

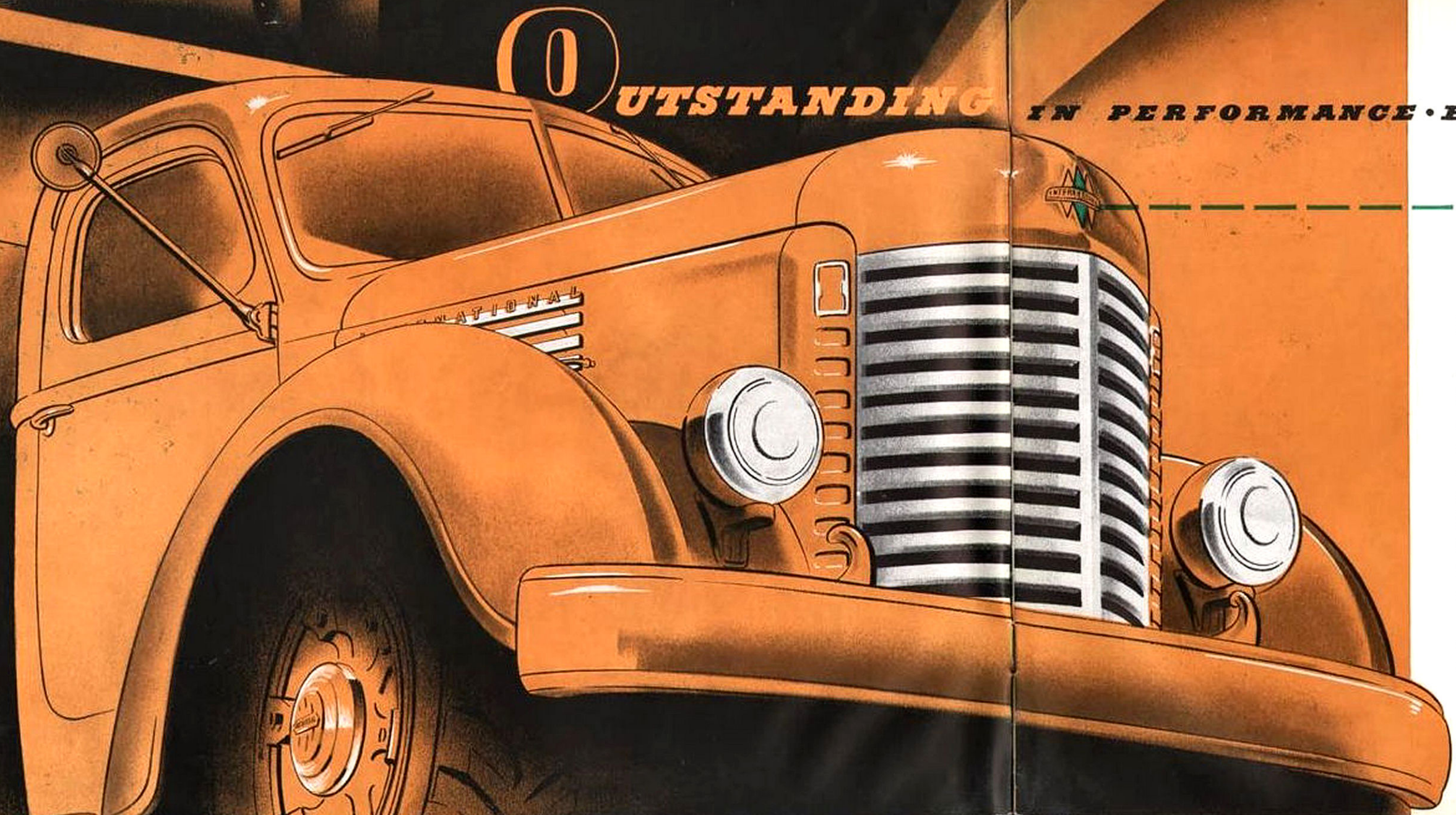
I N T E R N A T I O N A L

MODELS **K-6** AND **K-7**



0

OUTSTANDING IN PERFORMANCE • ECONOMY AND LONG LIFE



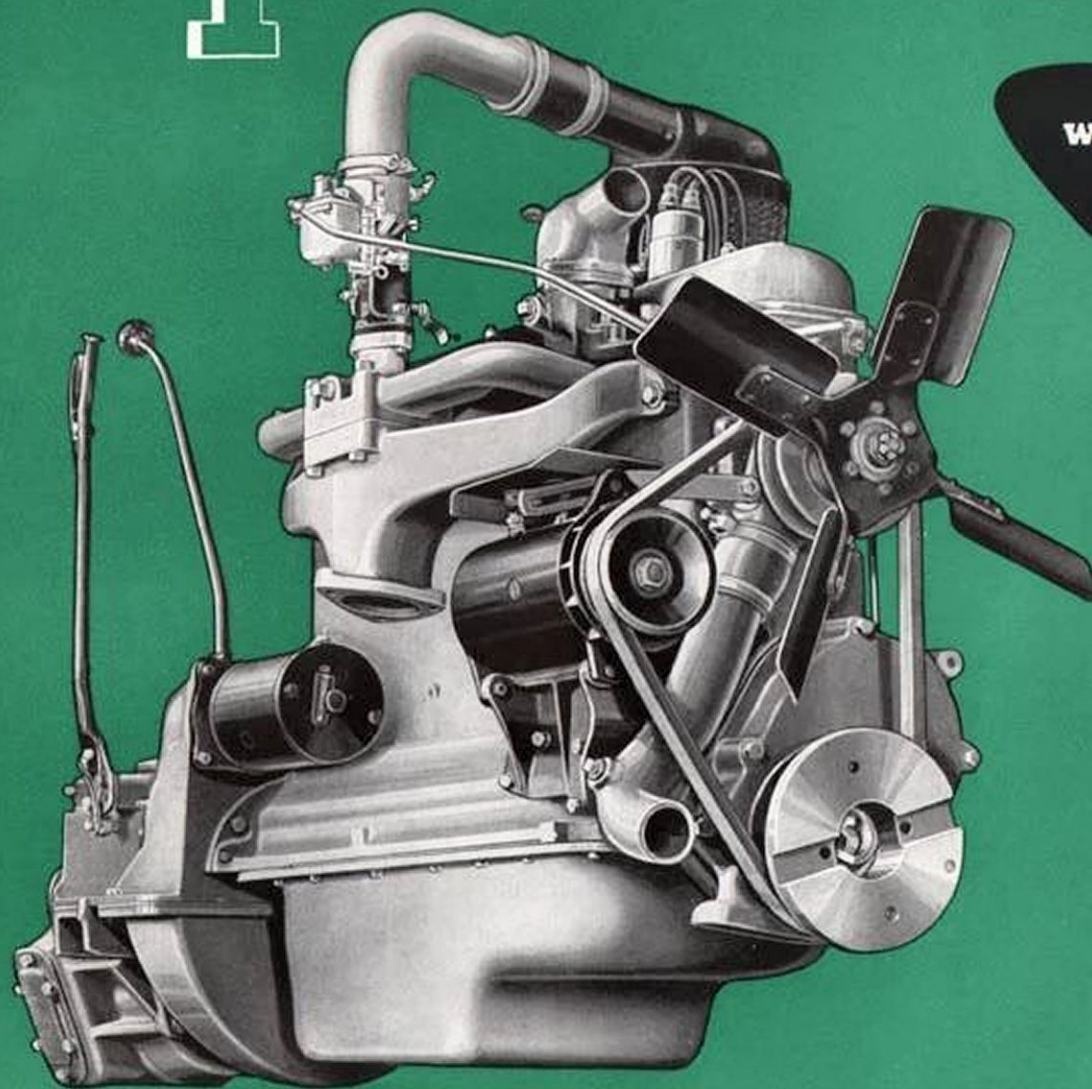
THE new International Models K-6 and K-7 with their powerful engines, sturdy chassis construction, and with either spiral-bevel drive or dual-ratio rear axles are, as straight trucks or as truck-tractors, well suited to any hauling job in their capacity ranges. Thoroughly modern in every detail, these new Internationals embody the best mechanical features which skilled engineering and more than thirty years of heavy-duty truck-building experience can produce.

Discriminating buyers of motor trucks recognize the high quality and the many extra money-saving features that are built into the moderately priced International

Models K-6 and K-7. These handsome streamlined units, like all International trucks, are designed to provide standardized cab-to-rear-axle dimensions so vitally necessary to body interchangeability. The four wheelbases in both the Models K-6 and K-7, in conjunction with correct chassis dimensions, result in ideal load distribution when bodies in even foot sizes are employed.

Backed by a nation-wide network of Company-owned and dealer service facilities, these new International trucks will provide dependable low-cost hauling and deliver the utmost value for every transportation need.

A TRUCK POWER PLANT



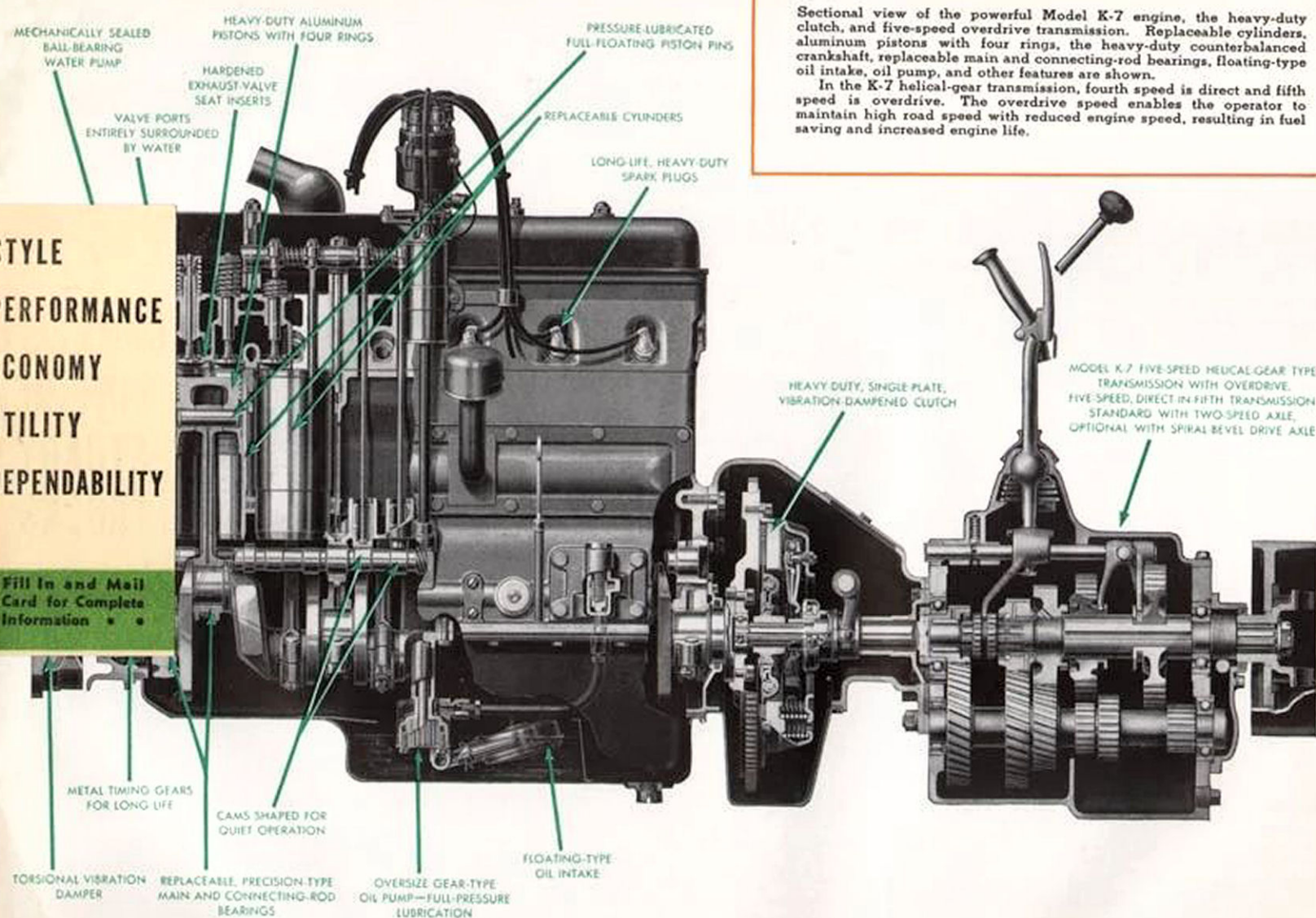
WITH OUTSTANDING
FEATURES

THE thermal efficiency of the heavy-duty valve-in-head engines which power the Models K-6 and K-7, because of scientifically designed combustion chambers, improved manifold, and relocation of fuel pumps, results in the maximum amount of work being obtained from every drop of fuel.

Valve ports, spark plugs, combustion chambers, and cylinders are completely surrounded by water passages so as to maintain uniform temperatures at all points. The centrifugal-type, ball-bearing, mechanically-packed water pump is attached directly to the cylinder head. Thermostatically controlled valve between radiator and cylinder head regulates the water circulation, thereby assuring quick warming of the engine and satisfactory operating temperatures in cold weather.

STYLE
PERFORMANCE
ECONOMY
UTILITY
DEPENDABILITY

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Card for Complete
Information



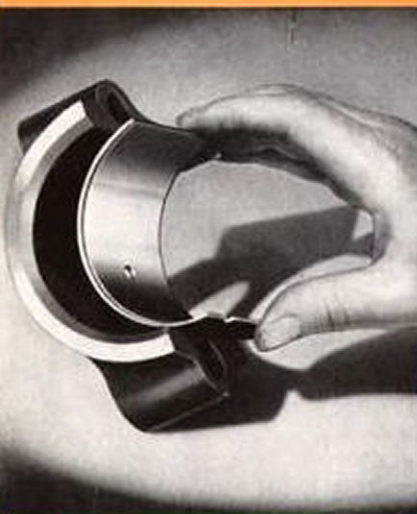
Sectional view of the powerful Model K-7 engine, the heavy-duty clutch, and five-speed overdrive transmission. Replaceable cylinders, aluminum pistons with four rings, the heavy-duty counterbalanced crankshaft, replaceable main and connecting-rod bearings, floating-type oil intake, oil pump, and other features are shown.

In the K-7 helical-gear transmission, fourth speed is direct and fifth speed is overdrive. The overdrive speed enables the operator to maintain high road speed with reduced engine speed, resulting in fuel saving and increased engine life.



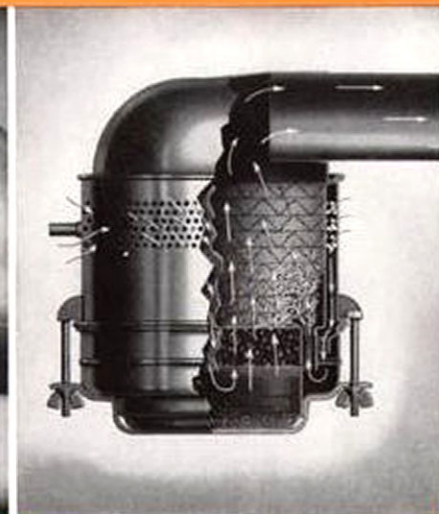
D **DESIGN FEATURES**

THAT CONTRIBUTE TO POWER, PERFORMANCE AND ECONOMY



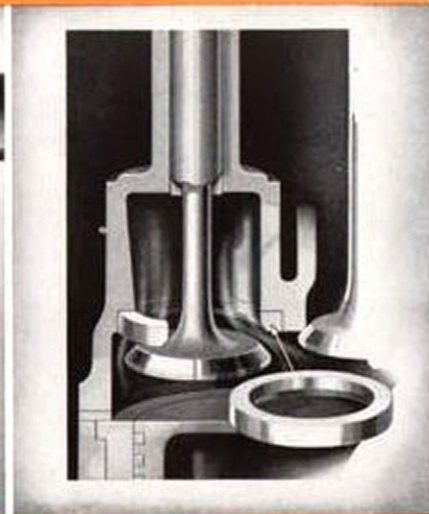
PRECISION-TYPE BEARINGS

Precision-type, steel-backed, babbitt-lined main and connecting-rod bearings of large size contribute to long life and proper oil control. These bearings can be quickly and easily replaced, and keep maintenance costs at a minimum.



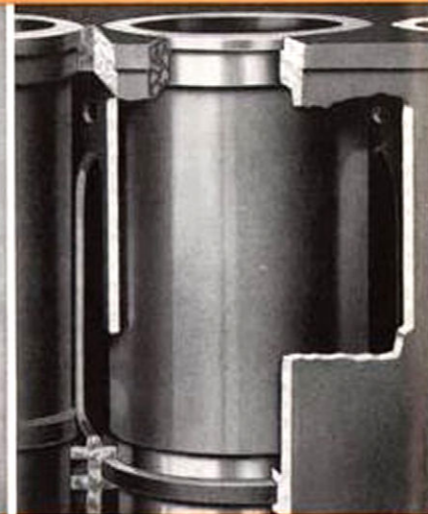
OIL-BATH AIR CLEANER

An efficient, large-capacity, oil-bath-type air cleaner keeps dust and grit out of the engine and is an important economy feature. The air cleaner also aids crankcase ventilation, as vapors are drawn from the engine through a tube into the cleaner.



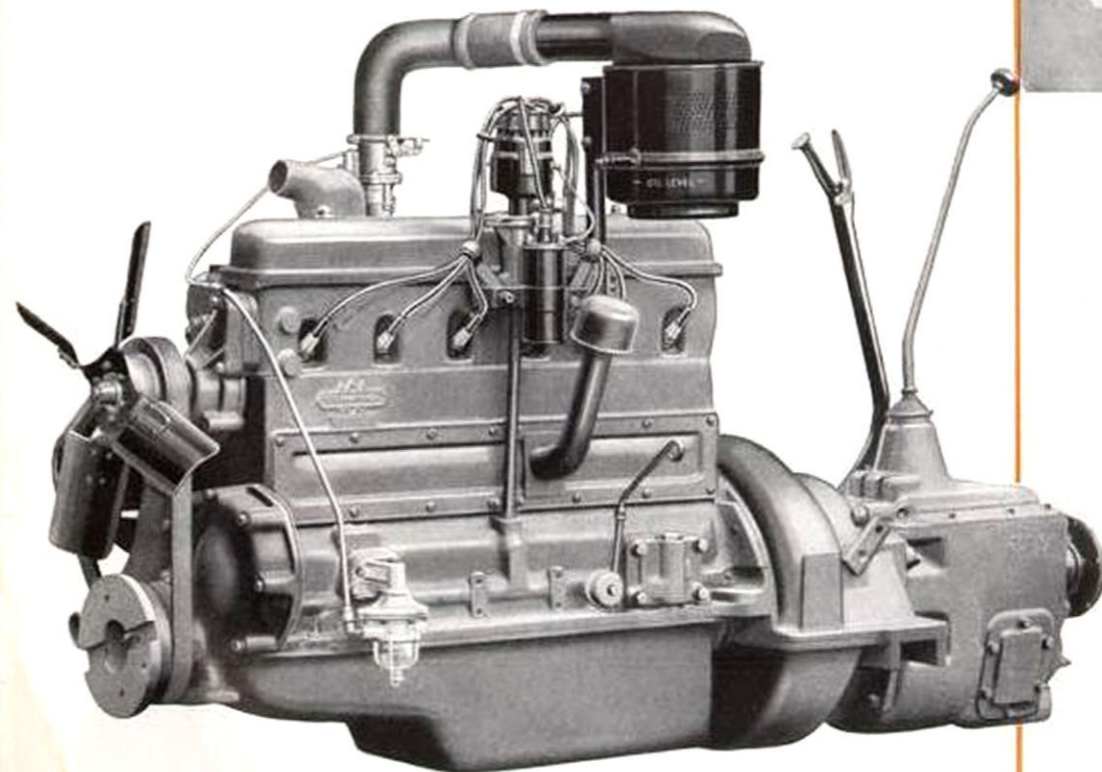
VALVE-SEAT INSERTS

Frequent valve grinding is unnecessary. Valve-seat burning is retarded and engine efficiency retained by the use of hardened exhaust-valve seat inserts. In addition, the exhaust valves are of silchrome steel which is also heat resistant.

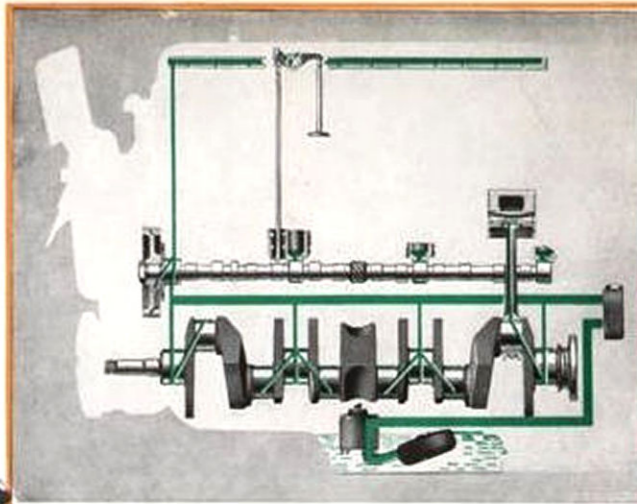


REPLACEABLE CYLINDERS

Replaceable cylinders, a time-proved International truck feature, make it possible to replace one or more cylinders with new cylinders of the same size without unbalancing the engine. Water jackets completely surround each cylinder.

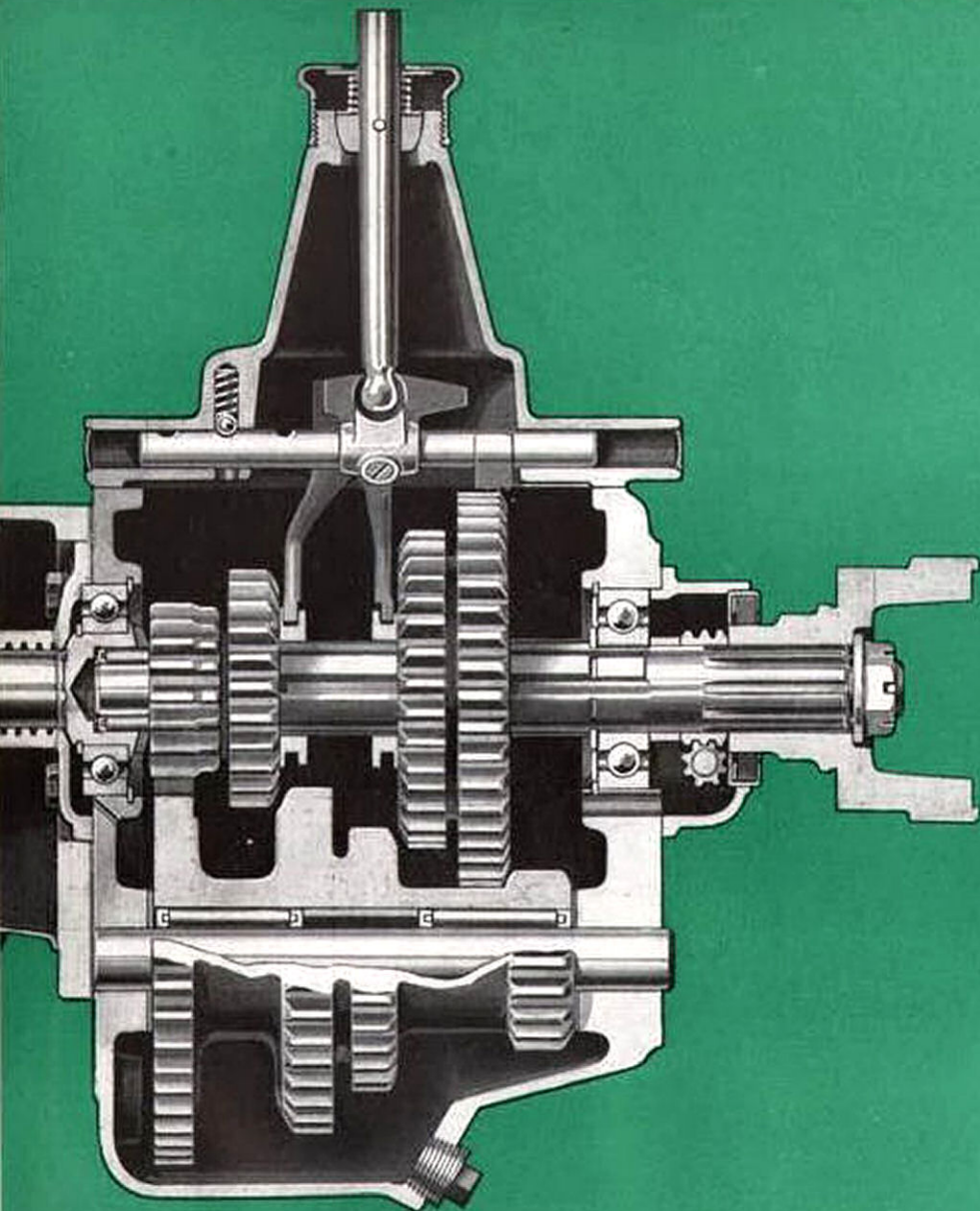


COMPACTNESS of the Model K-7 power plant is well illustrated here. This engine is one of the many reasons for International leadership in smooth performance, climbing and pulling ability, and low-cost operation. This engine is evidence of the advanced design and quality precision manufacture which characterize International trucks throughout.



The lubrication diagram shows how oil enters the floating oil intake near the top of the oil level, and assures the delivery of only clean oil to the bearings. Oil under pressure from a gear-type, gear-driven pump reaches all main, connecting-rod, camshaft, piston-pin, and rocker-arm shaft bearings. An efficient oil filter with a replaceable filtering element is available as special equipment.

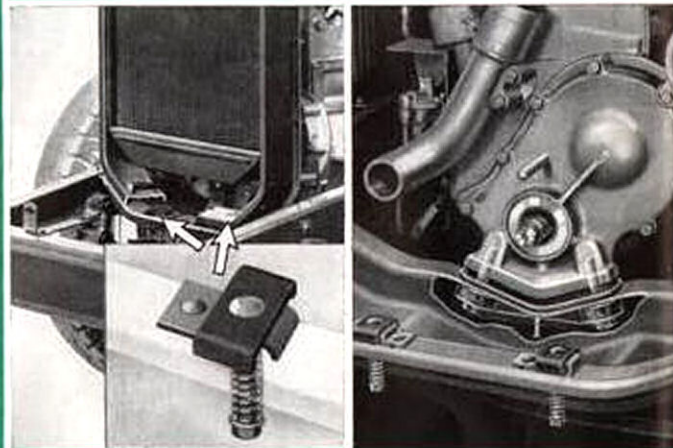




TRANSMISSION (Model K-6)

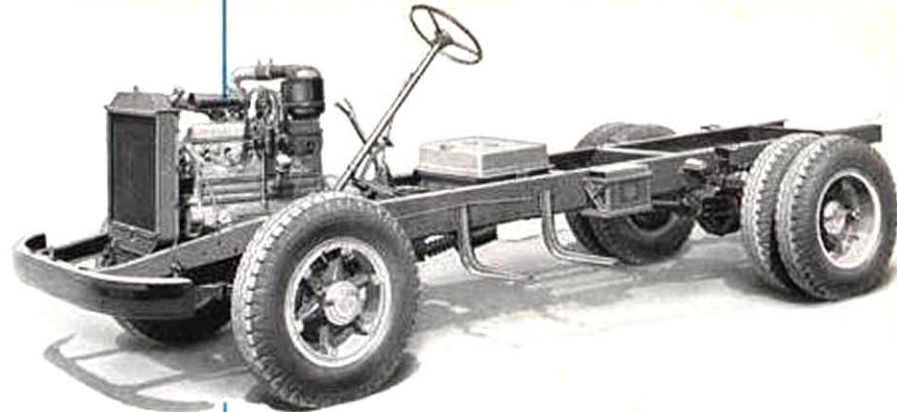
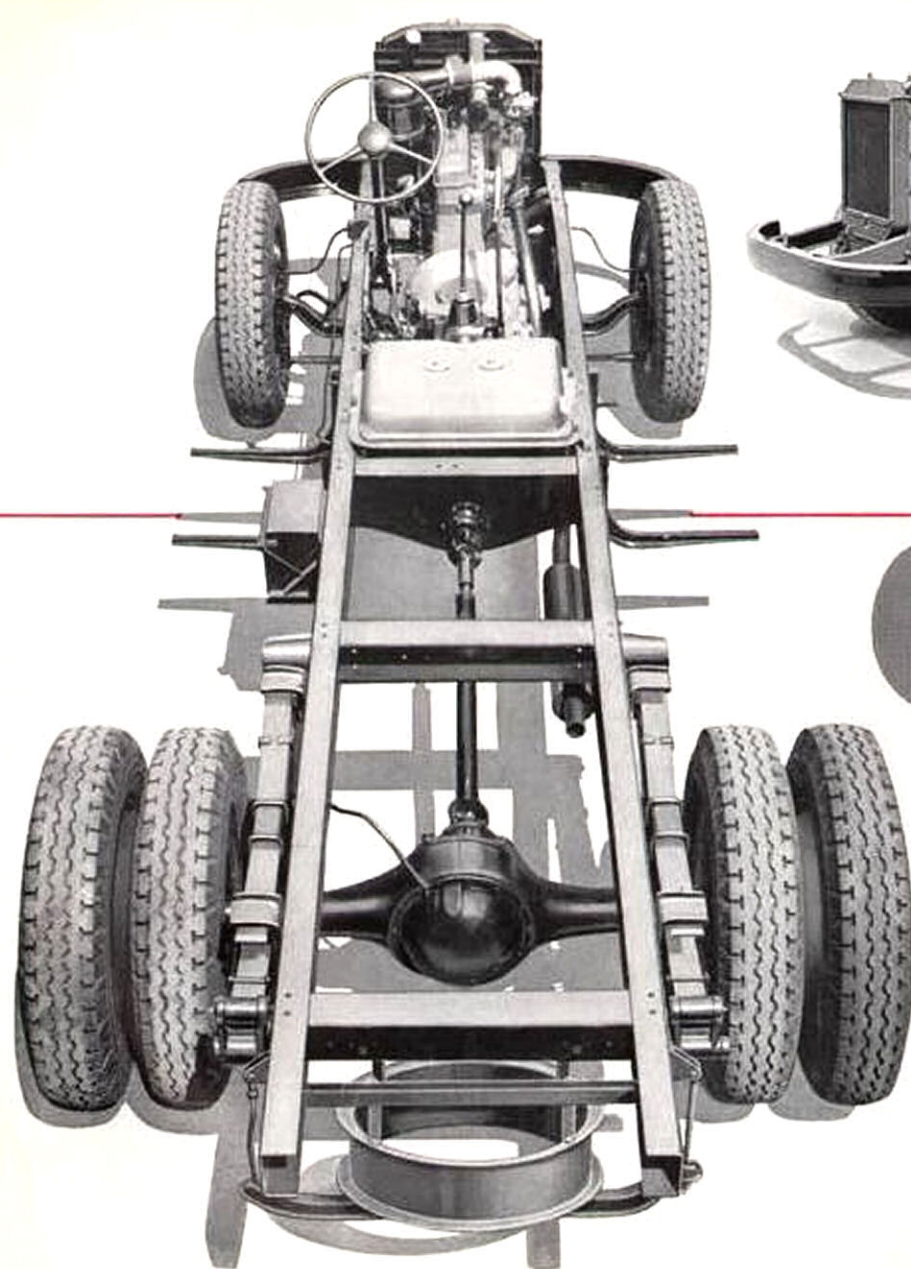
(Left) In the design and construction of all International transmissions, simplicity, smoothness of operation, and long life have been paramount. The Model K-6 transmission is of the sliding-gear selective type with four forward speeds. Improved gear-cutting and chamfering methods strengthen transmission gear teeth, and carburization provides outside hardness of metal to assure long wearing qualities with a tough core underneath the hardened surface, enabling the gears to better withstand shock loads.

RADIATOR AND ENGINE MOUNTINGS



The radiator is mounted on large rubber pads between the radiator core support and the frame front crossmember which also carries the engine front mounting. This construction cushions the radiator against twists and stresses caused by operation over uneven ground.

Engines have three-point mountings. The front mounting is secured by cap screws and insulated by rubber pads. Inverted "U" shaped extensions on the flywheel housing fit over the frame crossmember, with heavy rubber insulation between the metal parts to form the two rear mountings.



A close examination of the Model K-7 chassis will disclose rugged truck construction which assures owner satisfaction. Available in four wheelbases, the Model K-7 is adapted to the mounting of a wide variety of bodies for any specialized hauling need.

C

HASSIS

FEATURES

THE sturdy, dependable Model K-7 chassis is built for hard work and has all the latest fully tested and approved features so necessary for economical operation and long life. The powerful valve-in-head engine; full-floating rear axle; long, easy-riding, large-capacity springs; and husky, channel-type front bumper are shown clearly in these illustrations.

The chassis frame is the backbone of any truck. It must not only be able to carry the load, but must also keep all component units of the truck in accurate alignment under all operating conditions. International truck frames have been definitely proved capable of doing this twofold job. The deep center section of the side rail is extended forward to the engine rear mounting and back beyond the rear of the cab.

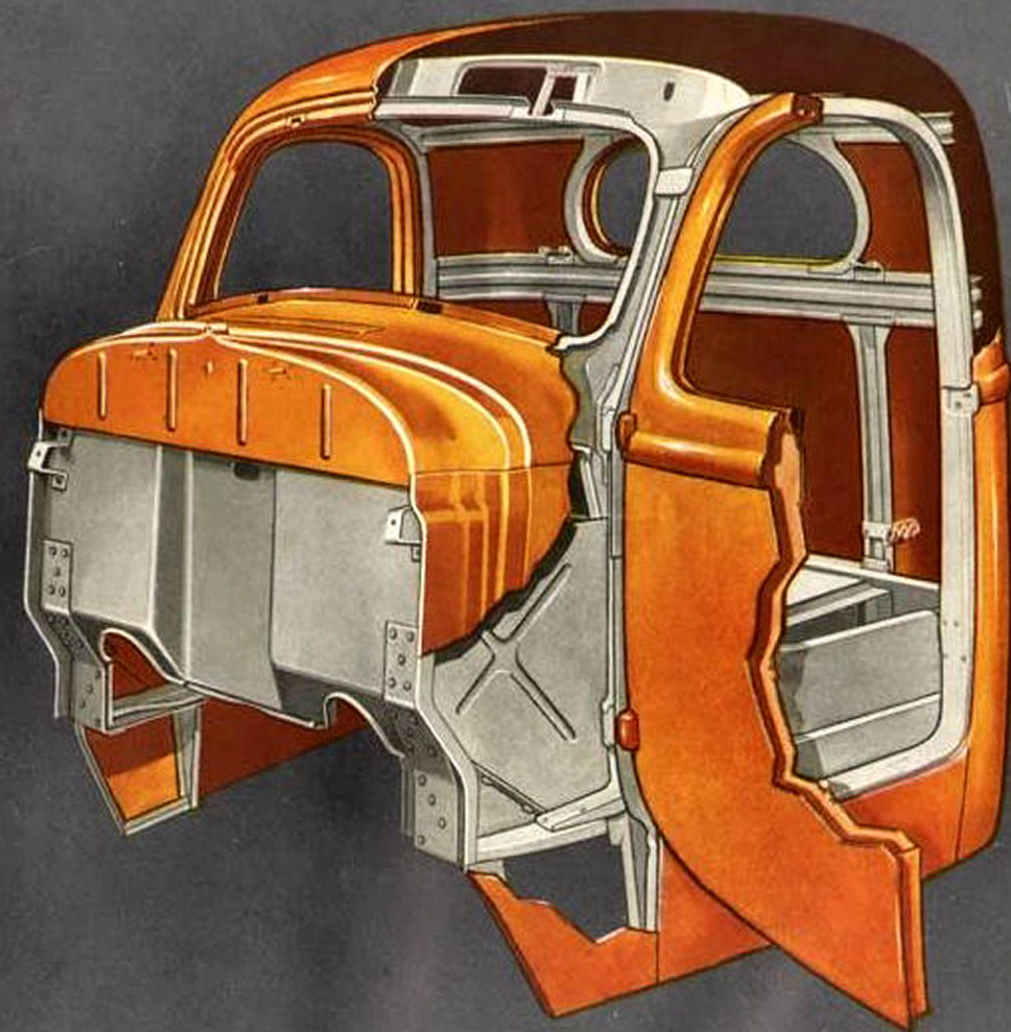


INTERNATIONAL ALL-STEEL

CAB

THE new International cab is all-steel, reinforced, welded construction. The one-piece, heavy-gauge sill—the cab foundation—is an International cab feature that contributes to rigidity and long life. The complete cab frame forms a rigid, boxlike structure to which the one-piece top, the side, back and cowl panels are welded—the outer panel is firmly supported at every vital point. Two major stampings welded together form the comparatively light but very sturdy doors. The doors are hinged at the front, a decided advantage for the driver when he must lean out of the cab when backing the truck in close quarters. In addition, the doors have double weatherproofing consisting of live-rubber weatherstrip on all edges of the doors and live-rubber windlace on all edges of the cab door openings. Safety glass of unusual strength is standard equipment.

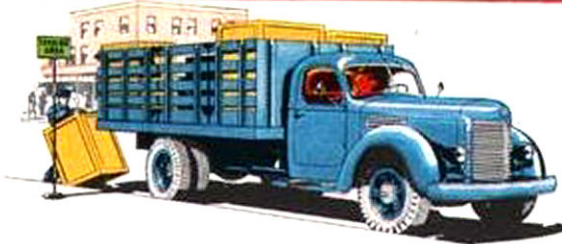
International cabs are roomy. They provide maximum comfort exceptional visibility, and ample leg and head room. Wide doors permit easy entrance and exit, and all controls are located for the convenience of the driver. Standard cab upholstery is an attractive brown. Both standard and de luxe cabs have foam-type rubber seat cushions, are fully lined and completely weather-stripped. The de luxe cab has two-tone green colonial grain upholstery, a ventilating-type rear window, chromium-plated windshield frame, two windshield wipers, two adjustable sun visors, rubber arm rest on left door, dome lamp, and lock for the package compartment. Features of both include individually adjustable seat and back cushions, lock in right door, felt-base rubber floor mat with sweep-out type pattern, package compartment, and unusually attractive instrument panel.



The cab is three-point mounted by means of highly efficient rubber-insulated pin and trunion-type hinged joints. One of the two front mountings is shown here. These long-life cab mountings prevent side movement and twisting.



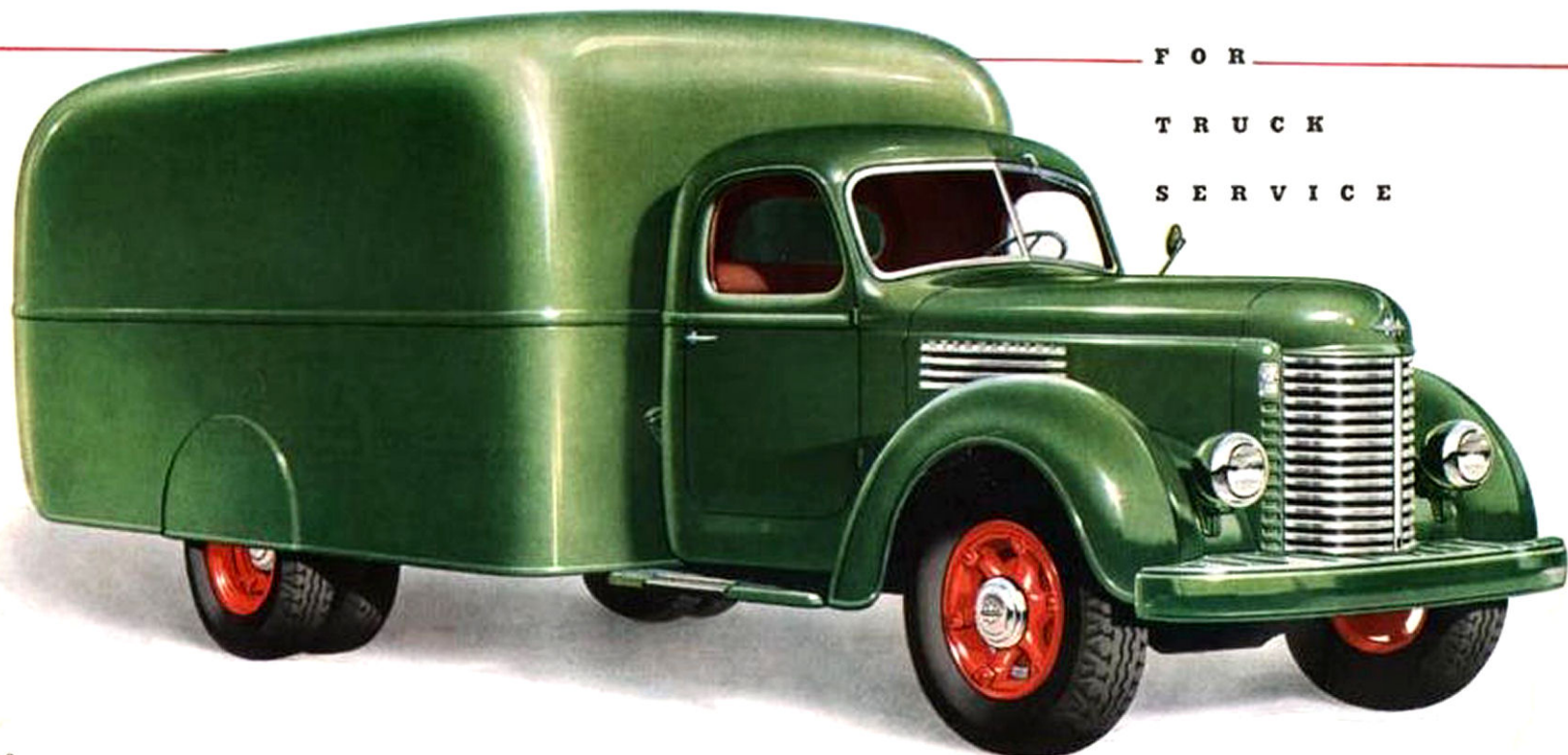
The rear of the cab is mounted at one point in the center by means of the rubber-insulated hinged joint shown at the left. The rubber reduces the amount of road noise transmitted to the cab. The three-point cab mounting prevents side movement and provides an exceptionally easy ride.



For local and long-distance moving, or hauling commodities where fully-enclosed van bodies of large capacity are required, the long-wheelbase Models K-6 and K-7 are especially desirable. Body builders everywhere are ready to supply attractive, serviceable van bodies for any International.

ALL-TRUCK

FOR
TRUCK
SERVICE



STANDARD panel-stake bodies have all-steel under-structures and floor boards of thoroughly seasoned oak with full-length wear strips. Panel boards are securely riveted to the steel stakes and will not loosen. Side panel sections are removable and the center section is hinged at both ends and can be swung forward or backward or can be quickly and easily removed to facilitate loading and unloading.

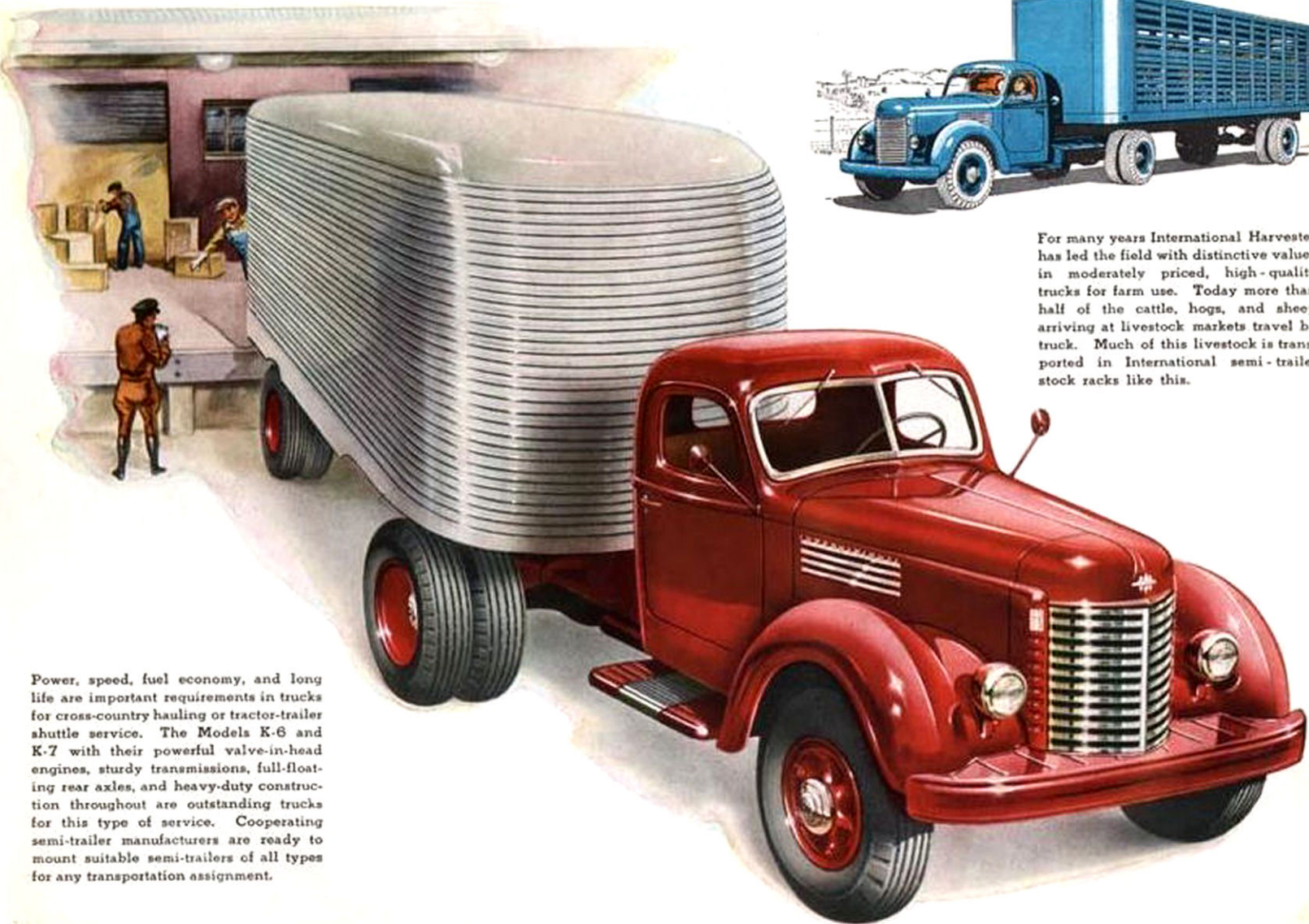


COAL AND DUMP BODIES

MODELS K-6 or K-7 will deliver reliable, economical dump-truck service. A variety of types of all-steel, welded dump bodies are quickly available. Many of these bodies have one-piece bottoms of special-analysis steel; V-type side braces; full-length running boards; four-way shock braces at rear corner-posts; and tubular-type, close-fitting tailgates and castings which are guaranteed against breakage. Coal and coke bodies are available in shovel-off, dump, and high-lift types in both welded steel and aluminum alloy.

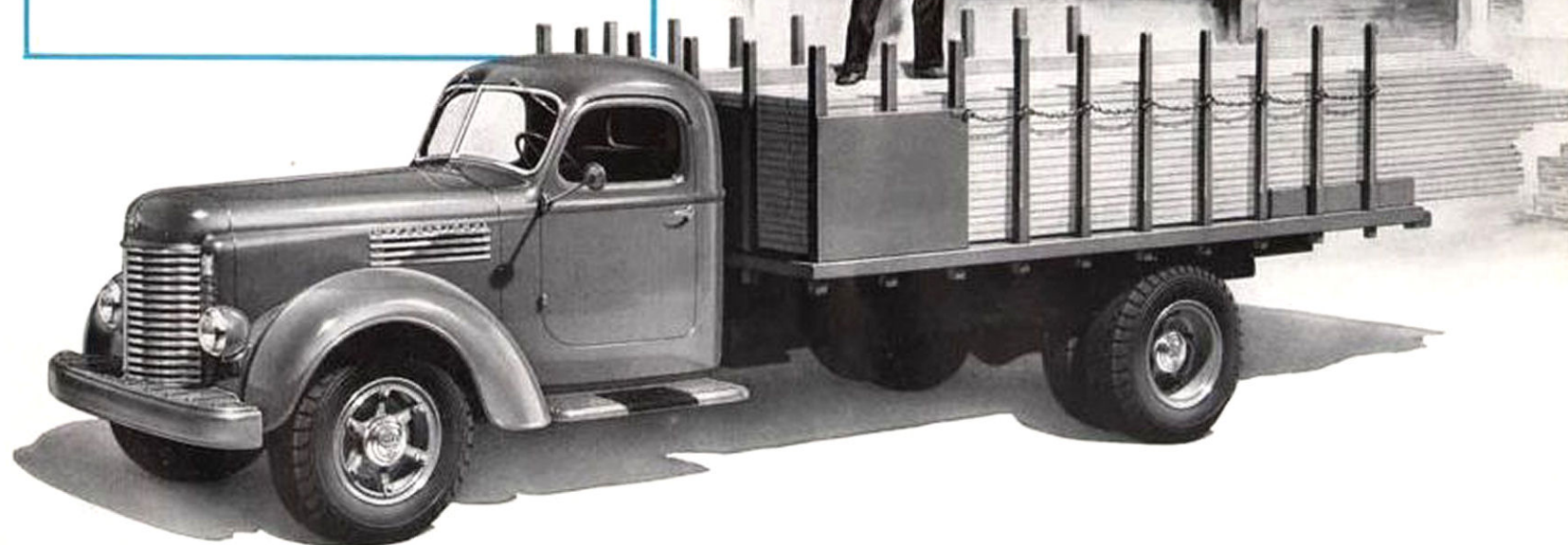


FOR SEMI-TRAILER SERVICE



For many years International Harvester has led the field with distinctive values in moderately priced, high-quality trucks for farm use. Today more than half of the cattle, hogs, and sheep arriving at livestock markets travel by truck. Much of this livestock is transported in International semi-trailer stock racks like this.

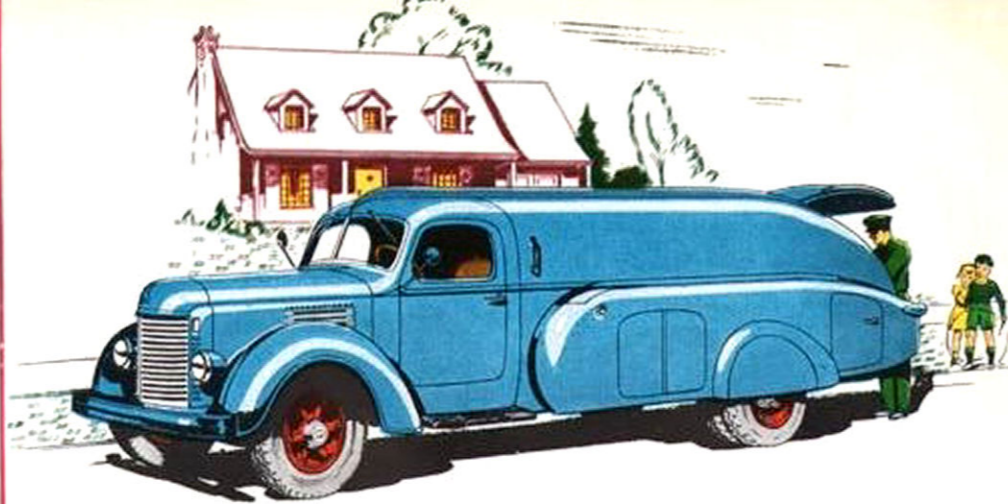
SIMPLICITY AND GOOD TASTE have been incorporated in the sweeping, streamlined style of the Models K-6 and K-7. Although an especially attractive appearance is presented there is no sacrifice of stamina, accessibility, and dependability. Lumber bodies of many types are readily available. Custom-built bodies to suit individual requirements adapt these Internationals to any specialized lumber and millwork hauling assignment.



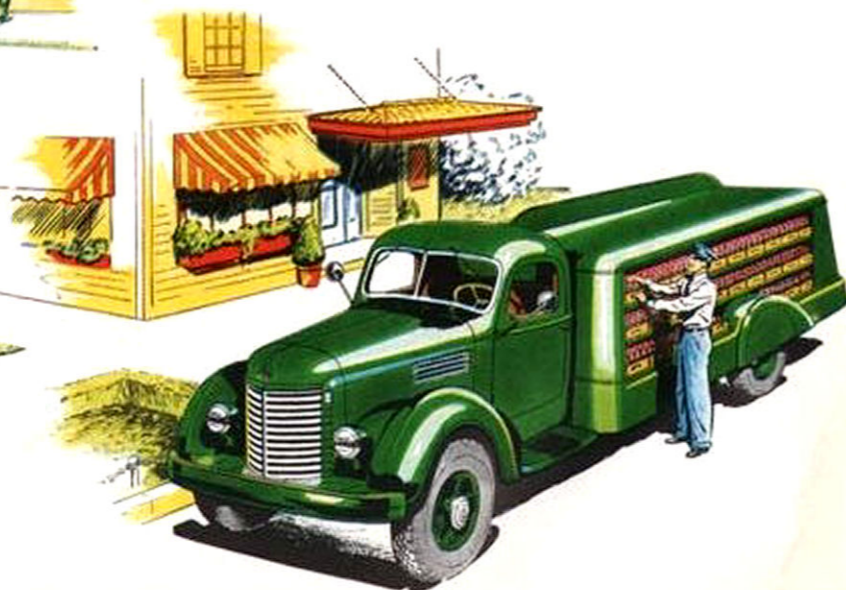
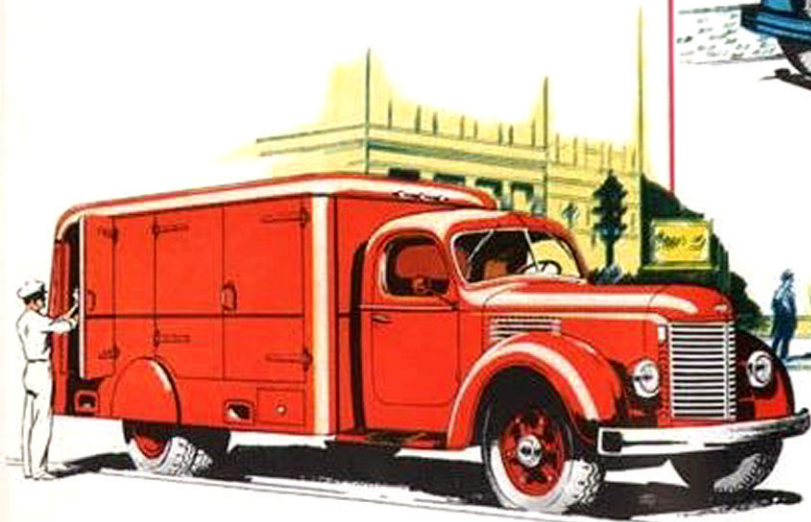
B O D I E S F O R E V E R Y L O A D

Power, speed, fuel economy, and long life are important requirements in trucks for cross-country hauling or tractor-trailer shuttle service. The Models K-6 and K-7 with their powerful valve-in-head engines, sturdy transmissions, full-floating rear axles, and heavy-duty construction throughout are outstanding trucks for this type of service. Cooperating semi-trailer manufacturers are ready to mount suitable semi-trailers of all types for any transportation assignment.

THE attractive, streamlined International Models K-6 and K-7 chassis lend themselves to a wide variety of de luxe custom-built ice cream and other refrigerator bodies which are quickly available through local body builders. If your business calls for a special distinctive ice cream body, you will find these chassis entirely satisfactory.



Distributors of gasoline, fuel oil, and other fluid products transported in tank trucks will find the Models K-6 and K-7 well adapted to their needs. The modern design of these units lends itself well to streamlined tank bodies of various types and capacities.

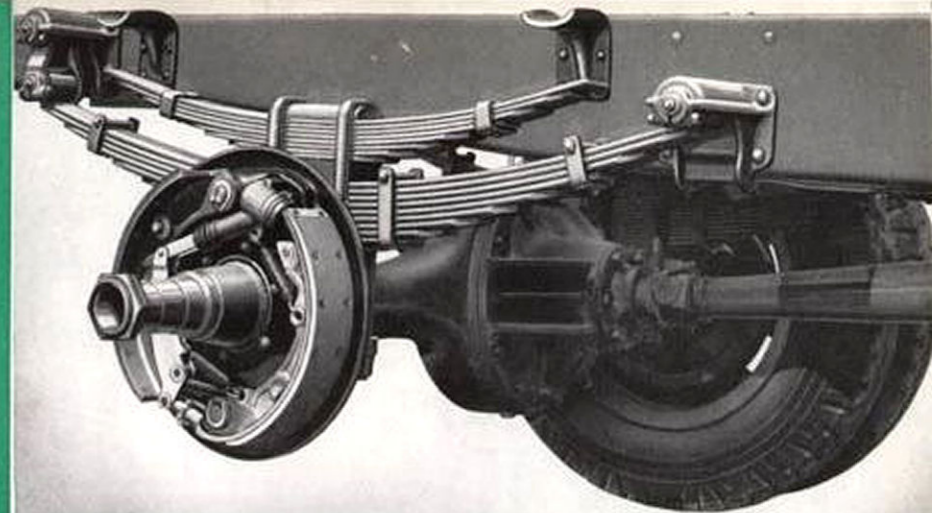


ALL-STEEL BOTTLERS' BODIES of many different types and makes are available through International branches and dealers. Bottlers' bodies for International chassis have maximum case capacity, great strength, and correct load distribution, and can be supplied with deck clearance to fit any standard case or bottle.

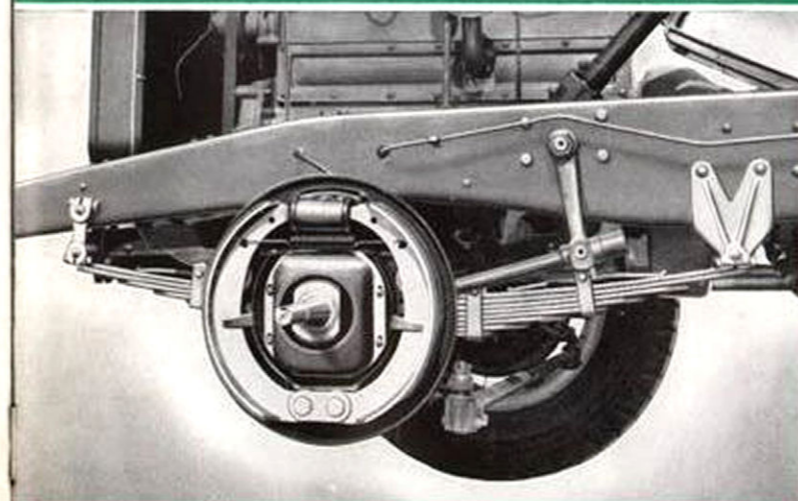
TRUCK BRAKES

FOR TRUCK SERVICE

CONVENTIONAL two-shoe, internal-expanding, double-anchor hydraulic brakes are employed on the front wheels of the Models K-6 and K-7 chassis, while Hi-Tork brakes are used on the rear wheels of both models. These dependable brakes are safe, easily operated, quiet, and long-lived. By means of these effective brakes, smooth, straight-line stops are made with minimum effort.



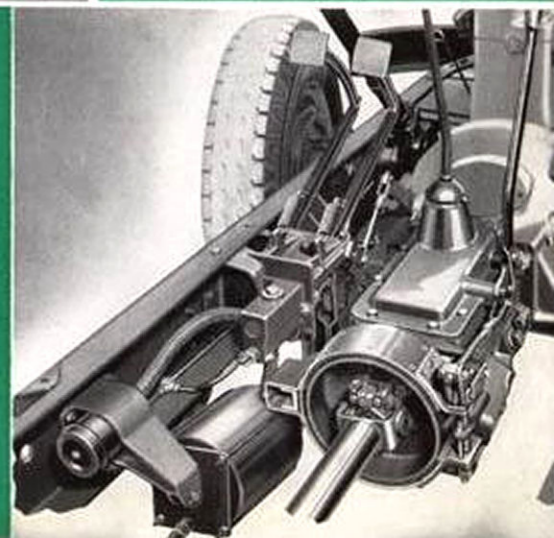
One of the powerful Hi-Tork hydraulic rear brakes on the K-6 chassis. Shoe anchors are diametrically opposite each other. On a forward stop the large-diameter piston pushes the upper end of the forward shoe against the drum and a smaller-diameter piston pushes a lever which places the bottom end of the rear shoe against the drum. This puts both shoes in their natural position to be fully energized from drum rotation and enables both shoes to divide the load equally.

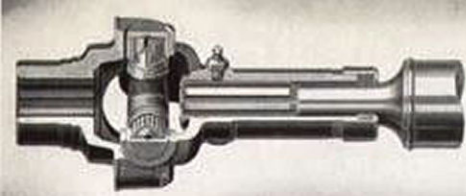


A front wheel has been removed from this Model K-6 chassis to show the internal-expanding, two-shoe, double-anchor hydraulic brake. The simplicity and uniform performance of this type of brake result in smooth stops and long brake life. One of the long, flexible, easy-riding front springs is shown.

This sectional view of a part of a brake and brake drum shows (a) reinforcing rib near the center of the brake which reduces the possibility of drum distortion and provides for heat dissipation; (b) the self-cleaning dirt alinger which prevents dirt and dust from entering the brake; (c) heavy section at the back of the drum; (d) drum mounting flange located close to center line of the brake.

(Right) A vacuum power brake, often called a "booster," is standard factory-installed equipment. With a vacuum power unit considerably less pressure on the brake pedal is necessary to secure comparable braking efficiency. The hand or parking brake is an independent, mechanically operated, external-contracting, band-on-drum type brake, mounted on the propeller shaft directly behind the transmission.



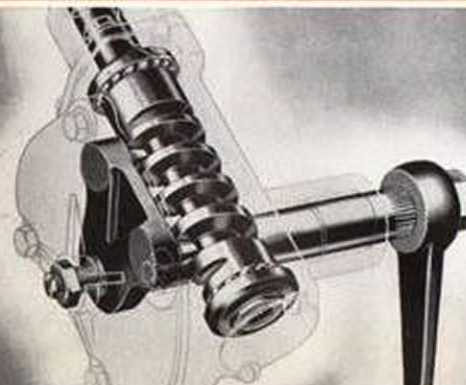


Roller-bearing, anti-friction-type universal joints are an important factor in keeping International truck maintenance costs at a minimum. Sealed against lubricant leakage, they provide freedom from frequent replacements, delays, and expense.



A ball-type steering jacket tube bearing greatly improves steering gear performance and ease of handling.

(Below) A vital factor in easy handling and safety at all speeds is the improved cam-and-twin-lever-type steering mechanism. Both the steering cam and the twin levers are fully enclosed in an oil and dustproof housing and constantly operate in lubricant.



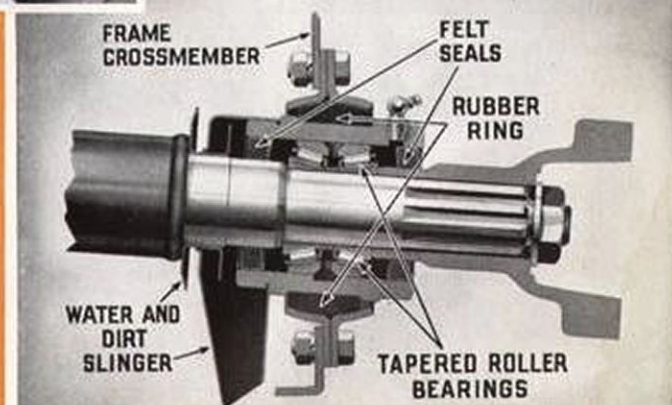
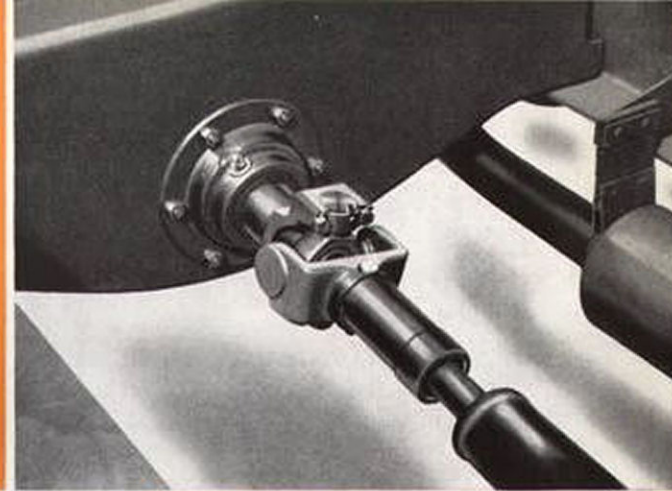
IMPORTANT CHASSIS DETAILS



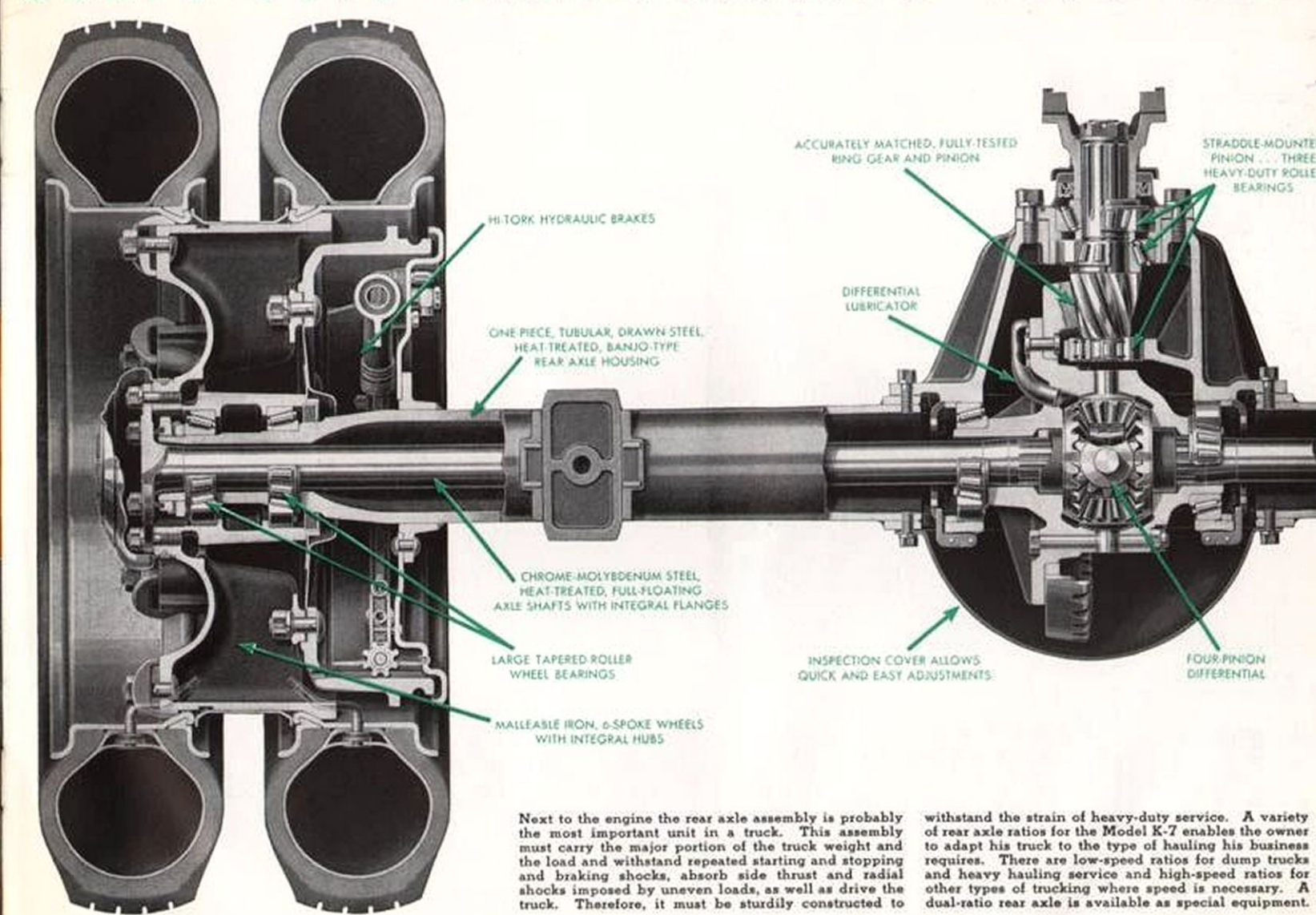
(Above) Self-aligning propeller shaft center bearing and universal joint from the rear. This bearing has specially designed grooves to distribute the lubricant effectively over the entire area of the bearing.

(Above) Self-aligning propeller shaft center bearing from the front. A valuable feature of this bearing is the rubber ring between the bearing housing and the crossmember. The flexibility of the rubber protects the bearing from road shocks and distinctly reduces noise. The fixed relation of the bearing and the bearing housing keeps the seals functioning properly at all times.

(Right) Sectional view of the self-aligning propeller shaft center bearing assembly is an important feature of all K-6 and K-7 chassis. The bearing assembly consists of a double-row tapered bearing enclosed in a spherical container and is fully protected from dust and mud by felt seals and a dirt slinger. Its use permits short propeller shaft sections, thus avoiding whip and assuring accurate shaft alignment.



HEAVY-DUTY FULL-FLOATING REAR AXLE



HI-TORQ HYDRAULIC BRAKES

ONE PIECE, TUBULAR, DRAWN STEEL HEAT-TREATED, BANJO-TYPE REAR AXLE HOUSING

CHROME-MOLYBDENUM STEEL HEAT-TREATED, FULL-FLOATING AXLE SHAFTS WITH INTEGRAL FLANGES

LARGE TAPERED ROLLER WHEEL BEARINGS

MALLEABLE IRON, 6-SPOKE WHEELS WITH INTEGRAL HUBS

ACCURATELY MATCHED, FULLY-TESTED RING GEAR AND PINION

DIFFERENTIAL LUBRICATOR

INSPECTION COVER ALLOWS QUICK AND EASY ADJUSTMENTS

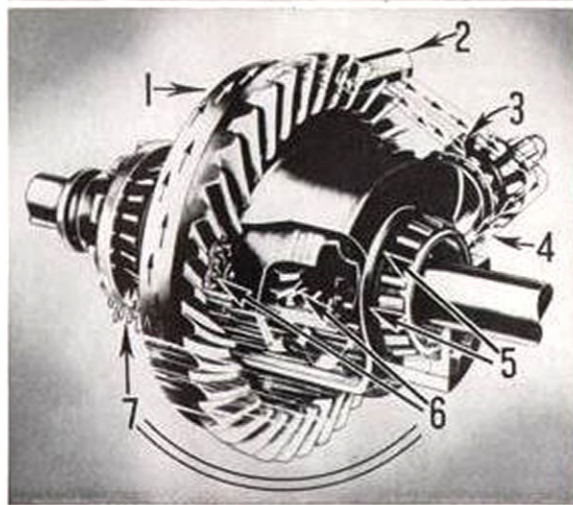
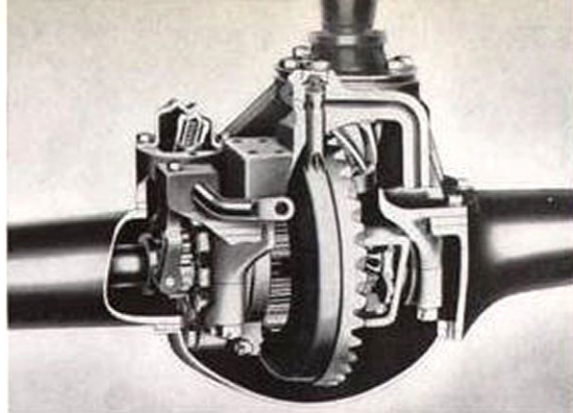
STRADDLE-MOUNTED PINION . . . THREE HEAVY-DUTY ROLLER BEARINGS

FOUR-PINION DIFFERENTIAL

Next to the engine the rear axle assembly is probably the most important unit in a truck. This assembly must carry the major portion of the truck weight and the load and withstand repeated starting and stopping and braking shocks, absorb side thrust and radial shocks imposed by uneven loads, as well as drive the truck. Therefore, it must be sturdily constructed to

withstand the strain of heavy-duty service. A variety of rear axle ratios for the Model K-7 enables the owner to adapt his truck to the type of hauling his business requires. There are low-speed ratios for dump trucks and heavy hauling service and high-speed ratios for other types of trucking where speed is necessary. A dual-ratio rear axle is available as special equipment.

**STURDY
FULL-FLOATING
2-SPEED
AXLE**

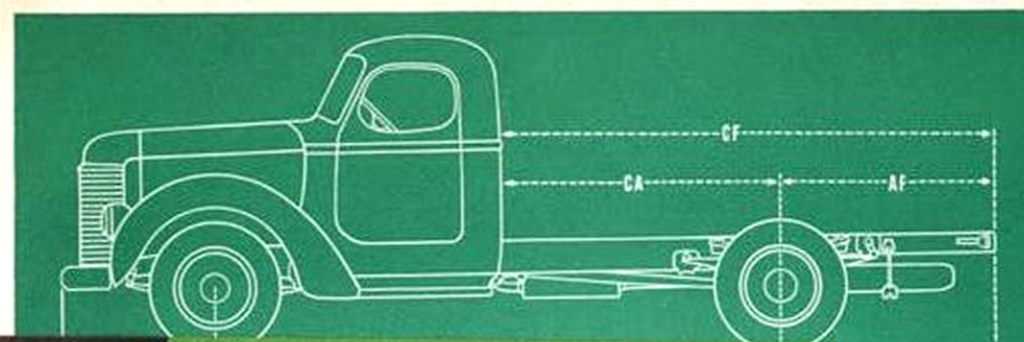


The two-speed axle supplies, in one unit, the economy and quiet operation of an extra-high ratio and the increased pulling ability of an extra-low ratio. With this axle more and faster trips are possible. A simple movement of the shifting lever enables the driver to change instantly to either a low-speed or high-speed truck under any operating condition and in all transmission gears. Here is flexibility that meets all conditions.

ONLY FOUR ADDITIONAL MOVING PARTS

Forced-flow oiling assures abundant lubrication even at truck speeds as low as 1/2 mile an hour. In less than one revolution oil begins to flow into the distributor tube. In addition to this instantaneous, positive, and thorough lubrication system the conventional method of splash lubrication is retained.

- 1** Oil is raised from the housing by a revolving drum.
- 2** A divided wiper tube removes and distributes the oil.
- 3** One duct carries oil to the pinion bearing.
- 4** A second duct delivers oil to the right-hand differential bearing.
- 5** Oil flows from the bearing through six openings into the gear case.
- 6** Differential gears and planetary gears dip into oil at each revolution.
- 7** Oil flows from the gear case into the left-hand bearing—then returns to the housing.



- Lights:** Sealed-beam headlights.
- Battery:** 6-volt, 15-plate.
- Starting Motor:** 6-volt, 4 pole type.
- Carburetor:** Downdraft type. Oil bath-type air cleaner.
- Fuel System:** Mechanical fuel pump driven from camshaft. Underseat fuel tank of 21-gal. capacity. Gasoline filter.
- Clutch:** 11-in., single-plate, with vibration damper.
- Transmission:** 4 speeds forward, 1 reverse; sliding gear selective type, mounted in unit with engine.
- Transmission Reductions:** First, 6.4 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.82 to 1.
- Propeller Shaft:** Large-diameter, heavy steel tubing, with self-aligning center bearing.
- Universal Joints:** All-metal, roller-bearing anti-friction type.
- Front Axle:** Drop-center, I-beam, steel drop-forging; heat-treated, reverse Elliott type. Steering knuckles of drop-forged, heat-treated, chrome-molybdenum steel.
- Rear Axle:** Full-floating, spiral-bevel, gear-drive type. Chrome-molybdenum steel drive shafts. One-piece forged-steel, heat-treated, tubular axle housing. Differential and wheel bearings are tapered rollers. Pinion is straddle-mounted on roller bearings.
- Axle Reductions (Spiral Bevel):** 5.625 to 1, 6.5 to 1, or 7.166 to 1.
- Axle Reductions (Dual Ratio):** 5.14 to 1—7.15 to 1; 5.83 to 1—8.11 to 1; 6.33 to 1—8.81 to 1.
- Steering Gear:** Cam and twin-lever type.
- Brakes:** Service: 4-wheel, hydraulic, internal-expanding, two-shoe double-anchor type with vacuum booster. Fully enclosed. Hand: External-contracting, propeller-shaft type.
- Springs:** Front and rear, semi-elliptic. Front, 2 3/4 x 44 in.; rear, 2 3/4 x 48 in.; semi-elliptic auxiliary rear springs, 2 3/4 x 32 in.
- Wheels:** Malleable iron, 20-in., 6-spoke type.
- Tires:** 6.50-20 balloons, front and dual rear.
- Controls:** Left hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.
- Standard Equipment:** Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; sealed-beam headlights; combination stop and tail light; air cleaner; jack; and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, headlight beam indicator, choke, and throttle controls mounted in panel on dash.
- Special Equipment:** The following can be supplied at additional cost: All-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filter; governor; shock absorbers; 5-speed transmission; bodies and equipment for all purposes. Various tire combinations.
- Finish:** Frame and wheels, red. Running boards, fenders, and bumper, black baked enamel. Grille, hood, and cowl, a choice of six attractive colors. Lamp runs, hub caps, and grille trim, chromium plated.

CHECK CAPACITY

1/2, 3/4 & 1	Ton
1 1/4 & 1 1/2	"
1 1/2 - 2	"
2 - 3	"
3 - 4	"
3 1/2 - 4 1/2	"
4 - 6	"
5 - 7 1/2	"
1 1/2-2	"
C.O.E. 2-3	"
3-6	"
Six-Wheel Units	
Diesel-Power Units	
Multi-Stop Units	
Station Wagons	

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BY _____

STREET ADDRESS _____

CITY _____ STATE _____

I would like a representative to call.

A-9-EE, 10-3-DD—PRINTED IN UNITED STATES OF AMERICA

Overall length, front bumper to end of frame (OAL)	217 3/4	241 3/8	253 3/8	271 3/8
Back of cab to c/l of rear axle (CA)	60	72	84	102
C/l of rear axle to end of frame (AF)	44	56	56	56
Back of cab to end of frame (CF)	104	128	140	158
Bumper to center of front axle (BA)	39 3/4	39 3/4	39 3/4	39 3/4
Turning radius with bumper clearance (feet), left and right	22 7/16	25 1/2	26 3/4	29 3/4
Chassis weight, including oil, fuel, and water (approximate)	4,475	4,515	4,560	4,620
The following dimensions (with standard tires) are the same for all wheelbases:				
Tread—front wheels, 66 in.; rear wheels, 66 3/4 in.				
Road clearance—front axle, 8 3/4 in.; rear axle, 8 1/4 in.				

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 3 3/4-in. bore x 4 1/2-in. stroke; 241.54 cu.-in. displacement, A.M.A. rating, 27.3 h.p.; maximum brake h.p., 94.9 at 3,200 r.p.m. Maximum torque, 192 lb.-ft. at 1,200 r.p.m. Three-point, rubber-cushioned mounting. Four steel-backed, replaceable shell main bearings. Total projected main bearing area, 14.169 sq. in. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting rod, piston-pin, camshaft, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 7 1/4 qt.

Cooling System: Centrifugal pump circulation, thermostat control, fin-and-tube-type radiator. Pump driven by V-type fan belt. Capacity, 18 1/2 qt.

Ignition: High-tension battery type, full-automatic distributor.

Generator: 6-volt, belt-driven.

2 SPEED RANGES

FORWARD FOR SPEED

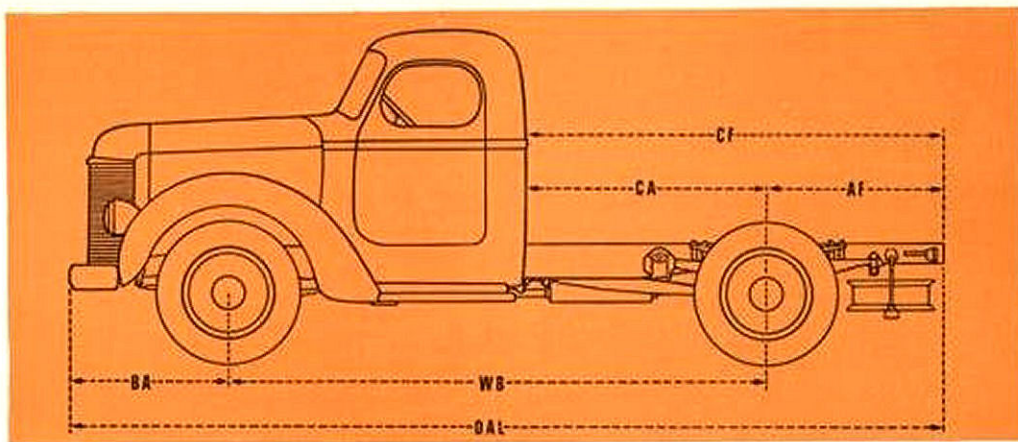
When the driver places the shifting lever in the forward position the four planetary gears are in the locked position and turn as a part of the differential. The truck then operates as a high-speed unit in all transmission gears.



BACK FOR POWER

When the driver places the shifting lever in the back position the four planetary gears are in the unlocked position, which allows them to rotate around the locking gear, making a silent reduction of axle speed. The truck then operates in all transmission gears as a powerful low-speed unit.





SPECIFICATIONS

INTERNATIONAL MODEL

K-7

Carrying Capacity:
(cab, body, equipment, and payload).....11,000 lb.

Chassis Dimensions: (in inches) **Weights:** (in pounds)

Wheelbase (WB).....	134	146	158	176
Overall length, front bumper to end of frame (OAL).....	217½	241½	253½	271½
Back of cab to c/l of rear axle (CA).....	60	72	84	102
Center of rear axle to end of frame (AF).....	44	56	56	56
Back of cab to end of frame (CF).....	104	128	140	158
Bumper to center of front axle (BA).....	39½	39½	39½	39½
Turning radius with bumper clearance (feet), left and right.....	23½	25½	27½	30½
Chassis weight, including oil, fuel, and water (approximate).....	4,905	4,950	4,995	5,065

The following dimensions (with standard tires) are the same for all wheelbases:
 Tread—front wheels, 63½ in.; rear wheels, 66½ in.
 Road clearance—front axle, 9½ in.; rear axle, 8½ in.
 Overall width—front, 80¼ in.; rear, 82¼ in.

Height, from top of frame to ground, loaded—front, 28½ in.; rear, 29¼ in.

Frame: Pressed steel channel with deep center section, 8½ x 3½ x 3 in.; 176-in. w.b., 8½ x 3 in.

Engine: International Harvester, valve-in-head type, 6-cylinder (replaceable cylinders); 3½-in. bore x 4½-in. stroke; 259.76 cu.-in. displacement; A.M.A. rating, 29.4 h.p.; maximum brake h.p., 101 at 3,200 r.p.m. Maximum torque, 211 lb.-ft. at 1,600 r.p.m. Three-point, rubber-cushioned mounting. Four steel-backed, replaceable-shell main bearings. Total projected main bearing area, 14,169 sq. in. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 7¼ qt.

Cooling System: Centrifugal pump circulation, thermostat control. Fin-and-tube-type radiator. Pump driven by V-type fan belt. Capacity, 18½ qt.

Ignition: High-tension battery type, full-automatic distributor.

Generator: 6-volt, belt-driven.

Lights: Sealed-beam headlights.

Battery: 6-volt, 15-plate.

Starting Motor: 6-volt, 4-pole type.

Carburetor: Downdraft type. Oil-bath-type air cleaner.

Fuel System: Mechanical fuel pump driven from camshaft. Underneath fuel tank of 21-gal. capacity. Gasolize filter.

Clutch: 11-in., single-plate, with vibration damper.

Transmission: 5 speeds forward, 1 reverse with quiet helical gear third and overdrive (fifth) speeds, mounted in unit with engine. Direct-in-fifth transmission optional.

Transmission Reductions (Overdrive): First, 6.52 to 1; second, 3.72 to 1; third, 1.92 to 1; fourth, 1 to 1; fifth (overdrive), 0.823 to 1; reverse, 6.39 to 1.

Transmission Reductions (Direct-in-Fifth): First, 7.35 to 1; second, 4.30 to 1; third, 2.52 to 1; fourth, 1.42 to 1; fifth (direct), 1 to 1; reverse, 7.20 to 1.

Propeller Shaft: Large-diameter, heavy steel tubing. All wheelbases have a two-section shaft with self-aligning center bearing.

Universal Joints: All-metal, roller-bearing, anti-friction type.

Front Axle: Drop-center, I-beam, steel drop-forging; heat-treated, reverse Elliott type. Steering knuckles of drop-forged, heat-treated, chrome-molybdenum steel.

Rear Axle: Full-floating, spiral-bevel, gear-drive type. Hotchkiss-type final drives. Chrome-molybdenum steel drive shafts. One-piece, forged-steel, heat-treated, tubular axle housing. Differential and wheel bearings are tapered rollers. Pinion, straddle-mounted on roller bearings.

Axle Reductions (Spiral Bevel): 5.625 to 1, 6.5 to 1, or 7.166 to 1.

Axle Reductions (Dual Ratio): 5.625 to 1—7.81 to 1; 6.143 to 1—8.52 to 1.

Steering Gear: Cam-and-twin-lever type.

Brakes: Service: 4-wheel, hydraulic, internal-expanding, two-shoe, double-anchor type with vacuum booster. Fully enclosed. Hand: External-contracting, propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 2¼ x 46 in.; rear, 3x54 in.; semi-elliptic auxiliary rear springs, 3x34 in.

Wheels: Malleable iron, 20-in., 6-spoke type. Duals on rear.

Tires: 7.00-20 balloons, front and dual rear.

Controls: Left-hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; sealed-beam headlights; combination stop and tail light; air cleaner; jack; and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, headlight beam indicator, choke, and throttle controls mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filler; governor; shock absorbers; auxiliary transmissions; air brakes; bodies and equipment for all purposes. Various tire sizes.

Finish: Frame and wheels, red. Running boards, fenders, and bumper, black baked enamel. Grille, hood, and cowl, a choice of six attractive colors. Lamp rims, hub caps, and grille trim, chromium plated.

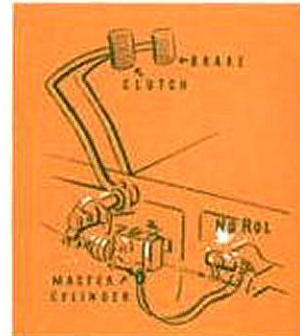
Specifications subject to change without notice.

INTERNATIONAL TRUCK ACCESSORIES



(Left) The International heating and defrosting system assures the driver of rapid and efficient regulation of heat regardless of outside temperature. Ice, sleet, snow, and condensation are removed from the windshield quickly or prevented from accumulating by means of a large volume of fast-moving heated air through a hose and nozzle on each side of the windshield.

(Right) The "NoRol" safety device keeps a truck from rolling backwards on steepest hills as well as on gentlest slopes. It is 100 percent automatic and operates only after the truck comes to a positive stop. Hydraulic pressure holds the brakes applied as long as the clutch pedal is held depressed, enabling the driver to take his foot off the brake pedal and use it on the accelerator.



International amber-lens fog lights permit safe driving at normal speeds in fog, rain, snow, or other adverse weather conditions. The fixed-focus bulbs are hermetically sealed, and the glass lenses and reflectors are fused together. No dust, air, or moisture can seep in and form a deposit on the mirror-like reflecting surface.



International fiber-fabric seat covers are sturdily made of heavy, smooth, and attractive brown twill fiber with serviceable fabric trim and are easily sponged and kept clean. They are securely bound throughout and all points of strain are reinforced. The material does not adhere to clothing; it is easy to slide in and out of the cab.



The International six-inch spotlight has an effective range far beyond that of the ordinary light and is the answer to safe night driving. These safety lights bore through the glare from oncoming headlights and provide the user with the greatest possible protection. Safety lights may be installed singly or in pairs.

The International Line Is Complete

Four-Wheel Models

Available in 11 sizes. Carrying capacities (cab, body, equipment, and payload) range from 2,100 to 25,000 lb. Spiral-bevel, double-reduction, and two-speed rear axles. Wheelbases range from 113 to 225 in.

Multi-Stop Delivery Models

Available in two sizes. Each in 102 and 113-in. wheelbases. Nominal rating, ½ and 1 ton.

Cab-Over-Engine Models

Available in four sizes. Carrying capacities (cab, body, equipment, and payload) range from 9,000 to 18,900 lb. Spiral-bevel, double-reduction, and two-speed rear axles. Wheelbases range from 87 to 142 in.

Six-Wheel Models

Available in two types. One driving on all four rear axles, the other employing a trailing axle and driving on the two forward wheels of the rear axle group. Carrying capacities (cab, body, equipment, and payload) range from 12,000 to 42,000 lb. Spiral-bevel, double-reduction, and two-speed rear axles. Wheelbases range from 148 to 253 in.

Diesel-Powered Models

Available in two sizes of six-cylinder engines in both four and six-wheel units. Carrying capacities (cab, body, equipment, and payload) range from 12,000 to 42,000 lb. Wheelbases range from 137 to 253 in.

School Bus Chassis

Available in sizes and wheelbases to accommodate from 12 to 110 pupils, depending on seating arrangements, types of seats, and size of children.

250

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 Grand Island, Nebr.

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 Watertown, S. Dak.
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180 NORTH MICHIGAN AVE.

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