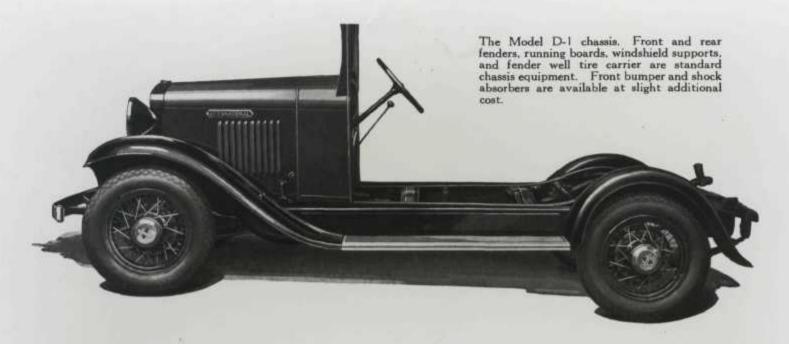
International Truck Specifications

Model D (1932-1940)



Specifications-International Model D-1

Rated Capacity: 1 ton. Maximum Carrying Capacity: (Cab, body, equipment and payload).....2,000 Pounds Chassis Dimensions: (in inches) Chassis Weights: (in pounds) Wheelbase 113 Overall length 156 Overall length

Back of cab to c/l of rear axle

C/l of rear axle to end of frame.

Back of cab to end of frame.

Back of cowl to c/l of rear axle

Back of cowl to end of frame.

Maximum overall body length back of cab.

Turning radius with fender clearance (feet)

Chassis weight, rear end. 90
Tread—front wheels, $58\frac{1}{16}$ in.; rear wheels, $58\frac{1}{16}$ in.
Clearance under front axle, $8\frac{1}{16}$ in.; under rear axle, $8\frac{1}{16}$ in.
Overall width—front, $69\frac{1}{2}$ in.; rear, $69\frac{1}{2}$ in. Loading height (from body floor to ground; panel body, 30 in.; pick-up body, 31 in.

Frame: Pressed steel channel. Double-drop type. Depth, 51

in.; thickness, ϵ_4^* in.; width at rear, 431 in.; width of flange, 21 in. Five reinforced cross members. Engine: Six-cylinder, cast in block, L-head type, 3½-in, bore, 4½-in, stroke; 213.3 cu, in, displacement, compression ratio 5.26 to 1, N.A.C.C. rating, 26.3 h.p.; brake h.p., 70 at 3400 r.p.m. Maximum torque, 138 pound-feet at 1200 r.p.m. Four steel-backed, babbitt-lined, removable-shell, interchangeable-type main bearings; total projected area, 16.53 sq. in.; front, 2½ x 1.549 in.; No. 2, 2½ x 1½ in.; No. 3, 2½ x 1½ in.; rear, 2½ x 2½ in. Six removable-shell connecting-rod bearings. Tool steel exhaust valve-seat inserts.

Lubrication: Pressure feed to all main and connecting rod bear-ings, camshaft and timing chain. Gear type, gear-driven oil pump. Oil capacity. 7 quarts. Pressure gun lubrication throughout on chassis

Cooling System: Centrifugal pump circulation; fin-and-tube radiator; fan and pump driven by V-type belt. Water capacity, 14 quarts.

Ignition: Battery; semi-automatic type, distributor mounted

Generator: 6-volt, belt driven.

Battery: 6-volt, 13-plate.

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

Carburetor: Down draft type. Fitted with air cleaner.

Fuel System: Fuel pump. 13-gallon tank at rear of frame. Gasoline filter for removing impurities.

Clutch: 9-inch single plate with vibration damper.

Transmission: 3 speeds forward, 1 reverse, sliding gear selective type, mounted in unit with engine.

Transmission Reductions: First, 3.05 to 1; second, 1.6 to 1; third, to 1; reverse, 3.76 to 1

Propeller Shaft: Heavy steel tubing.

Universal Joints: All-metal, self-contained, flange-type.

Front Axle: Drop-center, 1-beam, heat-treated steel drop forging. Fore and aft steering hook-up, tie rod at rear for protection.

Final Drive: Semi-floating, spiral-bevel gear type. Chrome-molybdenum steel drive shafts. Pressed steel banjo-type housing. Differential and axle-shaft bearings are tapered rollers

Axle Reduction: 4.18 to 1.

Steering Gear: Semi-irreversible worm and gear type.

Brakes: Service: 4-wheel, mechanical, self-energizing, internal-expanding two-shoe type. Cable-controlled. Hand: 4 wheels. All brakes fully enclosed.

Springs: Semi-elliptic. Front, 1½ x 36½ in.; rear, 1½ x 51 in. Self-adjusting spring shackles.

Wheels: Wire, 18-inch, 40-spoke type,

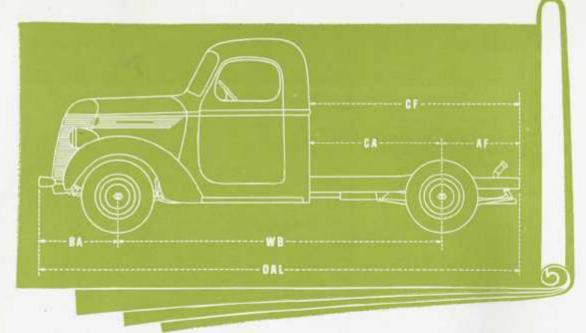
Tires: 5.25-18 balloon tires, front and rear.

Control: Left-hand drive. Starter, light and horn controls on top of steering column. Spark, throttle, choke and heat control buttons on dash. Accelerator, clutch, and service brakes operated by pedals. Gear-shift lever in center of driving compartment. Emergency brake lever mounted on left side of frame.

Standard Equipment: Cowl, dash and windshield supports; front and rear fenders; running boards; fender well tire carrier; spare wire wheel; license brackets; starter; battery; generator; trumpet-type horn; electric head (tilt beam), tail, and dash lights; air cleaner; jack and tools. Speedometer, ammeter, oil pressure gauge, heat indicator, gasoline gauge, instrument light, and choke mounted in instrument panel on dash.

Special Equipment: The following can be supplied at additional cost: Front bumper; two-way shock eliminators; fully-enclosed, coupe-type two-man cab with one-piece anti-glare windshield, rear vision mirror, and windshield wiper; de luxe panel body, with one-piece windshield, rear vision mirror and windshield wiper; pick-up body; windshield; right hand side fender well tire carrier.

Finish: Frame and wheels, black. Fenders, running boards, radiator shell and aprons, black baked enamel. Hood, cowl and windshield supports, "grey-green deep" lacquer. Lamp rims and bumper, chromium-plated.



INTERNATIONAL MODEL D-2

Carrying Capacity: (cab, body, equipment, and payload)...2,100 Pounds Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase length (WB)......113 Overall length, with front bumper (OAL) 1731/2 185176 Back of cab to c/l of rear axle (CA) 39 51 30 C/I of rear axle to end of frame (AF).... 30 Bumper to center of front axle (BA) 30176 30176 Turning radius with bumper clearance 2234 Chassis weight, including fuel, oil, and water (approximate) 2,290 2,315 Tread—front wheels, 58% in; rear wheels, 58% in. Clearance under front axle, 81/6 in.; under rear axle, 711 is in.

Overall width-front 7014 in.; rear, 67% in.

Frame: Pressed steel channel, 113-in. wheelbase: depth, 6 in.; thickness, 14 in.; width of flange, 214 in.; width, front, 251/6 in.; rear, 431/4 in. 125-in.: depth, 61/2 in.; thickness, 14 in.; width of flange, 21/4 in.; width, front, 251/4 in.; rear, 431/4 in. Six reinforced cross members.

Engine, Model D-2: Six-cylinder, cast-in-block, L-head type; 35%-in. bore, 41%-in. stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 lb-ft. at 1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Engine ("Economy Six"): Six-cylinder, cast-in-block, L-head type; 3-inch bore, 41s-inch stroke. Displacement, 174.9 cubic inches; compression ratio, 6. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 45.9 at 3,000 r.p.m. Maximum torque, 107 lb.-ft. at 800 r.p.m. Four steel backed, replaceable shell, precision-type main bearings; total projected area, 16.24 square inches. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication (D-2): Full-pressure feed to all main, connecting rod and piston-pin bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 614 qts.

Engine, Model D-S: Four-cylinder, cast-in-block, L-head type, 314 in. bore, 4 in. stroke. Displacement, 133 cu. in.; compression ratio, 6.0. A.M.A. rating, 16.8 h.p.; maximum brake h.p., 33 at 2,800 r.p.m. Maximum torque, 89.5 lb. ft. at 1,200 r.p.m. Three steel-backed, babbitt-lined, replaceable-shell main bearings; total pro-

jected area, 8.1 sq. in.

Lubrication (D-5): Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft, and timing gear. Gear-type, gear-driven oil pump. Oil

capacity, 4 qts.

Cooling System: Centrifugal pump circulation, fin-andtube radiator; fan and pump driven by V-type belt. Capacity, 14½ qts.

Ignition: Vacuum control, full-automatic distributor.

Generator: 6-volt belt-driven. Battery: 6-volt, 13-plate. Starting Motor: 6-volt.

Carburetor: Downdraft type. Oil-bath type air cleaner. Fuel System: Fuel pump. 13-gal, tank at rear of frame. Gasoline filter.

Clutch: 10-in., single-plate. (D-5), 9-in., single-plate. Transmission: 3 speeds forward, 1 reverse; selective, synchro-mesh type, mounted in unit with engine.

Transmission Reductions: First, 3.053 to 1; second, 1.481 to 1; third, 1 to 1; reverse, 3.707 to 1.

Propeller Shaft: Large diameter steel tubing.

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

Front Axle: Drop-center, I-beam, heat-treated steel drop-forging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle: Semi-floating, spiral-bevel gear type. Chromemolybdenum steel axle shaft. Pressed-steel, banjo-type housing. Differential and axle-shaft bearings are tapered rollers.

Axle Reduction, Model D-2: 4.18 to 1.

Axle Reductions, Model D-5: 4.18 to 1; 5.11 to 1. Steering Gear: Semi-irreversible cam-and-lever type. Brakes: Service: 4-wheel, hydraulic, self-energizing, internal expanding, two-shoe type. Hand: Rear wheels.

All brakes fully enclosed. Springs: Semi-elliptic. Front, 1% x 36 in.; rear, 1% x 51 in.

Wheels: Pressed steel, 16-in. slotted-disc type.

Tires: 6.00-16 belloon.

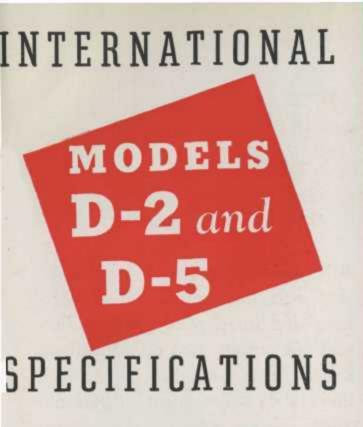
Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

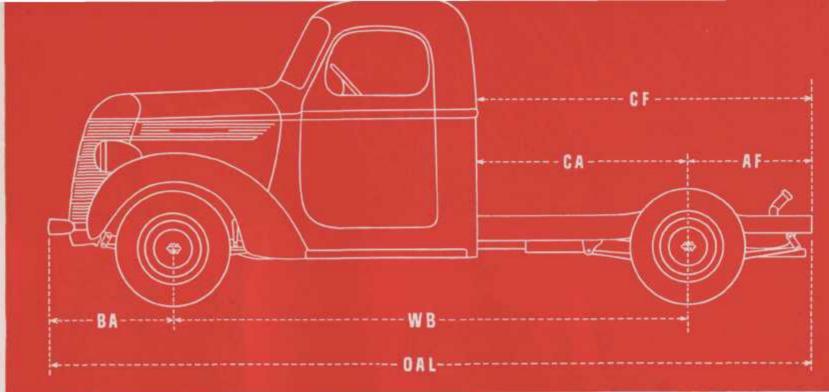
Standard Equipment: Flat-back cowl and dash; front fenders; running boards; spare wheel; license brackets; electric head, combination tail and stop lights; oil-type air cleaner; jack and tools. Speedometer, ammeter, oilpressure gauge, heat indicator, gasoline gauge, and instrument light.

Special Equipment: The following can be supplied at additional cost: Rear fenders; front bumper; rear bumper; shock absorbers; all-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper, panel, pickup, and canopy-top bodies; 7.00-15 balloon

and low-pressure tires.

Finish: Frame and wheels, black. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowl, a choice of four attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.





Rated Capacity: 14 ton. Carrying Capacity:

(cab, body, equipment, and payload) . . . 2,100 Pounds

Chassis Dimensions: (in inches)

Weights: (in pounds) 125 1851/2 Back of cab to c/l of rear axle (CA). . . 39 51 C/l of rear axle to end of frame (AF) .. 30 30 Turning radius with bumper

. 20 ft. 10 in. 22 ft. 8 in.

clearance ... 20 ft. 10 ii
Chassis weight, including fuel, oil,
and water (approximate) ... 2,290 Tread-front wheels, 58% in.; rear wheels, 581% in. Clearance under front axle, 81/4 in.; under rear axle,

Overall width-front, 701/4 in.; rear, 67% in.

Frame: Pressed steel channel, 113-in, wheelbase: depth, 6 in.; thickness, 1/2 in.; width of flange, 21/4 in.; width, front, 251/6 in.; rear, 431/4 in. 125-in.; depth, 61/6 in.; thickness, 1/4 in.; width of flange, 21/4 in.; width, front, 251/2 in.; rear, 431/2 in. Six reinforced cross members.

Engine, Model D-2: Six-cylinder, cast-in-block, L-head type; 35%-in. bore, 41%-in. stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 lb.-ft. at 1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication (D-2): Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 61/2 qts.

Engine, Model D-5: Four-cy inder, cast-in-block, L-head type, 31/4-in. bore, 4-in. stroke. Displacement, 133 cu. in.; compression ratio, 6.0. A.M.A. rating, 16.8 h.p.; maximum brake h.p., 33 at 2,800 r.p.m. Maximum torque, 89.5 lb.-ft. at 1,200 r.p.m. Three steel-backed, babbitt-lined, replaceable-shell main bearings; total projected area, 8.1 sq. in.

Lubrication (D-5): Pressure feed to all main and connecting-rod bearings, camshaft, and timing gear. Geartype, gear-driven oil pump. Oil capacity, 4 qts.

Cooling System: Centrifugal pump circulation, fin-andtube radiator; fan and pump driven by V-type belt. Capacity, 1434 qts.

Ignition: Vacuum control, full-automatic distributor.

Generator: 6-volt, belt driven.

Battery: 6-volt, 13-plate. Starting Motor: 6-volt.

Carburetor: Downdraft type. Oil-bath type air cleaner. Fuel System: Fuel pump. 15-gal, tank at rear of frame. Gasoline filter.

Clutch: 10-in., single plate, with vibration damper.

Transmission: 3 speeds forward, 1 reverse; selective, synchro-mesh type, mounted in unit with engine.

Transmission Reductions: First, 3.053 to 1; second, 1.481 to 1; third, 1 to 1; reverse, 3.707 to 1.

Propeller Shaft: Large diameter steel tubing.

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

Front Axle: Drop-center, I-beam, heat-treated steel drop-lorging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle: Semi-floating, spiral-bevel gear type. Chromemolybdenum steel axle shafts. Pressed-steel, banjo-type housing. Differential and axle-shaft bearings are tapered rollers.

Axle Reduction, Model D-2: 4.18 to 1.

Axle Reduction, Model D-5: 5.11 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type. Hand: Rear wheels. All brakes fully enclosed.

Springs: Semi-elliptic. Front, 134 x 36 in.; rear, 134 x 51 in.

Wheels: Pressed steel, 16-in., artillery type.

Tires: 6.00-16 balloon.

Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

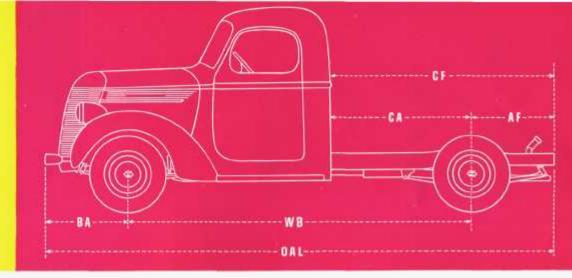
Standard Equipment: Flat-back cowl and dash; front tenders; running boards; spare wheel; license brackets; electric head, combination tail and stop lights; oil-type air cleaner; jack and tools. Speedometer, ammeter, oilpressure gauge, heat indicator, gasoline gauge, and instrument light.

Special Equipment: The following can be supplied at additional cost: Rear fenders; front bumper; rear bumper; shock absorbers; all-steel cab with one-piece, V-type windshield, rear-vision mirror and windshield wiper; panel, pick-up, and canopy-top bodies; 7.00-15 balloon and low pressure tires.

Finish: Frame and wheels, black, Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.



SPECIFICATIONS



Carrying Capacity: (cab, body, equipment, and psylood).... 2,100 Pounds Chassis Dimensions: (in inches) Weights: (in pounds) Back of cab to end of frame (CF) Bumper to center of front axle (BA).... 300% 30174 Turning radius with humper clearance water (approximate) 2.290 Tread—front wheels, 58% in.; rear wheels, 58% in.; Clearance under front axle, 8% in.; under reer axle,

711% in. Overall width—front, 7014 in., rear, 67% in. Frame: Pressed steel channel, 113-in, wheelbase: depth, 6 in.; thickness, 34 in.; width of flange, 234 in.; width, front, 25½ in.; reer, 43¼ in. 125-in.; depth, 6½ in.; thickness, ½ in.; width of flange, 2½ in.; width, front, 25½ in.; rear, 43½ in. Six reinforced crossmembers.

Engine, Model D-2: Six cylinder, cast-in-block, L-bead type: 3% in. bore, 4% in. stroke. Displacement, 213 cu. in.; compression ratio 6.3. A.M.A. rating, 26.3h.p.; maximum brake h.p., 78 at 3.400 r.p.m. Meximum torque, 155 lb.-st. of 1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 18.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Engine ("Economy Six"): Six-cylinder, cast-in-block, Lihead type: 3-inch bore, 41/s-inch stroke. Displacement, 174.9 cubic inches; compression ratio, 6. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 45.9 at 3,000 r.p.m. Maximum torque, 107 lh.-fi. at 800 r.p.m. Four

steel-backed, replaceable-shell, practation-type main bearings; total projected area, 16,24 square inches. Six replaceable shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication (D-2): Full-pressure feed to all main, con-necting-rod and piston-pin bearings, camshaft, and timing chain. Gear-type, gest-driven oil pump. Oil capacity, 634 qts.

Engine, Model D-5: Four-cylinder, cast-in-block, L-bead type, 334 m. bore, 4-in, streke, Displacement, 133 cu. in.; compression ratio, 6.0. A.M.A. rating, 18.8 h.p.; maximum brake h.p., 33 et 2,800 r.p.m. Maximum brake h.p., 43 et 2,800 r.p.m. Maximum brake h.p., at 1,200 r.p.m. Three steel-packed, babbit-lined, replaceable shell main bearings; total pro-

jected area, B.1 sg. in.
Lubrication (D-5): Full-pressure feed to all main, comecting-rod and piston-pin bearings, camshaft, and timing gear. Gear-type, gear-driven oil pump. Oil capacity, 4 gts.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator; fan and pump driven by V-type belt. Capacity, 1416 qts.

Ignition: Vacuum control, full-automatic distributor.

Generator: 6-volt, belt-driven. Battery: 6-volt 13-plate. Starting Motor: 6-volt.

Carburetor: Downdraft type. Oil-bath type air cleaner, Fuel System: Fuel pump. 13-gal, tank at rear of frame. Gasoline filter.

Clutch: 10-in, single-plate. (D-8), 9-in, single-plate. Transmission: 3 specie forward, 1 reverse; selective, synchro-mesh type, mounted in unit with engine. Transmission Reductions: First, 3:053 to 1; second.

1.481 to 1; third, I to I; reverse, 3.707 to 1. Propeller Shaft: Large-diameter steel tubing.

Universal doints: All-metal, roller-bearing, anti-friction Front Axle: Drop-center, 1-beam, heat-treated steel

drop-lorging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axie: Semi-floating, spiral-bevel gear type, Chromemolybdenum steel axle shafts. Pressed-steel, banic-type housing. Differential and axle-shaft bearings are tapered

Axle Reduction, Model D-2; 4.18 to 1; 5.11 to 1.

Axle Reductions, Model D-5; 4.18 to 1; 5.11 to 1.

Steering Geer: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, hydraulic, self-energizing,
internal-expanding, two-sibce type. Hand: Rear wheels.

All brakes fully enclosed.

Springs: Semi-elliptic. Front, 1½ x 36 in.; reer, 1½ x 51 in. Wheels: Pressed steel, 16-in slotted-disc type.

Tires: 6.00-16 balloon.

Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

Standard Equipment: Flat-back cowl and dash; front fenders; running boards; spare wheel; license brackets; electric head, combination tail and stop lights; oil-type air cleaner; tack and tools. Speedometer, ammeter, cilpressure gauge, heat indicator, gasoline gauge, and

Special Equipment: The following can be supplied at additional cost Rear fenders; front bumper; rear bumper; shock absorbent; all-steel cab with one-piece. V-type windshield, rear-vision mirror, and windshield wiper; panel, pick-up, and canopy-top bodies; 7.00-15 belloon and low-pressure tires.

Finish: Frame and wheels, black. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowl, a choice of four attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished steinless-steel trim on grille and hood side penels.

MODEL D-2-M

Gross Vehicle Weight: . 4.600 pounds
Wheelbase: (in inches) 102 113

Turning Radius: (in feet.) with bumper clearance. 1936 2156

Tread: Front wheels, 581% in.; rear wheels, 581% in.

Clearance: Under front axle, 7% in.; under rear axle, 7% in.;

Frame: Pressed steel channel, depth, 6 in.; thickness, 19 in.; width of flange, 234 in.

Engine: Six-cylinder, cast-in-block, L-head type; 3% in bore, 4% in stroke, Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 lh.-ft. at 1,000 r.p.m. Four steel-backed, replaceableshell, precision-type main bearings; total area, 51,67 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connecting-rod, and piston-pin bearings, camshaft, and timing chain. Geartype, gear-driven oil pump. Oil capacity, 614 qt. (U.S.).

Cooling System: Centrifugal pump circulation, tin-andtube radiator; fan and pump driven by V-type belt. Capacity, 1834 at. (U.S.).

Ignition: Vecuum control, full-automatic distributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt.

Carbureton Updraft with integral governor. Oil-bathtype air cleaner.

Fuel System: Fuel pump. 13-gal. (U.S.) tank at rear of frame. Gasoline filter.

Clutch: 10-in, single-plate.

Transmission: 3 speeds forward, 1 reverse; selective, synchro-mesh type, mounted in unit with engine. Genr shift control on steering column.

Transmission Reductions: First, 3.053 to 1; second, 1.481 to 1; third, 1 to 1; reverse, 3.707 to 1.

Propeller Shaft: Large-diameter steel tubing.

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

Front Axle: Drop-cenier, I-beam, heat-treated steel drop forging. Fore and all steering hook-up, its rod at rear for protection.

Rear Axle: Semi-floating, spiral-bevel user type. Chromemolybdenum steel axle shafts. Pressed-steel, banjo-type housing. Differential and axle-shaft bearings are tapered rollers.

Axle Reduction: 4.18 to 1.

Steering Gears Cam and twin lever type.

Brakes: Service: 4-wheel, hydraulin, self-energizing internal-expanding, two-shoe type; fully enclosed. Hand: Propeller shalt.



Springer Semi-elliptic, Front, 1% x 36 in.; rear, 1% x 51 in.

Wheels: Pressed steel, 16-in., slotted-disc type.

Tires: 6.00-16 balloon.

Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Hand-brake control lever located at left of driver. Geer shift on steering column.

MODEL D-15-M

Gross Vehicle Weight: 7,000 pounds Wheelbase: (in inches) 102 113

Tread: Front wheels, 5834 in.; rear wheels, 60 in.

Clearance: Under front axle, 8% in.; under reer axle, 7% in.;

Frame: Pressed steel channel, depth, 614 in.; thickness, 114 in.; width of flance, 214 in.

Engine: Six-cylinder, cast-in-block, L-head type; 3% inbore, 4% in stroke. Displacement, 213 cu. in., compression retic, 6.3. A.M.A. rating, 26.3 h.p.: meximum trake h.p., 79 at 3,400 r.p.m. Maximum torque, 155 lb.ft. at 1,000 r.p.m. Four steel-backed, babbitlined, replaceable-shell main bearings; total area, 51,67 sq. in. Six replaceable-shell connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connectingrod, and piston-pin bearings, carefulfi, and timing chain. Geox-type, gear-driven oil pump. Oil capacity, 074 qf. (U.S.). Pressure-gun lubrication throughout on chassis.

Cooling System: Centrifugal pump circulation, fin-andtube radiator, pump driven by V-type fan belt. Water capacity, 1519 qt. (U.S.). Ignition: Battery, vacuum control, full-autometic-type distributor.

Generator: 6-volt, fan-belt driven.

Battery: 6-volt, 13-plate. Starting Motor: 6-volt.

Carburetor: Updraft with integral governor. Fitted with an oil-bath-type air cleaner.

Fuel System: Fuel pump. 13-gal. (U.S.) tank at rear of frame. Filter for removing impurities.

Clutch: 10-in. single-plate, with vibration damper.

Transmission: 4 speeds forward. I reverse, mounted in unit with engine. Gear shift control on steering column.

Transmission Reductions: First, 6,40 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 steel fubing.

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

Front Axle: Drop-center, I-beam, heat-treated steel drop forging. Fore and aff steering hook-up, tie rod at rear for protection.

Rear Axle: Full-floating, spiral-bevel gear type, Hotchkistype final drive. Chrome-molybdenum steel axle shafts. Malleahle iron, banjo-type housing. All bearings are tapered rollers.

Axle Reductions: 4.875 to 1; or 5.285 to 1.

Steering Gear: Cam and twin lever type.

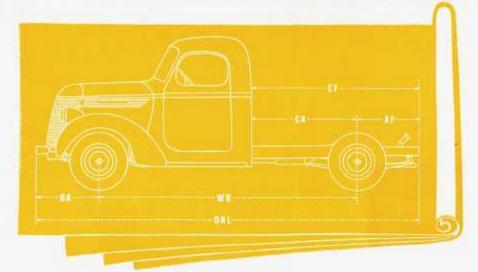
Brakes: Service: 4-wheel hydraulic, self-energizing, internal-expanding, two-shoe type. Fully enclosed. Hand: Propeller shaft.

Springs: Semi-elliptic. Front, 134 x 36 in.; rear, 234 x 54 in.

Wheels: Steel, ventilated disc type.

Tires: 7.00-16 balloon, front and single rear.

Controls: Throttle, light, and choke controls on instrument panel. Harn button on top of steering column. Accelerator, clutch, and service brakes operated by pedals. Gear-shift lever on steering column. Hand brake lever at left of driver.



Specifications

INTERNATIONAL MODEL D-3

Carrying Capacity: (cab, body, equipment, and psyload)....2,900 Pounds

(approximate) 2.315 Tread—front wheels, 58% in:; rear wheels, 58% in. Clearance under front axie, 8% in.; under rear axie, 7% in.

Overall width-front 70% in ; rear, 67% in.

Frame: Pressed steel channel; depth, 6½ in.; thickness, % in.; width of flange, 234 in.; width, front, 25½ in.; rear, 43½ in. Six reinforced cross members.

Engine: Six-cylinder, cast-in-block, L-head type, 3%-in, bore, 41%-in, stroke. Displacement, 213 cu, in.; com-

pressent ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 h.ft. at 1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting rod bearings, Exhaust-valve seat inserts.

Engine ("Economy Six"): Six-cylinder, cast-in-block, L-head type; 3-in, bore, 414-in, stroke. Displacement, 174.9 cu, in; compression ratio, 6. A.M.A. rating, 21.6 h.p.; meximum brake h.p., 48.9 at 3,000 r.p.m. Maximum torque, 107 lb.-ft. at 800 r.p.m. Four steel-backed, replacemelbe-shall, precision-type main bearings; total protected area, 16.24 sq. in. Six replaceable-shall, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connectingrod and piston-pin bearings, camabalt, and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 61g qts.

Cooling System: Centrifugal pump circulation, fin-andtube radiator; fan and pump driven by V-type belt. Capacity, 141/2 gts. Ignition: Vacuum control, full-automatic distributor.

Generator: 6-volt, belt-driven. Battery: 6-volt, 15-plate.

Starting Motor: 6-volt.

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

Fuel System: Fuel pump. 13-gal, tank at rear of frame. Gasoline filter.

Clutch: 10-in., single-plate.

Transmission: 3 speeds forward, 1 reverse; selective synchro-mesh type, mounted in unit with engine.

Transmission Reductions: First, 3.053 to 1; second, 1.481 to 1; third, 1 to 1; reverse, 3.707 to 1.

Propeller Shaft: Large-diameter steel tubing.

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

Front Axle: Drop-center, I-beam, heat-treated steel drop-forging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle: Semi-floating, spiral-bevel gear type. Chromemolybdenum steel exie shaft. Pressed-seel, honto-type housting. Differential and axle-shaft bearings are tapered rollers.

Axle Reduction: 4.18 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type. Hand: Rear wheels. All brakes fully enclosed.

Springer Semi-elliptic. Front, 1% x 36 in., rear, 1% x 51 in.

Wheels: Pressed steel, 16-in, slotted-disc type,

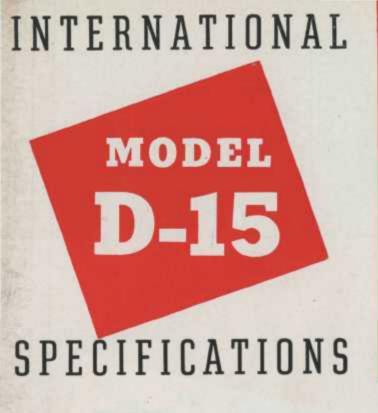
Tires: 6.00-16 balloon.

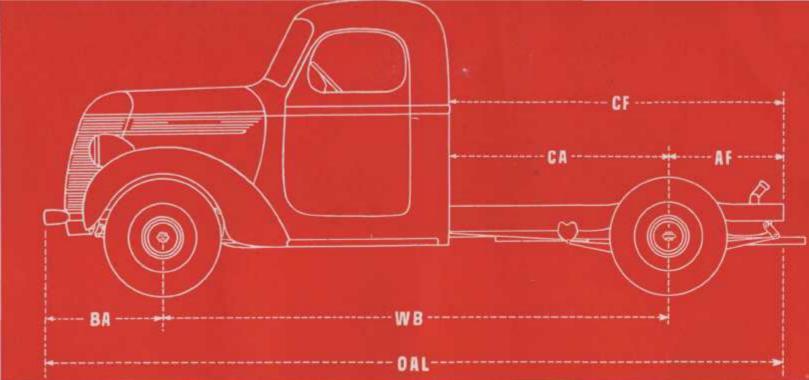
Centrels: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compariment.

Standard Equipment: Flat-back cowl and dash; front bumper; front fenders; running boards; spare wheel; shock absorbers; license brackets; electric heed, combination tail and stop lights; oil-type air cleaner; lack and tools. Speedometer, ammeter, oil-pressure gauge, heat indicator, gasoline gauge, and instrument light.

Special Equipment: The following can be supplied at additional cost: Rear braiders rear humper; all-steel cab with one-piece. Vtype windshield, rear-vision nurror, and windshield wiper; auxiliary rear springs; panel, pickup, and canopy-top bodies; 7.00-15 balloon and low-pressure tires.

Finish: Frame and wheels, black. Fenders, running boards, and sprons, black baked enamel. Grille, food, and cowl, a choice of four attractive colors. Lamp rims, hub caps, and humper, chromium plated. Polished stainless-steel trim on grille and hood side panels.





Rated Capacity: 34 to 1 ton. Carrying Capacity:

(cab, body, equipment, and payload) 3,600 Pounds

Chassis Dimensions: (in inches)

Weights: (in pounds)

Back of cab to end of frame (CF). 86
Bumper to center of front axle (BA). 30¹¹/₃₂
Turning radius with bumper clearance (feet). 23³/₃
Chassis weight (including fuel, oil, and water). 2,800
Tread—front wheels, 58³/₃ in.; rear wheels, 60 in.
Clearance under front axle, 8³/₃₂ in.; under rear axle,

Overall width-front, 701/4 in.; rear, 73 in.

Height from top of frame to ground, loaded-front, 22 in.; rear, 25% in.

Frame: Pressed steel channel; depth, 61/2 in.; thickness, 114 in.; width of flange, 214 in.; width, front, 25% in.; rear, 4311/2 in. Six reinforced cross members.

Engine: Six-cylinder, cast-in-block, L-head type; 31/4-in. bore, 41%-in. stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 lb. ft. at 1,000 r.p.m. Four steel-backed, babbitt-lined, replaceable-shell main bearings; total projected area, 16.24 sq. in.; front, 25% x 135% in.; No. 2, 25% x 15% in.; No. 3, 25% x 15% in.; replaceableshell, connecting-rod bearings. Exhaust-valve seat

Lubrication: Full-pressure feed to all main, connectingrod and piston-pin bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump Oil capacity, 61/2 qts. Pressure gun lubrication throughout on chassis. Cooling System: Centrifugal pump circulation, fin-and tube radiator; pump driven by V-type fan belt. Water capacity, 15 qts.

Ignition: Battery: vacuum control, full-automatic type distributor.

Generator: 6-volt, fan-belt driven.

Battery: 6-volt, 13-plate. Starting Motor: 6-volt.

Carburetor: Downdraft type. Fitted with an oil-bath type air cleaner.

Fuel System: Fuel pump, 15-gal, tank at rear of frame. Filter for removing impurities.

Clutch: 10-in., single plate, with vibration damper.

Transmission: 3 speeds forward, 1 reverse, selective, synchro-mesh type, mounted in unit with engine.

Transmission Reductions: First, 3.053 to 1; second, 1.481 to 1; third, 1 to 1; reverse, 3.707 to 1.

Propeller Shaft: Large diameter steel tubing.

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

Front Axle: Drop center, I-beam, heat-treated steel dropforging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle: Full-floating, spiral-bevel gear type. Hotch-kiss type final drive. Chrome-molybdenum steel axle shafts. Malleable iron, banjo-type housing. All bearings are tapered rollers.

Axle Reductions: 4.875 to 1; or 5.286 to 1.

Steering Gear: Semi-Irreversible cam-and-lever type.

Brakes: Service: 4-wheel hydraulic, duo-servo, selfenergizing, internal-expanding, two-shoe type. Fully enclosed. Hand: Mechanically operated on rear wheels.

Springs: Semi-elliptic. Front, 134 x 36 in.; rear, 214 x 54 in.

Wheels: Steel, ventilated disc type.

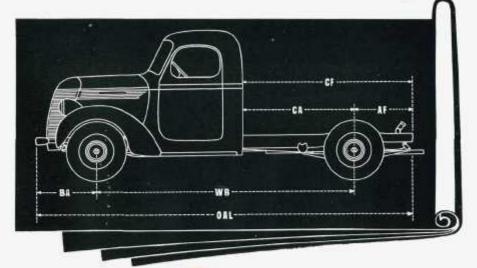
Tires: 7.00-16 balloon, front and single rear.

Controls: Throttle, light, and choke controls on instrument panel. Horn button on top of steering column. Accelerator, clutch, and service brakes operated by pedals. Gear-shift and hand-brake levers located in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; front bumper; short running boards; spare wheel; license brackets; battery; starter; generator; horn; electric headlights; combination stop and tail light; oil-type air cleaner; jack and tools. Speedometer, oil-pressure gauge, ammeter, heat indicator, fuel gauge, and instrument light mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: Fully enclosed cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; shock absorbers; oil filter; governor; larger-capacity radiator; rear bumper; rear fenders; large output gen-erator. Bodies and equipment for every need.

Finish: Frame and wheels, black. Fenders, running boards and aprons, black baked enamel. Radiator grille, hood and cowl, a glossy, durable finish in a choice of attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on radiator grille and hood side panels.



Specifications

INTERNATIONAL MODEL D-15

Carrying Capacity: (cab, body, equipment, and payload)....3,600 Pounds Chassis Dimensions: (in Inches)

Weighte: (in pounds)
Wheelbese lengths (WB)
Overall length (with front bumper) (OAL) 1731½ 19047½
Back of cab to c/l of reer axie (CA) 39 56
Center of rear axie to sand of frame (AF) 30 30
Bank of cab to end of frame (CF) 69 96
Bumper to center of front axis (BA) 301½ 305½
Turning radius with bumper clearance (leef)
Chassis weight (including fuel, cd, and water)
Tread—front wheels, 58½ in.; rear wheels, 60 in.
Clearance under front axis, 8¾4 in.; under reer axis,

Overall width—front, 7014 in.; rear, 73 in. Height from top of frame to ground, loaded—front, 22 in.; rear, 25% in. Framer Pressed steel channel; depth, 634 in.; thickness, 1164 in.; width of flange, 234 in.; width, front, 2536 in.; rear, 43% in. Six reinforced crossmembers.

Engine: Six cylinder, cast-in-block, L-head type; 3% in. bore, 414-in, stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum trake h.p.; 78 at 3,400 r.p.m. Maximum forque, 155 lb.-it, at 1,000 r.p.m. Four steel-backed, babbitt-lined, replaceable-shell main bearings; total projected area, 16.24 eg. in. Six replaceable-shell connecting-rod bearings. Exhaust-valve seat inserts.

Engine ("Economy Six"): Six-cylinder, cast in-block, Linead type; Sinch bore, 414 inch stroke, Displacement, 174.9 cu. In.; compression ratio, 6. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 45.9 at 3,000 r.p.m. Maximum torque, 107 lb.-tl. at 800 r.p.m. Four-etsel-backed replaceable-shell precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell precision-type connecting-rod bearings. Exhaust-velve seat inserts.

Lubrication: Full-pressure feed to all main, connectingred, and piston-pin bearings, canahalf, and timing chairs. Gear-type, gear-driven oil pump. Oil capacity, 6½ dts. Pressure gun lubrication throughout on chassis.

Cooling System: Centrifugal pump circulation, fin-andtube radiator; pump driven by V-type fan belt. Water capacity, 15 qts.

Ignition: Battery, vacuum control, full-automatic type distributor.

Generator: 6-volt, fan-belt driven.

Battery: 6-volt 13-plate.

Starting Motor: 6-volt.

Carburetor: Downdraft type. Fitted with an oil-bath type air cleaner.

Fuel System: Fuel pump. 13-gal, tank at rear of frame. Filter for removing impurities.

Clutch: 10-in., single-plate, with vibration damper.

Transmission: 3 speeds forward, 1 reverse; selective, synchro-mesh type, incunted in unit with engine.

Transmission Reductions: First, 3.053 to 1; second, 1.481 to 1; third, 1 to 1; reverse, 3.707 to 1.

Propeller Shaft: Large-diameter steel tuhing.

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

Front Axle: Drop-center, I beam, heat-treated steel dropforging. Fore and all steering hook-up, tie rod at rear for protection.

Rear Axle: Full-floating, spiral-bevel gear type. Hotchkise type final drive. Chrome-molybdenum steel axle shafts. Malleable iron, benjo-type housing. All bearings are tapered rollers.

Axle Reductions: 4.875 to 1; 5.285 to 1; or 5.5 to 1. Steering Gear: Semi-preventible com-and-lever type.

Brakes: Service: 4-wheel hydraulic, self-energizing, internal-expanding, two-shoe type. Fully enclosed. Handi Mechanically operated on rear whoels.

Springs: Semi-elliptic. Front, 134 x 36 in. war.

Springs: Semi-elliptic. Front, 194 x 36 in., rear 254 x 54 in.

Wheels: Steel ventilated disc type.

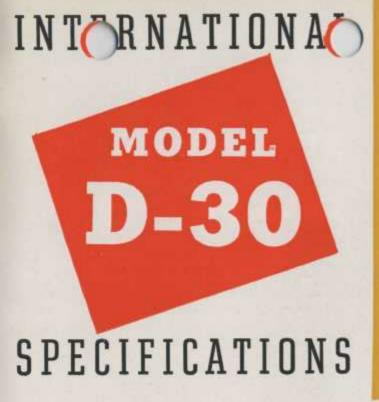
Tires: 7,00-16 belloon, front and single rear.

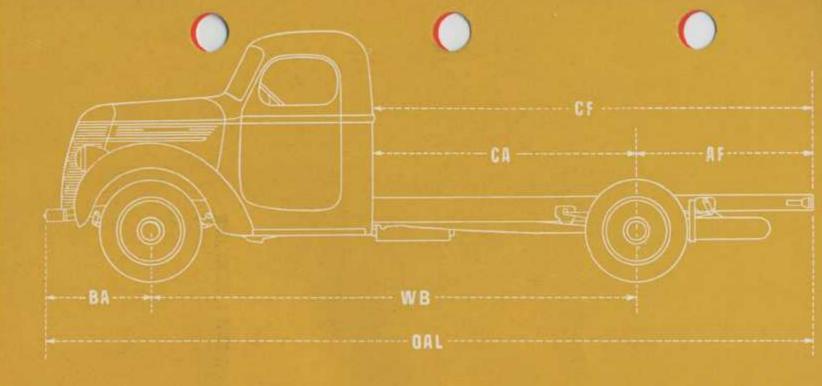
Controls: Throttle, light, and choke controls on instrument panel. Horn button on top of seering column. Accelerator, clutch, and service brakes operated by pedals. Gearshift and hand-brake levers located in center of driving compartment.

Standard Equipment: Cowl and dosh front lenders, front humper; short running boards; spare wheel; license brackets; buttery, statter; generatory horn electric headlights; combination stop and tail light; cil-type air cleaner; jack and tools. Speedometer, oil-pressure gauge, ammeter, heat indicator, fuel gauge, and instrument light mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost Fully enclosed can with one-piece, Viyes windshield, rear-vision mirror, and windshield wiper, shock absorbers oil filter; governor, 4-speed transmission; rear bumper; rear tenders; large culput generator. Bodies and equipment for every need.

Finish: Frame and wheels, block. Fenders, running boards and aprons, black baked enamel. Radiator grille, hood and cowl, a glossy, durable linish in a choice of attractive colors. Lump rins, hub caps and bumper, chromium plated. Polished stainless steel trim on radiator grille and hood side panels.





Rated Capacity: 1½ tons.

Carrying Capacity:

Chassis Dimensions: (in inches) Weights: (in pounds) Overall length, with front 2627/6 Back of cab to c/l of rear axle (CA)..... 57 102 C/I of rear axle to end of frame 56 Back of cab to end of frame (CF) 101 158 Bumper to center of front axle (BA)..... 337/16 337/6 Turning radius with bumper 281/4 25% Chassis weight, including fuel, oil, and water (approximate) . 3,510 3,595 3,685

The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 63% in.; rear wheels, 63% in. Clearance under front axle, 9% in.; under rear axle,

Overall width—front, 761/4-in.; rear, 741/8 in. Height from top of frame to ground, loaded—front, 263/8

in.; rear, 27% in.

Frame: Pressed steel channel. 128-in. w.b., 8 x 3/6 x 21/2 in.; 155-in. w.b., 81/2 x 13/4 x 3 in.; 173-in. w.b., 81/6 x 1/6 x 3 in.

Engine: 6-cylinder, cast-in-block, L-head type, 31/6-in. bore, 41/2-in. stroke. Displacement, 232 cu. in. Compression ratio, 6.0. A.M.A. rating, 26.3 h.p. Maximum brake h.p., 81 at 3,200 r.p.m. Maximum torque, 170 lb.-ft. at 1,000 r.p.m. Four steel-backed, replaceable-

shell, precision-type main bearings. Total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connectingrod and piston-pin bearings, camshaft and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 6½ qts.

Cooling System: Centrifugal pump circulation, finand-tube radiator. Pump driven by V-type fan belt. Capacity, 15 qts.

Ignition: Vacuum control; full-automatic type.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt.

Carburetor: Downdraft type. Oil-bath type air cleaner.
Fuel System: Fuel pump. Underseat fuel tank of 21-gal.

capacity. Gasoline filter.

Clutch: 10-in., single-plate, with vibration damper.

Transmission: 4 speeds forward, 1 reverse. Slidinggear, 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. 155-in. and 173-in. wheelbases, 2-piece shaft with self-aligning center bearing.

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

Front Axle: Drop-center, I-beam, heat-treated steel dropforging. Fore and aft steering hook-up, tie rod at rear for protection.

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

Axle Reductions: 5.285 to 1; 6.166 to 1; or 6.666 to 1.

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

Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type. Hand: Propellershaft type, mounted back of transmission.

Springs: Semi-elliptic. Front, 2x361/2in.; rear, 21/2x46in.

Wheels: Malleable iron, spoke type.

Tires: 30 x 5 T.T. front; 32 x 6 T.T. single rear.

Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

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

Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece, V-typewindshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; auxiliary rear springs; governor; shock absorbers; power take-off; bodies and equipment for all purposes; various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, and hub caps, chromium plated. Polished stainless steel trim on grille and hood side panels.



SPECIFICATIONS

Carrying Capacity: Overall length, with front bumper (OAL) 2051-6 2321-6 2441-6 2621-6 Back of cab to c/l of rear axie (CA) C/I of rear axie to end of (CF) Bumper to center of front 101 axle (BA). Turning radius with bumper clearance (feet) Chassis weight, including

fuel, oil, and water (approximate) 3,510 3,555 3,595 3,685 The following dimensions (with standard tires) are the same for all wheelbases

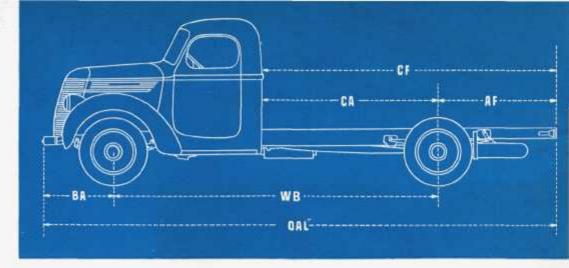
Tread—front wheels, 63% in.; rear wheels, 63% in. Clearance under front axle, 9% in.; under rear axle,

Overall width—front 7814 in.; reer, 7414 in. Height from top of frame to ground, loaded—front, 2634

ing rear, 27% in.

Frame: Pressed steel channel. 128 in. w.b., 8 x 3 x 2 1 x in.; 143 and 155 in. w.b., 81 x 3 in.; 173 in. w.b., w.b.

816 x 16 x 3 in. Engine: Six-cylinder, cast-in-block, L-head type, 3%-in-bore, 415-in, stroke. Displacement, 232 cu, in. Con-pression ratio, 6.0. A.M.A. rating, 26.3 h.p. Maximum brake h.p., 81 at 3,200 r.p.m. Maximum inque, 170 lb.-ft. at 1,000 r.p.m. Four steel-backed, replaceableshell, precision-type main bearings. Total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting rod bearings. Exhaust-valve sent inserts.



Engine ("Economy Six"): Six-cylinder, cast-in-block, L-head (ype; 3-in, bore, 41/4-in, stroke. Displacement. 174.9 cu. in., compression ratio, 63 A.M.A. rating, 21.6 h.p., maximum brake h.p., 45.9 et 3,000 r.p.m. Maximum torque, 107 lb.-fl. at 800 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. tn. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connectingrod and piston pin bearings, cassibalt and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 614 gts.

Cooling System: Centrifugal pump circulation, fin-end-tube radiator, Pump driven by V-type fan belt. Capacity, 15 qts.

Ignition: Vacuum control; full-automatic type.

Generator: 6-volt, belt-driven, Battery: 6-volt, 13-plate.

Starting Motor: 6-volt.

Carburetor: Downdraft type. Oil-bath type air cleaner. Fuel System: Fuel pump. Underseat fuel tenk of 21-gal. capacity. Gasoline filter. Clutch: 10-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. 155-in. and 173-in. wheelbases, 2-piece shaft with selfaligning center bearing,

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

Front Axle: Drop-center, I-beam, heat-treated steel dropforging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axie: Full-floating, spiral-bevel gear type. Hotch kins-type final drive. Chrome-molybdenum steel axie

shalts. Heat-treated, one-piece, tubular banjo-type steel housing. Differential and wheel bearings are tapered rollers. Pinion, straddle-mounted on roller bearing. Model DS 30 has a two speed rear axle.

Axle Reductions: 5.285 to 1; 5,166 to 1; or 5.66 to 1. Axle Reductions (Dual ratio Model DS-30): High-speed ratio, S.14 to 1; low-speed ratio, 7.15 to 1. Optional high-speed ratio, 5.83 to 1; low-speed, ratio, 8.11 to 1.

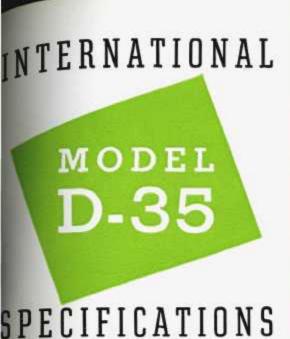
Steering Gear: Cam-and-twin-lever type, Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expending, two-shoe type. Hand: Propeller-shalt type, mounted back of transmission,

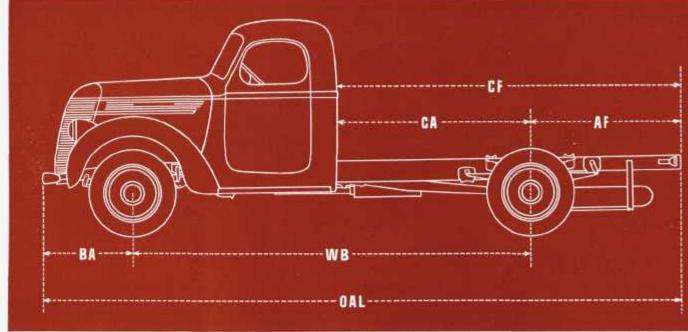
Springs: Semi-elliptic, Front, 2x,36/5in, rear,235x46in.
Wheels: Malleable fron, spoke type.
Thes: 30 x 5 T.T. front, 32 x 6 T.T. single rear.
Controls: Throttle, light, and choke controls on instrument penel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment,

Standard Equipment: Cowl and dash, front lenders, short running boards; front bumper, underslung tire carrier; spare rim; license brackets; horn; electric head and combination tall and stop lights; air cleaner; lack and tools. Speedometer, ammeter, oil-pressure gauge, heat indicator, gasoline gauge, and instrument light 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 element cabs; auxiliary rear springs; governor, shock absorbers; power take-off; bodies and equipment for all purposes; various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, and hub caps, chromium plated. Polished stainless steel trim on grille and hood side panels.





Rated Capacity: 1 1/2 to 2 tons. Carrying Capacity:

Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB)... 137 149 161 Overall length, front bumper to end of frame (OAL).... 214% 268% Back of cab to c/1 of rear axle (CA) ... 60 84 102 C/1 of rear axle to end of frame (AF). 56 56 56 Back of cab to end of frame (CF)..... 104 128 140 158 Bumper to center of 33% front axle (BA) ... 33% 33% 33% Turning radius with bumper clearance (feet), left and right. 2316 2676 29% Chassis weight, in-cluding oil, fuel, and water (ap-

proximate) . . . 4,120 4,145 4,170 4,205 The following dimensions (with standard tires) are the

The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 63% in.; rear wheels, 63% in.

Road clearance—front axle, 8156 in.; rear axle, 81% in.

Overall width—front, 7614 in.; rear, 78% in.

Height from top of frame to ground, loaded—front, 2716 in.; rear, 28156 in.

Frame: Pressed steel channel with deep center section, 816 x 16 x 3 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 33% in. bore x 41% in.

stroke: 241 84 cm. in. displacement, A.M.A. rating, stroke: 241.54 cu. In. displacement. A.M.A. rating, 27.3 h.p.; maximum brake h.p., 84 at 3,200 r.p.m. Maximum torque, 175.5 pound-feet at 800 r.p.m. Fourpoint mounting with rubber-cushioned front and rear supports. Four steel-backed, replaceable-shell main bearings. Total projected main bearing area, 14,169

sg. in. Exhaust valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshalt, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 714 qts.

Cooling System: Centrifugal pump circulation, thermostat control, fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 18¾ gts.

Ignition: High-tension battery-type, full-automatic dis-

Generator: 6-volt, belt-driven.

Generator: 6-volt, best-driven.

Battery: 6-volt, 15-plate,

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

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

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

Gasoline filter.

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, 5.9 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.22 to 1.
Propeller Shaft: Large diameter, heavy steel tubing, with self-aligning center bearing.
Universal Joints: All-metal, roller-bearing, anti-friction

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: 5.625 to 1, 6.5 to 1, or 7.166 to 1. Steering Gear: Cam-and-twin-lever type.

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

Springs: Front and rear, semi-elliptic. Front, 2 x 361/2 in.; rear, 21/4 x 48 in.; semi-elliptic auxiliary rear springs, 216 x 32 in.

Wheels: Maileable fron, 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

service brakes operated by pedals. Control levers in center of driving compartment.

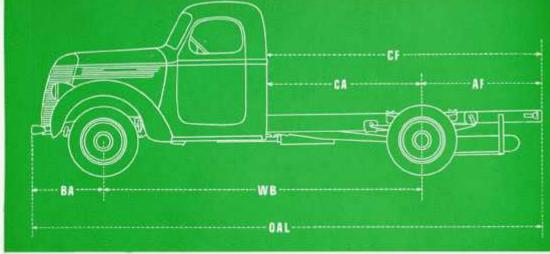
Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; spare rim; fire carrier; license brackets; horn; electric head and combination stop and tail lights; air cleaner; lack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, cil-pressure gauge, instrument light, 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; cil filter; governor; shock absorbers; bodies and equipment for all purposes. Various tire combinations.

combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless steel trim on grille and hood side panels.





Carrying Capacity: (cab, body, equipment, and payload)......10,000 lb. Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB) ... 137 149 161 Overall length, front bumper to end of frame (OAL)... Back of cab to c/1 of rear axle (CA) 268% 102 C/1 of rear axle to 56 end of frame (AF) Back of cab to end of frame (CF)..... 104 128 140 158 Bumper to center of 3344 3314 front axle (BA) ... Turning radius with bumper clearance (leet), left and right. Chassis weight, including all, fuel, and water (ap-

proximate) 4,120 4,145 4,170 4,205. The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels 63% in.; rear wheels, 63% in. Road clearance—front axie, 81% in.; rear axie, 81% in. Overall width—front, 75% in.; rear, 78% in. Height from top of frame to ground, loaded—front, 271% in.; rear, 281% in.

Frame: Pressed steel channel with deep center section, 814 x 74 x 3 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 316-in, bore x 412-in, stroke; 241.54 cu. in. displacement. A.M.A. rating, 27.3 h.p.; maximum brake h.p., 84 at 3,200 r.p.m. Maximum torque, 175.5 pound-feet at 800 r.p.m. Fourpoint mounting with rubber-cushioned front and reer supports. Four steel-backed, replaceable-shell main bearings. Total projected main bearing area, 14,169 eq. in. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshatt, and rocker-arm shaft bearings. Gear-type, gear-driven oil nump. Oil capac-

ity, 7½ cts.

Cooling System: Centrilugal pump circulation, thermostat control, lin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 18¾ qts. Ignition: High-lension battery-type, full-automatic dis-

Generator: 6-volt belt-driven.

Battery: 6-volt, 15-plate. Starting Motor: 6-volt, 4-pole type

Carburetor: Downdraft type. Oil-bath type air cleaner.
Puel 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 severse, 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.

Front Axie: Drop-center I-beam, steel drop-forging, heat-treated, reverse Elliott type. Steeting knuckles of drop-lorged, heat-treated, chrome-molybdenum steel. Rear Axie: Full-floating, spral-berel, pear-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.

Axie Reductions: 5.625 to 1, 6.5 to 1, or 7.16 to 1. Steering Gear: Cam-and-twin-lever type.

Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding two-shoe type with vacuum booster. Fully englosed. Hand: External-contracting propeller-

Springs: Front and rear, semi-elliptic. Front, 2 x 3634 in.; rear, 234 x 48 in.; semi-elliptic auxiliary rear springs. 216 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; tre carrier; boense brackets; horn; electric heed and combination stop and tail lights; air cleaner; lack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, choke, and

shortes the presente gauge, interment opin, choose, end 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, reer-vision mirror, and windshield wiper; de luxe and sleeper cabe; high-tension magneto ignition; power line pump; oil filter; governor; shock absorbers. bodies and equipment for all purposes. Various fire combinations.

Piniah: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.



SPECIFICATIONS

Rated Capacity: 2 to 3 tons. Carrying Capacity:

(cab, body, equipment, and payload) 9,500 lb. Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB)..... 134 146 Overall length, front bumper to end of frame (OAL) Back of cab to c/l of 21714 24134 25314 27114 rear axle (CA)..... 60 Center of rear axle to 102 end of frame (AF).... 44 56 Back of cab to end of frame (CF) 104 Bumper to center of 128 140 158 front axle (BA)..... 391/4 Turning radius with 3914 3914 bumper clearance (feet), left and right . 2314 Chassis weight, includ-2914

ingoil, fuel, and water (approximate) 4,805 4,830 4,855 4,895 The following dimensions (with standard tires) are the same for all wheelbases:

Tread-front wheels, 66 in.; rear wheels, 66% in. Road clearance—front axle, 83% in.; rear axle, 83% in. Overall width—front, 801% in.; rear, 8213% in. Height, from top of frame to ground, loaded-front, 27

in.; rear, 28 in.

Frame: Pressed steel channel with deep center section, 814x72x3 in.; 176-in. w.b., 8116x72x3 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., 89 at 3,200 r.p.m. Maximum torque, 192 pound-feet at 800 -1,600 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. 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, 714 qts.

Cooling System: Centrifugal pump circulation, thermostat control. Fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 2134 qts.

Ignition: High-tension battery type, full-automatic dis-

Generator: 6-volt, belt-driven.

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

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: 5 speeds forward, 1 reverse with quiet helical gear third and overdrive (fifth) speeds, mounted

in unit with engine.

Transmission Reductions: First, 6.10 to 1; second, 3.48 to 1; third, 1.795 to 1; fourth, I to 1; fifth (over-drive), 0.768 to 1; reverse, 5.96 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

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 drive. 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: 5.625 to 1, 6.5 to 1, or 7.4 to 1.

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

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

Springs: Front and rear, semi-elliptic. Front, 21/2x423/k in.; rear, 3x54 in.; semi-elliptic auxiliary rear springs.

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

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; electric head and combination stop and tail lights; air cleaner; jack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, cil-pressure gauge, instrument light, 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; bodies and equipment for all purposes. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and dowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless steel trim on grille and hood side panels.



SPECIFICATIONS

Rated Capacity: 3 to 4 tons. Carrying Capacity:

(cab, body, equipment, and payload) 10,400 lb. Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB).....137 149 161 179 Overall length, with front bumper (OAL) 22613/6 24416 2561/6 27416 Back of cab to c/l of rear axle (CA).... 60 72 84 102 Center of rear axle to end of frame (AF) ... 50 Back of cab to end of 56 56 56 frame (CF)......110 Bumper to center of 128 140 158 front axle (BA).... 3916 Turning radius (feet). 25% 31 Chassis weight, including oil, fuel, and water (approx.) . . . 6,215 6,245 6,335

The following dimensions (with standard tires) are the same for all wheelbases:

same for all wheelbases:

Tread—front wheels, 70½ in.; rear wheels, 70½ in.

Road clearance—front axle, 7¾ in.; reer axle, 6¾ in.

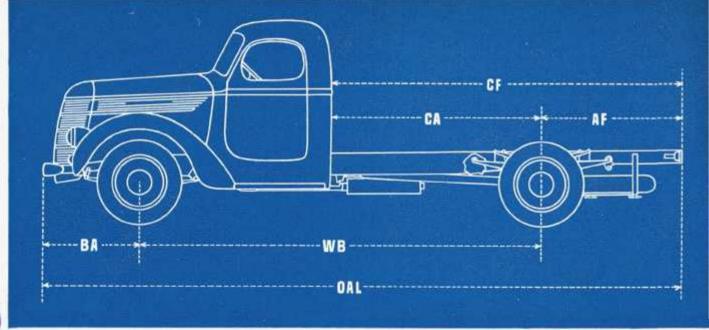
Cverall width—at front, 86¼ in.; at reer, 88¼ in.

Overall width—at front, 86¼ in.; at reer, 88¼ in.

Height from top of frame to ground, loaded—front, 275½ in.; reer, 29½ in.

Frame: Pressed steel channel with deep center section, 8½ x ½ x 3½ in.; 179 in. w.b., 9 x ¼ x 3½ in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 3¾ in. bore x 4½ in. stroke; 298.2 cu.-in. displacement. A.M.A. rating, 33.7 h.p.; maximum brake h.p., 93.7 at 2,800 r.p.m. Maximum torque, 218 pound-feet at 1,600 r.p.m. Three-point mounting with rubbercushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders; 2-piece head; machined combustion chambers; 7-bearing crankshaft, drop-torged, statically and dynamically balanced, electrically-hardened bearing journals. Precision-type main



and connecting-rod bearings; total main bearing projected area, 39.1 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, con-Lubrication: Engine pressure feed to all main, connecting rod, piston-pin, camshaft, and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 qts.
Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 2434 qts.
Ignition: High-tension battery type, full-automatic distribution.

tributor.

tributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 4-pole.

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

Fuel System: Fuel pump. Underseat fuel tank of 21-gal.

capacity. Gasoline filter.

Governor: Velocity type, mounted between carburetor and manifold.

Clutch: 12-in., single-plate, with vibration damper.
Transmission: S speeds forward, I reverse, with quiet helical gear third and overdrive (fifth) speeds, mounted

helical gear third and overdrive (nith) speeds, mounted in unit with engine.

Transmission Reductions: First, 6.525 to 1; second, 3.722 to 1; third, 1.925 to 1; fourth, 1 to 1; fifth, (overdrive), 0.823 to 1; reverse, 6.38 to 1.

Propeller Shaft: Front and rear shafts of large diameter steel tubing with self-aligning center bearing.

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

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 type. Hotch-kiss-type final drive. Chrome-molybdenum steel drive.

shafts. Malleable iron, banjo-type housing. Differential

and wheel bearings are tapered rollers. Pinion, straddlemounted on roller bearings

Axle Reductions: 6.43 to 1, or 7.16 to 1. Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, hydraulic, duo-servo, selfenergizing, internal-expanding two-shoe type with vacuum boster. Fully-enclosed. Hand: External-contracting, propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 3 x 441/2 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

Wheels: Cast, spoke-type, duals on rear. Tires: 7.50-20 balloons, front and dual rear.

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

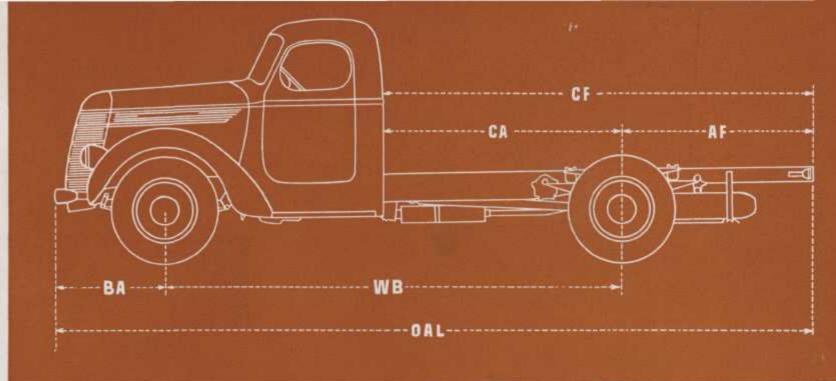
Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier (long w.b. only); spare rim; license brackets; horn; electric head and combination stop and tail lights; cil filter; oil air cleaner; jack and tool kit. Speedometer,

oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge and instrument light, 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 take-offs; winches; shock absorbers; auxiliary transmission; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl—a choice of four attractive colors. Chromium-

cowl—a choice of four attractive colors. Chromium-plated hub caps, lamp rims and bumper. Polished stain-less steel trim on grille and hood side panels.

INTERNATIONAL MODEL D-60



Rated Capacity: 31/2 to 41/2 tons.

SPECIFICATIONS

Carrying Capacity: (cab, body, equipment, and payload) 12,500 Pounds Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB) 149 161 Overall length with front bumper (OAL) 23813/6 2861/6 30416 26814 Back of cab to c/l of rear axle (CA).... 72 102 120 Center of rear axle to end of frame (AF) .. 50 68 68 Back of cab to end of frame (CF)......122 152 170 188 Bumper to center of front axle (BA) ... 3913/16 Turning radius (feet) .. 2611/12 391/6 313% 3414 Chassis weight, includ-

ing oil, fuel, and water (approximate) 7,150 7,190 7,230 7.290 The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 721/4 in.; rear wheels, 711/4 in. Road clearance—front axle, 81/2 in.; rear axle, 91/8 in. Overall width-at front, 861/4 in.; at rear, 993/8 in. Height from top of frame to ground, loaded-front, 29 in.; rear, 30 % in.

Frame: Pressed steel channel with deep center section,

91/8 x 3/6 x 31/2 in.

Engine: International Harvester, valve-in-head type, 6cylinder, 41%-in. bore x 41/2-in. stroke; 360.82 cu.-in. displacement. A.M.A. rating, 40.8 h.p.; maximum brake h.p., 111.4 at 2,700 r.p.m. Maximum torque, 268 pound-feet at 1,500 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders; machined combustion chambers; 7-bearing crankshaft, drop-forged, at the literature of the combustion of the combustion chambers; 7-bearing crankshaft, drop-forged, at the combustion chambers; 7-bearing crankshaft, drop-forged, statically and dynamically balanced, electrically hardended bearing journals. Precision-type main and

connecting-rod bearings; total main bearing projected area, 32.36 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 qts.

Cooling System: Pump circulation, thermostat control,

fin-and-tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 28 qts.

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

Generator: 6-volt, belt-driven. Battery: 6-volt, 17-plate. Starting Motor: 6-volt, 4-pole.

Carburetor: Downdraft type. Oil-bath type air cleaner. Fuel System: Fuel pump. Underseat fuel tank of 21-gal. capacity. Gasoline filter.

Governor: Velocity type.

Clutch: 12-in., single-plate, with vibration damper.

Transmission: 5 speeds forward, 1 reverse with quiet helical gear third and overdrive (fifth) speeds, unit mounting.

Transmission Reductions: First, 6.52 to 1; second, 3.33 to 1; third, 1.77 to 1; fourth, 1 to 1; fifth (overdrive), 0.772 to 1; reverse, 6.5 to 1.

Propeller Shaft: Front and rear shafts of large diameter steel tubing with a 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 type. Hotchkiss-type final drive. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential

and wheel bearings are tapered rollers. Pinion, straddlemounted on roller bearings.

Axle Reduction: 6.43 to 1.

Steering Gear: Semi-irreversible cam-and-lever type. Brakes: Service: 4-wheel, hydraulic, duo-servo, selfenergizing, internal-expanding shoe type with vacuum booster. Fully enclosed. Hand: Propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 3 x 44 1/4 in.; rear, 3 x 54 in.; semi-elliptic, auxiliary rear springs, 3 x 36 in.

Wheels: Cast, 6-spoke type, duals on rear. Tires: 9.00-20 balloons, front and dual rear.

Controls: Left-hand drive. Spark, throttle, choke 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; underslung tire carrier (long w.b. only); spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure

gauge and instrument light, 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 take-offs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need. Various tires.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl-a choice of four attractive colors. Chromiumplated hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.

WN TERNATIONAL



SPECIFICATIONS

Carrying Capacity: (cab, body, equipment, and payload) 14,600 Pounds Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB).....149 Overall length with front bumper (OAL) 238% is 2861_m 30416 Back of cab to c/l of rear axle (CA) . 72 120 Center of year axle to end of frame (AF)... 50 68 68 Back of cab to end of frame (CF) 122 Bumper to center of front exte (BA) 39 152 188 170 3914 Turning radius (leet) . 284/4 3414 Chassis weight, including oil, fuel, and water (approximate) 7,190 7,265 7,320

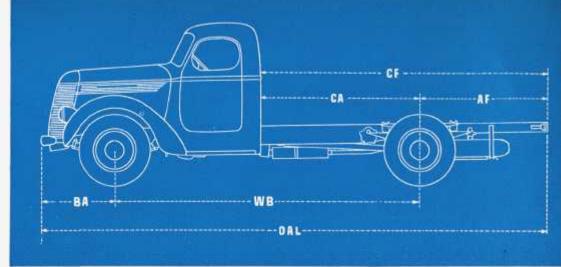
The following dimensions (with standard tires) are the same for all wheelbases:

Treed-front wheels, 7214 in.; rear wheels, 7156 in. Road clearance—front axle, 815 in.; reor axle, 934 in. Overall width-at front, 8614 in.; at rear, 9314 in. Beight from top of frame to ground, loaded-front, 29 in.;

rear, 30% in. Frame: Pressed steel channel with deep center section.

916 x 16 x 316 in

Engine: International Harvester, valve-in-head type, 6cylinder, 416-in, bore x 416-in, stroke; 360.82 cu.-in. displacement. A.M.A. rating, 40.8 h.p.; maximum brake h.p., 111.4 at 2,700 r.p.m. Maximum torque, 268 pound-test at 1,500 r.p.m. Three-point mounting with rubber-oushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders; machined combustion chambers; 7-bearing crankshaft, drop-forged, statically and dynamically belanced, electrically hardened bearing journals. Precision-type main and connecting-rod bearings; total main bearing projected area, 32.36 sq. in. Camshaft drop-forced, case-hardened



integral cems. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, puten-pin, camshaft and rocker-arm shalt bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 qts.

Cooling System: Pump circulation, thermostet control.

fin-and-tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 28 qts.

Ignition: High lension battery type, full automatic

distributor.

Generator: 6-volt, belt-driven. Battery: 6-volt, 17-plate. Starting Motor: 6-volt, 4-pole,

Carburetor: Downdraft type, Oil-bath type air cleaner. Fuel System: Fuel pump. Underseat fuel tank of 21-oal. capacity. Gasoline filter.

Governor: Velocity type.

Clutch: 12-in., single-plate, with vibration damper. Transmission: 5 speeds forward, 1 reverse with quiet

helical gear third and overdrive (fifth) speeds, unit

Transmission Reductions: First, 6.98 to 1; second, 3.57 to 1; third, 1,895 to 1; fourth, 1 to 1; fifth (overdrive), 0.825 to 1; reverse, 6.95 to 1.

Propeller Shaft: Front and rear shafts of large-diameter steel tubing with a self-aligning center bearing.

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

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

Rear Axle: Full-floating, spiral-bevel gear type. Hotch-kiss-type final drive. Chrome-molybdenum steel drive shafts, Malleable tron, banjo-type housing. Differential and wheel bearings are tapered rollers. Pinion, straddlemounted on roller bearings.

Axle Reduction: 6.43 to 1. Rear Axle (Model DR-60): Full-floating, double-reduc-

tion gear type. Power transmitted through spiral-bevel and herringbone gears. Hotchkiss-type final drive. Differential on ball bearings, pinton and wheels on tapered rollers.

Axle Reductions (Model DR-60): 7.1 to 1, or 8.05

Steering Gear: Semi-irreversible cam-and-lever type. Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding shoe type with vacuum booster. Fully enclosed. Hand: Propeller shaft type.

Springs: Front and rear, semi-elliptic, Front, 3 x 4414 in., rear, 3 x 54 in.; semi-elliptic, auxiliary rear springs, 3 x 36 in.

Wheels: Cast, 6-spoke type, duals on rear.

Tires: 9.00-20 balloons front and dual rear.

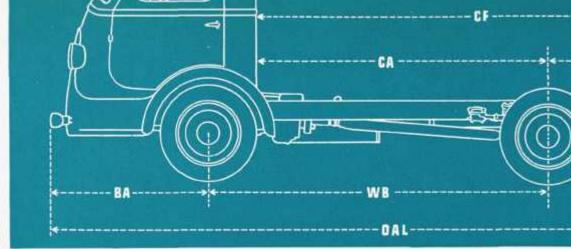
Controls: Left-hand drive. Spark, throttle, choke and light controls on instrument panel. Accelerator, clutch and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier (long w.b. only); spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge and instrument light, incunted in panel on dash. Direct-in-tifth transmission optional in DR-60.

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; power take-ntfs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need, Various tire combinations,

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enemel. Grille, hood and cowl - a choice of four attractive colors. Chromiumplated hub caps, lamp rims and bumper. Polished stainless-steel trim on grille and hood side panels.





Rated Capacity: 134-2 tons.

SPECIFICATIONS

Carrying Capacity: (cab, body, equipment, and payload).....8,100 Pounds

Chassis Dimensions: (in inches)

Weights: (in pounds) Wheelbase (WB) Overall length, with front bumper (OAL) . 1971/6 2191% Back of cab to c/l of rear axle (CA) 831/6 10116 Center of rear axle to end of frame (AF). 44 48 Back of cab to end of frame (CF) 1271/2 14914 Bumper to center of front axle (BA).... 54154 Turning radius with fender clearance (ft.). 221/2 241/2 Chassis weight including fuel, oil, and water (approximate) (Model D-300). 3,345 3,450 (Model DS-300) 3.445 3,550

The following dimensions (with standard tires) are the same for both wheelbases:

same for both wheelbases: Tread—front wheels, 63½; in.; rear wheels, 63 in. Clearance under front axle, 9 in.; rear axle, 8½ in.

Overall width—front, 75½ in.; rear, 74½ in. Maximum body width between tires, 50½ in.

Height from top of frame to ground, loaded—front, 261/s in.; rear, 281/s in.

Frame: Pressed steel channel. Depth, 6½ in.; thickness, % in.; width, 32 in.; width of flange, 25% in.

Engine: 6-cylinder, cast-in-block, L-head type, 3%-in. bore, 4½-in. stroke. Displacement, 232 cu. in. Compression ratio, 6.0. A.M.A. rating, 26.3 h.p. Maximum brake h.p., 81 at 3,200 r.p.m. Maximum torque, 170 lb.-ft. at 1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings. Total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 6½ qts.

Cooling System: Centrifugal pump circulation, fin-andtube radiator. Capacity, 18 qts.

Ignition: Vacuum control; full-automatic distributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 15-plate. Starting Motor: 6-volt.

Carburetor: Balanced-flow type. Oil-bath type air

Fuel System: Fuel pump. 18½-gal. side-mounted fuel tank. Gasoline filter.

Clutch: 10-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.

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

Front Axle: Drop-center, I-beam, heat-treated steel dropforging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle, Model D-300: Full-floating, spiral-bevel gear type. Hotchkiss-type final drive. Chrome-molybdenum steel axle 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 (D-300): 5.285 to 1; 6.166 to 1; or 6.60 to 1.

Rear Axle, Model DS-300: Two-speed, full-floating, spiral-bevel gear type with straddle-mounted pinion. Hotchkiss-type final drive. Chrome-molybdenum steel axle shafts. Cast, banjo-type housing. Pinion bearing

is straight roller; differential and wheel bearings are tapered rollers.

Axle Reductions (DS-300): High-speed ratio, 5,14 to 1; low-speed ratio, 7.15 to 1. Optional high-speed ratio, 5.83 to 1; low-speed ratio, 8.11 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.
Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type, Hand: External-contracting, propeller-shaft type.

Springs: Semi-elliptic. Front, 2½ x 44 in.; rear, 2½ x 50 in.; auxiliary, 2½ x 29 in.

Wheels: Malleable iron, spoke type.

Tires: 30 x 5 T.T. front; 32 x 6 T.T. rear.

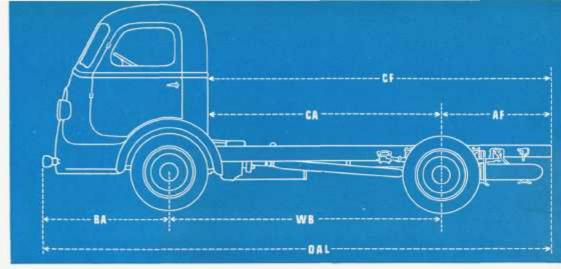
Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

Standard Equipment: Front bumper; underslung tire carrier; spare rim; license brackets; horn; electric head and combination tail and stop lights; air cleaner; jack and tools. Speedometer, ammeter, oil-pressure gauge, heat indicator, gasoline gauge, and instrument light mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: Cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; front end assembly; governor, shock absorbers; power take-off-bodies and equipment for every need. Various tire combinations for single and dual rear wheels can be supplied.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black. Cab, a glossy durable finish in a choice of four attractive colors. Hub caps, bumper and trim, chromium plated.





Carrying Capacity:

(cab, body, equipment, and payload).....8,100 Pounds

Chassis Dimensions: (in inches)

Weighter (in pounds)

(OAL) 187 is 199 is 221 is Back of cab to c/l of rear axle (CA) 71 is 83 is 101 is

Center of rear axle to end of frame

(AF) 44 44 48
Back of cab to end of frome (CF) 115½ 127½ 127½ 146½
Bumper to center of front exise (SA) 56½ 56½
Turning radius with fender cleer.

ence (ft.) 1946 2256 2456 Chassis weight, including fuel, cil,

end water (Model D-300, 3,275, 3,345, 3,450 (approximate) (Model DS-300) 3,375, 3,445, 3,550

The following dimensions (with standard tires) are the same for both wheelbores:

Tread—front wheels, 635 in.; rear wheels, 63 in.

Clearance under front axle, 9 in.; rear axle, 834 in. Overall width—front, 7514 in.; rear, 7416 in.

Maximum body width between tires, 50% in. Height from top of frame to ground, loaded—front, 27% in.; reer, 28% in.

Prame: Pressed steel channel. Depth, 63g in.; thickness, 3g in.; width, 32 in.; width of flange, 23g in.

Engine: 6-cylinder, cast in-block, L-hand type, 35 join, bore, 4 join, stroke, Displacement, 232 cm, in. Compression ratio, 6.0. A.M.A. rating, 26.3 h.p. Maximum broke h.p., 81 at 3,200 r.p.m. Maximum torque, 170 lb.-lt. at 1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings. Total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-red hearings. Exhaust-vally precision-type connecting-red hearings.

Lubrication: Full-pressure feed to all main, connecting-rod and piston-pin bearings cansished and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 616 pt.

Cooling System: Centrilugal pump circulation, fin-andtube radiator. Capacity, 18 qts.

Ignition: Vacuum control; full-automatic distributor.

Generator: 6-volt, belt-driven. Bettery: 6-volt, 15-plate.

Starting Motor: 6-volt.

Carburetor: Balanced-flow type, Oil-bath type air cleaner,

Fuel System: Fuel pump. 1834-gel. side-mounted fuel tank. Gasoline filter.

Clutch: 10-in., ungle-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.
Universal Joints: All-metal, roller-bearing, anti-friction
type.

Pront Axle: Drop-center, I-beam, heat-freated steel dropforging. Fore and all steering hook-up, tie rod at rear for protection.

Rear Axie, Model D-300: Full-floating, spiral-bevel gear type. Hotchkias-type final drive. Chrome-molybdenum steel exile shafts. One-piece, longed-steel, heat-freeted tubular axie housing. Differential and wheel bearings are bepered rollers. Pinion, straddie-mounted on roller bearings.

Axle Reductions (D-300): 5.285 to 1; 5.166 to 1; or

Rear Axle, Model DS-300: Two-speed, full-floating, spiral-bevel gear type with straddle-mounted pinion, Hotchkiss-type final drive. Chrome-motivationum steel axle shelts. Cost, barjo-type housing. Pinion bearing is straight roller, differential and wheel bearings are tapered rollers.

Axle Reductions (DS-300): High-speed ratio, 5,14 to 1; low-speed ratio, 7.15 to 1. Optional high-speed ratio, 5.83 to 1; low-speed ratio, 8,11 to 1.

Steering Gear: Semi-irreversible cam-and-lever type. Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type. Hand: External-contracting, propeller-shaft type.

Springs: Semi-elliptic, Front, 21/2x 44 in.; rear, 21/2x 80 in.; auxiliary, 21/2x 29 in.

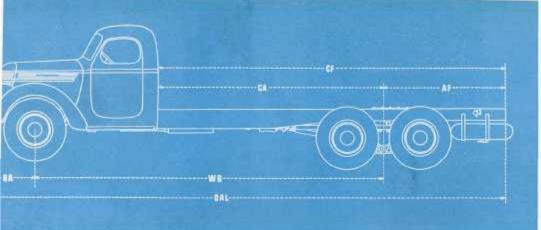
Wheels: Malleable from spoke type. Tires: 30 x 5 T, T, from; 32 x 6 T, T, rear.

Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment. Standard Equipment: Front humper; understang tire

Standard Equipment: Front humper; undersium; the carrier; spare rim; license brackets; horn; electric head and combination tail and stop lights; air cleaner; jack and tools. Speedcreater, emmeter; oil-pressure gauge, heat indicator, gasoline gauge, and instrument light securated in panel on dash.

Special Equipment: The following can be supplied at additional cast: Cab with one sisce V-type windshield, rear-vision mirror, and windshield wiper, front-end assembly; governor; shock absorbers; auxiliary springs; power take-off; bodies and equipment for every need. Various tire combinations for single or dual rear wheels can be supplied.

Finish: Frame and wheels, red. Fenders running boards, and aprons, black. Cab, a glossy durable finish in a choice of four attractive colors. Hub caps, jumpse and trim, chromium plated.





SPECIFICATIONS

Carrying Capacity: Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB) 31416 35014 Back of cab to c/l of rear axle 120 138 Center of rear axle to end of frame (AF) 54 Back of cab to end of frame (CF) 138 108 234

Rated Capacity: 332-7 tons.

Bumper to center of front exist (BA) 391/6

oil, and water (approximate) 11,215 11,485 11,615 Tread—front wheels, 741% in.; rear wheels, 75 in. Clearance under front exte—10% in.; under rear exte.

81% in. Overall width—front, 8614 tn.; rear, 96 in.

Height from top of frame to ground, loaded—front, 31 1/2 in.; rear, 375/2 in.

Frame: Pressed steel channel with deep center section, 10% x % x 3% in.

Engine: International Hervester, valve-in-head type; 6-cylinder, 415-in. bore x 5-in. stroke; 400.92 cu.-in. displacement. A.M.A. rating, 40.8 h.p.; maximum brake h.p., 114 at 2,600 r.p.m. Maximum torque, 308 pound-lest at 800 r.p.m. Three-point mounting with rubber-rushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders; machined combustion chambers, 7-bearing crentshaft, drop-forged, statically and dynamically balanced, electrically hardened bearing journals. Precision-type mein and connecting-rod bearings total mein bearing projected area, 32.36 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.

Lubrication: Full-pressure to all main, connecting-rod, piston pin, camshaft, and rocker-arm shaft bearings. Gear-type oil pump. Oil filter. Oil capacity, 10 cts.

Cooling System: Pump circulation, thermostat control, fin-and-tube-type radiator, 4-blade fan and pump driven by dual V-type belts. Capentry, 31 qts.

Ignition: Battery type, full-automatic distributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 17-plate. Starting Motor: 6-volt, 6-pole.

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

Fuel System: Fuel pump. Fuel tank mounted on right side rail back of cab. Gasoline filter.

Governor: Velocity-type, mounted between carburetor and manifold.

Clutch: 14-in., single-plate, with vibration damper.

Transmission: 5 speeds forward, I reverse, with quiet helical gear third and overdrive (fifth) speeds, mounted in unit with engine.

Transmission Reductions: First, 6.96 to 1; second, 3.57 to 1; third, 1.895 to 1; fourth, 1 to 1; fifth (over-drive), 0.825 to 1; revense, 6.95 to 1.

Power Divider: Combination auxiliary transmission and split-drive transmission.

Auxiliary and Split-Drive Transmission Reductions: Direct drive, 1,107 to 1; underdrive, 1,6 to 1.

Propeller Shaft: Large-diameter, heavy steel tubing. Separate drive to each axle.

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

Pront Axler Drop-center, I-beam, steel drop-forging, heat-treated. Steering knuckles of drop-forged, heattreated chrome-molybdenum steel.

Rear Axle Group: Six-wheel unit, dual-drive type, Connected by heavy equalizing beams, supported by castings suspended from semi-elliptic springs. Torque rods provided on each axle. Front and Rear Driving Axles: Full-floating. Straddlemounted pinion, Spiral-bevel gear drive. Combination Hotolikiss-and-torque-rod-type final drive. Malleable fron, benjo-type bousings.

Axle Reduction: 7.16 to 1.

Steering Gear: Semi-irreversible com-and-lever type.

Brakes: Service: 6-wheel, 2-shoe, double-anchored, internal-expanding air-operated with stack adjusters on each wheel. Hand: External-confrecting on each propeller shaft back of split-drive transmission.

Springs: All springs of silico-manganese spring steel.

Wheels: Malleable, 6-spoke type with integral hubs.

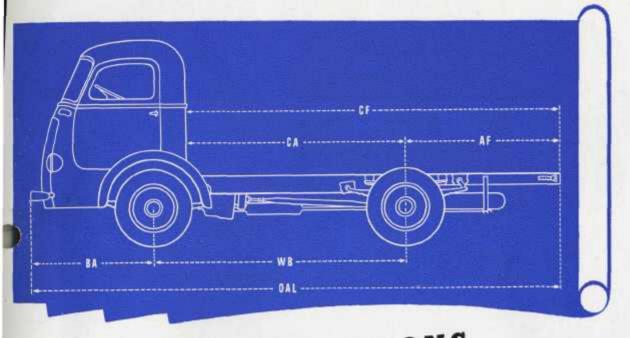
Tires: 9.00-20 belloons, front and dual rear.

Controls: Left-hand drave. Spark, throttle, choke, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedala. Control levers in center of driving compariment.

Standard Equipment: Cowl and dash; front fenders, short running boards; front bumper; tire carrier; spare fin; license brackets horn; electric besid and combination stop and tell lights; oil filter; oil air cleaner; lack and toll kit. Speedometer, heat tradicator, ammeter, gasoline gauge, cil-pressure gauge, and instrument light mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: Significand or de luxe all steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; high-tension magneto significant power take-offs; winches shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black. Grills, hood, and upwile choice of four attractive colors. Chromium-plated hubcaps, lamp rims, and bumper. Polished statuless-steel trim on grille and hood side ponels.



SPECIFICATIONS

INTERNATIONAL MODELS D-400 AND DS-400

Carrying Capacity: (cab, body, equipment, and pa	yload).	11	,200 lb.
Chassis Dimensions: (in inches	Weig	hts: (in	pounds)
Wheelbase (WB)	87	99	117
to end of frame (OAL)	198%	222%	246%
Back of cab to c/l of rear axle	72	84	102
Center of rear axie to end of frame (AF). Back of cab to end of frame (CF)	54	66 150	72 174
Bumper to center of front axie	120	100	1.1.4
(BA) Turning radius with bumper	57%	57%	57%
clearance (feet), left and			
right	17%	1810/12	211/2
Chassis weight, including oil, fuel and water (approximate)	5,000	5,025	5,155
The following dimensions (with	standa	rd tires	are the

The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 64% in.; rear wheels, 66% in. Road clearance—front axle, 10% in.; rear axle, 8% in. Overall width—front, 79% in.; rear, 82% in.

Height, from top of frame to ground, loaded—front, 3214 in.; rear, 3114 in.

Frame: Pressed steel channel with deep center section' 8½ x ½ x 3 in.

Engine: International Harvester, valve-in-head type, 6cylinder (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., 89 at 3,200 r.p.m. Maximum torque, 192 pound-feet at 800-1,600 r.p.m. Four-point mounting with rubber-cushioned front and rear supports. 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, 7½ qt. (U.S.)

Cooling System: Centrifugal pump circulation, thermostat control. Fin-and-tube-type radiator. Pump driven by V-type fan belt. Capacity, 21½ qt. (U, S.).

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

Generator: 6-volt, belt-driven. Battery: 6-volt, 15-plate.

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

Carburetor: Updraft, balanced-flow type, Oil-bath-type air cleaner, Fuel System: Fuel pump driven from camshaft. Rightside mounted, 24-gal. (U.S.) fuel tank for 87-in. w.b., 32-gal. (U.S.) tank on longer w.b. Gasoline filter.

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

Transmission: 5 speeds forward, 1 reverse with quiet helical gear third and overdrive (lifth) speeds, mounted in unit with engine. Direct-in-fifth transmission standard for DS-400.

Transmission Reductions (Overdrive) D-400: First, 6,525 to 1; second, 3,722 to 1; third, 1,925 to 1; fourth, 1 to 1; fifth (overdrive), 0,823 to 1; reverse, 6,38 to 1.

Transmission Reductions (Direct-in-Fifth) DS-400: 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: Heavy seamless steel tubing.

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

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

Rear Axle, D-400: Full-floating, spiral-bevel gear-drive type. Hotchkiss-type final drive. Chrome-molybdenum steel drive shafts. One-piece, forged-steel, heat-treated, tubular axle housing. Straddle-mounted pinion.

Axle Reductions, D-400: 5.625 to 1, 6.5 to 1, or 7.16 to 1.
Rear Axle, DS-400: Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion.
Hotchkiss-type final drive. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Straddle-mounted pinion.

Axle Reductions, DS-400: 5.625—7.81 to 1; 6.143— 8.52 to 1.

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

Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type with vacuum booster. Fully enclosed. Total effective service brake area, 378 sq. in. Hand: External-contracting, propellershaft type.

Springs: Front and rear, semi-elliptic. Front, 2½ x 47¼ in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs,

3 X 34 111

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. Control levers in center of driving compartment.

Standard Equipment: Front bumper; front shock absorbers; spare rim; tire cerrier; license brackets; horn; electric head and combination stop and tail lights; eir cleaner; jack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, choke, and throttle controls.

Special Equipment: The following can be supplied at additional cost: Cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; front-end section, high-tension magneto ignition; power tire pump; oil filter; governor; auxiliary transmissions; bodies and equipment for all purposes. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Cab a glossy, durable finish in a choice of attractive colors. Lamp rims, hub caps, and bumper, chromium plated.



MODEL

D-500

SPECIFICATIONS

Carrying Capacity: (cab body, equipment, and payload). Chassis Dimensions: (in Inches) Weights: (in pounds) Wheelbase (WB)..... 108 124 Overall length, with Iront humper 25114 (OAL) Back of celo to center of rear axle (CA) Center of rear axie to end of frame 150 Back of cab to end of frame (CF). 174 Bumper to center of front axie(BA) Turning radius with bumper clearance (tee!) Chassis weight, including oil, 6,185 6,215 6,275 fuel, and water (approx.)..... The following dimensions (with standard tires) are the

same for all wheelbases: Tread-front wheels, 7234 in.; rear wheels, 7014 in. Road clearance—front axie, 852 in., rear axle, 854 in. Overall width-at front, 89 in.; at rear, 88% in.

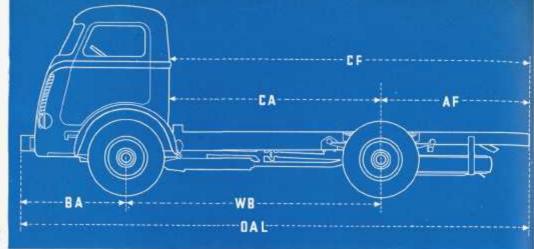
Height from top of frame to ground, loaded-front, 31% in.; rear, 32% in.

Frame: Pressed steel channel with deep center section, 986 x 36 x 316 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 3% in, bore x 41/2 in, stroke; 298.2 cu. in. displacement. A.M.A. rating, 33.7 h.p.; meximum broke h.p., 93.7 at 2,800 r.p.m. Maximum torque, 218 poundfeet at 1,600 r.p.m. Three-point mounting with rubbercushioned front and rear supports. Cylinder block cast in one piece, replaceable cylinders: 2-piece head; machined combustion chambers: 7-bearing crankshaft, drop forged, electrically hardened bearing journals. Precision-type main and connecting rod bearings; total main bearing projected area, 32.1 sq. in. Camshaft drop-lorged, casehardened integral cams. Exhaust-valve seat inserts.

Engine: (Special for highway transport service) International Harvester, valve in-head type, 6-cylinder, 416 in. bore x 415-tn, stroke; 361-cu,-in, displacement. A.M.A. rating, 40.8 h.p.; maximum brake h.p., 111.4 at 2,700 r.p.m. Maximum torque, 268 pound feet at 1,500 r.p.m.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, cemshaft, and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcess. Gear-type oil



pump. Oil filter. Oil capacity, 10 gts. (U.S.).

Cooling System: Pump circulation, thermostat control. fin-and-tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 251/2 qts. (U.S.).

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

Generator: 6-volt, dual helt-driven.

Battery: 6-volt, 17-plate. Starting Motor: 6-volt, 6-pole.

Carburetor: Updraft type. Oil-bath type air cleaner. Fuel System: Fuel pump. 24-gal. (U.S.) side-mounted fuel tank on short W.B.; 32-gal, tank on others. Gasoline filter-

Governor: Velocity type, integral with carburetor. Clutch: 12-in, single-plate, with vibration damper.

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

Transmission Reductions: First, 6.525 to It second. 3.722 to 1; third, 1.925 to 1; fourth, 1 to 1; fifth (overdrive). 0.823 to 1; revenue, 6.38 to 1.

Propeller Shaft: Front and rear shafts of large-diameter. steel tubing with self-aligning center bearings.

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-molyhdenum steel,

Rear Axle, Model D-800: Full-floating, spiral-bevel gear type. Hotchkiss-type final drive. Chrome-molybdenum steel drive shalts. Malleable iron, banjo-type housing. Differential and wheel bearings are tapered rollers. Pinton, straddle-mounted on roller bearings.

Axle Reductions: 6.43 to 1, or 7.16 to 1.

Rear Axle, Model DR-500: Full-floating, double-reduction gear type. Power transmitted through spiral-beval and berringbone gears. Hotchkiss-type final drive. Differential mounted on ball bearings, pinion and wheels on tapered rollers.

Axle Reduction, Model DR-500: 8.5 to l.

Rear Axle. Model DS-500: Two-speed, full-floating. sptral-bevel gear type with straddle-mounted pinion. Hotchkiss-type final drive. Chrome-molybdenum steel axle shafts. Cast, banjo-type housing. Pinion hearing is straight roller; differential and wheel bearings are topered rollers.

Axle Reductions, Model DS-800: High-speed ratio. 6.43 to 1; low-speed ratio, 8.74 to 1.

Steering Gear: Semi-breverable cam-and-lever type, Brakes: Service: 4-wheel, hydraulic, duc-servo, selfenergizing, internal-expending two-shoe type with vacuum booster, Fully enclosed. Hand Externalcontracting, propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 3 x 54 to,; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

Wheels: Cast, spoke-type, duals on rear. Tires: 7.50-20 balloons, front and dual rear.

Controls: Left-hand drive, Spark, throttle, choke, and light controls on tratrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers

in center of driving compartment.

Standard Equipment: Front humper, tire carrier, spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; tack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, all-pressure gauge, choke, and instrument light mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: All-steel cab with V-type windshield, rear vision mirror, and windshield wiper; direct-in-fifth transmission; power take-offs; winches; shock absorbers; cuxiliary transmission; auxiliary gasoline tanks; bodies and equipment for every need. Various fire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors. Chromium-plated hub caps and lamp rims.



SPECIFICATIONS

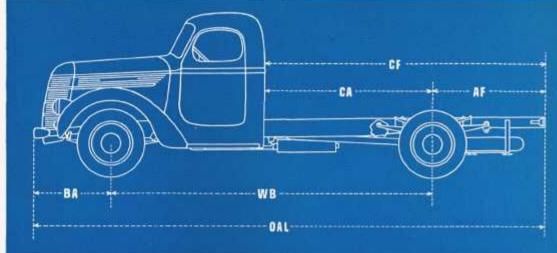
Carrying Capacity: Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WR).... 137 149 Overall length, with front bumper (OAL) 226146 2564 274% Back of cab to c/l of rear axle (CA) 60 102 Center of rear axle to end of frame (AF)... 50 56 Back of cab to end of 140 158

water (approx.) ... 6,215 6,245 6,275 6,335 The following dimensions (with standard tires) are the same for all wheelbasen

Tread—front wheels, 70% in.; rear wheels, 70% in.
Road clearance—front axie, 7% in.; rear axie, 6% in.
Overall width—at front, 86% in.; at rear, 88% in. Height from top of frame to ground, loaded—front, 27% in.; rear, 29% in.

Frame: Pressed steel channel with deep center section, 8134 x 16 x 335 in.; 179-in. w.b., 9 x 14 x 315 in.

Engine: International Harvester, valve-in-head type, 6cylinder, 3% in. bore x 41 in. stroke; 298.2 cu.in. displacement. A.M.A. rating, 33.7 h.p.; maximum brake h.p., 93.7 at 2,800 r.p.m. Maximum forque, 218 poundfeet at 1,600 r.p.m. Three-point mounting with rubbercushioned front and rear supports. Cylinder block ossi in one piece; replaceable cylinders; 2-piece head; machined combustion chambers; 7-bearing crankshaft, drop-forged, statically and dynamically balanced, electrically hardened bearing journals. Precision-type main and connecting rod bearings total main bearing projected area, 39.1 sq. in. Camehatt drop-forged, case-



hardened integral cams. Exhaust-valve seat Inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshall, and rocker-arm shaft bearings. No tubes are used, the main oil distribution arreny being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 qts.

Cooling System: Pump circulation, thermostet control.

fin-and tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 24% qts.

Ignition: High-tension bettery type, full-automatic dis-

tributor.

Generator: 6-volt, belt-driven. Battery: 6-volt 17-plate.

Starting Motor: 6-volt, 4-pole.

Carburetor: Dewndraft type. Oil-bath type air cleaner.
Fuel System: Fuel pump. Underseat fuel tank of 21-gal.
capacity. Gasoline illber.
Governor: Velcoity type, mounted between carburetor
and manifold.

Clutch: 12-in., single-plate, with vibration damper. Transmission: 5 speeds forward, I reverse, with quiet

helical gear third and overdrive (fifth) speads; mounted in unit with engine.

Transmission Reductions: First, 6.525 to 1; second, 3.722 to 1; third, 1.925 to 1; fourth, 1 to 1; fifth (overdrive), 0.823 to 1; reverse, 6.38 to 1.

Propeller Shaft: Front and rear shafts of large-diameter steel tubing with self-aligning center bearing.

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

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

Rear Axle: Full-floating, spiral-bevel gear type. Hotchkiss-type final drive. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential and wheel bearings are tapered rollers. Pinion, straddlemounted on roller bearings.

Axle Reductions: 6.43 to 1, or 7.16 to 1.

Rear Axle, Model DR-50: Full-floating, double-reduction

gear type. Power transmitted through spiral-bevel and herringbone geers. Hotchkiss-type final drive. Differential mounted on ball bearings, pinion and wheels on tapered rollers.

Axle Reduction, Model DR-50: 8.5 to 1.

Steering Gear: Semi-irreversible cam-and-lever type. Brakes: Service: 4-wheel, hydraulic, duo-servo, selfenergizing, internal-expanding two-shoe type with vacuum booster. Fully-enclosed. Hand: External-contracting, propeller-that type.

Springs: Front and rear, semi-elliptic. Front, 3 x 4435

in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

Wheels: Cast, spoke-type, duals on reer. Tires: 7.50-20 balloons, front and dual rear.

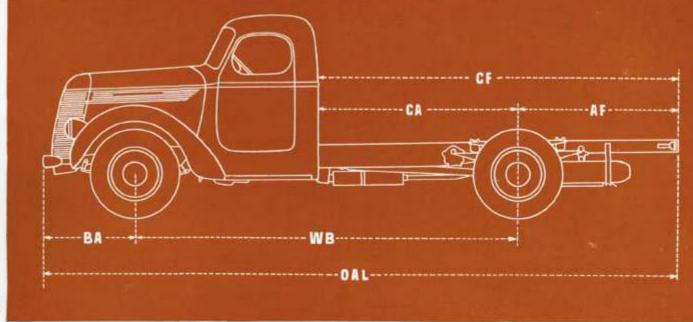
Controls: Left-hand drive. Spark, throttle, choke and light controls on instrument panel. Accelerator, clutch and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment: Cowl and dash; front fanders; short running boards; front humper; underslung lire carrier (long w.b. only); spare rim; license brackets; ham; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, and instrument light mounted in penel 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; direct-in-fifth transmission; power take-offs; winches; shock absorbers; auxiliary transmission; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations, Finish: Frame and wheels, red. Fenders, running boards

and aprons, black baked enemel. Grille, hood and cowl-a choice of four attractive colors. Chromiumplated hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.





Rated Capacity: 4 to 5 tons.

Carrying Capacity: (cab, body, equipment, and payload) . . . 12,500 Pounds Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB) 149 161 Overall length with front bumper (OAL) 238¹³/₁₆
Back of cab to c/l of rear axle (CA) 72 26816 30416 120 Center of rear axle to end of frame (AF) . 50 68 Back of cab to end of 188 341/ Chassis weight, including oil, fuel, and

water(approximate) 7,225 7,265 7,305 The following dimensions (with standard tires) are the

same for all wheelbases:

Tread—front wheels, 7214 in.; rear wheels, 7174 in. Road clearance—front axle, 815 in.; rear axle, 914 in. Overall width—at front, 8614 in.; at rear, 9916 in. Height from top of frame to ground, loaded—front, 29 in.; rear, 303% in.

Prame: Pressed steel channel with deep center section,

91/8 x 5/6 x 31/2 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 41%-in. bore x 41%-in. stroke; 360.82 cu.-in. displacement. A.M.A. rating, 40.8 h.p.; maximum brake h.p., 111.4 at 2,700 r.p.m. Maximum torque, 268 pound-feet at 1,500 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders; machined combustion chambers; 7-bearing crankshaft, drop-forged, statically and dynamically balanced, electrically hard-

ended bearing journals. Precision-type main and connecting-rod bearings; total main bearing projected area, 32.36 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.

Lubrication: Engine pressure leed to all main, con-necting-rod, piston-pin, camshaft and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil

pump, Oil filter. Oil capacity, 10 qts.

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and pump driven

by dual V-type belts, Capacity, 28 qts.

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

Generator: 6-volt, belt-driven. Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 4-pole.

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

Fuel System: Fuel pump. Underseat fuel tank of 21-gal. capacity. Gasoline filter.

Governor: Velocity type.

Clutch: 12-in., single-plate, with vibration damper. Transmission: 5 speeds forward, I reverse with quiet

helical gear third and overdrive (fifth) speeds, unit mounting.

Transmission Reductions: First, 6.52 to 1; second, 3.33 to 1; third, 1.77 to 1; fourth, 1 to 1; fifth (overdrive), 0.772 to 1; reverse, 6.5 to 1.

Propeller Shaft: Front and rear shafts of large diameter steel tubing with a self-aligning center bearing.

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

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, double-reduction gear type.

Power transmitted through spiral-bevel and herringbone

gears. Hotchkiss-type final drive. Differential on ball bearings, pinion and wheels on tapered rollers. Axle Reductions: 7.1 to 1, or 8.05 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, hydraulic, duo-servo, self-energizing, internal-expanding shoe type with vacuum booster. Fully enclosed. Hand: Propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 3 x 44½ in.; rear, 3 x 54 in.; semi-elliptic, auxiliary rear springs,

3 x 36 in.

3 x 36 in.

Wheels: Cast, 6-spoke type, duals on rear.

Tires: 9.00-20 balloons, front and dual rear.

Controls: Left-hand drive. Spark, throttle, choke 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; underslung tire carries flore who colly! spare rim: license brackets;

carrier (long w.b. only); spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; Jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure

gauge and instrument light, 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 take-offs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black based enamel. Grille, hood and cowl-a choice of four attractive colors. Chromiumplated hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.



SPECIFICATIONS

Rated Capacity: 4 to 5 tons. Carrying Capacity:

(cab, bcdy, equipment, and payload)15,500 lb. Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB).... 149
Overall length with
front bumper (OAL) 2381/6 161 179 197 26814 2861/1 3041/4 Back of cab to c/1 of rear axle (CA) ... 72 Center of rear axle to 102 120 end of frame (AF).. 50 68 68 68

10 x 3/6 x 31/2 in. Engine: International Harvester, valve-in-head type, 6cylinder, 41/8-in. bore x 5-in. stroke; 400.92 cu.-in. displacement. A.M.A. rating, 40.8 h.p.; maximum brake h.p., 114 at 2,600 r.p.m. Maximum torque, 308 pound-feet at 800 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders; machined combustion chambers; 7-bearing crankshaft, drop-forged, statically and dynamically balanced, electrically-hardened bearing journals. Precision-type main and connectingrod bearings; total main bearing projected area, 32.36 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft and rocker-arm shaft bearings. No tubes are used, the main oil distribution bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 qts.

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 31 qts.

Ignition: High-tension battery type, full-automatic distributor mounted on generator, coil mounted on dash.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 6-pole.

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

Fuel System: Fuel pump. Underseat fuel tank of 21-gal. capacity. Gasoline filter.

capacity, Gasoline filter.

Governor: Velocity type, mounted between carburetor and manifold.

Clutch: 14-in., single-plate, with vibration damper. Transmission: 5 speeds forward, 1 reverse, with quiet helical gear third and overdrive (fifth) speeds, mounted

Transmission Reductions: First, 6.52 to 1; second, 3.33 to 1; third, 1.77 to 1; fourth, 1 to 1; fifth (overdrive) 0.772 to 1; reverse, 6.5 to 1.

Propeller Shaft: Front and rear shafts of large diameter steel tubing with a self-aligning center bearing.

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

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, double-reduction gear type. Power transmitted through spiral-bevel and herringbone gears. Hotchkiss-type final drive. Differential mounted

on ball bearings, pinion and wheels on tapered rollers.

Axle Reductions: 8.05 to 1, or 9.03 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, 2-shoe, double-anchored, internal-expanding, heavy-duty air-operated with slack adjusters on each wheel. Fully enclosed. Hand: Ex-

ternal-contracting propeller-shaft type.

Springs: Front and rear semi-elliptic. Front, 3 x 441/2 in.; rear, 3 x 56 in.; semi-elliptic, auxiliary rear springs,

3 x 38 in.

Wheels: Cast, 6-spoke type, duals on rear.

Tires: 36 x 8 truck-type, front and dual rear.

Controls: Left-hand drive. Spark, throttle, choke 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; underslung tire carrier (long w.b. only); spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure heat indicator, ammeter, gasoline gauge, oil-pressure gauge and instrument light mounted in instrument 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; front seat section; windshield; hightension magneto ignition; power take-offs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl

-a choice of four attractive colors. Chromium-plated hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.



SPECIFICATIONS

Carrying Capacity: Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB) 149 161 197 179 Overall length with front bumper (OAL) 2381/6 26836 296% 30436 Back of ceb to center of reor exic (CA) ... 72 120 84 102 Center of rear axle to end of frame (AF) 50 68 GB Back of cab to end of frame (CF) 122 Bumper to center of 188 front axie (BA) Turning radius (feet) . 2714 Chesus weight, including oil fuel and

water(approximate) 7,820 7,860 7,920 The following dimensions (with standard tires) are the same for all wheelbases

Trend-front wheels, 72% in rear wheels, 72% in. Road clearance-front axle, 101/1 in.; year axle, 99/4 in. Overall width-at front, 86% in.; at rear, 93% in.

Height from top of treme to ground, loaded—front, 30% in; rear, 33% in.

Frame: Pressed steel channel with deep center section,

10 x 16 x 316 in.

Engine: International Harvester, valve-in-head type, 6cylinder, 41g-in, bore x 5-in, stroke; 400.92 ou.-in, cytinder, 41s.: in. bore x 5 in. stoke; 400.92 ou. in. displacement. A.M.A. reting, 40.8 h.p.; maximum breke h.p., 114 at 2,600 r.p.m. Maximum torque, 308 pound-teet at 800 r.p.m. Three-point mounting with rubber-custicned front and rear supports. Cylinder block cost in one piece; replaceable cylinders: machined combustion chambers. 7-bearing crankthaft, drop-lurged, statucilly and dynamically balanced, electrically-hardened bearing journals. Precision-type main and connecting-



rod bearings, total main bearing projected area, 32,36 sq. in. Camshaft drop-forged, case-hardened integral came. Exhaust-yelve seat inserts.

came. Exhaust-veive seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camelatt and rocker-arm shaft
bearings. No tubes are used, the main oil distribution
entery being drilled in the crankoses. Gear-type oil
pump. Oil filter. Oil capacity, 10 qts.

Cooling Systems: Pump circulation, thermostat control,
fin-and-tube type radiator, 4-blade fan and pump driven

by dual V-type belts. Capacity, 31 qts.

Ignition: High-tension battery type, full-automatic dis-tributor mounted on generator, soil mounted on desh.

Generator: 6-volt, bell-driven. Battery: 6-volt, 17-plate, Starting Motor: 6-volt, 6-pole,

Cerburetor: Downdraff type. Oil-baffs type air cleaner. Fuel System: Fuel pump. Underseat fuel tank of 21-gal.

capacity. Gasoline litter.

Governor: Velocity type, mounted between carburetor and manifold.

Clutch: 14-in., single-plate, with vibration damper. Transmission: 5 speeds forward, I reverse, with quiet belical geer third and overdrive (fifth) speeds, mounted to unit with engine

Transmission Reductions: First, 6.98 to 1; second. 3.57 to 1; third, 1.895 to 1; fourth, 1 to 1; fifth (overdrive) 0.825 to 1; reverse, 6.95 to 1.

Propeller Shaft: Front and year shafts of large-diameter steel tubing with a self-aligning center bearing.

Universal Joints: All-metal, roller-bearing, enti-friction

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

Rear Axle: Full-floating, double-reduction gast type.

Power transmitted through spiral-bevel and herringbone
gasts. Hotchkiss-type final drive. Differential mounted

on bell bearings, pinton and wheels on tapered rollers.

Axle Reductions: 8.05 to 1, or 9,03 to 1. Steering Gear: Semi-irreversible com-and-lever type.

Brains: Service: 4-wheel, 2-shoe, double-enchored, internal-expanding, heavy-duty air operated with slack adjusters on each wheel. Fully enclosed. Handi External-contracting propeller shall type.

Springs: Front and rear semi-elliptic. Front, 3 x 441/2 in.; rear, 3 x 56 in.; semi-elliptic, auxiliary rear springs,

Wheels: Cast, 6-spoke type, duals on rear.

Tires: 36 x 8 truck-type, front and dual rear.

Controls: Leth-hand drive. Spark, throttle, choke and light controls on instrument some! Accelerator, clutch and service brakes operated by pedais. Control levers

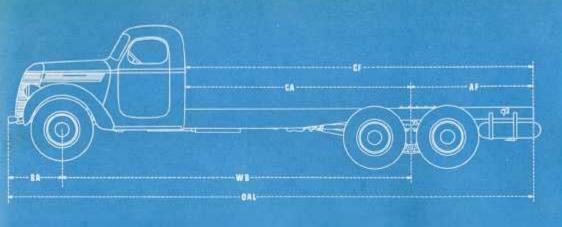
in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; short running boards front bumper; underslung tire carrier (long w.b., coly); soere rin; license brackets; born; electric head and combination stop and full lights; oil filter; oil eir cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge of pressure gauge and instrument light mounted in instrument panel.

Special Equipment: The following can be supplied at additional cast: All-rises can with cres-place, V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabe; front seat section; windshield; hightension magneto ignition; power take-offs; winches; shock absorbers; sustillary gosoline tanks; bodies and equipment for every need. Various fire combinations...

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl —a choice of four attractive culors. Chromium plated hub caps, lamp rims and bumper. Polished stainless-

steel trim on grille and bood side panels.





SPECIFICATIONS

Rated Capacity: 5-8 tons. Carrying Capacity:

(ceh, body, equipment, and payload). 28,100 lb.

Vehicle Gross Weight

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

Wheelbere (WE). 161 215 233

Overall length (OAL). 25446 33846 37446

Back of ceb to c/l of reer axis

(CA) 94 138 156
Center of rear axie to end of frame (AF) 54 84 102
Beck of cab to end of frame (CF) 138 222 258
Bumper to center of front axie
(RA) 3014 3014 3014

(BA). 391% 391% 391% 391% Turning radius with bumper clearance (feet). 291% 351% 40 Chasts weight including fuel.

oil, and water (approx.) 12,595 13,095 13,265 Tread—front wheels, 73 in.; rear wheels, 73 is in. Clearance under front axie—1114 in.; under rear axie,

8½ in. Overall width—front, 86½ in.; rear, 96½ in.

Height from top of frame to ground, loaded—front, 32½ in.; rear, 30½ in.

Frame: Pressed-steel channel with deep center section, 11 \(\) \(

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 45 in. bore x 5-lin, stroke; 451 cu.:in. displacement. A.M.A. rating, 45.9 h.p.; maximum brake h.p., 120 et 2,400 r.p.m. Maximum torque, 331 pound-feet at 800 r.p.m. Three-point mounting with rubber-custioned front and reer supports. Seven steel-backed, replaceable-shell main bearings. Total projected main bearing area, 32.36 sq. in. Exhaust-valve seat inparts.

Lubrication: Full-pressure to all main, connecting-rod, giston-pin, camshaft and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 10 gts. Cooling System: Centrifugal pump circulation, thermostat control, fin-and-tube-type radiator. Pump driven by V-type Ian belt. Capacity, 31 qts.

Ignition: Battery type, full-automatic distributor,

Generator: 6-volt, fan-belt-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6 volt, 6 pole type.

Cerburetor: Downdraft type. Oil-bath-type air cleaner. Fuel System: Fuel pump. Fuel tank mounted on right side rail back of cab. Gasoline filter.

Clutch: 14-in., single-plate, with vibration damper.

Transmission: S speeds forward, 2 reverse, with quiet
helical gear third and fourth speeds direct drive in fifth,
mounted in unit with engine.

Transmission Reductions: First, 8.08 to 1; second, 4.67 to 1; third, 2.62 to 1; fourth, 1.38 to 1; fifth (direct) 1 to 1; low reverse, 8.12 to 1; high reverse, 4.74 to 1.

Power Divider: Composed of a third differential and power-dividing gears which divide the input power equally to each rear axis.

Power Divider Reduction: 1.207 to 1.

Propeller Shaft: Large diameter, heavy steel tubing. Separate drive to each axle.

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

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

Rear Axle Group: Six-wheel unit, dual-drive type, Connected by heavy equalizing beams, supported by castings suspended from semi-elliptic aprings. Torque rods provided on each axle.

Front and Rear Driving Axles: Full-floating, doublereduction through spiral-bevel and herringbone gear drive. Combination Hotchkiss-and-toxque-rod-type final drive. Malleable, banjo-type housing. Chromemolybeaum steel drive shafts. Axle Reductions: 8.05 to 1; 9.03 to 1.

Steering Gear: Semi-treversible cam-and-lever type.

Brakes: Service: 6-wheel, 2-shoe, double-anshored, internal-expanding, air-operated with slack adjusters

internal-expanding, air operated with slack adjusters on each wheel. Hand: External-contracting, on each propeller shall back of split-drive transmission.

Springs: All springs of silico-mangenese spring steel.

Wheels: Malleable iron, 20-in., spoke type.

Tires: 9.75-20 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 lenders; short running boards; front bumper; spare rim; fire carrier; license brackets; born electric head and combination stop and tail lights air cleaner; lack and tools. Speedoms'er, heat indicator, ammeter, gasoline quege, oil-pressure gauge, instrument light, choke, and throttle controls mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: Standard or de lure all-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; high-tension megneto ignition; auxiliary transmission; power divider differential lock; cominnation auxiliary transmission and power divider; power tire pump; underseat gasoline tank; oil filter; governor; shock absorbers; bodies and equipment for all purposes. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowl, a glossy, durable linish in a choice of tour attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.



MODEL

D-500

SPECIFICATIONS

Carrying Capacity: Chassis Dimensions: (in inches) Weights: (in pounds) 106 Wheelbase (WB)..... Overall length, with front bumper 20314 22714 25114 (OAL)..... Back of cab to center of rear axle 102 (CA).... Center of rear axle to end of frame 72 (AF)....... 150 174 Back of cab to end of frame (CF), 126 Bumper to center of front axle (BA) 551/2 5514 5514 Turning radius with bumper clearance (feet) 25 Chassis weight, including oil, fuel, and water (approx.)..... 6,185 6,215 6,275

The following dimensions (with standard tires) are the same for all wheelbases:

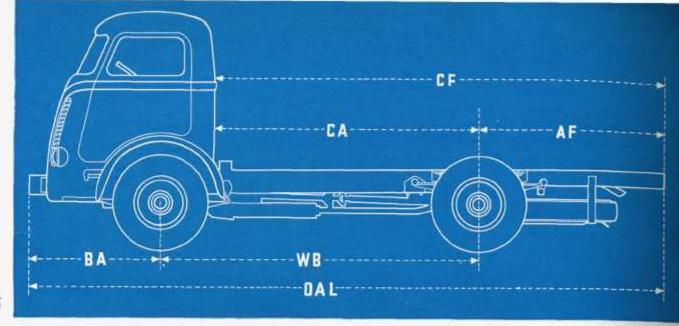
Tread—front wheels, 72½ in.; rear wheels, 70½ in. Road clearance—front axle, 8½ in.; rear axle, 8½ in. Overall width—at front, 89 in.; at rear, 88½ in. Height from top of frame to ground, loaded—front, 31½ in.; rear, 32¾ in.

Frame: Pressed steel channel with deep center section, 913/6 x 3½ x 3½ in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 3½-in. bore x 4½-in. stroke; 298.2-cu.-in. displacement. A.M.A. rating, 33.7 h.p.; maximum brake h.p., 93.7 at 2,800 r.p.m. Maximum torque, 218 pound-feet at 1,600 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder block cast in one piece, replaceable cylinders; 2-piece head; machined combustion chambers; 7-bearing crankshaft, drop-forged, electrically hardened bearing journals. Precision-type main and connecting-rod bearings; total main bearing projected area, 32.1 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.

Engine: (Special for highway transport service) International Harvester, valve-in-head type, 6-cylinder, 4½-in. bore x 4½-in, stroke; 361-cu, in, displacement. A.M.A. rating, 40.8 h.p.; maximum brake h.p., 111.4 at 2,700 r.p.m. Maximum torque, 268 pound-leet at 1,500 r.p.m.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings. No tubes are used, the main oil distribution arrery being drilled in the crankcase. Gear-type oil



pump. Oil filter. Oil capacity, 10 qts. (U.S.).

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 25½ qts. (U.S.).

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

Generator: 6-volt, dual belt-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 6-pole.

Carburetor: Updraft type. Oil-bath type air cleaner.
Fuel System: Fuel pump. 24-gal. (U.S.) side-mounted fuel tank on short W.B.; 32-gal.tank on others. Gasoline filter.

Governor: Velocity type, integral with carburetor.

Clutch: 12-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.

Transmission Reductions: First, 6.525 to 1; second, 3.722 to 1; third, 1.925 to 1; fourth, 1 to 1; fifth (over-drive), 0.823 to 1; reverse, 6.38 to 1.

Propeller Shaft: Front and rear shafts of large-diameter steel tubing with self-aligning center bearings.

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, Model D-500: Full-floating, spiral-bevel gear type. Hotchkiss-type final drive. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential and wheel bearings are tapered rollers. Pinion, straddle-mounted on roller bearings.

Axle Reductions: 6.43 to 1, or 7.16 to 1.

Rear Axle, Model DR-500: Full-floating, double-reduction gear type. Power transmitted through spiral-bevel and herringbone gears. Hotchkiss-type final drive. Differential mounted on ball bearings, pinion and wheels on tapered rollers. Axle Reduction, Model DR-500: 8.5 to 1.

Rear Axle, Model DS-500: Two-speed, full-floating, spiral-bevel gear type with straddle-mounted pinion. Hotchkiss-type final drive. Chrome-molybdenum steel axle shafts. Cast, banjo-type housing. Pinion bearing is straight roller; differential and wheel bearings are tapered rollers.

Axle Reductions, Model DS-500: High-speed ratio, 6.43 to 1; low-speed ratio, 8.74 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.
Brakes: Service: 4-wheel, hydraulic, duo-servo, self-energizing, internal-expanding two-shoe type with vacuum booster. Fully enclosed. Hand: External-contracting, propeller-shaft type.

Springs: Front and rear, semi-elliptic, Front, 3x54 in.; rear, 3x54 in.; semi-elliptic auxiliary rear springs, 3x34 in. Wheels: Cast spoke-type, duals on rear.

Tires: 7.50-20 balloons, front and dual rear.

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

Standard Equipment: Front bumper; tire carrier; spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, choke, and instrument light mounted in panel on dash. Double-acting shock absorbers at front.

Special Equipment: The following can be supplied at additional cost: All-steel cab with V-type windshield, rear-vision mirror, and windshield wiper; direct-in-fifth transmission; power take-offs; winches, shock absorbers auxiliary transmission; auxiliary gasoline tanks; bodies and equipment for every need, Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors. Chromium-plated hub caps and lamp rims.



Carrying Capacity:

MODEL

DR-700

SPECIFICATIONS

(cab, body, equipment, and payload)..........18,900 lb. Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB) 106 124 Overall length with front bumper (OAL)..... 22716 25136 27536 Back to cab to center of rear axie (CA)..... 120 Center of rear axle to end of frame (AF) 78 Back of cab to end of

frame (CP) 126 150 174 198

Bumper to center of front axle (BA) 55½ 55½ 55½ 55½

Turning radius with bumper clearance (leet) 18 20% 23% 26

Chossis weight, includ-

ing oil, fuel, and water (approximate)...... 7,795 7,835 7,895 7,935 The following dimensions (with standard tires) are the

same for all wheelbases.

Tread—front wheels, 73% in.; rear wheels, 72% in.

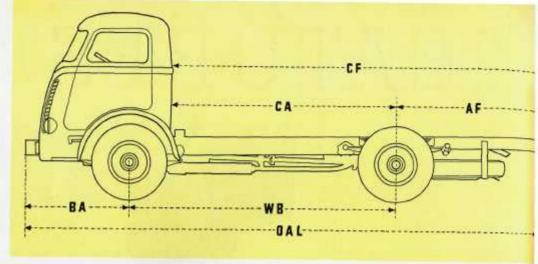
Reed clearance—front axle, 9 in.; rear axle, 91% in.

Overall width—at front, 89 in.; at rear, 93% in.

Height from top of frame to ground, loaded—front, 3214 in.; rear, 3314 in.

Frame: Pressed steel channel with deep center section, 9% x 14 x 314 in.

Engine: International Harvester, valve-in-head type 6-cylinder, 415-in, bore x 5-in, stroke; 400,52-cu, -in, displacement Å M. A. rating, 40.8 h.p., maximum brake h.p., 114 at 2,600 r.p.m. Maximum torque, 308 pound-test at 800 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders. T-bearing crank-shaft, drop-torged, statically and dynamically balanced, electrically hardened bearing; total main bearing projected area, 32.36 sq. in. Camshaft drop-torged, osse-hardened integral cams. Exhaust-valve seat inserts.



Engine: (Special for highway transport service) International Harvester, valve in head type, 6-cylinder, 4%-in. hore x 5-in. stroke, 451-cu.-in. displacement. A.M.A. rating, 45.9 h.p.; maximum brake h.p., 120 at 2,400 r.p.m. Maximum torque, 331 pound-teet at 800 r.p.m.

Lubrication: Engine pressure feed to all main, connecting-red, pusion-pin, camehaft and rocker-arm shaft bearings. No tubes are used, the main cil distribution artery being drilled in the crankcase. Geartype oil pump. Oil filter. Oil capacity, 10 qts. (U. S.).

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blacke fan end pump driven by dual V-type belts. Capacity, 32 qts. (U.S.).

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

Generator: 5-volt dual belt-driven. Battery: 6-volt 17-plate:

Starting Motor: 5 voit, 6 pole

Carbureton: Updraft type. Oil-bath type air cleaner.

Fuel System: Fuel pump. 24-gal. (U. S.) side-mounted
fuel tank on short W.B.; 32-gal. tank on others. Gasoline

Governor: Velocity type, integral with cerburator. Clutch: Air-operated, 14-in., single-plate, with vibration

Transmission: 5 speeds forward, 1 reverse, with quiet helical gear third and overdrive (lifth) speeds, mounted in unit with engine.

Transmission Reductions: First, 6.98 to 1; second, 3.57 to 1; third, 1.895 to 1; fourth, 1 to 1; fifth (overdrive) 0.825 to 1; reverse, 6.98 to 1.

Propeller Shaft: Front and rear shafts of large-diameter steel tubing with self-aligning center bearings. Universal Joints: All-metal, roller-bearing, anti-friction

type.

Front Axle: Drop-center, I-beam, steel drop-forging, heat-treated, reverse Ellioft type. Steering knuckles of drop-forged, heat-treated, chronie-majybdenum steel.

Rear Axle: Full-floating, double-reduction gear type. Power transmitted through spiral-bevel and herringbone gears. Hotchkiss-type final drive. Differential mounted on bell bearings, pinion and wheels on tapered rollers.

Axle Reductions: 8.05 to 1, or 9.03 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, 2-shoe, double-anchored, internal-expanding, heavy-duty air-operated with slack adjusters on each wheel, Fully enclosed. Hand External.

contracting, propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 3 x 54 in.; semi-elliptic, auxiliary rear springs, 3 x 36 in.

Wheels: Cast, spoke type, duals on reer.

Tires: 36 x 8 truck-type, front and dual rear.

Controls: Left hand drive. Spark, throttle, choke, and light controls on instrument ponel. Clutch and service brekes operated by treadle-type pedals. Control levers in center of driving compartment.

Standard Equipment: Front bumper; fire carrier; spare rim, license breckets; born; electric heed and combination stop and tall lights off lifer; oil air cleaner; jeck and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, choke, and instrument light mounted in instrument panel.

Special Equipment: The following can be supplied at additional cost: All-steel cab with V-type windshield, rear-vision mirror, and windshield wiper; front seat section; windshield, direct-in-fifth treasmission; auxiliary transmission; power take-offs; winches; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

Pinish: Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors. Chromium-plated hub caps and lamp rims.



MODEL

DR-700

SPECIFICATIONS

Carrying Capacity: (cab, body, equipment, a	nd pavl	oad)	18	900 lb
Chassis Dimensions: (In Wheelbase (WB)	inches)	Weigh	ts: (in i	pounds)
Overall length with front bumper (OAL)	2031/2	22739	2511/2	2751
Back to cab to center of rear axle (CA) Center of rear axle to	72	84	102	120
end of frame (AF) Back of cab to end of	54	66	72	78
frame (CF)	126	150	174	198
front axle (BA) Turning radius with	551/2	551/2	551/2	551/2
bumper clearance (ieet) Chassis weight, includ-	19	20%	23%	26
ing oil, fuel, and water (approximate) The following dimension		7,835		

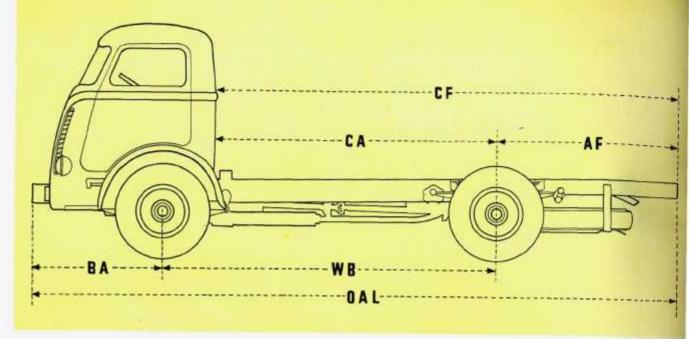
(approximate)...... 7,795 7,835 7,895 7,935
The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 73% in.; rear wheels, 72% in. Road clearance—front axle, 9 in.; rear axle, 91% in. Overall width—at front, 89 in.; at rear, 93% in.

Height from top of frame to ground, loaded—front, 321% in.; rear, 331% in.

Frame: Pressed steel channel with deep center section, $93\% \times 1\% \times 31\%$ in.

Engine: International Harvester, valve-in-head type 6-cylinder, 414-in, bore x 5-in, stroke; 400.92-cu, in, displacement, A.M.A. rating, 40.8 h.p.; maximum brake h.p., 114 at 2,600 r.p.m. Maximum torque, 308 pound-feet at 800 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders; 7-bearing crank-shaft, drop-forged, statically and dynamically balanced, electrically hardened bearing journals. Precision-type main and connecting-rod bearings; total main bearing projected area, 32.36 sg. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.



Engine: (Special for highway transport service) International Harvester, valve-in-head type; 6-cylinder; 4%-in. bore x 5-in. stroke; 451-cu.-in. displacement. A.M.A. rating, 45.9 h.p.; maximum brake h.p., 120 at 2,400 r.p.m. Maximum torque, 331 pound-feet at 800 r.p.m.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 qts. (U. S.).

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 32 qts. (U. S.).

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

Generator: 6-volt, dual belt-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 6-pole.

Carburetor: Updraft type. Oil-bath type air cleaner.
Fuel System: Fuel pump. 24-gal. (U.S.) side-mounted fuel tank on short W.B.; 32-gal. tank on others. Gasoline filter.

Governor: Velocity type, integral with carburetor. Clutch: Air-operated, 14-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.

Transmission Reductions: First, 6.98 to 1; second, 3.57 to 1; third, 1.895 to 1; fourth, 1 to 1; fifth (overdrive) 0.825 to 1; reverse, 6.95 to 1.

Propeller Shaft: Front and rear shafts of large-diameter steel tubing with self-aligning center bearings.

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, double-reduction gear type. Power transmitted through spiral-bevel and herringbone gears. Hotchkiss-type final drive: Differential mounted on ball bearings, pinion and wheels on tapered rollers.

Axle Reductions: 8.05 to 1, or 9.03 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, 2-shoe, double-anchored, internal-expanding, heavy-duty air-operated with slack adjusters on each wheel. Fully enclosed. Hand: External-contracting, propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 3x54 in.; rear, 3 x 54 in.; semi-elliptic, auxiliary rear springs, 3 x 36 in.

Wheels: Cast, spoke type, duals on rear.

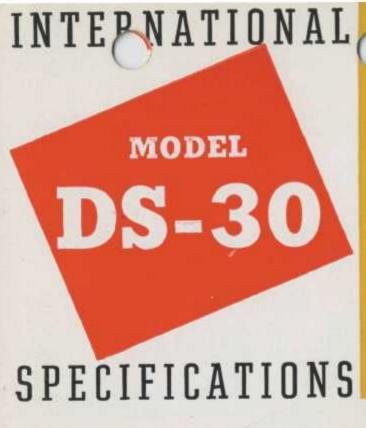
Tires: 36 x 8 truck-type, front and dual rear.

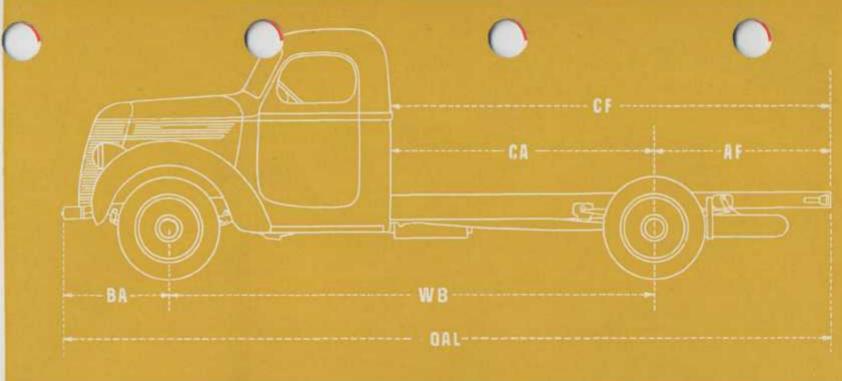
Controls: Left-hand drive. Spark, throttle, choke, and light controls on instrument panel. Clutch and service brakes operated by treadle-type pedals. Control levers in center of driving compartment.

Standard Equipment: Front bumper; tire carrier; spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, choke, and instrument light mounted in instrument panel. Double-acting, hydraulic shock absorbers at front.

Special Equipment: The following can be supplied at additional cost: All-steel cab with V-type windshield, rear-vision mirror, and windshield wiper; front seat section; windshield; direct-in-fifth transmission; auxiliary transmission; power take-offs; winches; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors. Chromium-plated hub caps and lamp rims.





Rated Capacity: 1½ tons.

Bumper to center of front axle
(BA) ... 331/6 331/6 331/6
Turning radius with bumper
clearance (feet) ... 22 253/4 281/4
Chassis weight, including fuel,
oil, and water (approximate) ... 3,610 3,695 3,785

The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 63% in.; rear wheels, 63% in. Clearance under front axle, 9% in.; under rear axle, 8% in.

Overall width—front, 761/4 in.; rear, 741/4 in.

Height from top of frame to ground, loaded—front, 26% in.; rear, 27% in.

Frame: Pressed steel channel. 128-in. w.b., 8 x 3/6 x 21/2 in.; 155-in. w.b., 81/2 x 13/6 x 3 in.; 173-in. w.b., 81/6 x 3/2 x 3 in.

Engine: 6-cylinder, cast-in-block, L-head type, 3%6-in. bore, 4½-in. stroke. Displacement, 232 cu. in. Compression ratio, 6.0. A.M.A. rating, 26.3 h.p. Maximum brake h.p., 81 at 3,200 r.p.m. Maximum torque, 170 lb.-ft. at 1,000 r.p.m. Four steel-backed, replaceable-

shell, precision-type main bearings. Total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connectingrod and piston-pin bearings, camshaft and timing chain, Gear-type, gear-driven oil pump. Oil capacity, 61/2 qts.

Cooling System: Centrifugal pump circulation, finand-tube radiator. Pump driven by V-type fan belt. Capacity, 15 qts.

Ignition: Vacuum control; full-automatic type.

Generator: 6-volt, belt-driven. Battery: 6-volt, 13-plate. Starting Motor: 6-volt.

Carburetor: Downdraft type. Oil-bath type air cleaner.
Fuel System: Fuel pump. Underseat fuel tank of 21-gal.
capacity. Gasoline filter.

Clutch: 10-in., single-plate, with vibration damper.

Transmission: 4 speeds forward, 1 reverse, Slidinggear, 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. 155-in. and 173-in. wheelbases, 2-piece shaft with self-aligning center bearing.

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

Front Axle: Drop-center, I-beam, heat-treated steel dropforging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle: Two-speed, full-floating, spiral-bevel gear type with straddle-mounted pinion. Hotchkiss-type final drive. Chrome-molybdenum steel axle shafts. Cast, banjo-type housing. Pinion bearing, straight roller; differential and wheel bearings are tapered rollers. Axle Reductions: High-speed ratio, 5.14 to 1; low-speed ratio, 7.15 to 1. Optional high-speed ratio, 5.83 to 1; low-speed ratio, 8.11 to 1.

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

Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type. Hand: Propellershaft type, mounted back of transmission.

Springs: Semi-elliptic. Front, 2x361/4in.; rear, 21/2x46in.

Wheels: Malleable iron, spoke type.

Tires: 30 x 5 T.T. front; 32 x 6 T.T. single rear.

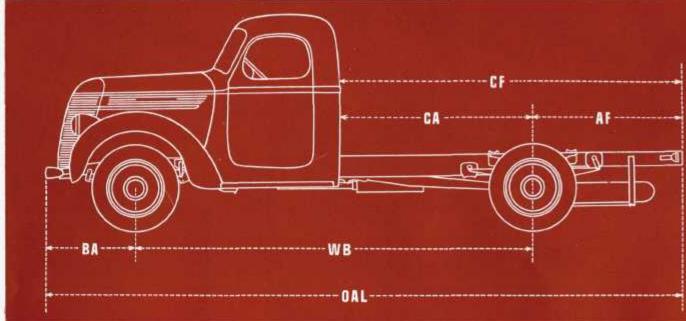
Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier; spare rim; license brackets; horn; electric head and combination tail and stop lights; air cleaner; jack and tools. Speedometer, ammeter, oil-pressure gauge, heat indicator, gasoline gauge, and instrument light 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; auxiliary rear springs; governor; shock absorbers; power take-off; bodies and equipment for all purposes; various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims and hub caps, chromium plated. Polished stainless steel trim on grille and hood side panels.





Rated Capacity: 136 to 2 tons.

Carrying Capacity:

Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB)... 137 149 161 Overall length, front bumper to end of frame (OAL). Back of cab to c/l of rear axle (CA) 2143% 238% 250% 268% 102 C/1 of rear axle to 56 end of frame (AF) . 58 Back of cab to end of frame (CF)..... 104 128 158 140 Bumper to center of 33% 33% front axle (BA)... Turning radius with bumper clearance (feet), left and right. 261/12 2914 Chassis weight, including oil, fuel, and water (ap-

4.220 4.245 4.270 proximate) The following dimensions (with standard tires) are the

same for all wheelbases:

Tread—front wheels, 63% in.; rear wheels, 63% in.
Road clearance—front axie, 81% in.; rear axie, 83% in.
Overall width—front, 7634 in.; rear, 78% in.
Height from top of frame to ground, loaded—front, 271% in.; rear, 281% in.

Frame: Pressed steel channel with deep center section, 81/6 x 1/2 x 3 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 3%-in. bore x 4½-in. stroke; 241.54 cu.-in. displacement. A.M.A. rating, 27.3 h.p.; maximum brake h.p., 84 at 3,200 r.p.m. Maximum torque, 175.5 pound-feet at 800 r.p.m. Fourpoint mounting with rubber-cushioned front and rear supports. 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, 714 ats.

Cooling System: Centrifugal pump circulation, thermostat control, fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 1834 qts.

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

Generator: 6-volt, belt-driven. 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, I reverse, sliding gear selective type mounted in unit with engine.

Transmission Reductions: Pirst, 5.9 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.22 to 1. Propeller Shaft: Large diameter, heavy steel tubing,

with self-aligning center bearing.

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

Front Axle: Drop-center I-beam, steel drop-forging, heattreated, reverse Elliott type. Steering knuckles of drop-

forged, heat-treated, chrome-molybdenum steel.

Rear Axle: Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion. Hotchkiss-type final drive. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Pinion bearing, straight roller, differential and wheel bearings are tapered rollers. Axle Reductions: High-speed ratio, 5.14 to 1; low-speed

ratio, 7.15 to 1. Optional high-speed ratio, 5.83 to 1, low-speed ratio, 8.11 to 1.

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

Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type with vacuum booster. Fully enclosed Hand: External-contracting propellershaft type.

Springs: Front and rear, semi-elliptic. Front, 2 x 361/4 in.; rear, 21/2 x 48 in.; semi-elliptic auxiliary rear springs, 2½ 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.

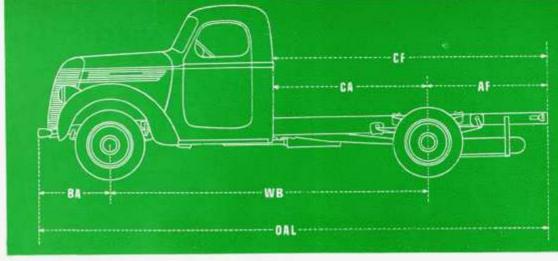
Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; electric head and combination stop and tail lights; air cleaner; jack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, 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; bodies and equipment for all purposes. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprens, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless steel trim on grille and hood side panels.

INTERNATIONAL MODEL **DS-35** SPECIFICATIONS



Carrying Capacity: (cab, body, equipment and payload) 10,000 lb. Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB)... 137 149 Overall length, front bumper to end of frame (OAL) 21436 250% 26834 Back of cab to center of rear axle (CA) 102 Center of rear axle to end of frame (AF). 56 56 56 Back of cab to end of frame (CF)..... 104 128 140 158 Bumper to center of front axle (BA) ... 33% 3334 3344 Turning radius with humper clearance fleet), left and right 2636 Chassis weight, including oil, fuel, and water (ap-

proximate) 4,220 4,245 4,270 The following dimensions (with standard tires) are the same for all wheelbases:

Some for an wheeling 63% in.; rear wheels, 63% in. Road clearance—front axie, 81% in.; rear axie, 83% in. Overall width—front, 761% in.; rear, 78% in. Height from top of frame to ground, loaded—front, 27% in.; rear, 281% in.

Frame: Pressed steel channel with deep center section, 814 x 14 x 3 m.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 3%-in. bore x 415-in. stroke; 241.34 cu.-in. displacement. A.M.A. raling, 27.3 h.p.; maximum breks h.p., 84 at 3,200 r.p.m. Meximum forque, 175.5 pound-leet at 800 r.p.m. Fourpoint mounting with rubber-cushioned front and rear supports. 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, con-necting rod, piston-pin, camahalf, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacify, 7½ qts.

Cooling System: Centrifugal pump circulation, thermo-

stat control, fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 18% qts.

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

Generator: 6-volt, belt-driven.

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. Fuel filter.

Clutch: 11-in., single-plate, with vibration damper. Transmission: 4 speeds forward, I 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

Front Axle: Drop-center I-beam, steel drop-forging, heat-

treated, reverse Elliott type. Steering knuckles of drop-larged, heat-treated, chrome-malybdenum steel. Rear Axle: Two-speed, full-floating, spiral-bevel geardrive type. Chrome-molybdenum steel drive shafts. Onepiece, forged-steel, heat-treated, tubular axle housing. Differential and wheel bearings are tapered rollers. Pinion is straddle-mounted on roller bearings.

Axle Reductions: 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-brin-lever type.

Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type with vacuum booster, Fully enclosed. Rand: External-contracting propeller-

Springs: Front and rear, semi-elliptic, Front, 2 x 361/2 in.; rear, 214 x 48 in.; semi-elliptic auxiliary rear springs, 21/4 x 32 in.

Wheels: Malleable from 20-in., 6-spoke type.

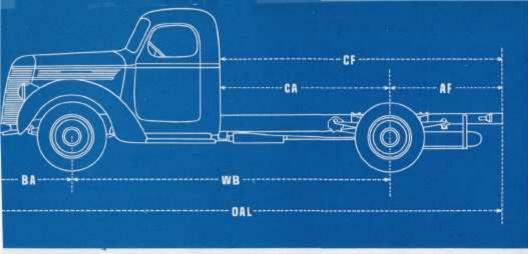
Tires: 6.50-20 balloons, front and dual rear.

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

Standard Equipment: Cowl and dash; front lenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn: electric head and com-bination stop and fall light; air cleaner; jack and tools. Speedometer, heat indicator, ammeter, fuel gauge, col-pressure gauge, instrument light, 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; bodies and equipment for all purposes. Various tire

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on grille and hood aide panels.





SPECIFICATIONS

Carrying Capacity:

(cab, body, equipment, and payload) 11,000 lb. Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB)...., 134 146 158 Overall length, front bumper to end of frame (OAL) 27114 Back of cab to c/l of rear axle (CA) 102 Center of rear axis to end of frame (AF) ... 56 Back of cab to end of frame (CF) 104 128 140 158 Bumper to center of front axia (BA) Turning radius with bumper clearance (feet), left and right ... 29% Chassis weight, including oil, fuel, and

water (approximate), 4,805 4,830 4,855 4,895 The following dimensions (with standard tires) are the

sense for all wheelbeses:

Tread-tront wheels, 66 in.; rear wheels, 66% in, Road clearance—front axis, 8% in.; rear axis, 8% in.

Road clearance—front axis, 8% in., rear axis, 834 in.

Overall width—front, 8034 in.; rear, 828% in.

Height from top of frame to ground, loaded—front,
27 in.; rear, 28 in.

Prame: Preced steel channel with deep center section,
834 x 15 x 3 in.; 176 in. w.b., 835 x 15 x 3 in.

Engine: International Harvester, valve-in-head type,
6 cylinder (replaceable cylinders); 335 in. bore x 435 in. stroke; 259.76 cu. in. displacement. A.M.A. rating, 29.4 h.p.; meximum brake h.p., 89 at 3,200 r.p.m. Maximum torque, 192 pound-feet at 800-1,600 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. 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, camsheft, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 714 qts.

Cooling System: Centrilugal pump circulation, thermostat control. Fin-and-tube type redictor. Pump driven by V-type fan belt. Capacity, 21% qts.

Ignition: High-tension battery type, full-automatic dis-

Generator: 6-volt, belt-driven.

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

Clutch: 1]-in., single-plate, with vibration damper.

Transmission (Direct-in-Fifth): 5 speeds forward, I reverse, with quiet helical gear third, fourth and direct (fifth) speeds, mounted in unit with engine.

Transmission Reductions: 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, beavy steel tubing. All wheelbases have a two-section shall with self-aligning center bearing.

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

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: Two-speed, full-floating, spiral-bevel, gear-drive type with straddle-mounted pinion. Hotohkise-type final drive. Chrome-molybdenum steel drive shafts. Cast, bardo-type housing. Pinton bearing, straight roller; differential and wheel bearings are tapered rollers.

Axie Reductions: High-speed ratio, 6.143 to 1; lowspeed ratio, 8,526 to 1.

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

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

Springs: Front and rear semi-elliptic. Front, 23/4 x 42% in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs,

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; electric head and combination stop and tail lights; eir cleaner; jack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, chake, 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; bodies and equipment for all purposes. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four affractive colors. Lamp time, hub caps and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.





Carrying Capacity: (cab, body, equipment, and payload) 12,000 lb. Chassis Dimensions: (in inches) Weights: (in pounds) Wheelbase (WB).....137 Overall length, with front bumper (OAL) 22611/6 2563% 274% Back of cab to c/l of rear axle (CA)..... 60 102 Center of rear axle to 56 36 end of frame (AF).... 50 Back of can to end of frame (CF)------110 140 158 Bumper to center of front axle (BA) 394% Turning radius (feet)... 2514 Chassis weight, includ-

ing col, fuel, and water (approx)...6,215 6,245 6,275 6,335 The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 70% in.; rear wheels, 70% in. Foad clearance—front sale, 7% in.; rear axis, 6% in. Overall width—at front, 86% in.; at rear, 88% in. Height from top of frame to ground, loaded—front, 27% in.; rear, 23% in.

Pressed steel channel with deep center section, $816 \pm x 7 \pm x 3 \frac{1}{2}$ in.; 1794n. w.b., $9 \times 3 \pm x 3 \frac{1}{2}$ in.

Engine: International Harvester, valve in head type, 6 cylinder, 33,4 in. bore x 41/2 in. stroke; 298.2 cu. in. displacement A.M.A. ratin, 33.7 h.p.; maximum brake h.p., 93.7 at 2,800 r.p.m. Maximum torque, 218 pound-feet at 1,600 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder hlock cast in one piece; replaceable cylinders: 2-piece head; machined combustion chambers; 7-bearing crankshaft, drop-forged, statically and dynamically halanced, electrically hardened bearing journals. Precision-type main and connecting-rod bearing; total main bearing projected area, 39.1 sq. in. Camshaft drop-forged, case-

hardened integral cams. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-red, piston-pin, camehaft, and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 qts.

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 2434, 3ts.

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

Generator: 6-volt, belt-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 4-pole.

Carburetor: Downdraft type, Oil-bath type air cleaner.
Fuel System: Fuel pump. Underseet fuel teak of 21 qal, capacity. Gascline filter.

Governor: Velocity type, mounted between carburetor and manifold.

Clutch: 12-in, single-plate, with vibration damper.

Transmission: S speeds forward, 1 reverse, mounted in unit with engine.

Transmission Reductions: First, 8.03 to 1; second, 4.61 to 1; third, 2.46 to 1; fourth, 2.41 to 1; fifth, 1 to 1; reverse, 8.00 to 1.

Propeller Shaft: Front and rear shafts of large-diameter sheel tubing with self-aligning center bearing.

Universal Joints: All-metal, roller-bearing, anti-biction 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: Two speed, full-floating, spiral-bevel, geerdrive type with straddle mounted pinion. Hotchitas-typetinal drive, Chrome-molybdenum steel drive shafts, Cast, banto-type housing. Pinion-bearing, straight reller, differential and wheel bearings are tapered rollers. Axle Reductions: High-speed ratio, 6.43 to 1; low-speed ratio, 8.74 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, hydraulic, duo-servo, selfenergiting, internal-expanding two-shoe type with vacuum booster. Fully enclosed. Hand: Externalcontracting, propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 3 x 44%; in.; sear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

Wheels: Cast, spoke-type, duals on resr.

Tires: 7.50-20 belicons, front and dual rear.

Controls: Left-hand drive. Spark, threttle, choke 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 lenders; short running boards front bumper; underslung fire carrier (long w.b. only); spare rim; license brackets; horn; electric head and combination stop and tall lights; oil filler; oil at cleaner; lock and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, and instrument light mounted in panel on dash.

Special Equipment: The following can be supplied at additional costs Ali-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper, de luxé and sleeper cabe; power take-offs windshe; shock absorbers; auxiliary transmission; auxiliary gasultne tanks; bodies and equipment for every need. Vartous time combinations.

Finish: Frame and wheels red. Fenders, running boards and aprova, black baked enomel. Grille, hood and cowl—a choice of four attractive colors. Chromiumplated hub caps, lamp time and bumper. Polished stainless-steel trim on grills and hood side panels.