3 1/2"	15" x 3 1/2"
	Total Lining Area, Sq. In.	178.5"	188"	303"	303"
	Total Drum Area, Sq. In.	259"	308"	506"	506"
	Vacuum Booster—Type-Size				
BRAKES, HAND	Type	Cable with Equalizer Applying Rear Wheel Brakes		Spring-Loaded, Back of Transmission on Drive Line	
	Size			7.81" x 2.5"	7.81" x 2.5"
CLUTCH	Diameter	10" (Torband)	11" (Cushion Type)	11" (Cushion Type)	11" Heavy Duty (Cushion Type)
	Friction Area, Sq. In.	85.5"	123.7"	123.7"	123.7"
	Plate Pressure, Lbs. Zero Speed vs. 3,000 R.P.M.	1089-1669	1044-1439	1044-1439	1224-1619
	Pedal Pressure, Lbs. Zero Speed vs. 3,000 R.P.M.	32-40	28-36	28-36	30-38
DRIVE LINE		Hotchkiss Straight-Line Drive, Open Tubular Propeller Shaft(s) and Needle Bearing Universal Joints, Ball			
FRAME	Size (Depth x Flange x Thick.)	5.92 x 2.25 x 0.15	6.0 x 2.25 x 0.19	7.00 x 2.75 x .21	(134" & 158") 176" 7.00 x 2.75 x .21 7.08 x 2.79 x .25
	Channel Reinforcement—6.58" x 2.21" x 0.125"	No	No	134"—No; 158"—Yes	Yes Yes
	Section Modulus	2.65	3.34	134" wb. 5.23; 158" wb. 7.63	7.63 8.65
STEERING GEAR	Ratio	18.2 to 1	18.2 to 1	20.4 to 1	20.4 to 1
	Steering Wheel Diam.	18-inch, 3-Spoke Type (Spacing 152°-104°). Serrated Hub for Positioning on Shaft			
SPRINGS, FRONT	Size (Length x Width)	36" x 1 3/4"	36" x 1 3/4"	36" x 2"	36" x 2"
	No. of Leaves	8	8	11	134", 158" wb. 11; 176" wb. 12
	Deflection Rate, Lbs. per In.	243	423	673	(134" & 158") 673 (176") 1090
	Capacity (at normal deflection) per Spring	850 lbs.	1025 lbs.	1375 lbs.	(134" & 158") 1375 lbs. (176") 2000 lbs.
SPRINGS, REAR	Type	Single Stage	Single Stage	Single Stage	Single Stage
	Main—Size (Length x Width)	45" x 2"	45" x 2.25"	45" x 2.5"	45" x 2.5"
	No. of Leaves	10—Panel 9	14	12	12
	Deflection Rate, Lbs. per In.	275—Panel 230	640	1075	1075
	Auxiliary—Size (Length x Width); No. of Leaves				32.5" x 2.5"—5 Leaves
	Deflection Rate, Lbs. per In.				1350
	Capacity (At Normal Deflection)—per Spring	1350 lbs.	3000 lbs. Main	4300 lbs.	4300 lbs.
	(Panel 1050 lbs.)				5650 lbs. Main and Aux.
	Combined Capacity (Main & Auxiliary)				
TRANSMISSION	Type	3-Speed Helical Syn.	4-Speed Sliding Gear	4-Speed Sliding Gear	4-Speed Sliding Gear
	Gear Ratios (to 1)—First	2.819	6.40	6.40	6.40
	Second	1.604	3.09	3.09	3.09
	Third	Direct	1.685	1.685	1.685
	Fourth	—	Direct	Direct	Direct
	Fifth	—	—	—	—
	Reverse	3.625 to 1	7.825	7.825	7.825
	Optional	HD 3-Speed Synchromesh	HD 3-Speed Synchromesh	None	—
	P.T.O. Opening		Right Side	Right Side	Right Side
WHEELS AND RIMS	Number—Size: Standard	5—16 x 4 1/2 K	5—17 x 5.5	Front 2—20 x 5.0 Rear 3—20 x 6.0	7—20 x 5
	Optional	None	None	5—20 x 6	7—20 x 6
	Stud	5	8	5	5
	Type	Drop Centre	RH-5° 2 Piece Advanced	RH-5° 2 Piece Advanced	RH-5° 2 Piece Advanced
TIRES	Size: Standard	6.50 x 16 4-p.	7.00 x 17 6-p.	6.50 x 20 8-p. F. 7.50 x 20 10-p. R.&S.	7.00 x 20 8-p. F. 7.00 x 20 10-p. D.R.&S.

M-6	M-5—M-6 C.O.E.		M-7	M-8
3-Ton 16000 lbs. 28000 "188"	—	—	4-Ton 19000 lbs. 35000 lbs. "255"	5-Ton 22000 lbs. 39000 lbs. "255"
8.25 x 20 10-ply Duals 4500 lbs. (134" and 158" WB.) 2.50" x 2.0" x .33" (176", 194" WB., 158" Dump, 134" Trac. Dump) 2.62" x 2.0" x .38"	7.50x20 8-p. Duals 4500 lbs. 2.67" x 2.06" x 0.41"	8.25x20 10-p. Duals 4500 lbs.	9.00-20 10-p.r. Dual 5500 lbs. 3.0" x 2.5" x 0.50"	10.00-20 12 p.v. Dual 5500 lbs. 3.0" x 2.5" x 0.50"
Spiral Bevel—Full Floating 13000 lbs. Straddle-Mounted 4-Pinion 1.75" (pinion outboard)	Sp. Bev.—Full Fl. 10800 lbs. Straddle-Mounted 4-Pinion 1.75"	Hypoid—Full Fl. 13000 lbs. Straddle-Mounted 4-Pinion 1.75"	Hypoid—Full Floating 14000 lbs. Straddle-Mounted 4-Pinion 1.87"	Spiral Bevel—Full Floating 16500 lbs. Straddle-Mounted 4-Pinion 1.98"
6.33-8.81, 5.83-8.11	6.67 or 5.83 2-Speed (optional)	7.2 2-speed (optional)	6.80 (opt. 2-Speed 6.17 and 8.58)	7.17 (opt. 2-Speed 6.50 and 8.87)
14" x 2" 15" x 3½" 303" 506"	14" x 2" 15" x 3½" 303" 506"	14" x 2" 15" x 3½" 303" 506"	16" x 2¼" 15" x 5" 444" 697"	16" x 2¼" 16" x 5" 485" 729" Air brakes opt. F.16" x 2¼" R.16½" x 5½" 530-796
Single Piston 6¾" Spring-Loaded, Back of Transmission on Drive Line 7.81" x 2.5"	M-6 Standard 7½" Diaphragm 7.81" x 2.5"	M-6 Standard 7½" Diaphragm 7.81" x 2.5"	Standard Piston 9½" Spring-Loaded, Back of Transmission on Drive Line 9.5" x 3"	Standard Piston 9½" Spring-Loaded, Back of Transmission on Drive Line 9.5" x 3"
11" Heavy Duty (Cushion Type) 123.7" 1224-1619 30-38	11" Cushion Type 123.7" 1044-1439 28-36	11" Cushion Type 123.7" 1044-1439 28-36	12" 149.2" 1560-2208 40-50	12" 149.2" 1560-2208 40-50
Centre Bearing on all but 114" WB. (134" & 158") 7.00 x 2.75 x .21	(110") 7.0x2.75x0.21	(134"-158") 7.08x2.79x0.25	9 x 3 x 0.25 tapered f. and r.	9 x 3 x .025 tapered f. and r.
Yes 7.63	Yes 8.65	Yes 7.63	Yes 13.83	Yes 13.83
20.4 to 1	20.4 to 1	20.4 to 1	20.5 to 1	20.5 to 1
36" x 2" 134", 158" wb. 11; 176", 134", 158" Dump, Tractor Dump 12 673 1375 lbs.	110" wb. 13 610 1825 lbs.	134", 158" wb. 13 685 2050 lbs.	46" x 2.5" 12 860 2250 lbs.	46" x 2.5" 12 860 2250 lbs.
Single Stage (Progressive—194" only) 45" x 2.5" (59" x 2.5"—194" only) 12 (21—194" only) 1075 (1500—194" only) 32.5" x 2.5"—7 Leaves (except 194") 1730 (except 194") 4300 lbs. 7000 lbs. Main and Aux. 6000 lbs. (194" only) 4-Speed Sliding Gear 6.40 3.09 1.685 Direct 7.825	M-5 Single Stage 45" x 2.5" 12 1075 M-5 No — 4300 lbs. — 4-Speed Sliding Gear 6.40 3.09 1.685 Direct 7.825	M-6 Main & Aux. 32.5" x 2.5" 1230 5650 M-6 5 32.5" x 2.5" 1230 5650 4-Speed Sliding Gear 6.40 3.09 1.685 Direct 7.825	Main and Auxiliary 52" x 3" 13 1225 7 975 2050 lbs. 6800 lbs. (standard) 7800 lbs. Heavy 14-leaf (opt.) 5-Speed Helical Overdrive 6.06 3.50 1.80 Direct 0.799 6.00 Direct	Main and Auxiliary 52" x 3" 14 1425 7 975 2050 lbs. 7800 lbs. (standard) 7800 lbs. Heavy 13-leaf (opt.) 5-Speed Helical Direct Drive 7.58 4.38 2.40 1.48 Direct 7.51 Overdrive
Right Side 7—20 x 6	Right Side M-5 7—20 x 5.0 M-6 7—20 x 6.0	Right Side M-5 7—20 x 5.0 M-6 7—20 x 6.0	RIGHT and LEFT 7—20 x 6.5	RIGHT and LEFT 7—20 x 7.0
7—20 x 5 (except 194") 5	7—20 x 6.0 5	7—20 x 5.0 5	8 Stud Steel Disc	8 Stud Steel Disc
RH-5° 2 Piece Advanced 7.50x20 8-p.F. 7.50 x 20 10-p.D.R.&S.	RH 5° 2-Piece Advanced M-5 7—6.50 x 20 6-p.y D.R.&S.	RH 5° 2-Piece Advanced M-6 7—7.50 x 20 8-ply D.R.&S.	Cast Spoke with 6.5 3-piece Rims 8.25-20 10-p.r. F.&D.R.	Cast Spoke with 7.0 3-piece Rims 9.00-20 10 p.r. F.&D.R.&S.

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The information you'll need in selecting the right truck can be found in this catalogue. But no matter how complete, how simple a manual is—the final choice of the right truck for the job should be arrived at in consultation with the men who know Mercury Trucks best . . . your Mercury Truck Dealer.

Mercury Truck Dealers have truck specialists on their staff who know the complete story of Mercury Trucks—who understand your trucking needs. Given the proper information on your problems these men can be of genuine assistance in making sure you get exactly the right truck for your job . . . making sure you get the performance and economy demanded by today's trucking.



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