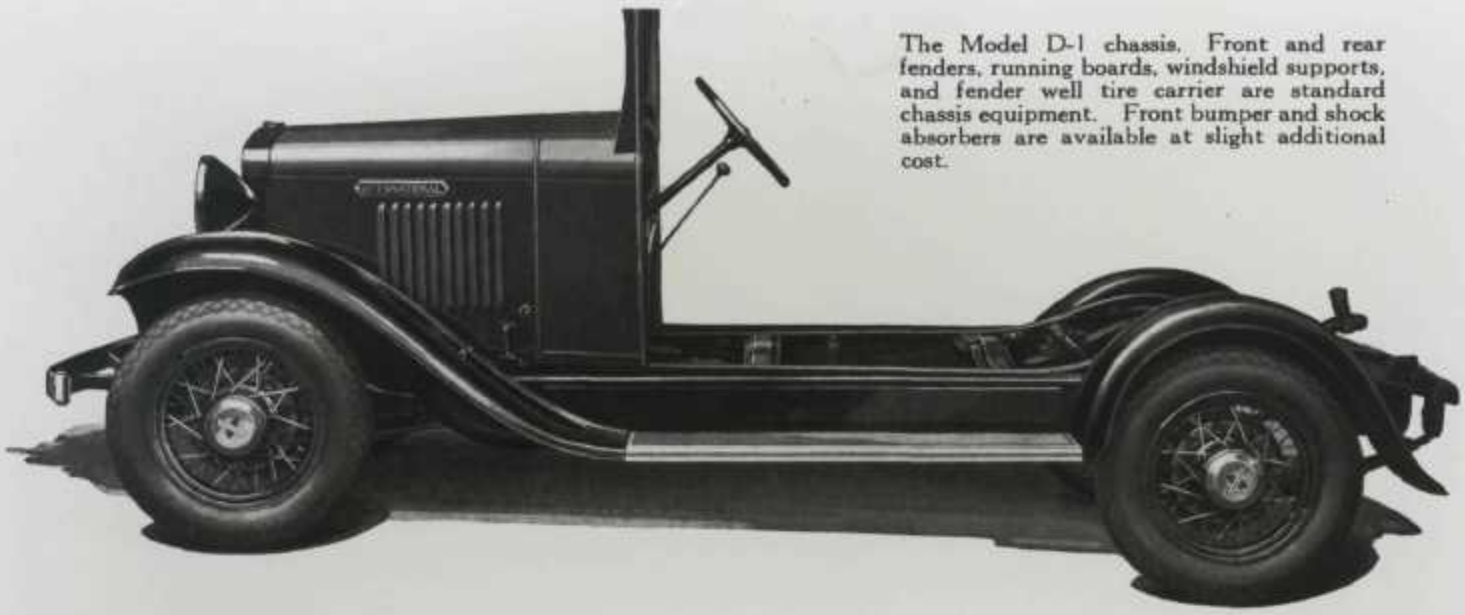
International Truck Specifications

Model D
(1932-1940)



The Model D-1 chassis. Front and rear fenders, running boards, windshield supports, and fender well tire carrier are standard chassis equipment. Front bumper and shock absorbers are available at slight additional cost.

Specifications—International Model D-1

Rated Capacity: ½ 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 9/16
Back of cab to c/l of rear axle	27 3/4
C/l of rear axle to end of frame	26 9/16
Back of cab to end of frame	54 3/16
Back of cowl to c/l of rear axle	66 59/64
Back of cowl to end of frame	93 31/64
Maximum overall body length back of cab	66
Turning radius with fender clearance (feet)	20
Chassis weight (including fuel, oil and water)	1,950
Chassis weight, front end	1,050
Chassis weight, rear end	900

Tread—front wheels, 58 1/16 in.; rear wheels, 58 1/16 in.
Clearance under front axle, 8 7/16 in.; under rear axle, 8¼ in.
Overall width—front, 69½ in.; rear, 69½ 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, 5¼ in.; thickness, 9/64 in.; width at rear, 43½ in.; width of flange, 2½ in. Five reinforced cross members.

Engine: Six-cylinder, cast in block, L-head type, 3 5/16-in. bore, 4¼-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, 2⅜ x 1.549 in.; No. 2, 2⅜ x 1 5/16 in.; No. 3, 2⅜ x 1 5/16 in.; rear, 2⅜ x 2 3/32 in. Six removable-shell connecting-rod bearings. Tool steel exhaust valve-seat inserts.

Lubrication: Pressure feed to all main and connecting rod bearings, 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 on block.

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, 3.06 to 1; second, 1.6 to 1; third, 1 to 1; reverse, 3.76 to 1.

Propeller Shaft: Heavy steel tubing.

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

Front Axle: Drop-center, I-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, 1¾ x 36½ in.; rear, 1¾ x 51 in. Self-adjusting spring shackles.

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

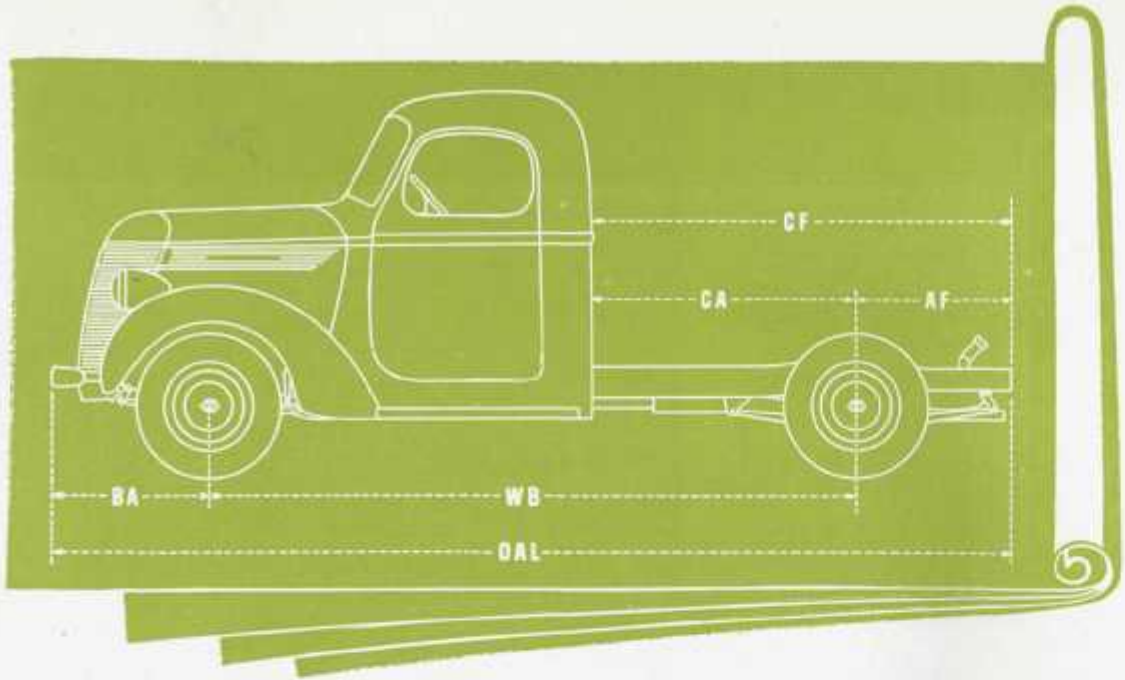
Tires: 5.25-18 balloon tires, front and rear.

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.



Specifications

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	125
Overall length, with front bumper (OAL)	173 17/32	185 17/32
Back of cab to c/l of rear axle (CA)	39	51
C/l of rear axle to end of frame (AF)	30	30
Back of cab to end of frame (CF)	69	81
Bumper to center of front axle (BA)	30 17/32	30 17/32
Turning radius with bumper clearance (feet)	20 5/6	22 3/4
Chassis weight, including fuel, oil, and water (approximate)	2,290	2,315

Tread—front wheels, 58 9/32 in.; rear wheels, 58 13/16 in.
Clearance under front axle, 8 1/16 in.; under rear axle, 7 11/16 in.
Overall width—front 70 1/4 in.; rear, 67 5/16 in.

Frame: Pressed steel channel, 113-in. wheelbase: depth, 6 in.; thickness, 1/8 in.; width of flange, 2 1/4 in.; width, front, 25 1/16 in.; rear, 43 1/4 in. 125-in.: depth, 6 1/32 in.; thickness, 3/64 in.; width of flange, 2 1/4 in.; width, front, 25 1/32 in.; rear, 43 9/32 in. Six reinforced cross members.

Engine, Model D-2: Six-cylinder, cast-in-block, L-head type; 3 5/16-in. bore, 4 1/8-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, 4 1/8-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, 6 1/2 qts.

Engine, Model D-5: Four-cylinder, cast-in-block, L-head type, 3 1/4-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): 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-and-tube radiator; fan and pump driven by V-type belt. Capacity, 14 1/2 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 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. Chrome-molybdenum 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 3/4 x 36 in.; rear, 1 3/4 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; jack 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 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.

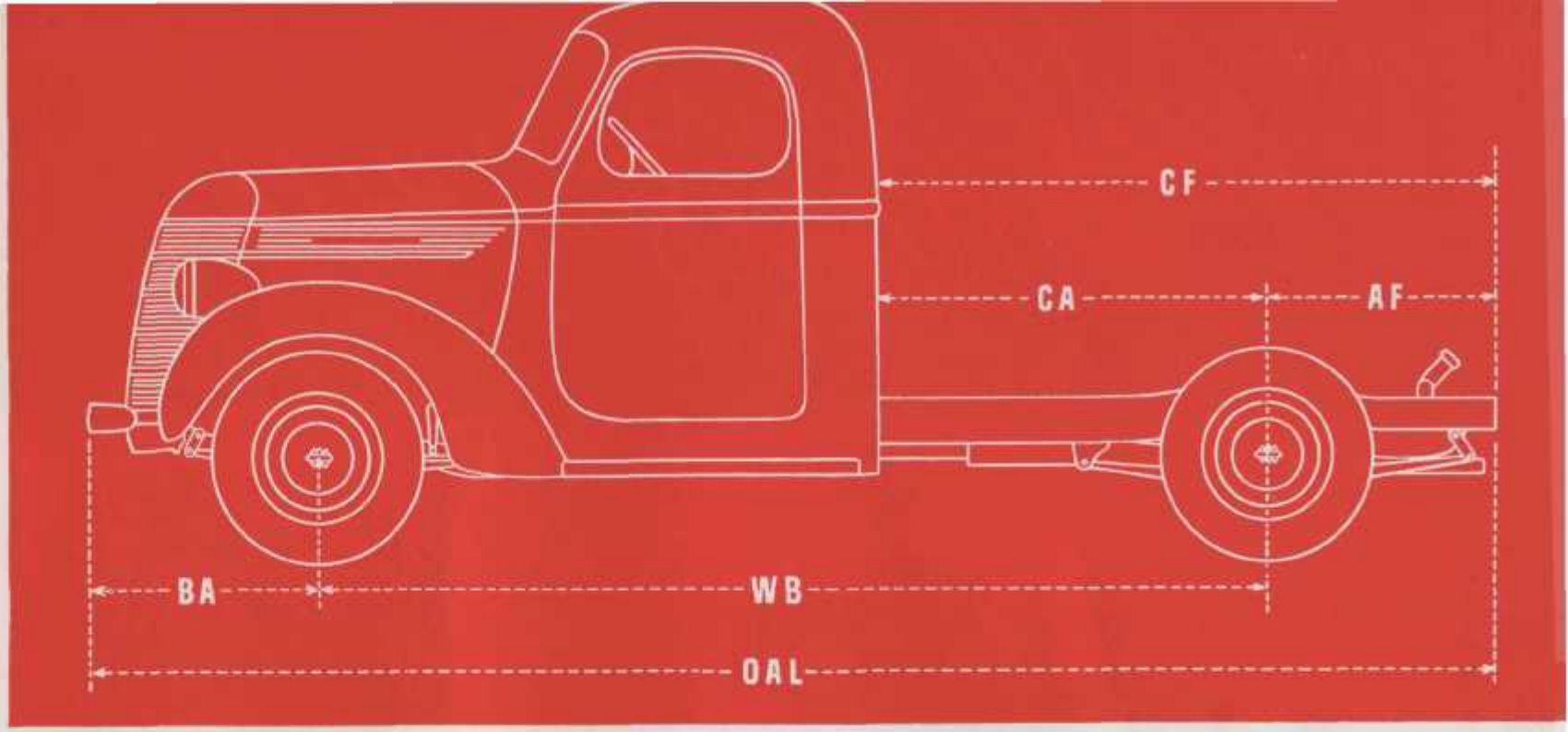
Finish: Frame and wheels, black. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowl, a choice of four attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODELS D-2 *and* D-5

SPECIFICATIONS



Rated Capacity: ½ ton.

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

Chassis Dimensions: (in inches)

Weights: (in pounds)

Wheelbase (WB)	113	125
Overall length, with front bumper (OAL)	173 11/32	185 11/32
Back of cab to c/l of rear axle (CA)	39	51
C/l of rear axle to end of frame (AF)	30	30
Back of cab to end of frame (CF)	69	81
Bumper to center of front axle (BA)	30 17/32	30 17/32
Turning radius with bumper clearance	20 ft. 10 in.	22 ft. 8 in.
Chassis weight, including fuel, oil, and water (approximate)	2,290	2,315

Tread—front wheels, 58 9/32 in.; rear wheels, 58 13/16 in.
Clearance under front axle, 8 1/16 in.; under rear axle, 7 11/16 in.
Overall width—front, 70 1/4 in.; rear, 67 3/16 in.

Frame: Pressed steel channel, 113-in. wheelbase: depth, 6 in.; thickness, ⅛ in.; width of flange, 2¼ in.; width, front, 25 1/16 in.; rear, 43¼ in. 125-in.: depth, 6 11/32 in.; thickness, 9/64 in.; width of flange, 2¼ in.; width, front, 25 3/32 in.; rear, 43 9/32 in. Six reinforced cross members.

Engine, Model D-2: Six-cylinder, cast-in-block, L-head type; 3 5/16-in. bore, 4⅛-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, 6½ qts.

Engine, Model D-5: Four-cy inder, cast-in-block, L-head type, 3¼-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. Gear-type, gear-driven oil pump. Oil capacity, 4 qts.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator; fan and pump driven by V-type belt. Capacity, 14¾ 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 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. Chrome-molybdenum 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, 1¾ x 36 in.; rear, 1¾ 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 fenders; running boards; spare wheel; license brackets; electric head, combination tail and stop lights; oil-type air cleaner; jack 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 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.

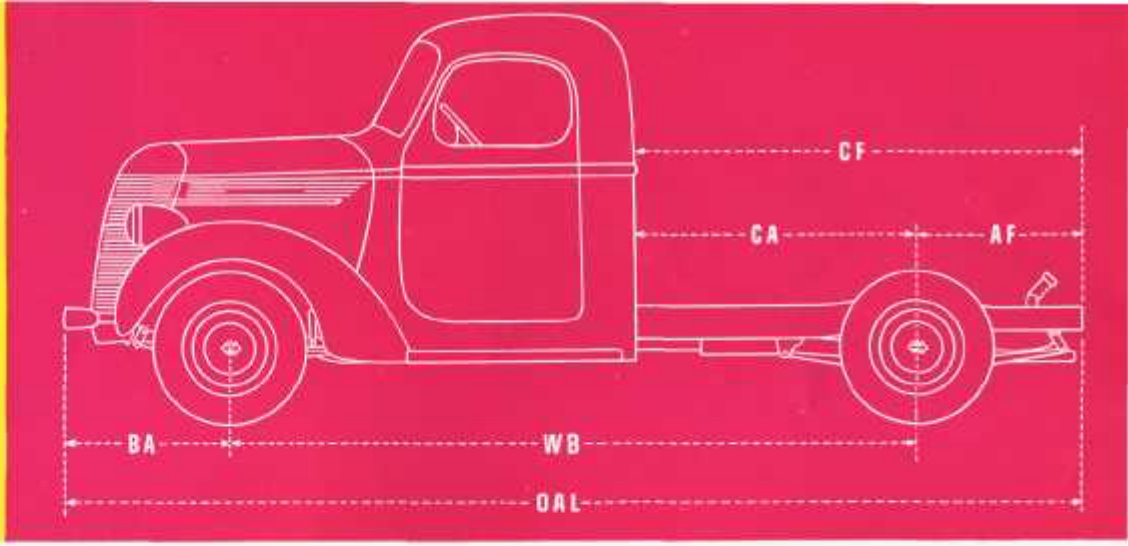
Finish: Frame and wheels, black. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

Models D-2 and D-5

SPECIFICATIONS



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

Chassis Dimensions: (In inches)	**Weights:** (In pounds)	
Wheelbase length (WB)	113	125
Overall length, with front bumper (OAL)	173 15/16	185 15/16
Back of cab to c/l of rear axle (CA)	39	51
C/l of rear axle to end of frame (AF)	30	30
Back of cab to end of frame (CF)	69	81
Bumper to center of front axle (BA)	30 15/16	30 15/16
Turning radius with bumper clearance (feet)	20 5/6	22 2/3
Chassis weight, including fuel, oil, and water (approximate)	2,290	2,315

Tread—front wheels, 58 1/16 in.; rear wheels, 58 15/16 in.
Clearance under front axle, 6 1/8 in.; under rear axle, 7 11/16 in.
Overall width—front, 70 1/4 in.; rear, 67 7/8 in.

Frame: Pressed steel channel, 113-in. wheelbase: depth, 6 in.; thickness, 1/4 in.; width of flange, 2 1/4 in.; width, front, 25 1/16 in.; rear, 43 1/4 in. 125-in.: depth, 6 1/2 in.; thickness, 5/16 in.; width of flange, 2 1/4 in.; width, front, 25 5/16 in.; rear, 43 5/16 in. Six reinforced crossmembers.

Engine, Model D-2: Six-cylinder, cast-in-block, L-head type; 3 1/16-in. bore, 4 1/8-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, 4 1/8-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, 6 1/2 qts.

Engine, Model D-5: Four-cylinder, cast-in-block, L-head type, 3 1/8-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): 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-and-tube radiator; fan and pump driven by V-type belt. Capacity, 14 1/2 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 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. Chrome-molybdenum 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 Reductions, Model D-5: 4.18 to 1; 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: Rear wheels. All brakes fully enclosed.

Springs: Semi-elliptic. Front, 1 3/4 x 36 in.; rear, 1 3/4 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; jack 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 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 subject to change without notice.

CHASSIS SPECIFICATIONS

MODEL D-2-M

Gross Vehicle Weight: . . 4,600 pounds

Wheelbase: (in inches) . 102 113

Turning Radius: (in feet) with bumper clearance . 19½ 21½

Tread: Front wheels, 58½-in.; rear wheels, 58$^{19}/_{32}$ in.

Clearance: Under front axle, 7¾ in.; under rear axle, 7$^{11}/_{16}$ in.

Frame: Pressed steel channel, depth, 6 in.; thickness, ⅛ in.; width of flange, 2¼ in.

Engine: Six-cylinder, cast-in-block, L-head type; 3$^{5}/_{16}$-in. bore, 4½-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 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. Gear-type, gear-driven oil pump. Oil capacity, 6½ qt. (U.S.).

Cooling System: Centrifugal pump circulation, fin-and-tube radiator; fan and pump driven by V-type belt. Capacity, 15½ qt. (U.S.).

Ignition: Vacuum control, full-automatic distributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt.

Carburetor: Updraft with integral governor. Oil-bath-type 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. Gear 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-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. Chrome-molybdenum steel axle shafts. Pressed-steel, banjo-type housing. Differential and axle-shaft bearings are tapered rollers.

Axle Reduction: 4.18 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, 1¾ x 36 in.; rear, 1¾ 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. Gear shift on steering column.

MODEL D-15-M

Gross Vehicle Weight: 7,000 pounds

Wheelbase: (in inches) 102 113

Turning Radius: (in feet) with bumper clearance . . 19½ 21½

Tread: Front wheels, 58½ in.; rear wheels, 60 in.

Clearance: Under front axle, 8$^{15}/_{16}$ in.; under rear axle, 7$^{9}/_{16}$ in.

Frame: Pressed steel channel, depth, 6½ in.; thickness, $^{11}/_{64}$ in.; width of flange, 2¼ in.

Engine: Six-cylinder, cast-in-block, L-head type; 3$^{5}/_{16}$-in. bore, 4½-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 area, 51.67 sq. in. Six replaceable-shell 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 qt. (U.S.). Pressure-gun lubrication throughout on chassis.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator; pump driven by V-type fan belt. Water capacity, 15½ qt. (U.S.).

Ignition: Battery, vacuum control, full-automatic-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, 1 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 tubing.

Universal Joints: All-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: Full-floating, spiral-bevel gear type. Hotchkiss-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: Cam and twin lever type.

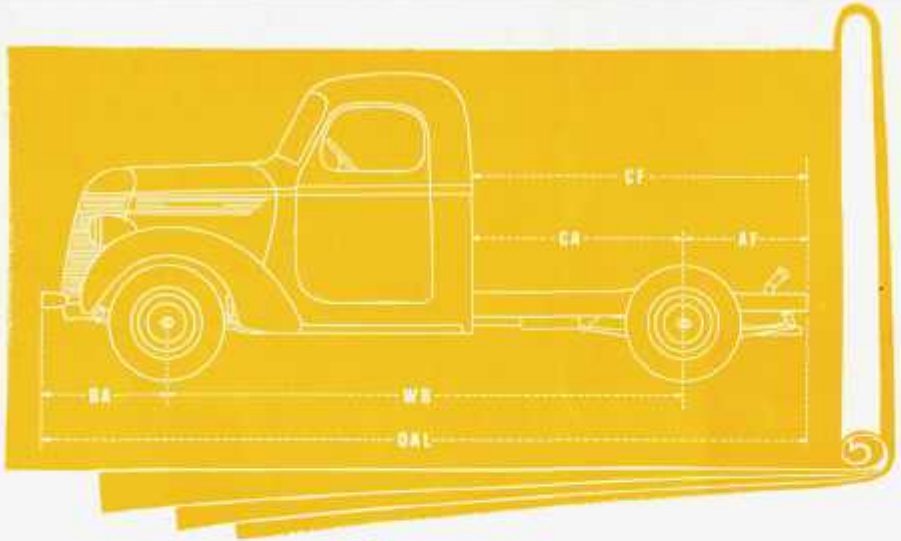
Brakes: Service: 4-wheel hydraulic, self-energizing, internal-expanding, two-shoe type. Fully enclosed. Hand: Propeller shaft.

Springs: Semi-elliptic. Front, 1¾ x 36 in.; rear, 2¼ 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 lever on steering column. Hand-brake lever at left of driver.



Specifications

INTERNATIONAL MODEL D-3

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

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

Wheelbase length (WB)	125
Overall length, with front bumper (OAL)	185 11/16
Back of cab to c/l of rear axle (CA)	51
C/l of rear axle to end of frame (AF)	30
Back of cab to end of frame (CF)	81
Bumper to center of front axle (BA)	30 3/16
Turning radius with bumper clearance (feet)	22 3/8
Chassis weight, including fuel, oil, and water (approximate)	2,315

Tread—front wheels, 58 9/16 in.; rear wheels, 58 9/16 in.
Clearance under front axle, 8 1/16 in.; under rear axle, 7 9/16 in.
Overall width—front 70 1/4 in.; rear, 67 1/16 in.

Frame: Pressed steel channel; depth, 6 1/16 in.; thickness, 3/16 in.; width of flange, 2 1/4 in.; width, front, 25 1/32 in.; rear, 43 3/32 in. Six reinforced cross members.

Engine: Six-cylinder, cast-in-block, L-head type, 3 1/16-in. bore, 4 1/2-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-in. bore, 4 1/2-in. stroke. Displacement, 174.9 cu. in.; compression ratio, 6. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 48.9 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 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, 6 1/2 qts.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator; fan and pump driven by V-type belt. Capacity, 14 1/2 qts.

Ignition: Vacuum control, full-automatic distributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 15-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.

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

Rear Axle: Semi-floating, spiral-bevel gear type. Chrome-molybdenum steel axle shaft. Pressed-steel, banjo-type housing. 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.

Springs: Semi-elliptic. Front, 1 3/4 x 36 in.; rear, 1 3/4 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 bumper; front fenders; running boards; spare wheel; shock absorbers; license brackets; electric head, combination tail and stop lights; oil-type air cleaner; jack 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 fenders; rear bumper; all-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; auxiliary rear springs; panel, pickup, and canopy-top bodies; 7.00-15 balloon and low-pressure tires.

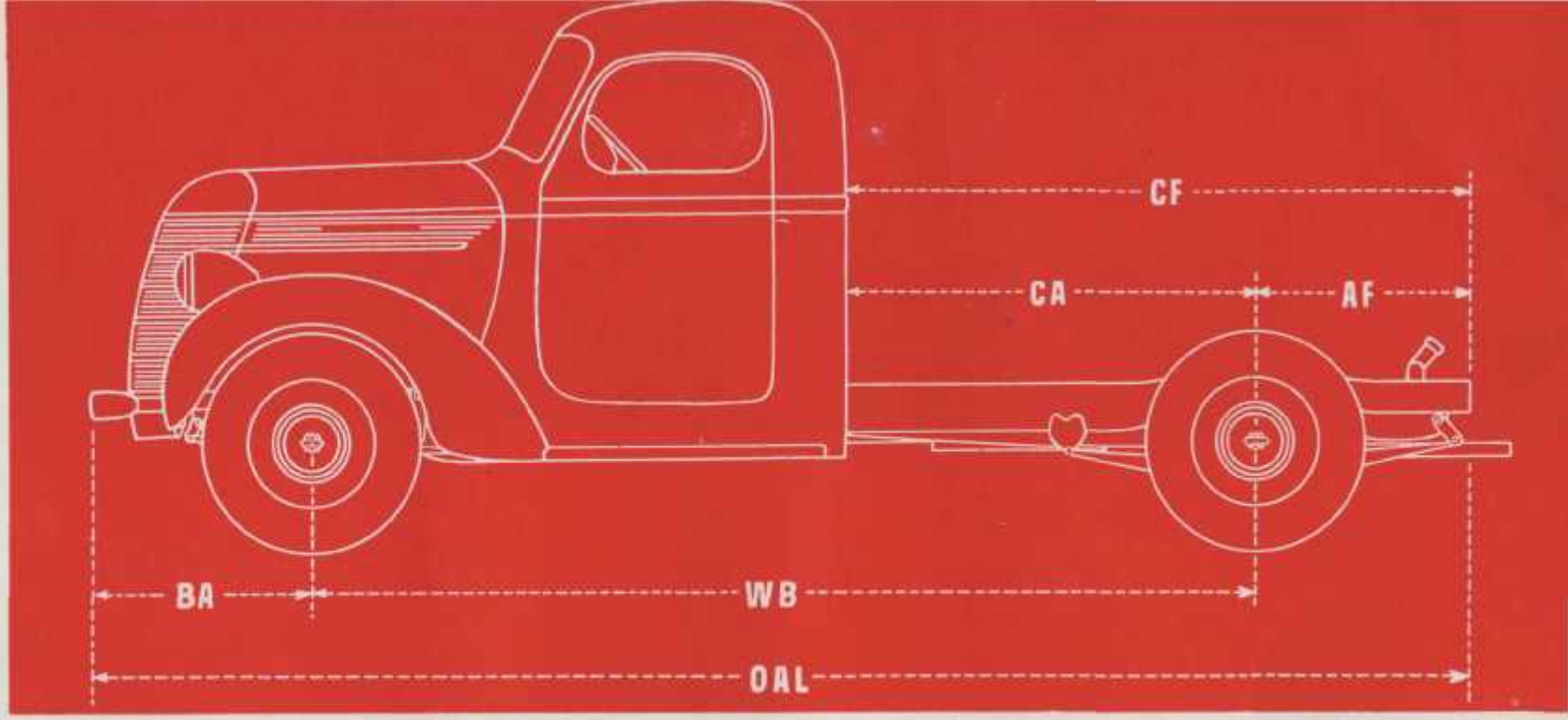
Finish: Frame and wheels, black. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowl, a choice of four attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL D-15

SPECIFICATIONS



Rated Capacity: ¾ to 1 ton.

Carrying Capacity:
(cab, body, equipment, and payload) . . . . 3,600 Pounds

Chassis Dimensions: (in inches)

Weights: (in pounds)

Wheelbase length (WB)	130
Overall length (with front bumper) (OAL)	190 17/32
Back of cab to c/l of rear axle (CA)	56
Center of rear axle to end of frame (AF)	30
Back of cab to end of frame (CF)	86
Bumper to center of front axle (BA)	30 17/32
Turning radius with bumper clearance (feet)	23¾
Chassis weight (including fuel, oil, and water)	2,800

Tread—front wheels, 58⅛ in.; rear wheels, 60 in.

Clearance under front axle, 8 21/32 in.; under rear axle, 7 9/16 in.

Overall width—front, 70¼ in.; rear, 73 in.

Height from top of frame to ground, loaded—front, 22 in.; rear, 25⅜ in.

Frame: Pressed steel channel; depth, 6½ in.; thickness, 11/64 in.; width of flange, 2¼ in.; width, front, 25 5/32 in.; rear, 43 11/32 in. Six reinforced cross members.

Engine: Six-cylinder, cast-in-block, L-head type; 3 5/16-in. bore, 4⅛-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, 2⅝ x 1 35/64 in.; No. 2, 2⅝ x 1 5/16 in.; No. 3, 2⅝ x 1 5/16 in.; rear, 2⅝ x 2 3/32 in. Six replaceable-shell, 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. 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 drop-forging. 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. 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, self-energizing, internal-expanding, two-shoe type. Fully enclosed. Hand: Mechanically operated on rear wheels.

Springs: Semi-elliptic. Front, 1¾ x 36 in.; rear, 2¼ x 54 in.

Wheels: Steel, ventilated disc type.

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

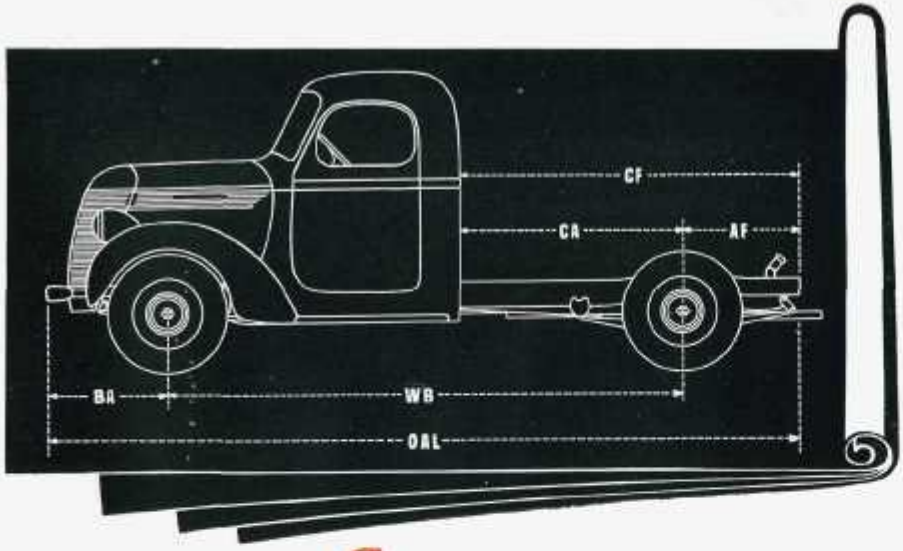
Controls: Throttle, light, and choke controls on instrument panel. Horn button on top of steering column. Accelerator, clutch, and service brakes operated by pedals. Gear-shift and hand-brake levers located in center of driving compartment.

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 generator. 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 subject to change without notice.



Specifications

INTERNATIONAL MODEL D-15

Carrying Capacity:
(cab, body, equipment, and payload).... 3,600 Pounds

Chassis Dimensions: (in inches)

Weights: (in pounds)		
Wheelbase lengths (WB)	113	130
Overall length (with front bumper) (OAL)	173 1/16	190 7/16
Back of cab to c/l of rear axle (CA)	39	56
Center of rear axle to end of frame (AF)	30	30
Back of cab to end of frame (CF)	69	86
Bumper to center of front axle (BA)	30 1/16	30 7/16
Turning radius with bumper clearance (feet)	20 3/8	23 1/4
Chassis weight (including fuel, oil, and water)	2,770	2,800

Tread—front wheels, 58 1/4 in.; rear wheels, 60 in.
Clearance under front axle, 8 1/16 in.; under rear axle, 7 1/16 in.
Overall width—front, 70 1/4 in.; rear, 73 in.
Height from top of frame to ground, loaded—front, 22 in.; rear, 25 3/8 in.

Frame: Pressed steel channel; depth, 6 1/2 in.; thickness, 11/64 in.; width of flange, 2 1/4 in.; width, front, 25 3/16 in.; rear, 43 11/16 in. Six reinforced crossmembers.

Engine: Six-cylinder, cast-in-block, L-head type; 3 3/16 in. bore, 4 1/2-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. Six replaceable-shell connecting-rod bearings. Exhaust-valve seat inserts.

Engine ("Economy Six"): Six-cylinder, cast-in-block, L-head type; 3-inch bore, 4 1/4-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.-ft. at 800 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, 6 1/2 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. 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, 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 drop-forging. 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. Malleable iron, banjo-type housing. All bearings are tapered rollers.

Axle Reductions: 4.875 to 1; 5.286 to 1; or 6.5 to 1.

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

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

Springs: Semi-elliptic. Front, 1 3/4 x 36 in.; rear, 2 1/4 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. Gearshift 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; 4-speed transmission; rear bumper; rear fenders; large output generator. Bodies and equipment for every need.

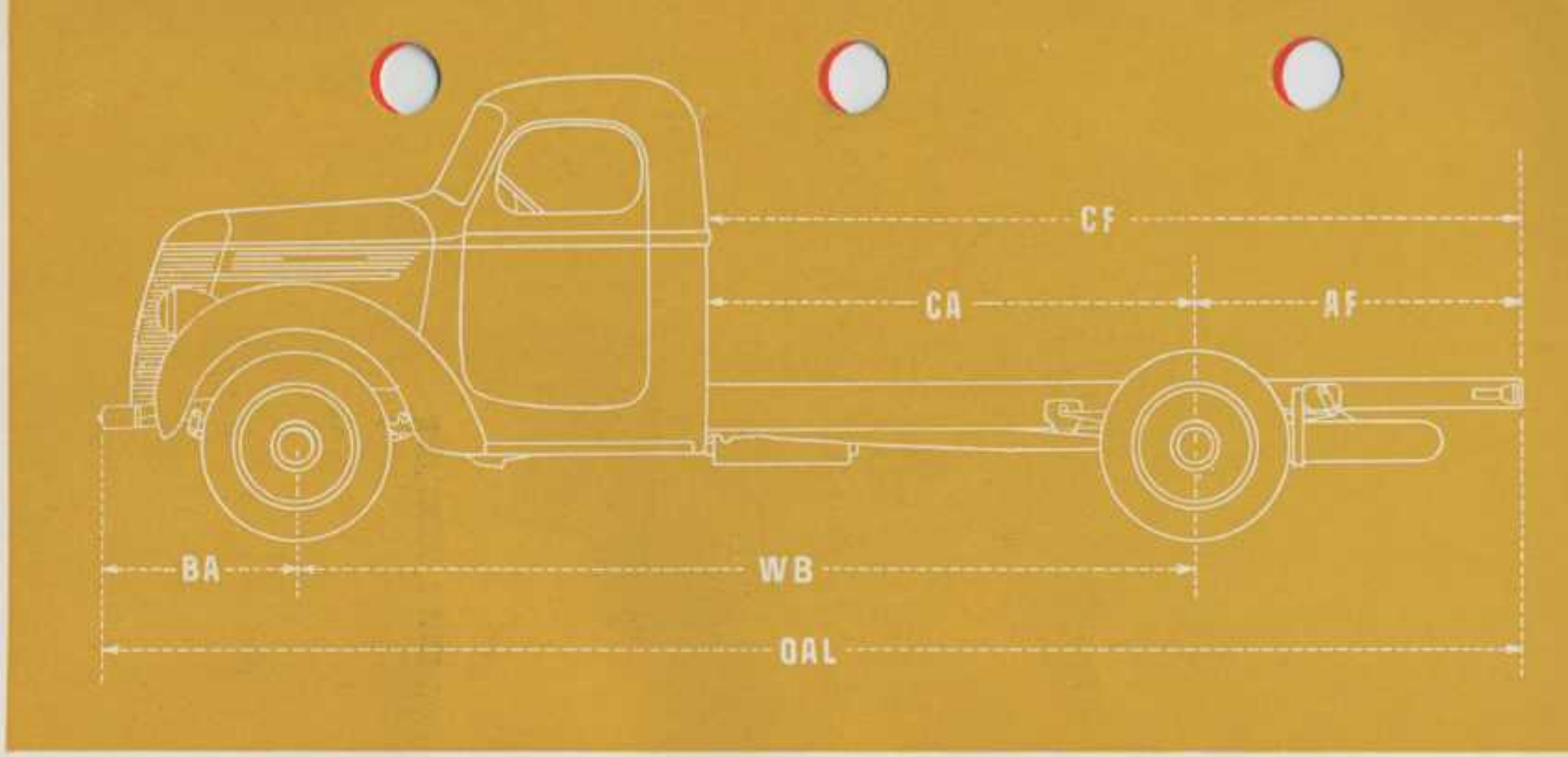
Finish: Frame and wheels, black. Fenders, running boards and aprons, black baked enamel. Radiator grille, hood and cowl, a glossy, durable finish in a choice of attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on radiator grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL D-30

SPECIFICATIONS



Rated Capacity: 1½ tons.

Carrying Capacity:

(cab, body, equipment, and payload) .....5,500 Pounds
With auxiliary springs .....8,000 Pounds

Chassis Dimensions: (in inches)	**Weights:** (in pounds)		
Wheelbase (WB)	128	155	173
Overall length, with front bumper (OAL)	205 7/16	244 7/16	262 7/16
Back of cab to c/l of rear axle (CA)	57	84	102
C/l of rear axle to end of frame (AF)	44	56	56
Back of cab to end of frame (CF)	101	140	158
Bumper to center of front axle (BA)	33 7/16	33 7/16	33 7/16
Turning radius with bumper clearance (feet)	22	25¾	28¼
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 9/16 in.; rear wheels, 63⅜ in.

Clearance under front axle, 9¾ in.; under rear axle, 8¾ in.

Overall width—front, 76¼-in.; rear, 74⅛ in.

Height from top of frame to ground, loaded—front, 26⅜ in.; rear, 27⅞ in.

Frame: Pressed steel channel. 128-in. w.b., 8 x 5/16 x 2½ in.; 155-in. w.b., 8½ x 13/64 x 3 in.; 173-in. w.b., 8 1/16 x 3/32 x 3 in.

Engine: 6-cylinder, cast-in-block, L-head type, 3 5/16-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-and-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. 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 self-aligning center bearing.

Universal Joints: All-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: 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: Propeller-shaft type, mounted back of transmission.

Springs: Semi-elliptic. Front, 2 x 36½ in.; rear, 2½ x 46 in.

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.

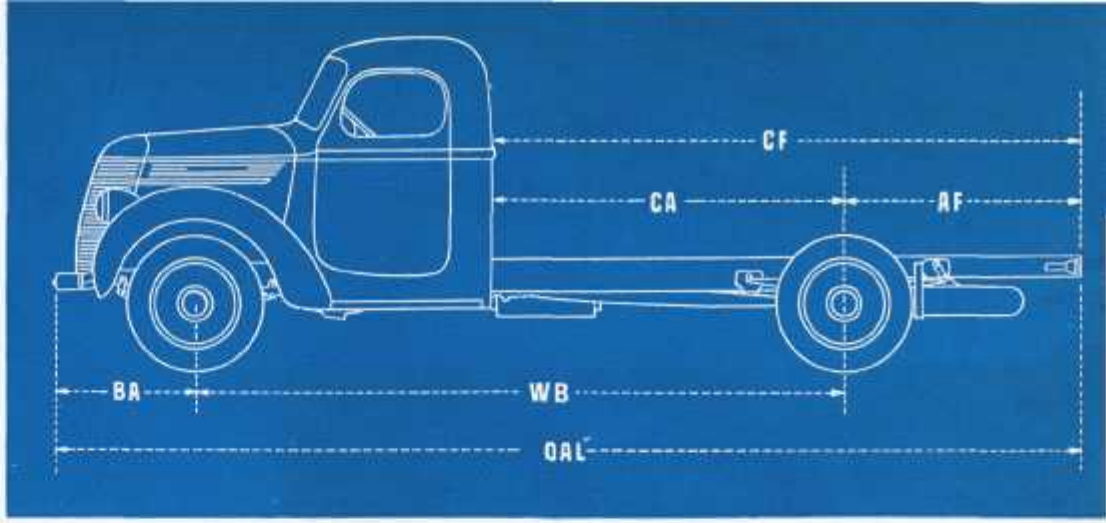
Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; auxiliary rear springs; governor; shock absorbers; power take-off; bodies and equipment for all purposes; various tire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

Specifications subject to change without notice.

INTERNATIONAL

MODELS D-30 AND DS-30



SPECIFICATIONS

Carrying Capacity:
(cab, body, equipment, and payload) . . . . . 5,500 Pounds
With auxiliary springs . . . . . 9,000 Pounds

Chassis Dimensions: (in inches)	**Weights:** (in pounds)			
Wheelbase (WB)	128	143	155	173
Overall length, with front bumper (OAL)	205 1/16	232 1/16	244 7/16	262 7/16
Back of cab to c/l of rear axle (CA)	57	72	84	102
C/l of rear axle to end of frame (AF)	44	56	56	56
Back of cab to end of frame (CF)	101	128	140	158
Bumper to center of front axle (BA)	33 7/16	33 7/16	33 7/16	33 7/16
Turning radius with bumper clearance (feet)	22	24	25 1/4	28 1/4
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 3/16 in.; rear wheels, 63 3/8 in.
Clearance under front axle, 9 3/4 in.; under rear axle, 8 3/4 in.
Overall width—front, 76 1/4 in.; rear, 74 1/4 in.
Height from top of frame to ground, loaded—front, 26 3/4 in.; rear, 27 1/4 in.

Frame: Pressed steel channel. 128-in. w.b., 8 x 3 1/16 x 2 1/2 in.; 143 and 155-in. w.b., 8 1/16 x 3 1/4 x 3 in.; 173-in. w.b., 8 1/16 x 1 1/16 x 3 in.

Engine: Six-cylinder, cast-in-block, L-head type, 3 9/16-in. bore, 4 1/2-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.

Engine ("Economy Six"): Six-cylinder, cast-in-block, L-head type; 3-in. bore, 4 1/2-in. 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.-ft. at 800 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, 6 1/2 qts.

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 tank 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 self-aligning center bearing.

Universal Joints: All-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: 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 bearing. Model DS-30 has a two-speed rear axle.

Axle Reductions: 5.285 to 1; 6.166 to 1; or 6.66 to 1.

Axle Reductions (Dual ratio Model DS-30): 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: Propeller-shaft type, mounted back of transmission.

Springs: Semi-elliptic. Front, 2 x 36 1/2 in.; rear, 2 1/2 x 46 in.

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.

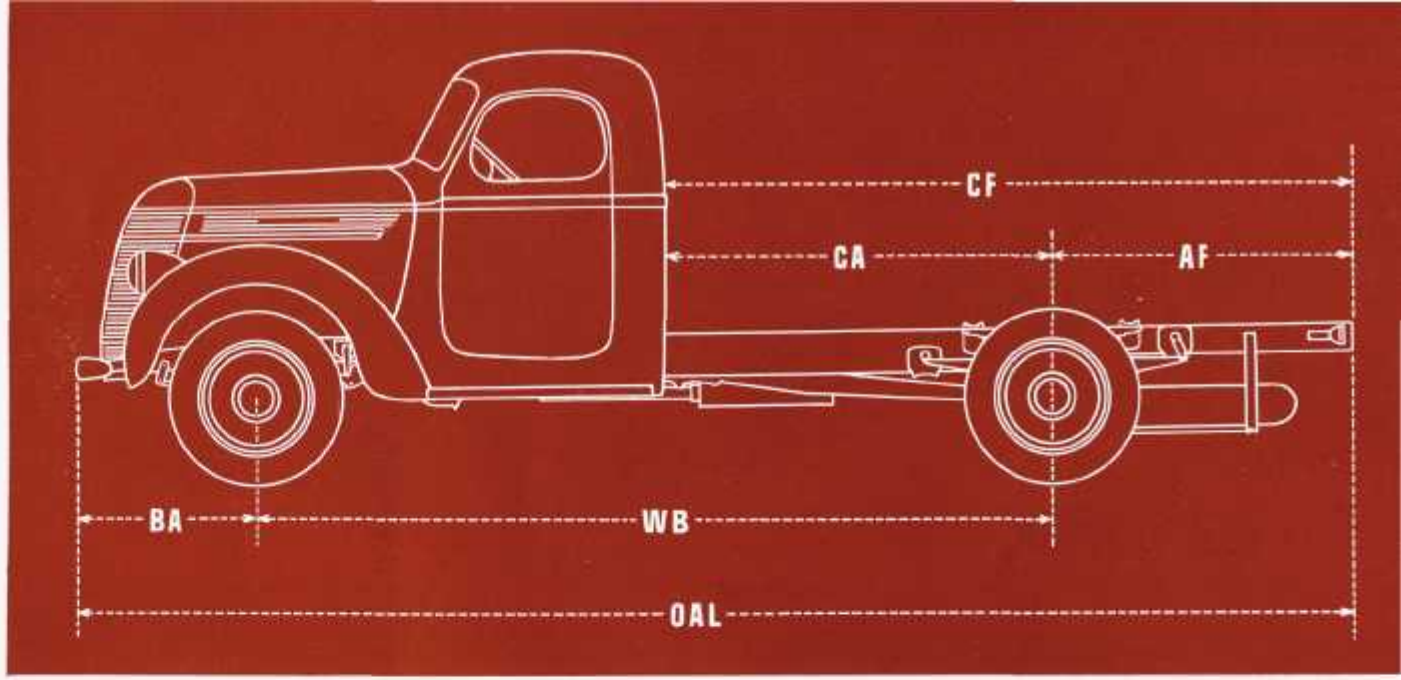
Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, and hub caps, chromium plated. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL D-35

SPECIFICATIONS



Rated Capacity: 1½ to 2 tons.

Carrying Capacity:
(cab, body, equipment, and payload) ..... 8,800 lb.

Chassis Dimensions: (in inches)			**Weights:** (in pounds)	
Wheelbase (WB)	137	149	161	179
Overall length, front bumper to end of frame (OAL)	214⅜	238⅜	250⅜	268⅜
Back of cab to c/l of rear axle (CA)	60	72	84	102
C/l of rear axle to end of frame (AF)	44	56	56	56
Back of cab to end of frame (CF)	104	128	140	158
Bumper to center of front axle (BA)	33⅜	33⅜	33⅜	33⅜
Turning radius with bumper clearance (feet), left and right	23½	25	26½	29½
Chassis weight, including oil, fuel, and water (approximate)	4,120	4,145	4,170	4,205

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 63⅜ in.; rear wheels, 63⅜ in.
Road clearance—front axle, 8 11/16 in.; rear axle, 8½ in.
Overall width—front, 76¾ in.; rear, 78⅜ in.
Height from top of frame to ground, loaded—front, 27 1/16 in.; rear, 28 15/16 in.

Frame: Pressed steel channel with deep center section, 8 1/16 x ⅜ x 3 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 3⅜-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. 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, 7¼ qts.

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

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

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

Axle Reductions: 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-shaft type.

Springs: Front and rear, semi-elliptic. Front, 2 x 36½ in.; rear, 2½ 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.

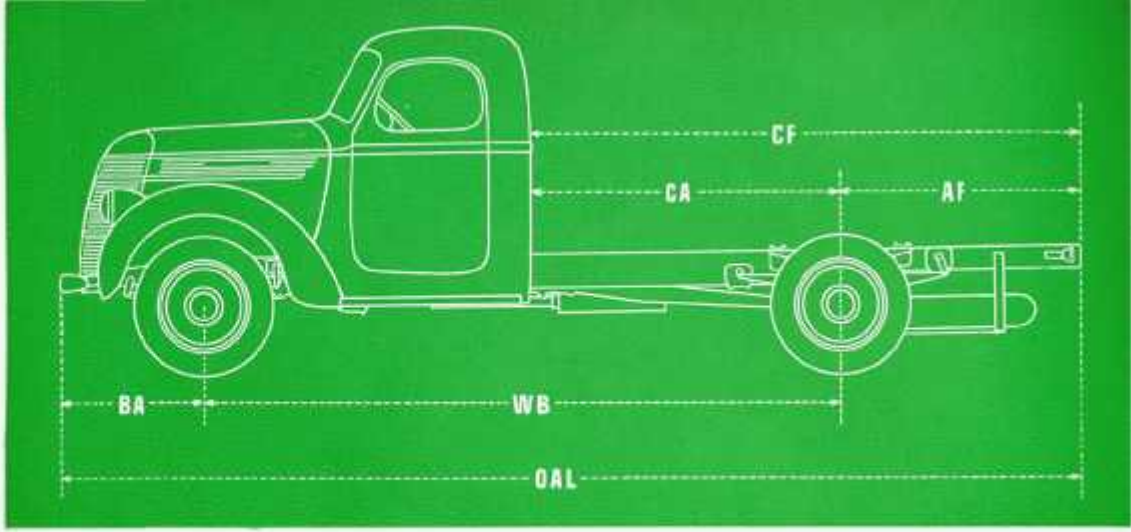
Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL D-35

SPECIFICATIONS



Carrying Capacity:
(cab, body, equipment, and payload).....10,000 lb.

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

Wheelbase (WB)...	137	149	161	179
Overall length, front bumper to end of frame (OAL).....	214⅜	238⅜	250⅜	268⅜
Back of cab to c/l of rear axle (CA)...	60	72	84	102
C/l of rear axle to end of frame (AF).	44	56	56	56
Back of cab to end of frame (CF).....	104	128	140	158
Bumper to center of front axle (BA)...	33⅜	33⅜	33⅜	33⅜
Turning radius with bumper clearance (feet), left and right.	23½	25	26½	29½
Chassis weight, including oil, fuel, and water (approximate).....	4,120	4,145	4,170	4,205

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 63⅜ in.; rear wheels, 63⅜ in.
Road clearance—front axle, 8⅛ in.; rear axle, 8⅛ in.
Overall width—front, 76¼ in.; rear, 78⅛ in.
Height from top of frame to ground, loaded—front, 27⅛ in.; rear, 28⅛ in.

Frame: Pressed steel channel with deep center section, 8⅛ x 2½ x 3 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 3⅜-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. 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 qts.

Cooling System: Centrifugal pump circulation, thermostat control, fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 18¾ 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, 1 reverse, sliding gear selective type mounted in unit with engine.

Transmission Reductions: First, 6.4 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.82 to 1.

Propeller Shaft: Large diameter, heavy steel tubing, with self-aligning center bearing.

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

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

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

Axle Reductions: 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 enclosed. Hand: External-contracting propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 2 x 36½ in.; rear, 2½ 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.

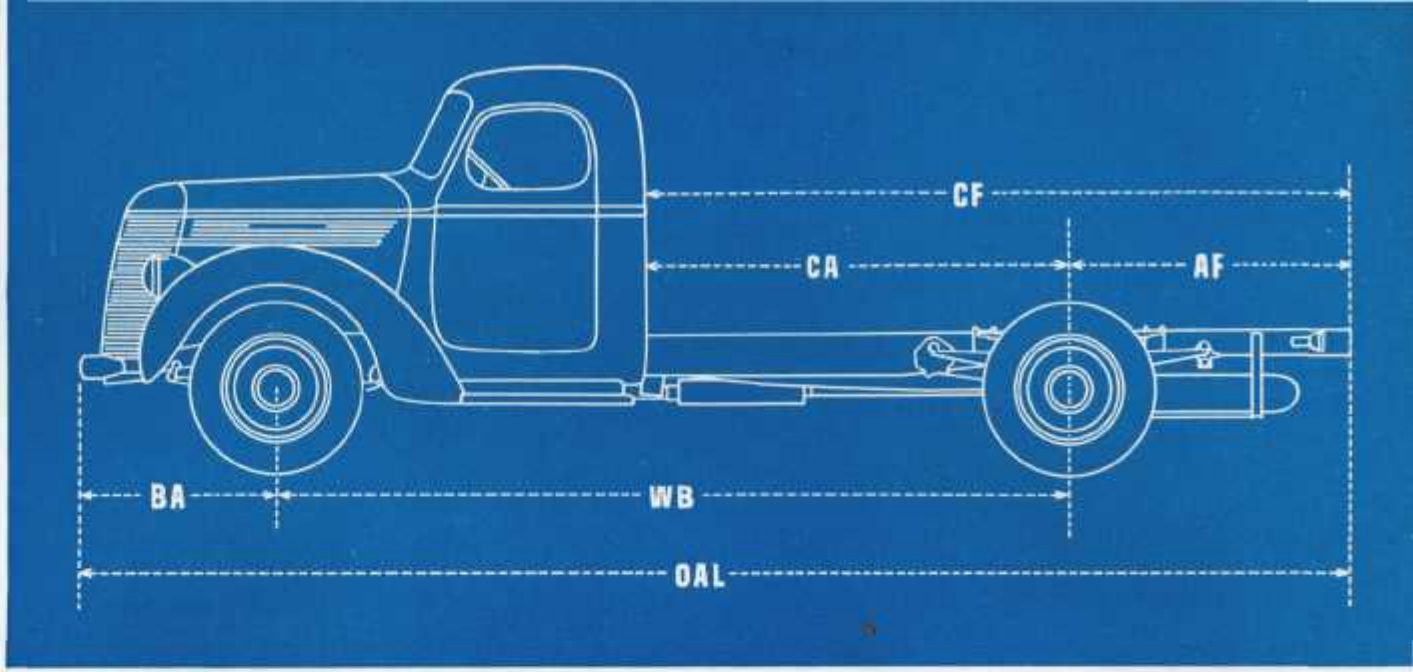
Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filter; governor; shock absorbers; bodies and equipment for all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

Finish: Frame and wheels, red. Fenders, running boards and 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 subject to change without notice.

INTERNATIONAL

MODEL D-40



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	158	176
Overall length, front bumper to end of frame (OAL)	217¼	241¼	253¼	271¼
Back of cab to c/l of rear axle (CA)	60	72	84	102
Center of rear axle to end of frame (AF)	44	56	56	56
Back of cab to end of frame (CF)	104	128	140	158
Bumper to center of front axle (BA)	39¼	39¼	39¼	39¼
Turning radius with bumper clearance (feet), left and right	23¼	24½	26⅜	29¼
Chassis weight, including oil, 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, 66⅜ in.
Road clearance—front axle, 8⅜ in.; rear axle, 8¼ in.
Overall width—front, 80⅛ in.; rear, 82¹³⁄₁₆ in.
Height, from top of frame to ground, loaded—front, 27 in.; rear, 28 in.

Frame: Pressed steel channel with deep center section, 8¼ x ⁵⁄₁₆ x 3 in.; 176-in. w.b., 8¹⁵⁄₁₆ x ⁵⁄₁₆ x 3 in.

Engine: International Harvester, valve-in-head type, 6-cylinder (replaceable cylinders); 3½-in. bore x 4½-in. stroke; 259.76 cu.-in. displacement. A.M.A. rating, 29.4 h.p.; maximum brake h.p., 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, 7¼ qts.

Cooling System: Centrifugal pump circulation, thermostat control. Fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 21¾ 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: 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, 1 to 1; fifth (overdrive), 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 type.

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

Rear Axle: Full-floating, spiral-bevel, gear-drive type. Hotchkiss-type final 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-shaft type.

Springs: Front and rear, semi-elliptic. Front, 2½ x 42⅜ in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

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

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

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

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; 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.

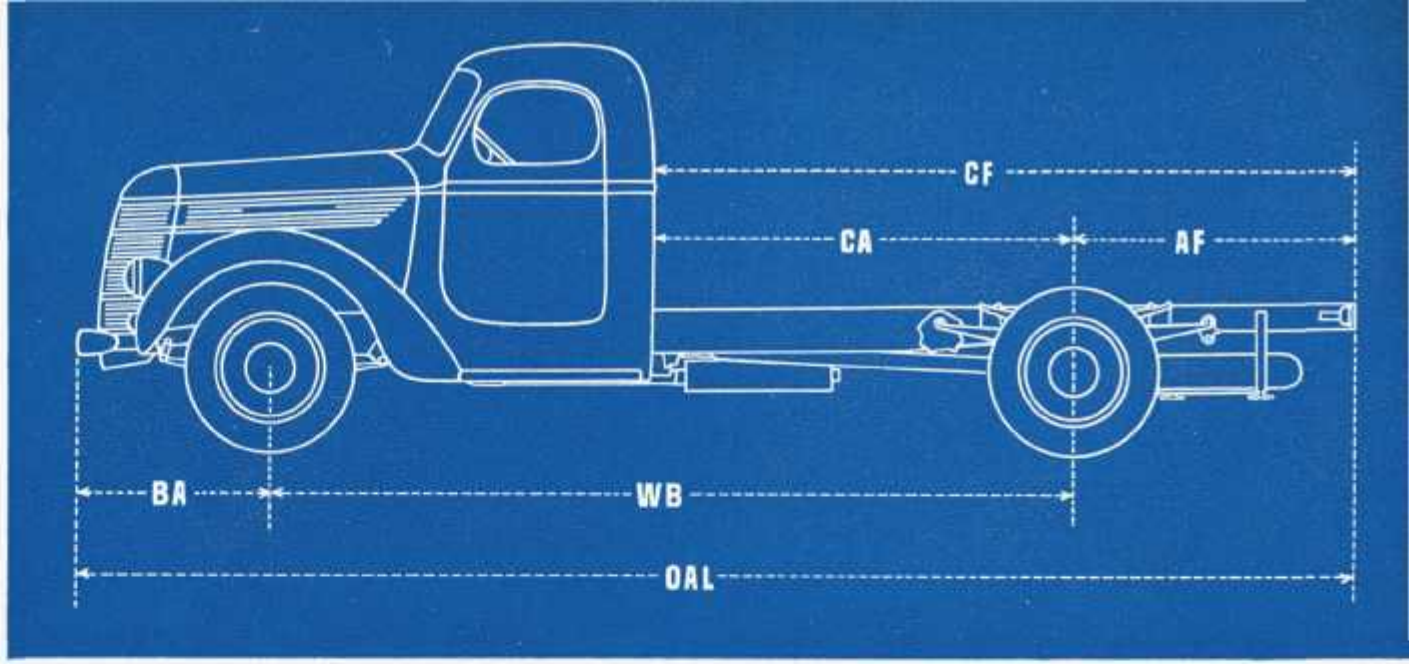
Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filter; governor; shock absorbers; bodies and equipment for all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

Finish: Frame and wheels, red. Fenders, running boards, and 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 subject to change without notice.

INTERNATIONAL

MODEL D-50



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)	226 13/16	244 1/16	256 1/16	274 1/16
Back of cab to c/l of rear axle (CA)	60	72	84	102
Center of rear axle to end of frame (AF)	50	56	56	56
Back of cab to end of frame (CF)	110	128	140	158
Bumper to center of front axle (BA)	39 13/16	39 1/16	39 1/16	39 1/16
Turning radius (feet)	25 1/6	26 7/12	28 7/12	31
Chassis weight, including oil, 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 5/16 in.; rear wheels, 70 1/8 in.
Road clearance—front axle, 7 3/4 in.; rear axle, 6 31/32 in.
Overall width—at front, 86 1/4 in.; at rear, 88 11/16 in.
Height from top of frame to ground, loaded—front, 27 5/32 in.; rear, 29 1/32 in.

Frame: Pressed steel channel with deep center section, 8 15/16 x 7/32 x 3 1/2 in.; 179-in. w.b., 9 x 1/4 x 3 1/2 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 3 3/4-in. bore x 4 1/2-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, 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, 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, 24 3/4 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, mounted between carburetor and manifold.

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, (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 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, straddle-mounted 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, 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, 3 x 44 1/2 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; 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.

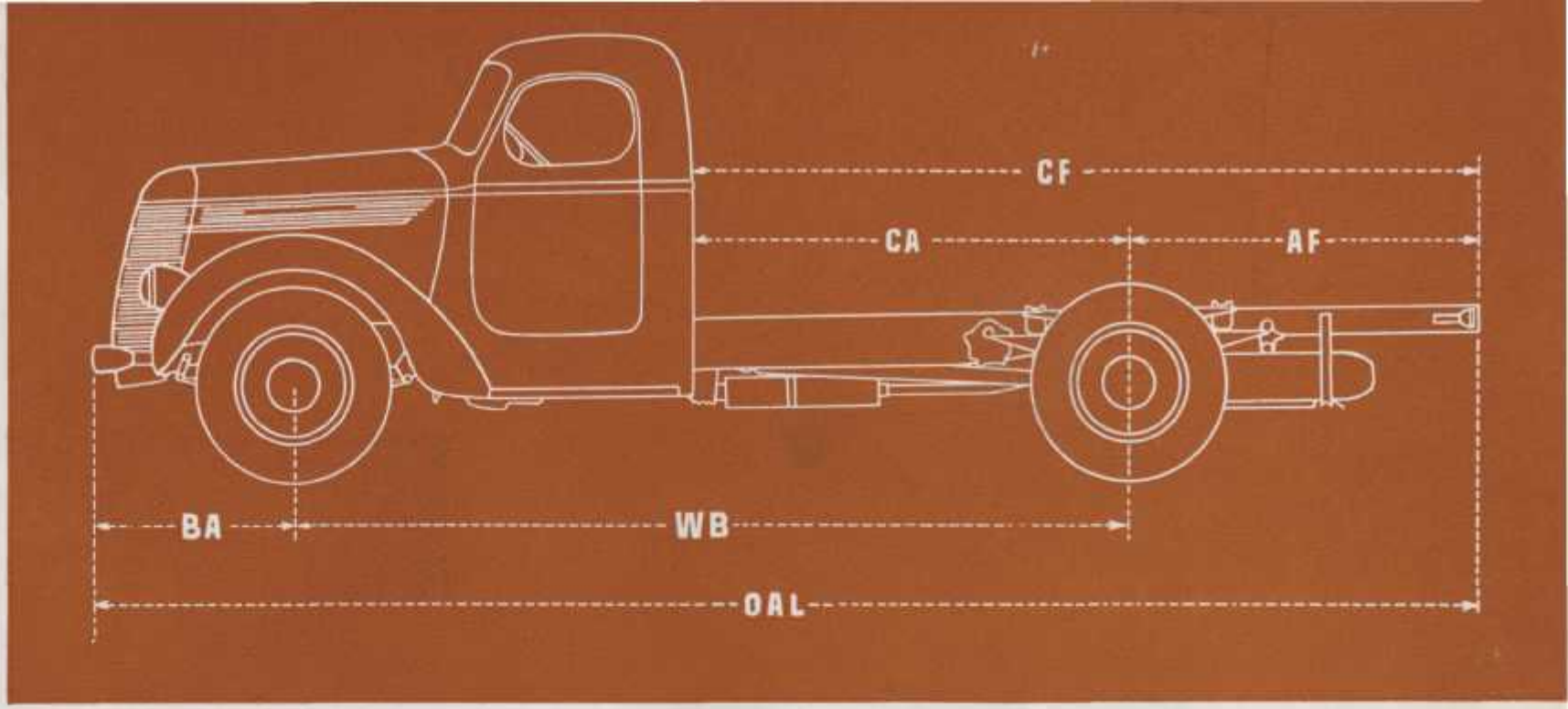
Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; high-tension magneto ignition; power take-offs; winches; shock absorbers; auxiliary transmission; auxiliary gasoline 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-plated hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL D-60



SPECIFICATIONS

Rated Capacity: 3½ to 4½ tons.
Carrying Capacity:
(cab, body, equipment, and payload) . . . . 12,500 Pounds

Chassis Dimensions: (in inches)	**Weights:** (in pounds)			
Wheelbase (WB)	149	161	179	197
Overall length with front bumper (OAL)	238 13/16	268 1/16	286 1/16	304 1/16
Back of cab to c/l of rear axle (CA)	72	84	102	120
Center of rear axle to end of frame (AF)	50	68	68	68
Back of cab to end of frame (CF)	122	152	170	188
Bumper to center of front axle (BA)	39 13/16	39 1/16	39 1/16	39 1/16
Turning radius (feet)	26 11/12	28	31 1/3	34 1/4
Chassis weight, including 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, 72¼ in.; rear wheels, 71⅞ in.
Road clearance—front axle, 8½ in.; rear axle, 9⅛ in.
Overall width—at front, 86¼ in.; at rear, 99⅜ in.
Height from top of frame to ground, loaded—front, 29 in.; rear, 30⅞ in.

Frame: Pressed steel channel with deep center section, 9⅛ x 5/16 x 3½ in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 4⅛-in. bore x 4½-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 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, straddle-mounted on roller bearings.

Axle Reduction: 6.43 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.

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.

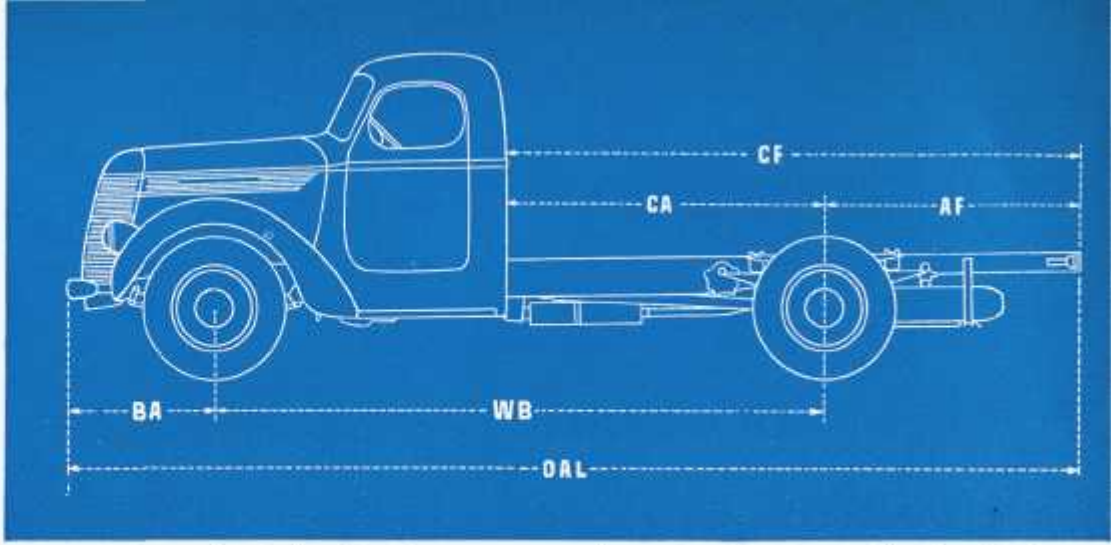
Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; high-tension magneto ignition; power take-offs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment 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. Chromium-plated hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODELS D-60 and DR-60



SPECIFICATIONS

Carrying Capacity: (cab, body, equipment, and payload) . . . . 14,600 Pounds

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

Wheelbase (WB)	149	161	179	197
Overall length with front bumper (OAL)	238 11/16	268 1/16	286 1/16	304 1/16
Back of cab to c/l of rear axle (CA)	72	84	102	120
Center of rear axle to end of frame (AF)	50	68	68	68
Back of cab to end of frame (CF)	122	152	170	188
Bumper to center of front axle (BA)	39 11/16	39 1/16	39 1/16	39 1/16
Turning radius (feet)	26 1/2	28	31 1/2	34 1/4
Chassis weight, including oil, fuel, and water (approximate)	7,190	7,265	7,320	7,375

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

Tread—front wheels, 72 1/4 in.; rear wheels, 71 5/8 in.

Road clearance—front axle, 8 1/2 in.; rear axle, 9 1/4 in.

Overall width—at front, 86 1/4 in.; at rear, 93 5/8 in.

Height from top of frame to ground, loaded—front, 29 in.; rear, 30 1/2 in.

Frame: Pressed steel channel with deep center section, 9 1/16 x 3 1/16 x 3 1/2 in

Engine: International Harvester, valve-in-head type, 6-cylinder, 4 1/4-in. bore x 4 1/2-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, statically 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 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, 6.98 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 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, straddle-mounted on roller bearings.

Axle Reduction: 6.43 to 1.

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

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 44 1/2 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. Direct-in-fifth transmission optional in DR-60.

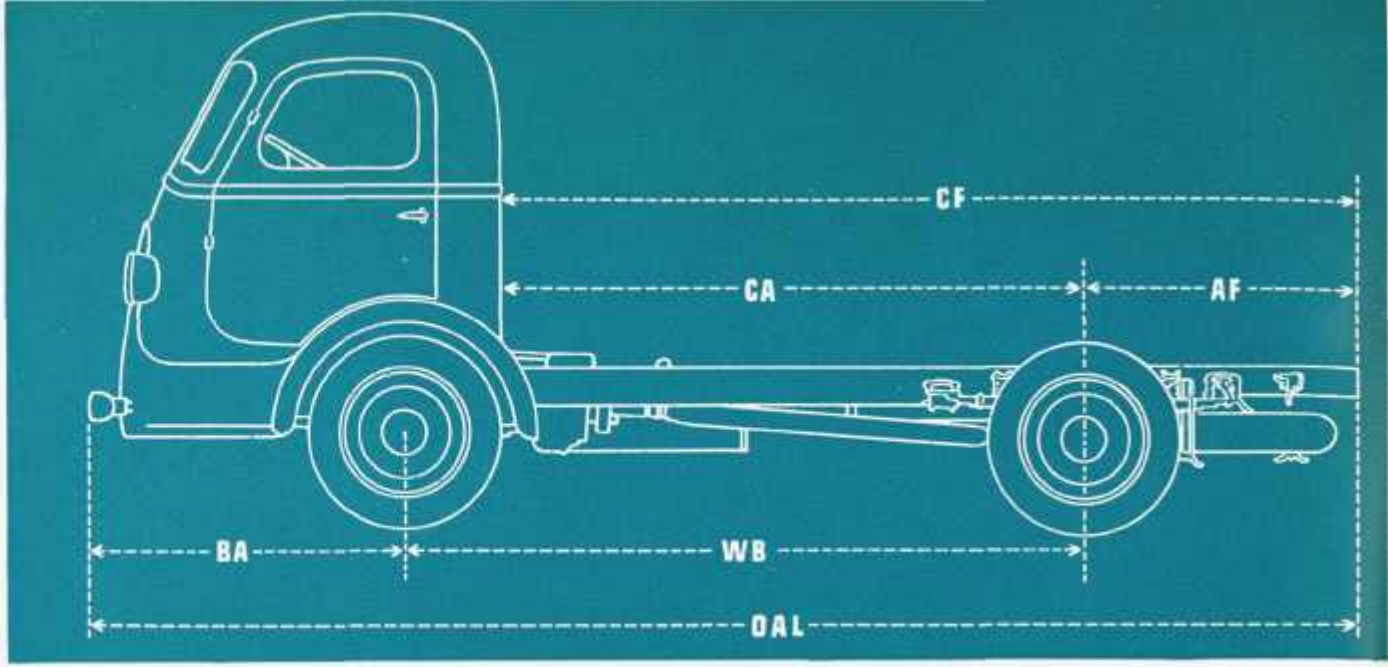
Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; power take-offs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need. Various tire 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 subject to change without notice.

INTERNATIONAL

MODELS D-300 AND DS-300



SPECIFICATIONS

Rated Capacity: 1½-2 tons.

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

Chassis Dimensions: (in inches)

Weights: (in pounds)

Wheelbase (WB)	99	117
Overall length, with front bumper (OAL)	197 11/16	219 15/16
Back of cab to c/l of rear axle (CA)	83½	101½
Center of rear axle to end of frame (AF)	44	48
Back of cab to end of frame (CF)	127½	149½
Bumper to center of front axle (BA)	54 15/16	54 15/16
Turning radius with fender clearance (ft.)	22 1/12	24 1/12
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:
Tread—front wheels, 63 3/16 in.; rear wheels, 63 in.
Clearance under front axle, 9 in.; rear axle, 8½ in.
Overall width—front, 75¼ in.; rear, 74 3/16 in.
Maximum body width between tires, 50⅜ in.
Height from top of frame to ground, loaded—front, 26⅛ in.; rear, 28⅛ in.

Frame: Pressed steel channel. Depth, 6½ in.; thickness, 3/16 in.; width, 32 in.; width of flange, 2⅝ in.

Engine: 6-cylinder, cast-in-block, L-head type, 3 3/16-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-and-tube 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 cleaner.

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 drop-forging. 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.

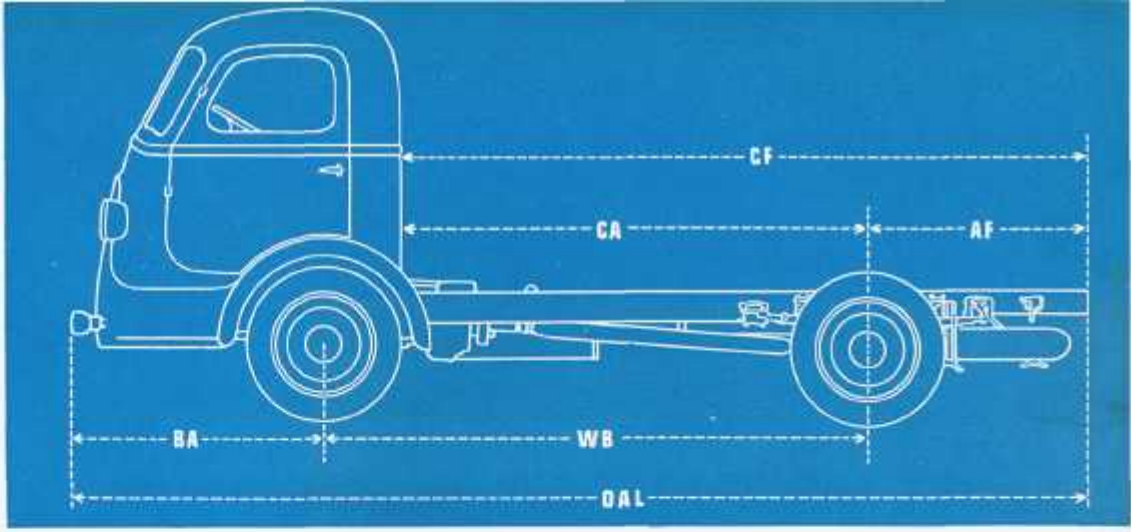
Special Equipment: The following can be supplied at additional cost: Cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; front end assembly; governor; shock absorbers; power take-off; bodies and equipment for every need. Various tire combinations for single and dual rear wheels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

Specifications subject to change without notice.

INTERNATIONAL

MODELS D-300 AND DS-300



SPECIFICATIONS

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

Chassis Dimensions: (in inches)

Weights: (in pounds)

Wheelbase (WB)	87	99	117
Overall length, with front bumper (OAL)	187 7/16	199 7/16	221 7/16
Back of cab to c/l of rear axle (CA)	71 11/16	83 11/16	101 11/16
Center of rear axle to end of frame (AF)	44	44	48
Back of cab to end of frame (CF)	115 11/16	127 11/16	149 11/16
Bumper to center of front axle (BA)	56 7/16	56 7/16	56 7/16
Turning radius with fender clearance (ft.)	19 1/2	22 1/2	24 1/2
Chassis weight, including fuel, oil, and water (approximate) (Model D-300)	3,275	3,345	3,450
(Model DS-300)	3,375	3,445	3,550

The following dimensions (with standard tires) are the same for both wheelbases:
Tread—front wheels, 63 1/16 in.; rear wheels, 63 in.
Clearance under front axle, 9 in.; rear axle, 8 1/2 in.
Overall width—front, 75 1/4 in.; rear, 74 1/4 in.
Maximum body width between tires, 50 3/8 in.
Height from top of frame to ground, loaded—front, 27 3/8 in.; rear, 28 1/8 in.

Frame: Pressed steel channel. Depth, 6 1/2 in.; thickness, 1/4 in.; width, 32 in.; width of flange, 2 3/8 in.

Engine: 6-cylinder, cast-in-block, L-head type, 3 5/16-in. bore, 4 1/2-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, connecting-rod and piston-pin bearings, camshaft and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 6 1/2 qts.

Cooling System: Centrifugal pump circulation, fin-and-tube 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 cleaner.

Fuel System: Fuel pump. 18 1/2-gal. side-mounted fuel tank. Gasoline filler.

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 drop-forging. 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 6.66 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, 2 1/2 x 44 in.; rear, 2 1/2 x 50 in.; auxiliary, 2 1/2 x 29 in.

Wheels: Malleable iron, spoke type.

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

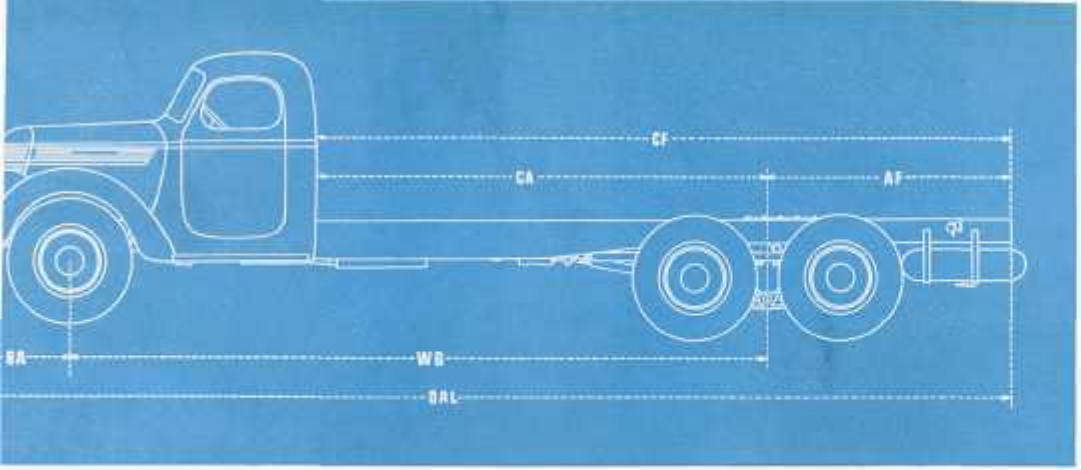
Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

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; 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, bumper and trim, chromium plated.

Specifications subject to change without notice.



INTERNATIONAL

MODEL D-346-F

SPECIFICATIONS

Rated Capacity: 3½—7 tons.

Carrying Capacity:
(cab, body, equipment and payload) ..... 22,000 lb.

Vehicle Gross Weight ..... 34,000 lb.

Chassis Dimensions: (in inches)	**Weights:** (in pounds)		
Wheelbase (WB)	161	197	215
Overall length (OAL)	254½	314½	350½
Back of cab to c/l of rear axle (CA)	84	120	138
Center of rear axle to end of frame (AF)	54	78	96
Back of cab to end of frame (CF)	138	198	234
Bumper to center of front axle (BA)	39½	39½	39½
Turning radius with bumper clearance (feet)	29½	33½	36½
Chassis weight, including fuel, oil, and water (approximate)	11,215	11,485	11,615

Tread—front wheels, 74½ in.; rear wheels, 75 in.
Clearance under front axle—10⅝ in.; under rear axle, 8½ in.
Overall width—front, 86¾ in.; rear, 96 in.
Height from top of frame to ground, loaded—front, 31⅜ in.; rear, 37⅜ in.

Frame: Pressed steel channel with deep center section, 10⅛ x ⅜ x 3⅛ in.

Engine: International Harvester, valve-in-head type; 6-cylinder, 4⅛-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 connecting-rod bearings; total main 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 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: 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, 1 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 (overdrive), 0.825 to 1; reverse, 6.96 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.

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 springs. Torque rods provided on each axle.

Front and Rear Driving Axles: Full-floating. Straddle-mounted pinion. Spiral-bevel gear drive. Combination Hotchkiss-and-torque-rod-type final drive. Malleable iron, banjo-type housings.

Axle Reduction: 7.16 to 1.

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

Brakes: Service: 6-wheel, 2-shoe, double-anchored, internal-expanding, air-operated with slack adjusters on each wheel. Hand: External-contracting 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 balloons, front and dual rear.

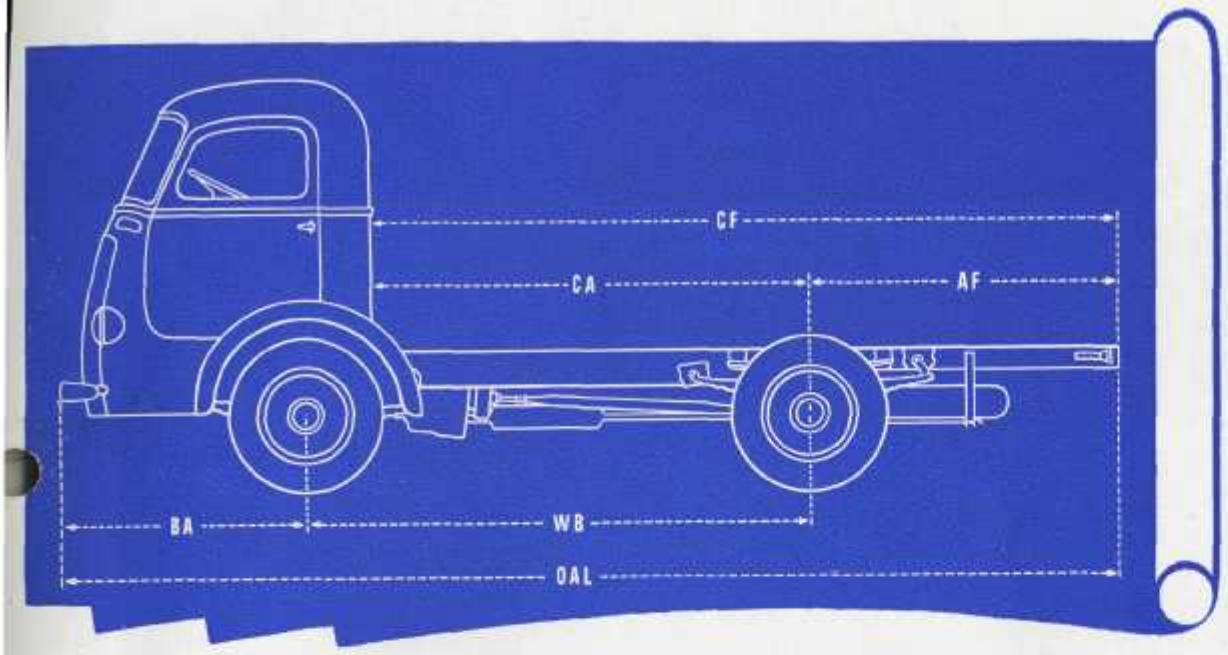
Controls: Left-hand drive. Spark, throttle, choke, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; 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, and instrument light mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: Standard or de luxe all steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; high-tension 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. 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 subject to change without notice.



SPECIFICATIONS

INTERNATIONAL MODELS D-400 AND DS-400

Carrying Capacity:
(cab, body, equipment, and payload).....11,200 lb.

Chassis Dimensions: (in inches)	**Weights:** (in pounds)		
Wheelbase (WB)	87	99	117
Overall length, front bumper to end of frame (OAL)	198 5/16	222 5/16	246 5/16
Back of cab to c/l of rear axle (CA)	72	84	102
Center of rear axle to end of frame (AF)	54	66	72
Back of cab to end of frame (CF)	126	150	174
Bumper to center of front axle (BA)	57 5/16	57 5/16	57 5/16
Turning radius with bumper clearance (feet), left and right	17 1/2	18 10/12	21 1/2
Chassis weight, including oil, fuel and water (approximate)	5,000	5,025	5,155

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 64 11/16 in.; rear wheels, 66 3/8 in.
Road clearance—front axle, 10 9/16 in.; rear axle, 8 3/4 in.
Overall width—front, 79 5/8 in.; rear, 82 13/16 in.
Height, from top of frame to ground, loaded—front, 32 1/16 in.; rear, 31 11/16 in.

Frame: Pressed steel channel with deep center section* 8 1/4 x 3/16 x 3 in.

Engine: International Harvester, valve-in-head type, 6-cylinder (replaceable cylinders); 3 1/2-in. bore x 4 1/2-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, 7 1/4 qt. (U. S.)

Cooling System: Centrifugal pump circulation, thermostat control. Fin-and-tube-type radiator. Pump driven by V-type fan belt. Capacity, 21 1/2 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. Right-side 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 (fifth) 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, heat-treated, 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, propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 2 1/2 x 47 3/4 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

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

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

Controls: Left-hand drive. Spark, throttle, and light controls on instrument panel. Control levers in center of driving compartment.

Standard Equipment: Front bumper; front shock absorbers; 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.

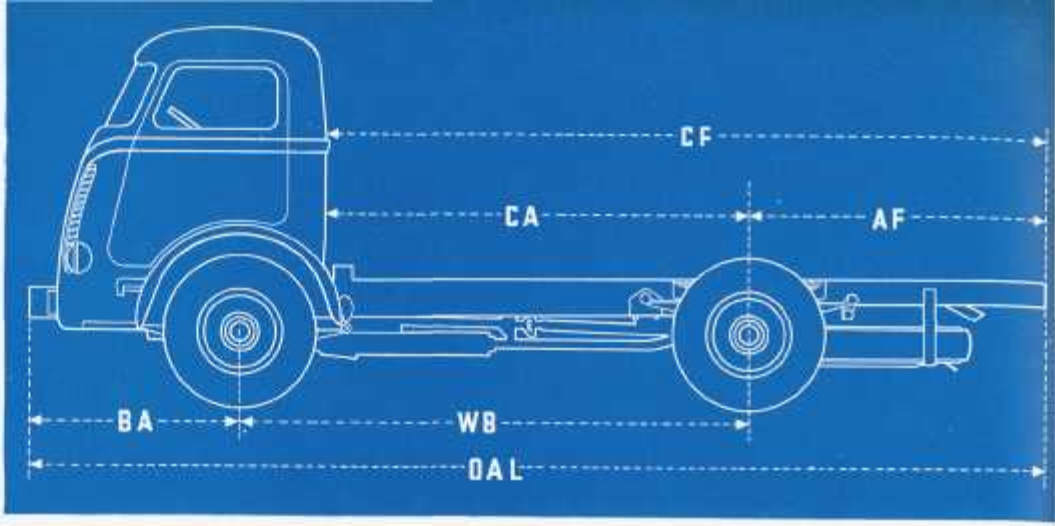
Special Equipment: The following can be supplied at additional cost: Cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; front-end section; high-tension magneto ignition; power tire pump; oil filter; governor; auxiliary transmissions; bodies and equipment for all purposes.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

Specifications subject to change without notice.

INTERNATIONAL MODEL D-500

SPECIFICATIONS



Carrying Capacity:
(cab, body, equipment, and payload) ..... 12,300 lb.

Chassis Dimensions: (in inches)	**Weights:** (in pounds)		
Wheelbase (WB)	94	106	124
Overall length, with front bumper (OAL)	203½	227½	251½
Back of cab to center of rear axle (CA)	72	84	102
Center of rear axle to end of frame (AF)	54	66	72
Back of cab to end of frame (CF)	126	150	174
Bumper to center of front axle (BA)	55½	55½	55½
Turning radius with bumper clearance (feet)	20	22	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, 72¾ in.; rear wheels, 70¼ in.
Road clearance—front axle, 8½ in.; rear axle, 8⅝ in.
Overall width—at front, 89 in.; at rear, 85½ in.
Height from top of frame to ground, loaded—front, 31⅞ in.; rear, 32¾ in.

Frame: Pressed steel channel with deep center section, 9⅜ x ⅜ x 31½ 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 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-feet 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 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, 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 (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 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, 3 x 54 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: 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.

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.

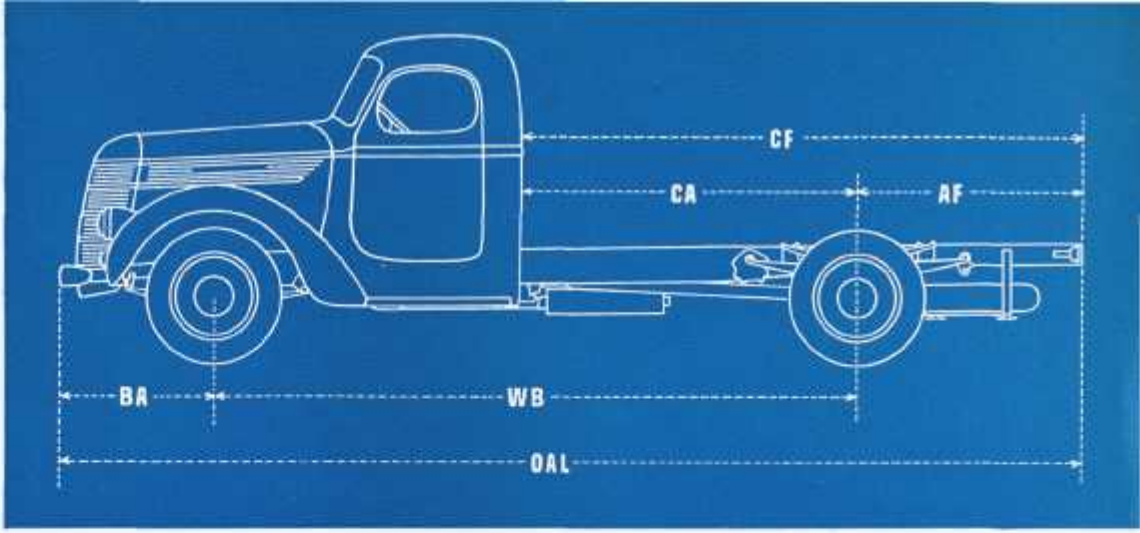
Finish: Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors. Chromium-plated hub caps and lamp rims.

Specifications subject to change without notice.

INTERNATIONAL

MODELS D-50 and DR-50

SPECIFICATIONS



Carrying Capacity:
(cab, body, equipment, and payload) ..... 12,000 lb.

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

Wheelbase (WB)	137	149	161	179
Overall length, with front bumper (OAL)	226 13/16	244 1/16	256 1/16	274 1/16
Back of cab to c/l of rear axle (CA)	60	72	84	102
Center of rear axle to end of frame (AF)	50	56	56	56
Back of cab to end of frame (CF)	110	128	140	158
Bumper to center of front axle (BA)	39 13/16	39 1/16	39 1/16	39 1/16
Turning radius (feet)	25 1/4	26 1/2	28 1/2	31
Chassis weight, including oil, 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 3/16 in.; rear wheels, 70 1/4 in.
Road clearance—front axle, 7 3/4 in.; rear axle, 6 11/16 in.
Overall width—at front, 86 1/4 in.; at rear, 88 11/16 in.
Height from top of frame to ground, loaded—front, 27 1/16 in.; rear, 29 9/16 in.

Frame: Pressed steel channel with deep center section, 8 13/16 x 1 1/2 x 3 1/2 in.; 179-in. w.b., 9 x 1 1/2 x 3 1/2 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 3 5/8-in. bore x 4 1/2-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, 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, 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, 24 1/4 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, mounted between carburetor and manifold.

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 (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 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, straddle-mounted 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 gears. 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, 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, 3 x 44 1/2 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; 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; direct-in-fifth transmission; power take-offs; winches; shock absorbers; auxiliary transmission; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

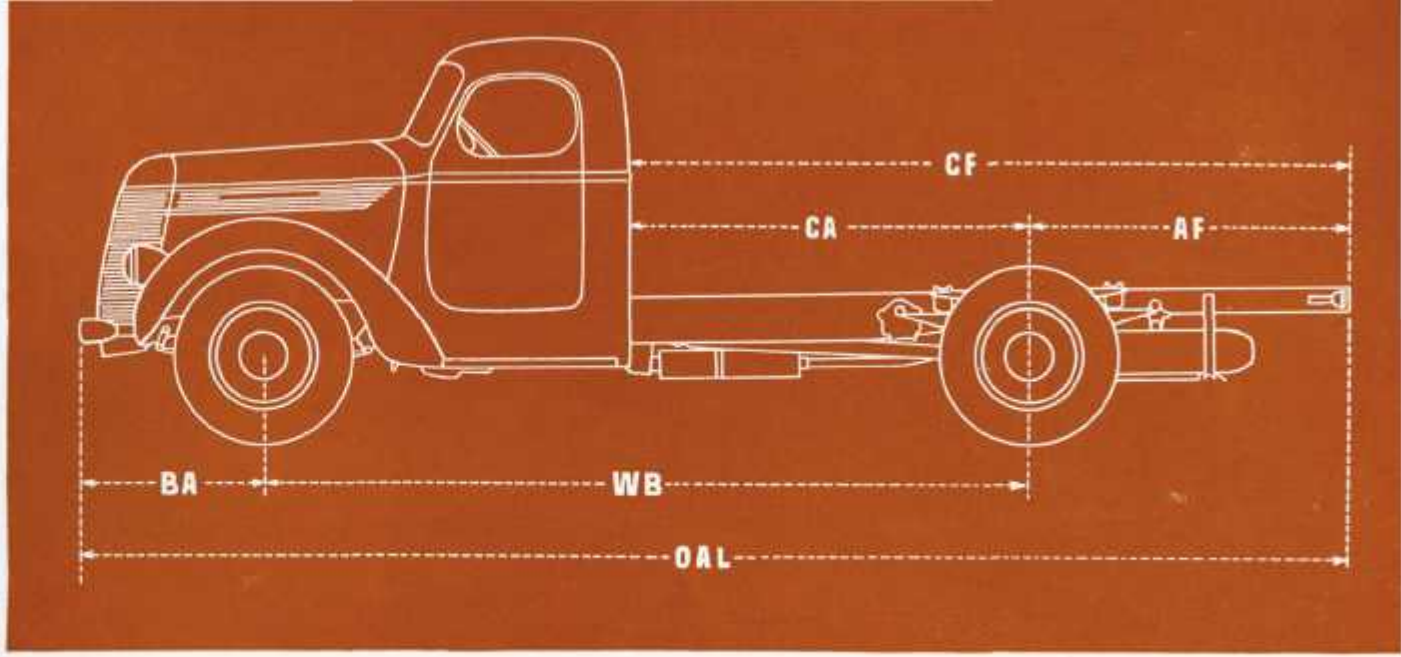
Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl—a choice of four attractive colors. Chromium-plated hub caps, lamp rims and bumper. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL DR-60

SPECIFICATIONS



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	179	197
Overall length with front bumper (OAL)	238 11/16	268 1/16	286 1/16	304 1/16
Back of cab to c/l of rear axle (CA)	72	84	102	120
Center of rear axle to end of frame (AF)	50	68	68	68
Back of cab to end of frame (CF)	122	152	170	188
Bumper to center of front axle (BA)	39 11/16	39 1/16	39 1/16	39 1/16
Turning radius (feet)	26 11/12	28	31 1/3	34 1/4
Chassis weight, including oil, fuel, and water (approximate)	7,225	7,265	7,305	7,365

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 72 1/4 in.; rear wheels, 71 7/8 in.
Road clearance—front axle, 8 1/2 in.; rear axle, 9 1/8 in.
Overall width—at front, 86 1/4 in.; at rear, 99 3/8 in.
Height from top of frame to ground, loaded—front, 29 in.; rear, 30 7/8 in.

Frame: Pressed steel channel with deep center section, 9 1/8 x 3/16 x 3 1/2 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 4 1/8-in. bore x 4 1/2-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, 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 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, 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 44 1/2 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.

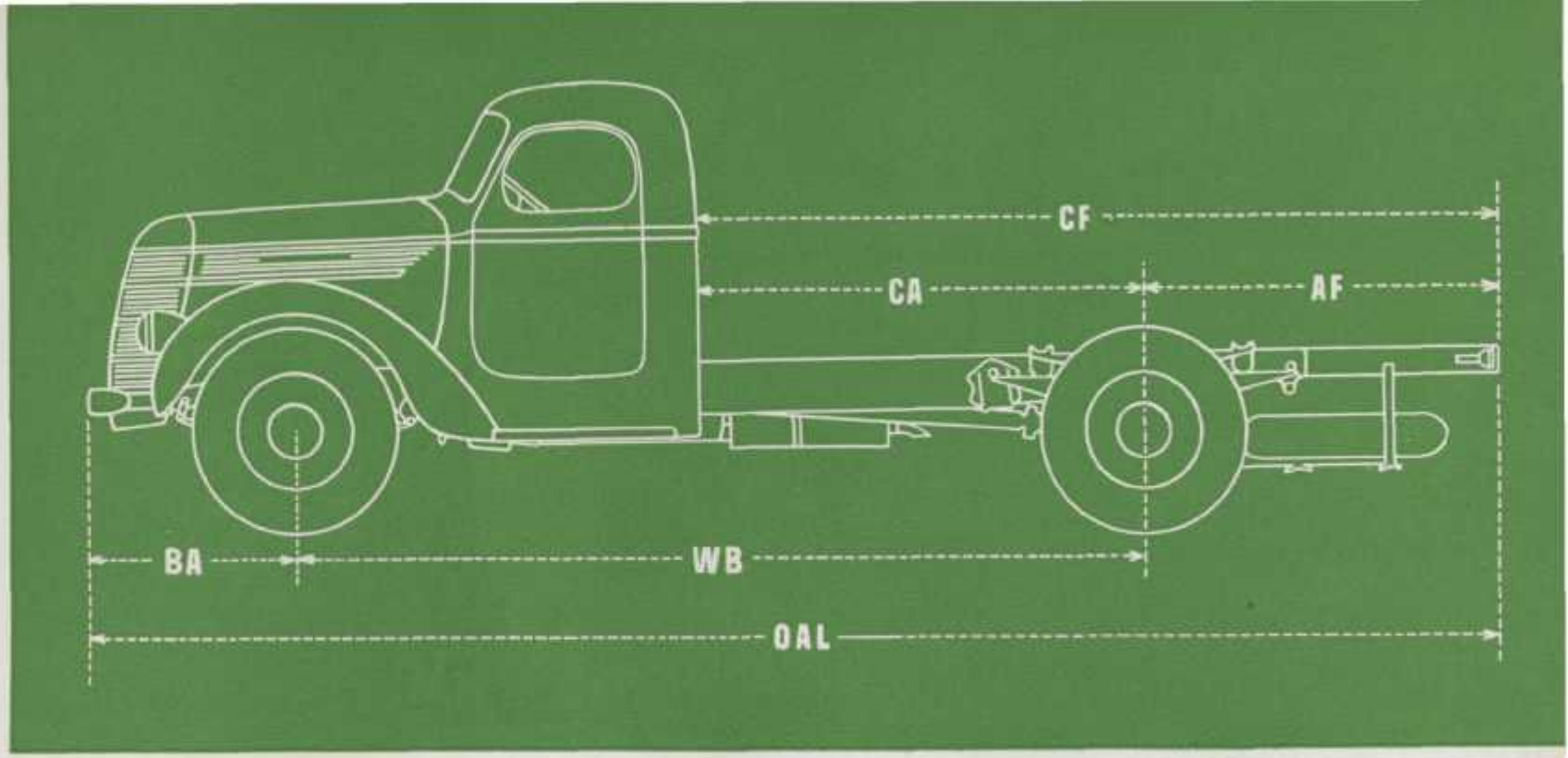
Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; high-tension magneto ignition; power take-offs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment 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. Chromium-plated hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL DR-70



SPECIFICATIONS

Rated Capacity: 4 to 5 tons.
Carrying Capacity:
(cab, body, equipment, and payload) .....15,500 lb.

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

Wheelbase (WB)	149	161	179	197
Overall length with front bumper (OAL)	238 1/16	268 1/16	286 1/16	304 1/16
Back of cab to c/l of rear axle (CA)	72	84	102	120
Center of rear axle to end of frame (AF)	50	68	68	68
Back of cab to end of frame (CF)	122	152	170	188
Bumper to center of front axle (BA)	39 13/16	39 1/16	39 1/16	39 1/16
Turning radius (feet)	27 1/3	29 1/3	31 2/3	33 5/6
Chassis weight, including oil, fuel, and water (approximate)	7,820	7,860	7,920	7,960

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 72 7/8 in.; rear wheels, 72 9/16 in.
Road clearance—front axle, 10 1/4 in.; rear axle, 9 5/16 in.
Overall width—at front, 86 1/4 in.; at rear, 93 9/16 in.
Height from top of frame to ground, loaded—front, 30 7/16 in.; rear, 33 1/8 in.

Frame: Pressed steel channel with deep center section, 10 x 5/16 x 3 1/2 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 4 1/8-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 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, 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.

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 in unit with engine.

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, 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, 3 x 44 1/2 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 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; high-tension magneto ignition; power take-offs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

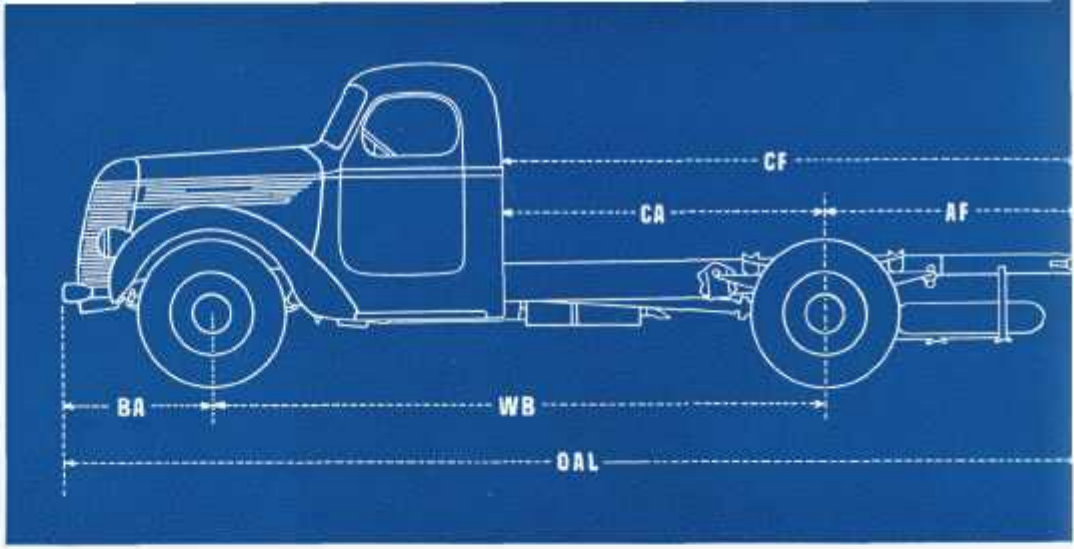
Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl —a choice of four attractive colors. Chromium-plated hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL DR-70

SPECIFICATIONS



Carrying Capacity:
(cab, body, equipment, and payload).....18,000 lb.

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

Wheelbase (WB)	149	161	179	197
Overall length with front bumper (OAL)	238 1/16	268 1/16	286 1/16	304 1/16
Back of cab to center of rear axle (CA)	72	84	102	120
Center of rear axle to end of frame (AF)	50	68	68	68
Back of cab to end of frame (CF)	122	152	170	188
Bumper to center of front axle (BA)	39 11/16	39 1/16	39 1/16	39 1/16
Turning radius (feet)	27 1/2	29 1/2	31 3/4	33 1/2
Chassis weight, including oil, fuel, and water (approximate)	7,820	7,860	7,920	7,960

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 72 1/16 in.; rear wheels, 72 9/16 in.
Road clearance—front axle, 10 1/4 in.; rear axle, 9 9/16 in.
Overall width—at front, 86 1/4 in.; at rear, 93 9/16 in.
Height from top of frame to ground, loaded—front, 30 1/16 in.; rear, 33 1/2 in.

Frame: Pressed steel channel with deep center section, 10 x 3/8 x 3 1/2 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 4 1/2-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 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, 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.

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 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 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, 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, 3 x 44 1/2 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.

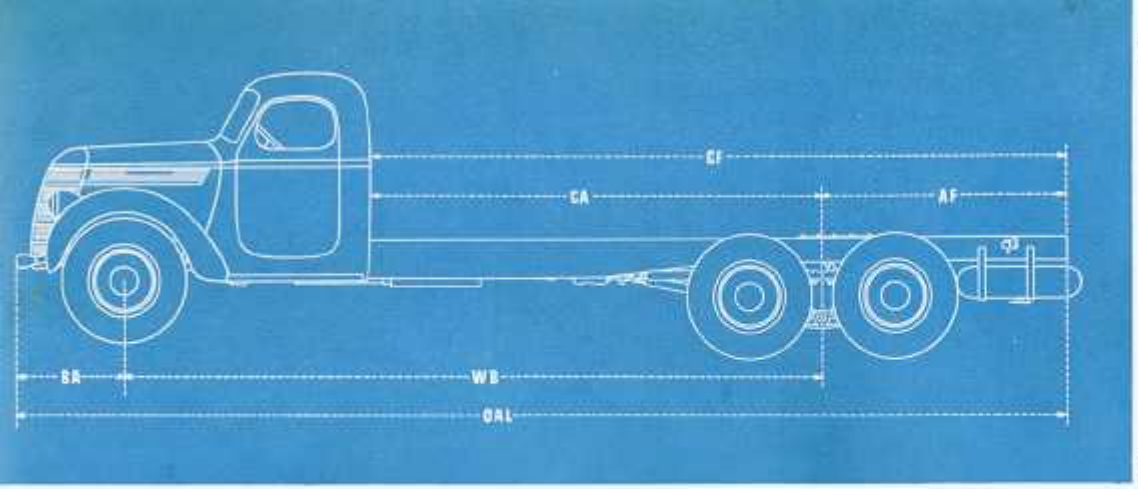
Controls: Left-hand drive. Spark, throttle, choke and light controls on instrument panel. Accelerator, clutch and service brakes operated by pedals. Control levers in center of driving compartment.

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 gauge and instrument light mounted in instrument panel.

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; high-tension magneto ignition; power take-offs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations. Direct-in-fifth transmission.

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 subject to change without notice.



INTERNATIONAL

MODEL DR-426-F

SPECIFICATIONS

Rated Capacity: 5—8 tons.

Carrying Capacity:
(cab, body, equipment, and payload) ..... 28,100 lb.

Vehicle Gross Weight ..... 42,000 lb.

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

Wheelbase (WB)	161	215	233
Overall length (OAL)	254 1/16	338 1/16	374 1/16
Back of cab to c/l of rear axle (CA)	94	138	156
Center of rear axle to end of frame (AF)	54	84	102
Back of cab to end of frame (CF)	138	222	258
Bumper to center of front axle (BA)	39 1/16	39 1/16	39 1/16
Turning radius with bumper clearance (feet)	29 1/2	36 1/2	40
Chassis weight, including fuel, oil, and water (approx.)	12,885	13,095	13,265

Tread—front wheels, 73 in.; rear wheels, 73 1/16 in.
Clearance under front axle—11 1/4 in.; under rear axle, 8 1/4 in.
Overall width—front, 86 1/4 in.; rear, 96 1/16 in.
Height from top of frame to ground, loaded—front, 32 1/16 in.; rear, 38 5/16 in.

Frame: Pressed-steel channel with deep center section, 11 1/8 x 3 1/8 x 3/16 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 4 1/8 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. Three-point mounting with rubber-cushioned front and rear supports. Seven steel-backed, replaceable-shell main bearings. Total projected main bearing area, 32.36 sq. in. Exhaust-valve seat inserts.

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

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

Carburetor: 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: 5 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, 1.36 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 axle.

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 springs. Torque rods provided on each axle.

Front and Rear Driving Axles: Full-floating, double-reduction through spiral-bevel and herringbone gear drive. Combination Hotchkiss- and torque-rod-type final drive. Malleable, banjo-type housing. Chrome-molybdenum steel drive shafts.

Axle Reductions: 8.08 to 1; 9.03 to 1.

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

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

Springs: All springs of silico-manganese 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 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: Standard or de luxe all-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; high-tension magneto ignition; auxiliary transmission; power divider differential lock; combination 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 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.

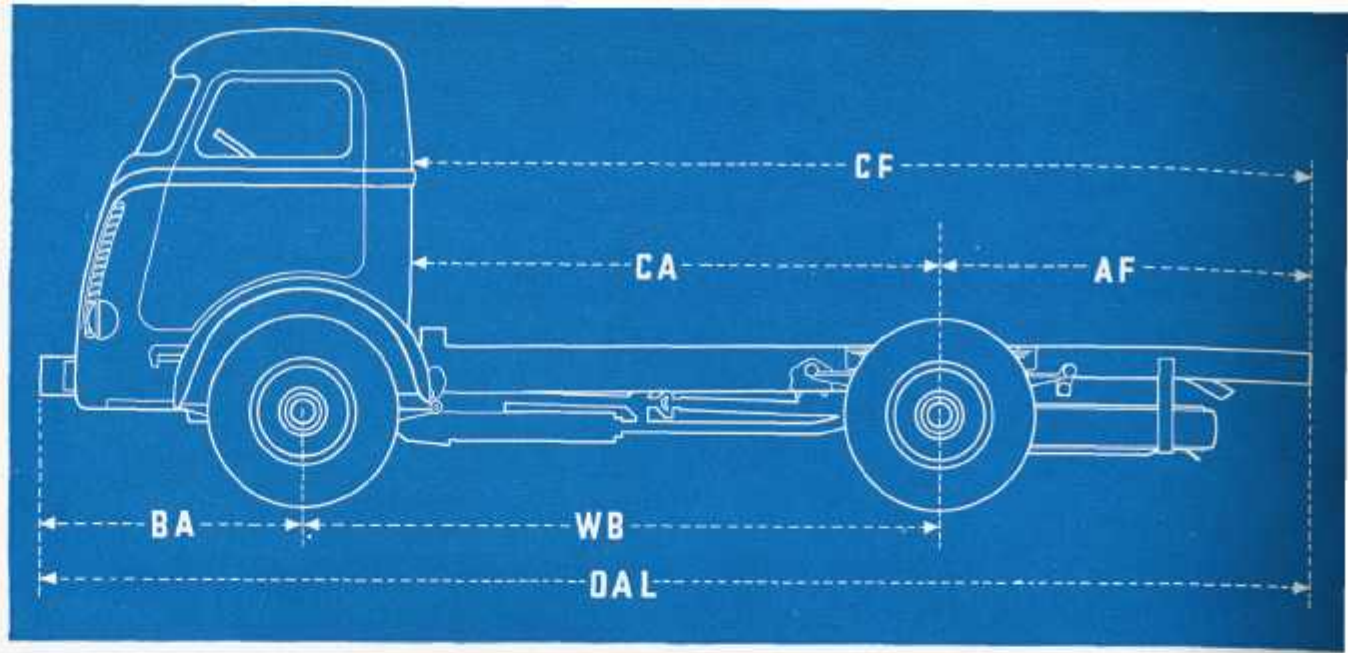
Specifications subject to change without notice.

INTERNATIONAL

MODEL

D-500

SPECIFICATIONS



Carrying Capacity:
(cab, body, equipment, and payload) ..... 12,300 lb.

Chassis Dimensions: (in inches)	**Weights:** (in pounds)		
Wheelbase (WB)	94	106	124
Overall length, with front bumper (OAL)	203½	227½	251½
Back of cab to center of rear axle (CA)	72	84	102
Center of rear axle to end of frame (AF)	54	66	72
Back of cab to end of frame (CF)	126	150	174
Bumper to center of front axle (BA)	55½	55½	55½
Turning radius with bumper clearance (feet)	20	22	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, 72¼ in.; rear wheels, 70⅛ in.
Road clearance—front axle, 8⅝ in.; rear axle, 8⅜ in.
Overall width—at front, 89 in.; at rear, 88¹¹⁄₁₆ in.
Height from top of frame to ground, loaded—front, 31⅞ in.; rear, 32¾ in.

Frame: Pressed steel channel with deep center section, 9¹³⁄₁₆ x ⅜ 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 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, 4⅛-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-feet 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 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, 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 (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 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, 3 x 54 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: 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.

Specifications subject to change without notice.

INTERNATIONAL MODEL

DR-700

SPECIFICATIONS

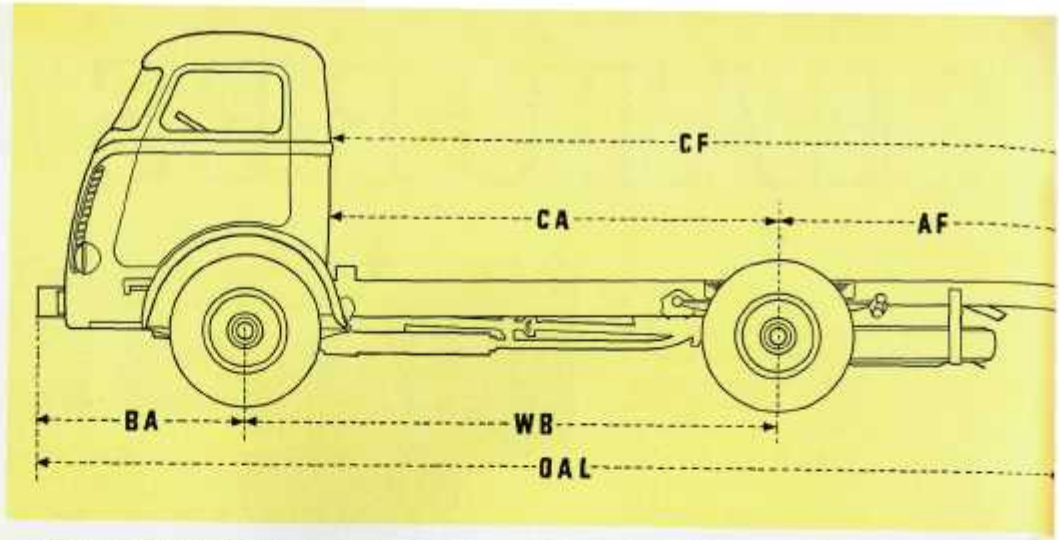
Carrying Capacity:
(cab, body, equipment, and payload).....18,900 lb.

Chassis Dimensions: (In inches)		**Weights:** (In pounds)		
Wheelbase (WB).....	94	106	124	142
Overall length with front bumper (OAL).....	203½	227½	251½	275½
Back to cab to center of rear axle (CA).....	72	84	102	120
Center of rear axle to end of frame (AF)....	54	66	72	78
Back of cab to end of frame (CF).....	126	150	174	198
Bumper to center of front axle (BA).....	55½	55½	55½	55½
Turning radius with bumper clearance (feet).....	19	20⅝	23⅝	26
Chassis weight, including 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, 73⅜ in.; rear wheels, 72⅜ in.
Road clearance—front axle, 9 in.; rear axle, 9⅝ in.
Overall width—at front, 89 in.; at rear, 93⅜ in.
Height from top of frame to ground, loaded—front, 32½ in.; rear, 33⅜ in.

Frame: Pressed steel channel with deep center section, 9⅞ x ¼ x 3½ in.

Engine: International Harvester, valve-in-head type 6-cylinder, 4⅛-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 crankshaft, drop-forged, statically 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 cams. Exhaust-valve seat inserts.



Engine: (Special for highway transport service) International Harvester, valve-in-head type; 6-cylinder; 4⅜-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: 6.05 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.; 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.

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.

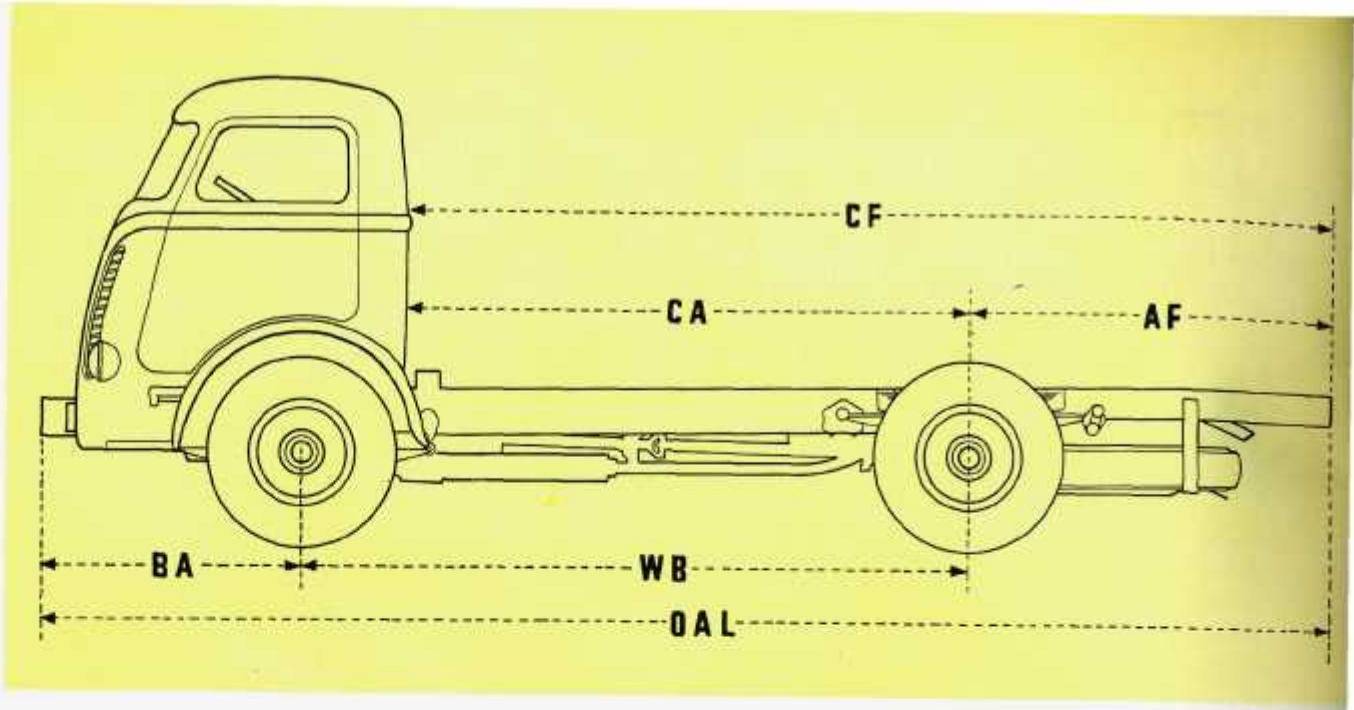
Finish: Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors. Chromium-plated hub caps and lamp rims.

Specifications subject to change without notice.

INTERNATIONAL MODEL

DR-700

SPECIFICATIONS



Carrying Capacity:
(cab, body, equipment, and payload).....18,900 lb.

Chassis Dimensions: (in inches)		**Weights:** (in pounds)		
Wheelbase (WB).....	94	106	124	142
Overall length with front bumper (OAL).....	203½	227½	251½	275½
Back to cab to center of rear axle (CA).....	72	84	102	120
Center of rear axle to end of frame (AF)....	54	66	72	78
Back of cab to end of frame (CF).....	126	150	174	198
Bumper to center of front axle (BA).....	55½	55½	55½	55½
Turning radius with bumper clearance (feet).....	19	20 5/12	23 5/12	26
Chassis weight, including 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 9/16 in.; rear wheels, 72 9/16 in.
Road clearance—front axle, 9 in.; rear axle, 9 13/16 in.
Overall width—at front, 89 in.; at rear, 93 9/16 in.
Height from top of frame to ground, loaded—front, 32 1/8 in.; rear, 33 9/16 in.

Frame: Pressed steel channel with deep center section, 9⅛ x ¼ x 3½ in.

Engine: International Harvester, valve-in-head type 6-cylinder, 4⅛-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 crankshaft, drop-forged, statically 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 cams. Exhaust-valve seat inserts.

Engine: (Special for highway transport service) International Harvester, valve-in-head type; 6-cylinder; 4⅜-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.

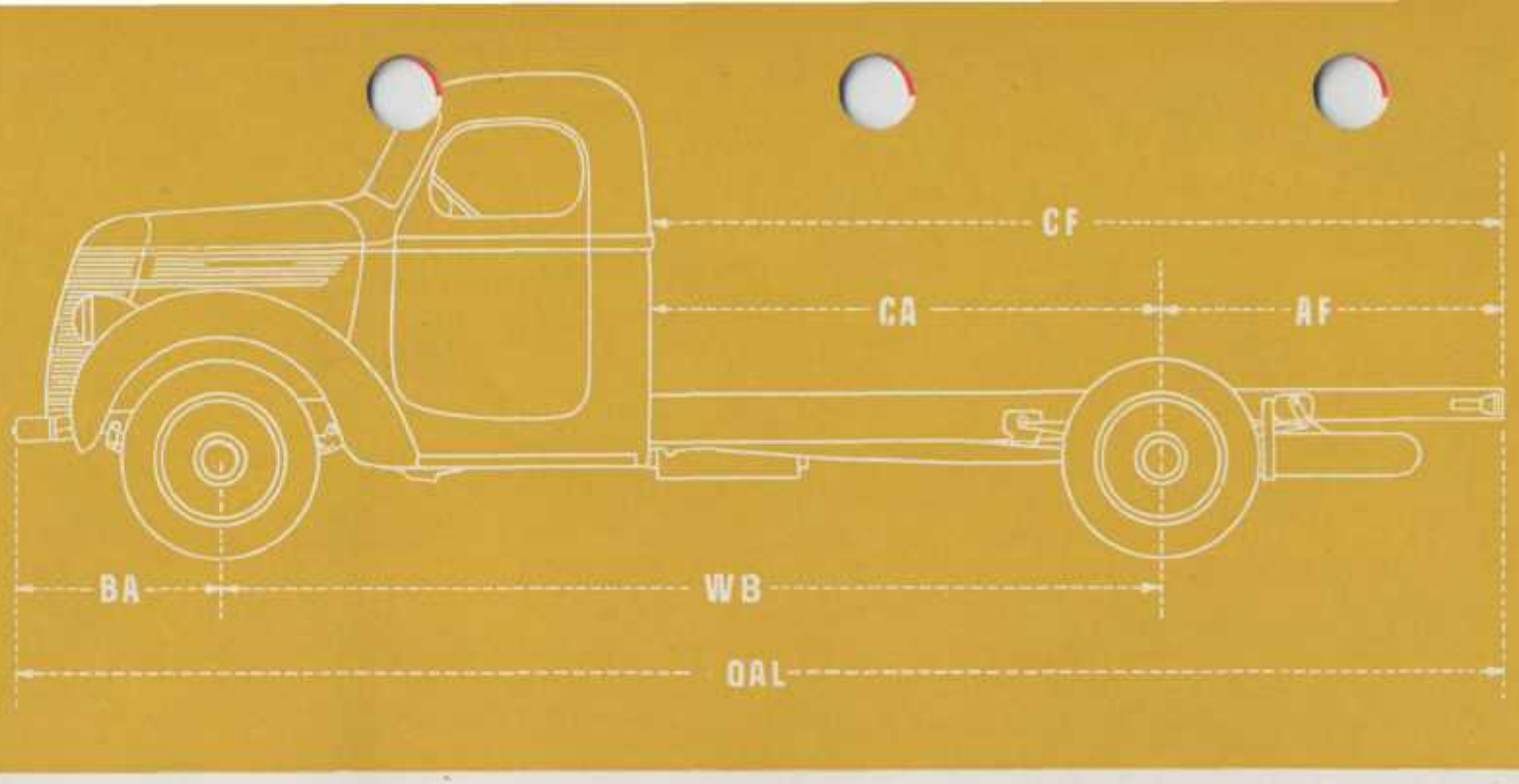
Finish: Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors. Chromium-plated hub caps and lamp rims.

Specifications subject to change without notice.

INTERNATIONAL

MODEL DS-30

SPECIFICATIONS



Rated Capacity: 1½ tons.

Carrying Capacity:

(cab, body, equipment, and payload)	5,500 Pounds
With auxiliary springs	8,000 Pounds

Chassis Dimensions: (in inches)	**Weights:** (in pounds)		
Wheelbase (WB)	128	155	173
Overall length, with front bumper (OAL)	205 7/16	244 7/16	262 7/16
Back of cab to c/l of rear axle (CA)	57	84	102
C/l of rear axle to end of frame (AF)	44	56	56
Back of cab to end of frame (CF)	101	140	158
Bumper to center of front axle (BA)	33 7/16	33 7/16	33 7/16
Turning radius with bumper clearance (feet)	22	25 3/4	28 1/4
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 9/16 in.; rear wheels, 63 3/8 in.

Clearance under front axle, 9¾ in.; under rear axle, 8¾ in.

Overall width—front, 76¼ in.; rear, 74⅛ in.

Height from top of frame to ground, loaded—front, 26⅜ in.; rear, 27⅞ in.

Frame: Pressed steel channel. 128-in. w.b., 8 x 5/16 x 2½ in.; 155-in. w.b., 8 1/32 x 15/64 x 3 in.; 173-in. w.b., 8 1/16 x 7/32 x 3 in.

Engine: 6-cylinder, cast-in-block, L-head type, 3 5/16-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-and-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. 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 self-aligning center bearing.

Universal Joints: All-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: 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: Propeller-shaft type, mounted back of transmission.

Springs: Semi-elliptic. Front, 2 x 36½ in.; rear, 2½ x 46 in.

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.

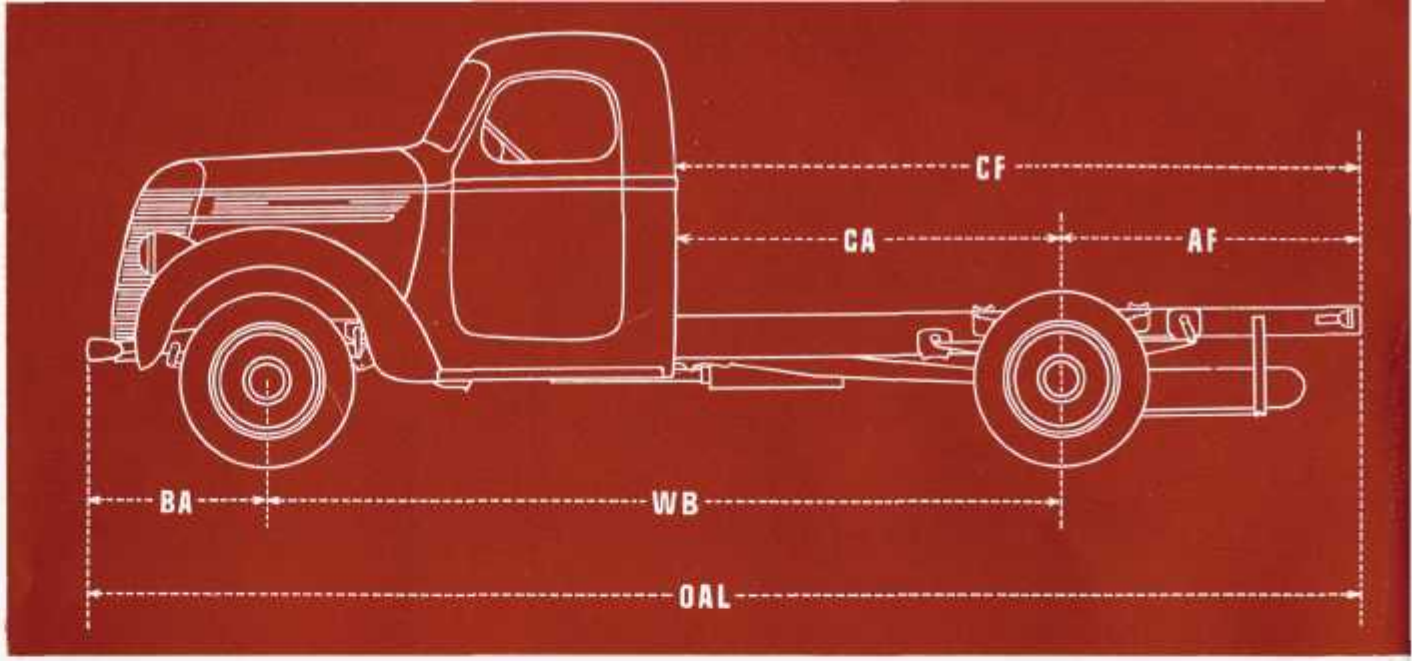
Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims and hub caps, chromium plated. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL DS-35

SPECIFICATIONS



Rated Capacity: 1½ to 2 tons.

Carrying Capacity:
(cab, body, equipment, and payload) ..... 8,800 lb.

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

Wheelbase (WB)	137	149	161	179
Overall length, front bumper to end of frame (OAL)	214⅜	238⅜	250⅜	268⅜
Back of cab to c/l of rear axle (CA)	60	72	84	102
C/l of rear axle to end of frame (AF)	44	56	56	56
Back of cab to end of frame (CF)	104	128	140	158
Bumper to center of front axle (BA)	33⅜	33⅜	33⅜	33⅜
Turning radius with bumper clearance (feet), left and right	23⅙	25	26½	29⅙
Chassis weight, including oil, fuel, and water (approximate)	4,220	4,245	4,270	4,305

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 63⅜ in.; rear wheels, 63⅜ in.
Road clearance—front axle, 8⅝ in.; rear axle, 8⅛ in.
Overall width—front, 76¼ in.; rear, 78⅜ in.
Height from top of frame to ground, loaded—front, 27⅛ in.; rear, 28⅝ in.

Frame: Pressed steel channel with deep center section, 8⅛ x ⅜ x 3 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 3⅜-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. 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, 7¼ qts.

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

Springs: Front and rear, semi-elliptic. Front, 2 x 36½ in.; rear, 2½ 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.

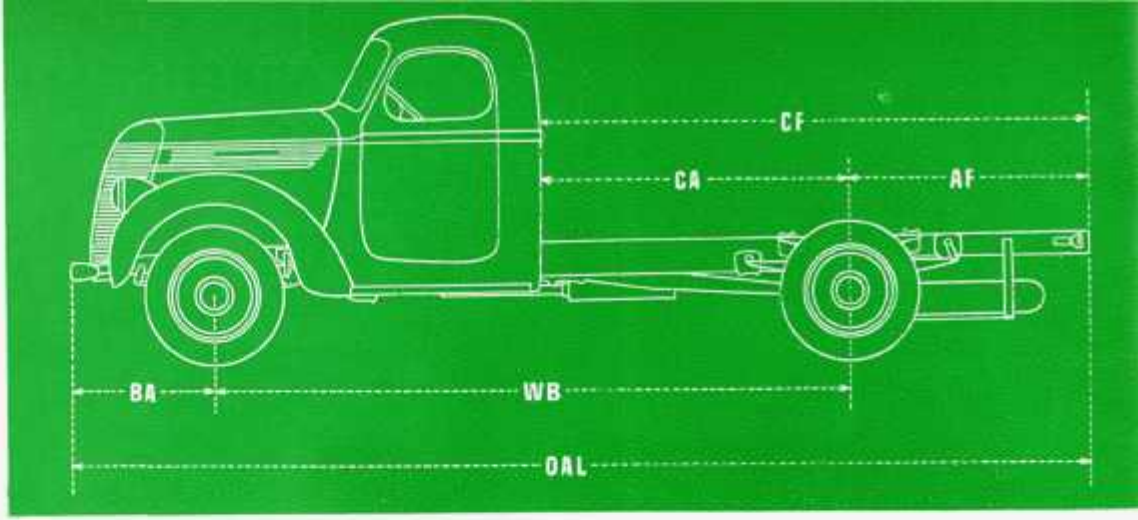
Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.

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	161	179
Overall length, front bumper to end of frame (OAL)	214⅜	238⅜	250⅜	268⅜
Back of cab to center of rear axle (CA)	60	72	84	102
Center of rear axle to end of frame (AF)	44	56	56	56
Back of cab to end of frame (CF)	104	128	140	158
Bumper to center of front axle (BA)	33⅜	33⅜	33⅜	33⅜
Turning radius with bumper clearance (feet), left and right	23½	25	26½	29½
Chassis weight, including oil, fuel, and water (approximate)	4,220	4,245	4,270	4,305

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 63⅜ in.; rear wheels, 63⅜ in.
Road clearance—front axle, 8⅛ in.; rear axle, 8⅛ in.
Overall width—front, 76⅛ in.; rear, 78⅝ in.
Height from top of frame to ground, loaded—front, 27⅛ in.; rear, 28⅛ in.

Frame: Pressed steel channel with deep center section, 8⅛ x ⅜ x 3 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 3⅝-in. bore x 4½-in. stroke; 241.84 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. 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, 7¼ qts.

Cooling System: Centrifugal pump circulation, thermostat control, fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 18¾ 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, 1 reverse, sliding gear selective type mounted in unit with engine.

Transmission Reductions: First, 6.4 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.82 to 1.

Propeller Shaft: Large-diameter, heavy steel tubing, with self-aligning center bearing.

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

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

Rear Axle: Two-speed, 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: 5.14 to 1—7.15 to 1; 5.83 to 1—8.11 to 1; 6.33 to 1—8.81 to 1.

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

Brakes: Service: 4-wheel, hydraulic, 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, 2 x 36½ in.; rear, 2½ 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.

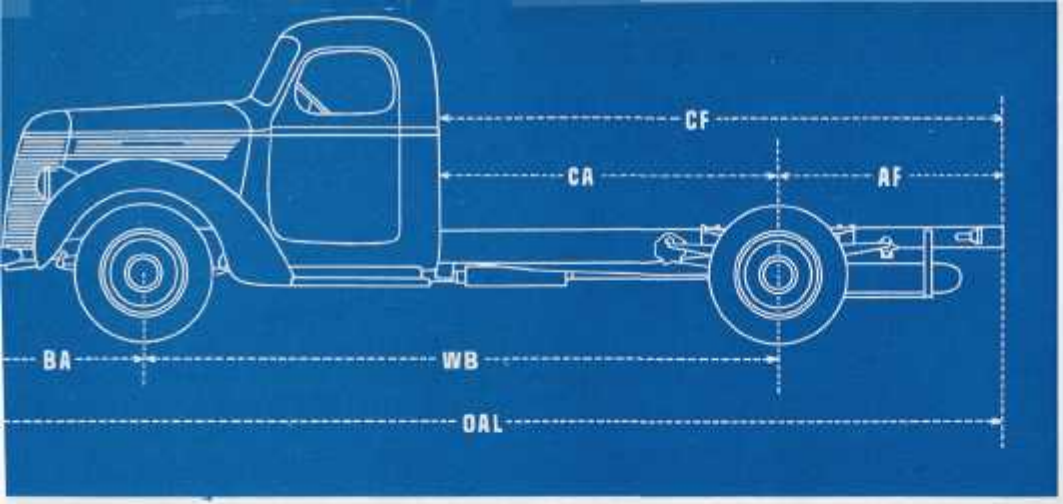
Controls: Left-hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

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 light; air cleaner; jack and tools. Speedometer, heat indicator, ammeter, fuel 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 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 subject to change without notice.



INTERNATIONAL

MODEL DS-40

SPECIFICATIONS

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

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

Wheelbase (WB)	134	146	158	176
Overall length, front bumper to end of frame (OAL)	217¼	241¼	253¼	271¼
Back of cab to c/l of rear axle (CA)	60	72	84	102
Center of rear axle to end of frame (AF)	44	56	56	56
Back of cab to end of frame (CF)	104	128	140	158
Bumper to center of front axle (BA)	39¼	39¼	39¼	39¼
Turning radius with bumper clearance (feet), left and right	23¼	24½	26⅔	29¼
Chassis weight, including oil, fuel, and water (approximate)	4,605	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, 66¼ in.
Road clearance—front axle, 8⅛ in.; rear axle, 8¼ in.
Overall width—front, 80⅛ in.; rear, 82⅜ in.
Height from top of frame to ground, loaded—front, 27 in.; rear, 28 in.

Frame: Pressed steel channel with deep center section, 8¾ x ⅜ x 3 in.; 176-in. w.b., 8⅛ x ⅜ x 3 in.

Engine: International Harvester, valve-in-head type, 6-cylinder (replaceable cylinders); 3½-in. bore x 4½-in. stroke; 259.76 cu.-in. displacement. A.M.A. rating, 29.4 h.p.; maximum brake h.p., 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, 7½ qts.

Cooling System: Centrifugal pump circulation, thermostat control. Fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 21¾ 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 (Direct-in-Fifth): 5 speeds forward, 1 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, heavy steel tubing. All wheelbases have a two-section shaft with self-aligning center bearing.

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

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

Rear Axle: 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, 6.143 to 1; low-speed ratio, 8.526 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-shaft type.

Springs: Front and rear, semi-elliptic. Front, 2½ x 42⅜ in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 3½ in.

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

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

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

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; 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.

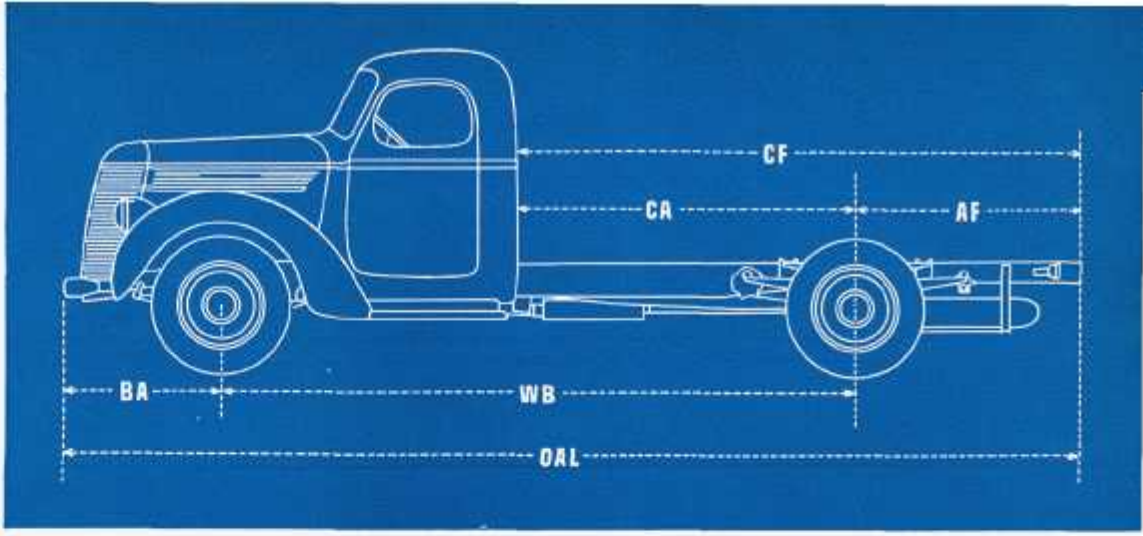
Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.

INTERNATIONAL

MODEL DS-50

SPECIFICATIONS



Carrying Capacity:
(cab, body, equipment, and payload) .....12,000 lb.

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

Wheelbase (WB).....	137	149	161	179
Overall length, with front bumper (OAL)	226 13/16	244 1/16	256 5/16	274 1/16
Back of cab to c/l of rear axle (CA).....	60	72	84	102
Center of rear axle to end of frame (AF)....	50	56	56	56
Back of cab to end of frame (CF).....	110	128	140	158
Bumper to center of front axle (BA).....	39 13/16	39 5/16	39 5/16	39 5/16
Turning radius (feet)..	25 1/4	26 7/12	28 7/12	31
Chassis weight, including oil, 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 3/16 in.; rear wheels, 70 1/16 in.
Road clearance—front axle, 7 3/4 in.; rear axle, 6 41/42 in.
Overall width—at front, 86 1/4 in.; at rear, 88 11/16 in.
Height from top of frame to ground, loaded—front, 27 9/16 in.; rear, 29 1/16 in.

Frame: Pressed steel channel with deep center section, 8 13/16 x 7/32 x 3 1/2 in.; 179-in. w.b., 9 x 3/4 x 3 1/2 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 3 3/4-in. bore x 4 1/2-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, 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, 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, 24 3/4 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, mounted between carburetor and manifold.

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

Transmission: 5 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, 1.41 to 1; fifth, 1 to 1; reverse, 8.00 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 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, 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, 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, 3 x 44 1/2 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; 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; 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-plated hub caps, lamp rims and bumper. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.