

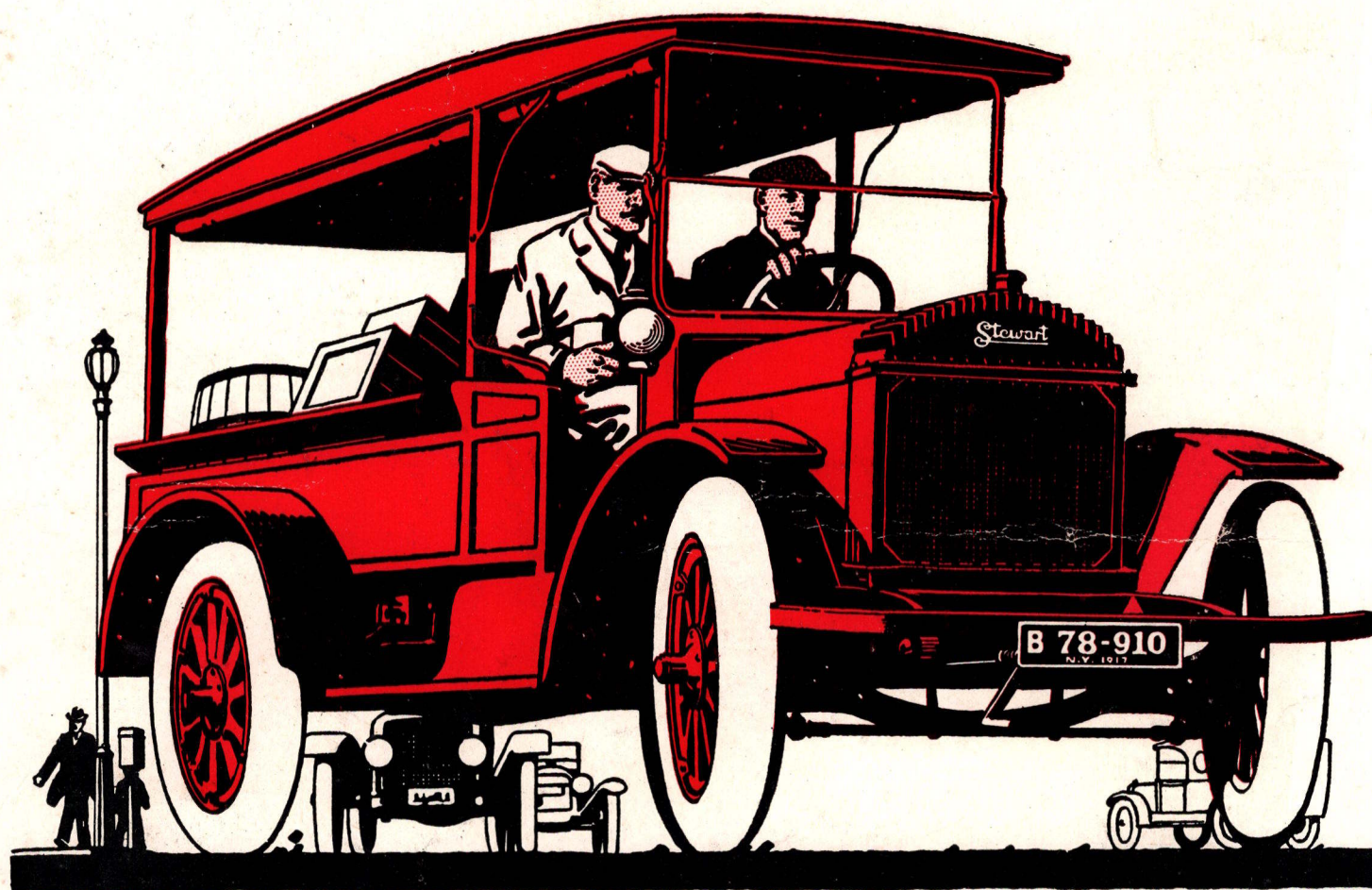
Stewart

MOTOR TRUCKS

Model
No. 6



$\frac{3}{4}$ TON
CAPACITY



STEWART MOTOR CORPORATION
Makers of Quality Trucks at Quantity Prices



Why You Should Buy A Stewart Truck

WHEN you buy a "Stewart" motor truck you are not buying an experiment. "Stewarts" have been proven by the test of time—in five years no "Stewart" has worn out.

Thousands are in use throughout the United States and twenty-four foreign countries. They are in daily use in more than 200 different lines of businesses.

A big share of "Stewart" business is repeat orders. Many of the largest concerns in the world use fleets of "Stewarts" and are buying more.

"Stewarts" are the greatest truck values in America, made possible by quantity production at small profit per truck. They are Quality Trucks at Quantity Prices.

In all "Stewart" models more than 90% of the power of the motor is delivered to the rear wheels

at all times, thus enabling "Stewarts" to carry their loads with ease under all road conditions, on hills and through sand or mud. "Stewarts" have made an enviable reputation for great performers.

Automatic lubrication protects against one of the most frequent sources of truck trouble and premature destruction. "Stewarts" have fewer grease cups and places to oil.

Adjustments on the "Stewarts" do not need to be tampered with. Their service is not delayed because they "need tuning up." "Stewarts" give uninterrupted service.

For years "Stewart" engineers have devoted all their energies and ability to design "Stewarts" so that they will use less gasoline, less oil, fewer tires and give long service.

Why experiment? Buy a "Stewart".



Model 6-A. Steel Covered Panel Body
Loading space 7 ft. long, 45 inches wide, 53 inches high.

Stewart Guarantee

We warrant the new Motor Trucks manufactured by us to be free from defects in material and workmanship, this warranty being limited to making good at our factory any part or parts thereof which shall, within ninety (90) days after delivery of the truck to the original purchaser, be returned to us with transportation charges prepaid, and with our examination shall disclose to our satisfaction to have been defective.

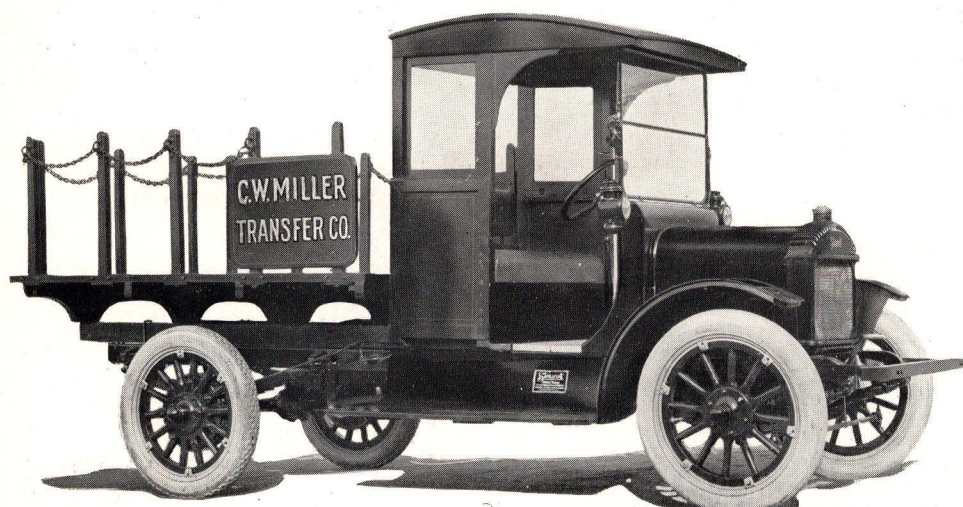
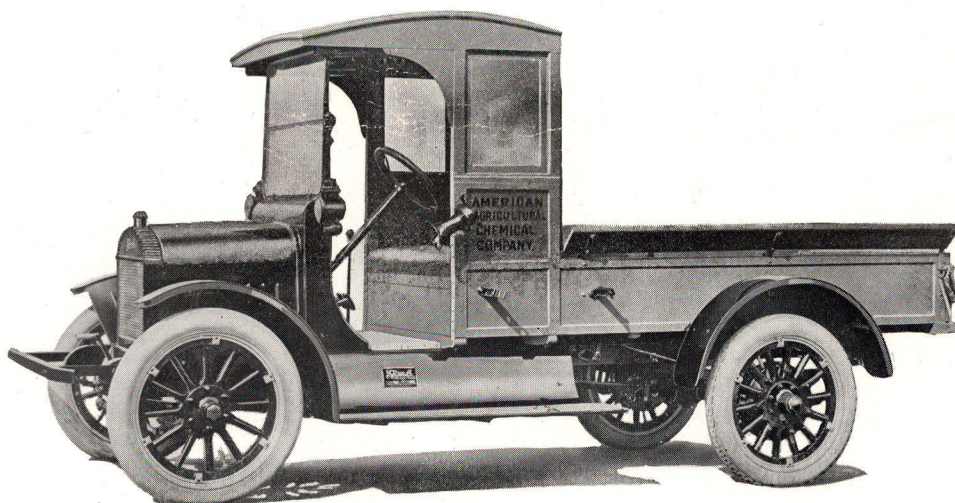
We make no warranty whatever in respect to tires, rims, ignition apparatus, lamps, gas tanks, signaling devices, generators, batteries or other trade accessories, inasmuch as they are usually warranted separately by their respective manufacturers.

"They Cost Less To Operate."



Model 6-C

Open Express Body
Loading space, 7 feet long,
45 inches wide,
53 inches high.

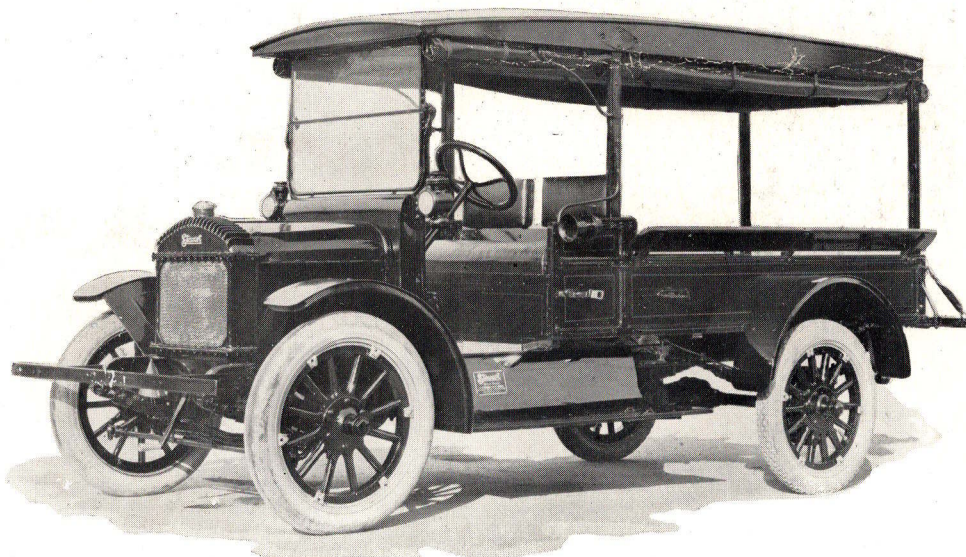


Model 6-D

Stake Platform Body with
Drivers Cab.
Loading space 7 feet long,
56 inches wide.

Model 6-B

Covered Express with
Drivers Cab.
Loading space 7 feet long,
45 inches wide.



"In 5 Years No Stewart Has Worn Out"



Specifications of Stewart Model 6

MOTOR—Four-cylinder monobloc. Unusually economical and efficient. Bore and stroke, $3\frac{1}{8} \times 4\frac{1}{2}$ inches. Horsepower, 25. Three-point suspension.

MOTOR OILING—Self-contained, positive feed type with plunger pump and direct acting oil level gauge.

CARBURETOR—Zenith automatic with dash starting adjustment; throttle controlled by foot accelerator.

IGNITION—High tension magneto with fixed spark.

COOLING SYSTEM—Cast tank armored type radiator with thermosiphon water circulation, 14-inch steel blade fan.

TRANSMISSION—Selective sliding gear, three speeds forward and reverse. Unit power plant type bolted direct to engine. Gears, $3\frac{1}{2}\%$ nickel steel. Gear ratios from engine to rear wheels: high, 6 to 1; intermediate, 10.56 to 1; low, 18 to 1; reverse, 24 to 1.

CLUTCH—Multiple disk dry plate, Raybestos and steel. All adjustments automatic.

PROPELLER SHAFT—The propeller shaft is of mechanical joint type, having two joints which are enclosed in oil-tight pressed steel tubing, $1\frac{3}{4}$ inches outside diameter, 3-16 inch wall. The construction of this shaft provides for a $\frac{3}{4}$ inch plus and minus slip to take up for spring action.

STEERING GEAR—Worm and gear type. Springs in connecting link to front axle for absorbing road shocks.

FRONT AXLE—Drop forged I-beam section $2\frac{3}{4}$ ins. x 1 9-16 ins., with heavy spindles and unusually large adjustable ball bearings.

REAR AXLE—Latest internal gear type, noted for strength, efficiency and quietness. Gear ratio: 6 to 1. Large roller bearings.

SERVICE BRAKE—External contracting type, mounted on rear wheels, controlled by foot pedal. Drums 14 ins. in diameter, bands Raybestos lined. Countershaft equipped with oilless bushings.

EMERGENCY BRAKE—External contracting type, mounted in rear of transmission, supported from frame cross member, controlled by hand lever, drum $7\frac{1}{2}$ ins. in diameter, band Raybestos lined.

SPRINGS—Detroit guaranteed, semi-elliptic, front and rear, with full length rebound plates.

FRAME—Pressed steel channel section of 5-32 in. stock, with side rails 4 ins. deep. Three cross-sections, gusseted.

WHEELS—Front and rear wheels artillery type. Twelve spokes in front wheels, fourteen in rear.

TIRES—Pneumatic, 33 x 4 ins., non-skid rear, demountable rims.

WHEEL BASE—110 ins., tread 56 ins.

GASOLINE TANK—Made of 20 gauge sheet steel, Terne coated inside and out, preventing rust. Approximately 10 gallons capacity.

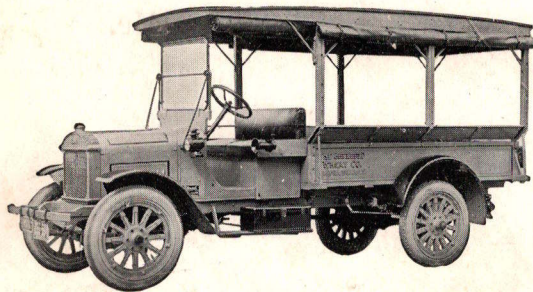
TOE BOARDS—Covered with linoleum, metal bound.

COLOR—Hood and sheet metal work black enamel. Running gear, including wheels, Stewart standard red.

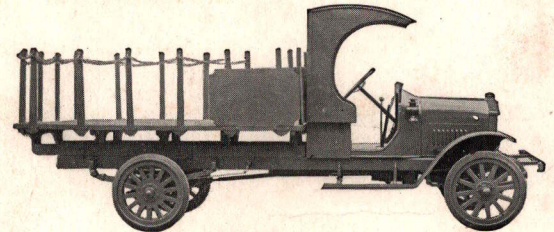
EQUIPMENT—Folding glass front; two oil side lamps; one oil tail lamp; one extra rim; tire irons; mechanical horn; full set of tools, tire repair outfit, also front bumper.

FINISH—Chassis painted Stewart red, bodies Cobalt blue.

A Stewart For Every Business



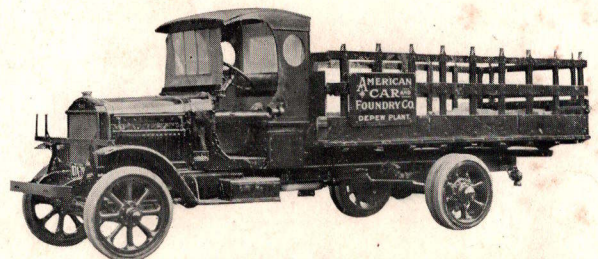
MODEL 8
1 Ton Stewart



MODEL 9
1 1/2 Ton Stewart



MODEL 7
2 Ton Stewart—Steel Dump Body



MODEL 10
3 1/2 Ton Stewart

STEWART MOTOR CORPORATION

BUFFALO, N. Y.

"They Cost Less To Operate"