

Service and Responsibility

TRUCK buyers everywhere are investing in International trucks and putting the entire servicing burden on the shoulders of International Harvester.

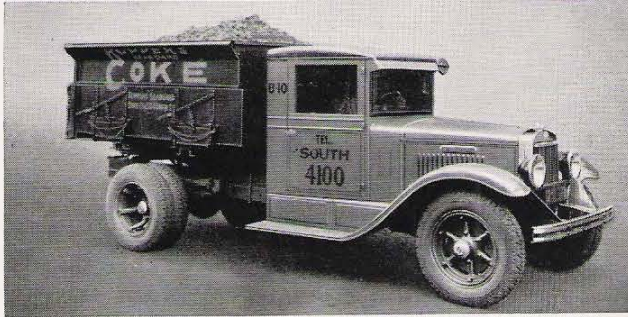
Some years ago International Harvester began to build a nation-wide network of branches equipped to handle every possible service need and emergency. Today the largest, strongest, most efficient Company-owned truck service organization in existence is at the call of International owners.

Put your servicing problem and responsibility

squarely and completely up to International. You cannot afford to maintain burdensome repair stocks, trained personnel, and costly modern equipment for repairs and overhauling. Your job is hauling. Our job is to provide quality trucks—and to keep them on the job.

Let's maintain this logical and practical division of labor. We assure you great savings, great benefits. We are equipped for mass production of service and that means lowest possible costs every step of the way, as tens of thousands of International owners know.

INTERNATIONAL TRUCKS ARE A GOOD INVESTMENT

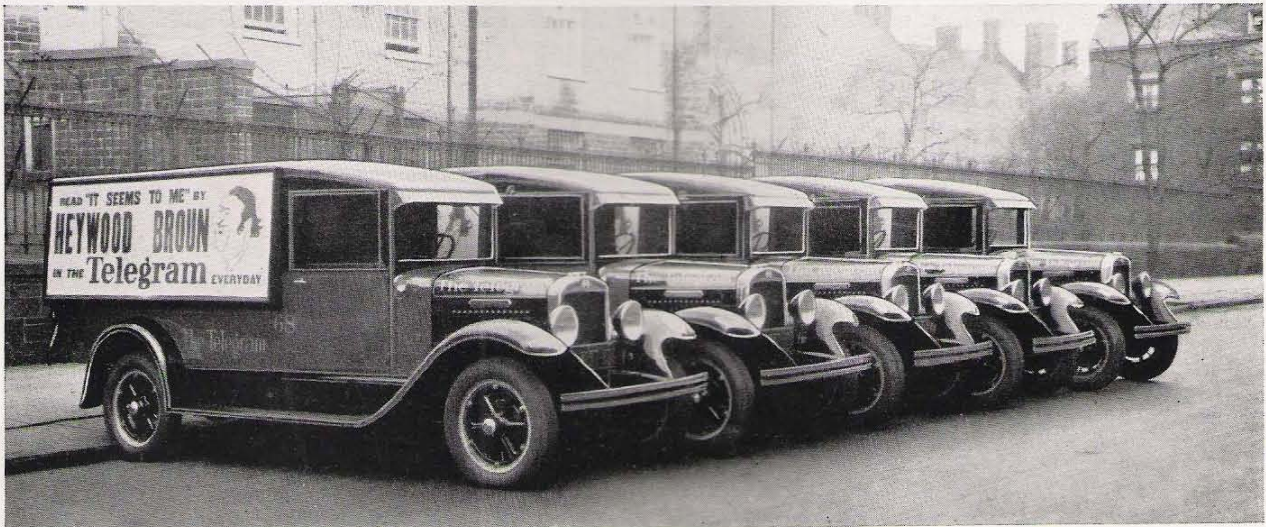


Various types of coal and coke bodies are available for mounting on International chassis. Thrifty, dependable Internationals will earn money as they transport your loads.

Many distributors of prepared food products have standardized on economical Internationals. These sturdy trucks are designed for fast, dependable delivery service.



Oil companies from coast to coast, faced with the problem of distributing their products over wide areas, have turned to International trucks.



The *New York World-Telegram* is delivered by the fleet of International speed trucks owned by the Sterrick Delivery Corporation. More than 200 Internationals are operated in newspaper delivery in the New York metropolitan area.

International Harvester

$\frac{3}{4}$, $1\frac{1}{2}$, 2 and 3-ton Speed Trucks

Models A-1, A-2, B-2, AL-3, A-4, A-5 and A-6

INTERNATIONAL $\frac{3}{4}$, $1\frac{1}{2}$, 2 and 3-ton speed trucks, Models A-1, A-2, B-2 (Six-Speed Special), AL-3, A-4, A-5 and A-6, are built to meet present-day fast hauling requirements. They embody many features which contribute to improved performance, greater earning ability, long truck-life, and low-cost operation and maintenance.

During the past few years motor trucks have undergone many changes in appearance, in addition to mechanical improvements. Truck users agree that an attractive, well-painted, and lettered truck is a most excellent advertisement. In these new Internationals the public demand for attractive lines and driving comfort has not been overlooked. These well-proportioned trucks have beauty of line and symmetry from bumper to tail-light. They are built in factories especially planned and constructed for truck manufacture and provided with the most modern machine tools and equipment. Sound engineering proved by exhaustive research and experimental tests, extensive manufacturing facilities, and highly skilled workmen, combine to maintain in these models the high standards set by other International trucks.

The $1\frac{1}{2}$ -ton Model A-2 is a 4-cylinder truck available in 136 and 160-inch wheelbases. The powerful engine with its high-compression head develops maximum power with a minimum of fuel. The transmission is of the selective sliding gear type with four forward speeds and one reverse. The Model A-2 is sturdily built of the highest quality materials and has ample capacity to stand up continuously under ordinary operating conditions and render exceptional performance in emergencies. Especially attractive panel bodies as well as dump, express, stake,

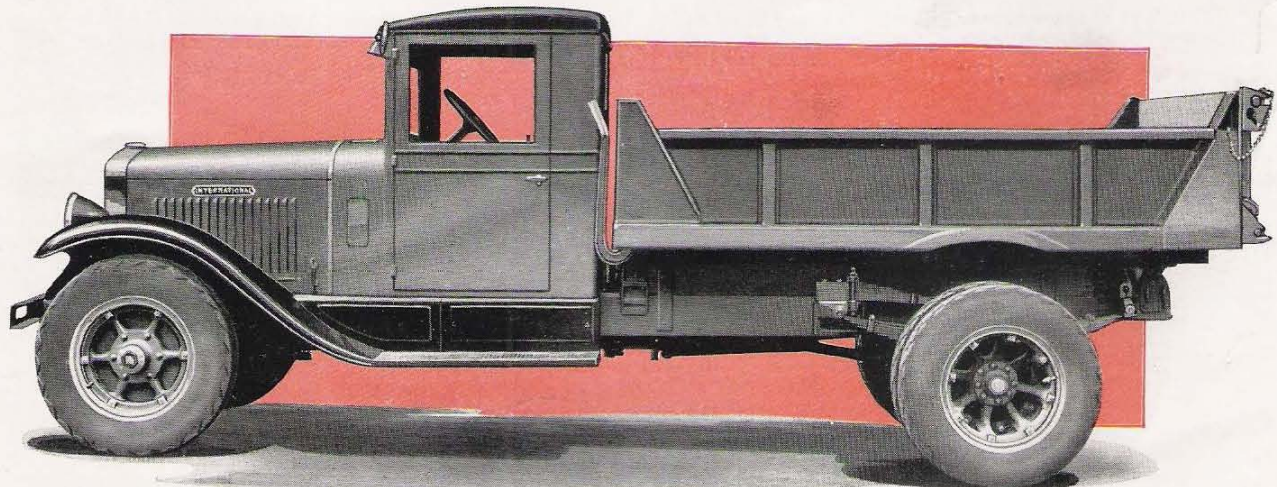


This view shows the low speed gear contact of the Six-Speed Special rear axle. In this position the drive is through the countershaft gear to the spur teeth of the dental sliding gears.

In high, the drive is direct. The sliding gear is moved forward where its internal teeth engage with the external dental tooth portion of the main drive gear at the front of the pinion shaft. In this position the countershaft gears merely idle. Numerous ball and roller bearings are used throughout this axle to assure long life and quiet operation.

school bus, coal and many other types are available for the Model A-2 chassis.

The new Six-Speed Special (Model B-2) has many improvements and refinements in engine, transmission and rear axle. The Six-Speed Special rear axle permits especially low final reductions, but at the same time, provides the required road speed in the high range. Because of its series of low speeds, the Six-Speed Special will pull capacity loads out of gravel pits and excavations, through sand, heavy mud and gumbo, and up steep grades. It will go into and come out of places difficult for the ordinary truck to negotiate, yet in high speed, this justly famous International has the fleetness and getaway so necessary on good roads or city streets.



The International Model A-5, 156-inch wheelbase, with underbody hoist, $2\frac{1}{2}$ -yard dump body, and fully-enclosed cab.

INTERNATIONAL TRUCKS SERVE EVERY BUSINESS



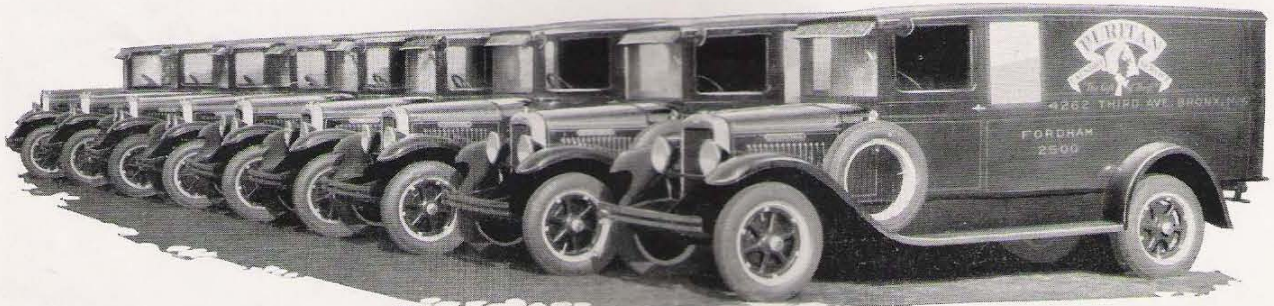
Part of the fleet of International speed trucks owned by the Dr. Pepper Company. These trucks are in service at the Dallas, Tex., bottling plant. This Company also operates Internationals at several other points in the South and Southwest.



This fleet of Internationals is owned by the Columbia Terminals Company of St. Louis, and operated in the service of the Great Atlantic & Pacific Tea Company.



This fleet of International Special Delivery trucks with Type A panel bodies was recently delivered to the New Snow Flake Laundry, Memphis, Tenn. These trucks replaced another fleet of Internationals that had been in service for more than six years.



Laundries and dry cleaners have found through experience that International trucks give unusually satisfactory service and operate at extremely low cost. This fleet is owned by the Puritan Laundry Service, Bronx, N. Y.

POWER AND SPEED TO MEET ALL FAST HAULING REQUIREMENTS

The 1½-ton Model AL-3 is built in three wheelbases—138, 152, and 164 inches. The 2-ton Model A-4 is built in four wheelbases—145 and 156 inches for dump and semi-trailer service, and 170 and 185 inches for general hauling. The 3-ton Models A-5 and A-6 are built in five wheelbases—140-inch for semi-trailer service, 156-inch for dump service, and 170, 190, and 210 inches.

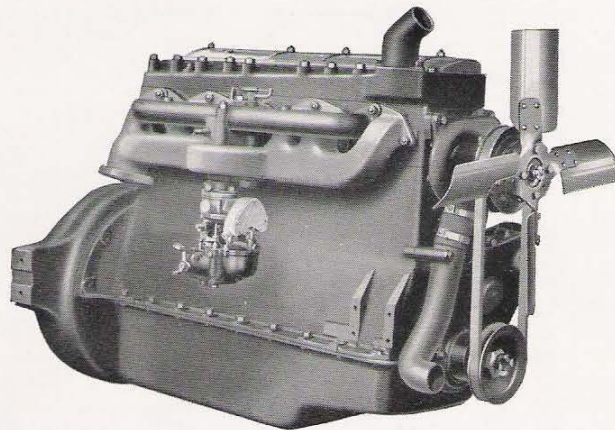
The frames of these models are heavy pressed steel channels, having the greatest depth from a point under the center of the cab to the rear spring front hanger. Heavy channel-type cross members are gusseted to the side rails. This type of frame construction provides great strength and load-carrying capacity, as well as the necessary flexibility to withstand distortion caused by road inequalities. A sturdy, attractive channel-type front bumper is standard equipment.

The 6-cylinder, 3¼-inch bore x 4½-inch stroke engine which powers the Model AL-3 is of the detachable L-head type with cylinders cast in block. It is simple in design and has four large main bearings with a total projected area of 19.386 inches. This sturdy engine, with a N.A.C.C. rating of 25.35 h.p., develops 53.5 h.p. at 2700 r.p.m.

The 6-cylinder power plant of the Models A-4, A-5 and A-6 is of a new International Harvester design which incorporates many superior features. It is built in the great International motor truck plant at Fort Wayne, Ind. The 7-bearing crankshaft, with a total projected bearing area of 32.57 square inches, is drop-forged of chrome-nickel steel. It is heat-treated to give it the required strength and hardness and is then machined all over. It is balanced dynamically at all speeds up to the maximum engine speed, thus assuring freedom from vibration. Main bearing alignment is obtained by a final line-reaming operation, with the caps bolted in place before the precision type bearings are assembled. Since the main bearings are easily replaceable, no shims are used and accurate alignment is assured.

The camshaft is machined all over and case-hardened to assure long-wearing qualities. The Model A-4 cam-

shaft is drilled through its entire length, forming the main oil distribution passage. In the A-5 and A-6 engines the main oil passage is drilled in the crankcase. All piping and tubing is eliminated in the crankcases of these models.



The carburetor is fitted with an International Harvester oil-type air cleaner (not shown) and a velocity governor. Efficient lubrication and cooling are outstanding features of this International truck engine.

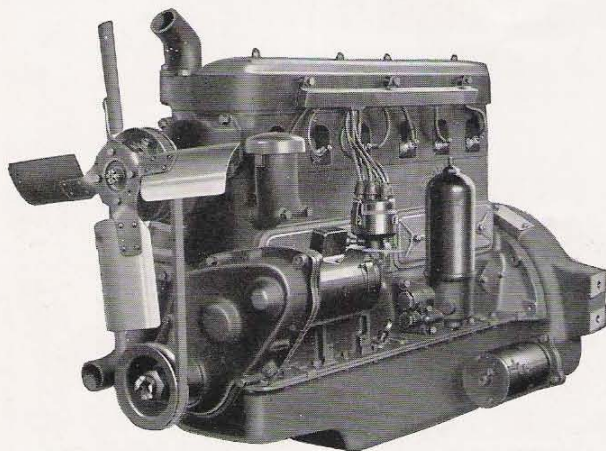
Cylinders are removable. This feature is not a common practice in automotive construction due to the higher cost of manufacture. It is, however, a valuable feature for the truck owner because it permits the replacement of one or more cylinders at any time without an expensive reboring job or the replacement of the entire cylinder block. This construction is an example of the excellence of International design and manufacture.

The removable cylinders are individually cast of high-grade close-grained gray iron. They are carefully machined to assure uniform thickness, which prevents warping and uneven expansion and contraction. On the inside the cylinders are especially smooth, thus reducing friction to the minimum, and assuring effective lubrication and longer cylinder and piston life.

Improved Force-Feed Lubrication

Force-feed lubrication is employed. The gear-type oil pump, driven from the camshaft, supplies oil under pressure to all main, connecting rod, camshaft, and rocker arm bearings. All lubricant passes through the oil filter, which is of the latest type. One of the most interesting features of this lubrication system is the absence of pipes. The gear-type oil pump delivers the oil under pressure to the filter, which is mounted on the outside of the crankcase. After the oil passes through the filter, it is pumped to the main and connecting rod bearings. An intermittent oil supply is forced through drilled holes in the cylinder block and a hollow cylinder head stud to the tubular rocker arm shaft through which the rocker arm bushings and push rod balls and sockets are lubricated. Overflow from the rocker arms returns to the crankcase through push rod holes, lubricating the valve tappets on the way down.

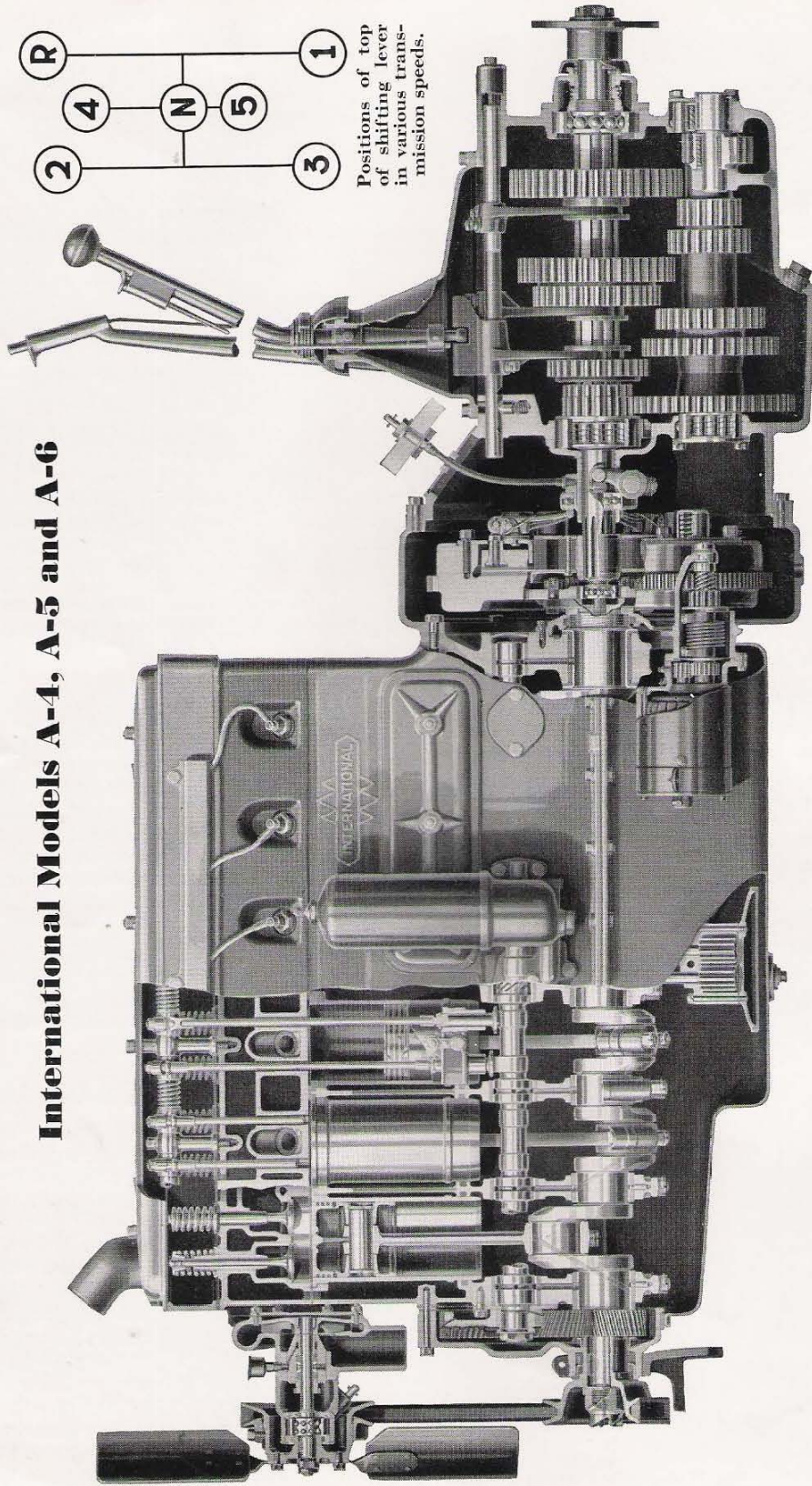
The centrifugal water pump, attached directly to the cylinder head, delivers water from the radiator to the



The water pump and fan are driven by a heavy V-type belt. The distributor is mounted on the gear-driven generator. Simplicity and accessibility are important features of the six-cylinder engines of the International Models A-4, A-5 and A-6.

Simplicity, Accessibility and Unusually Economical Performance Are Outstanding Features of This Truck Power Plant

International Models A-4, A-5 and A-6



Positions of top
of shifting lever
in various trans-
mission speeds.

Engine: 6-cylinder, valve-in-head design. $3\frac{1}{2}$ -inch bore x $4\frac{1}{4}$ -inch stroke. 279 cubic inches displacement. Rated h. p., 31.5-4. Brake h. p., 67 at 2600 r. p. m. (governed speed). Maximum torque, 177 pound-feet at 800 to 1200 r. p. m. Seven bearing crankshaft (total projected bearing area, 32.57 square inches). Precision type, non-adjustable main bearings. Seven bearing camshaft, Model A-4. Four bearing camshaft, Models A-5 and A-6 (not shown). Replaceable cylinders. High-pressure lubrication (to all moving parts except pistons). No pipes to come loose. Four piston rings, 3 compression and 1 oil-wiper ring, all above piston pin. Full-floating piston pins. Easily replaceable tappet and valve guides.

High velocity water circulating system with improved pump, operated by V-type fan belt. Upper fan pulley adjustable. Thermostatically controlled cooling. Manifold heat control on dash. Highly efficient oil-type air cleaner. Felt-cart-ridge type oil filter. Back-gear starter. 3-point mounting, rubber-cushioned rear supports.

Clutch: 11-inch single-plate type. Built-in vibration damper. Automatically lubricated clutch pilot bearing.

Transmission: Selective sliding gear type. Five speeds forward and one reverse. Only one shifting lever. **Reductions:** First or low, 7.35 to 1; second, 5 to 1; third, 3.13 to 1; fourth, 1.75 to 1; fifth, or high, 1 to 1; reverse, 9.04 to 1.

SPEED FOR THE HIGHWAY—RUGGED POWER FOR THE HARD GOING

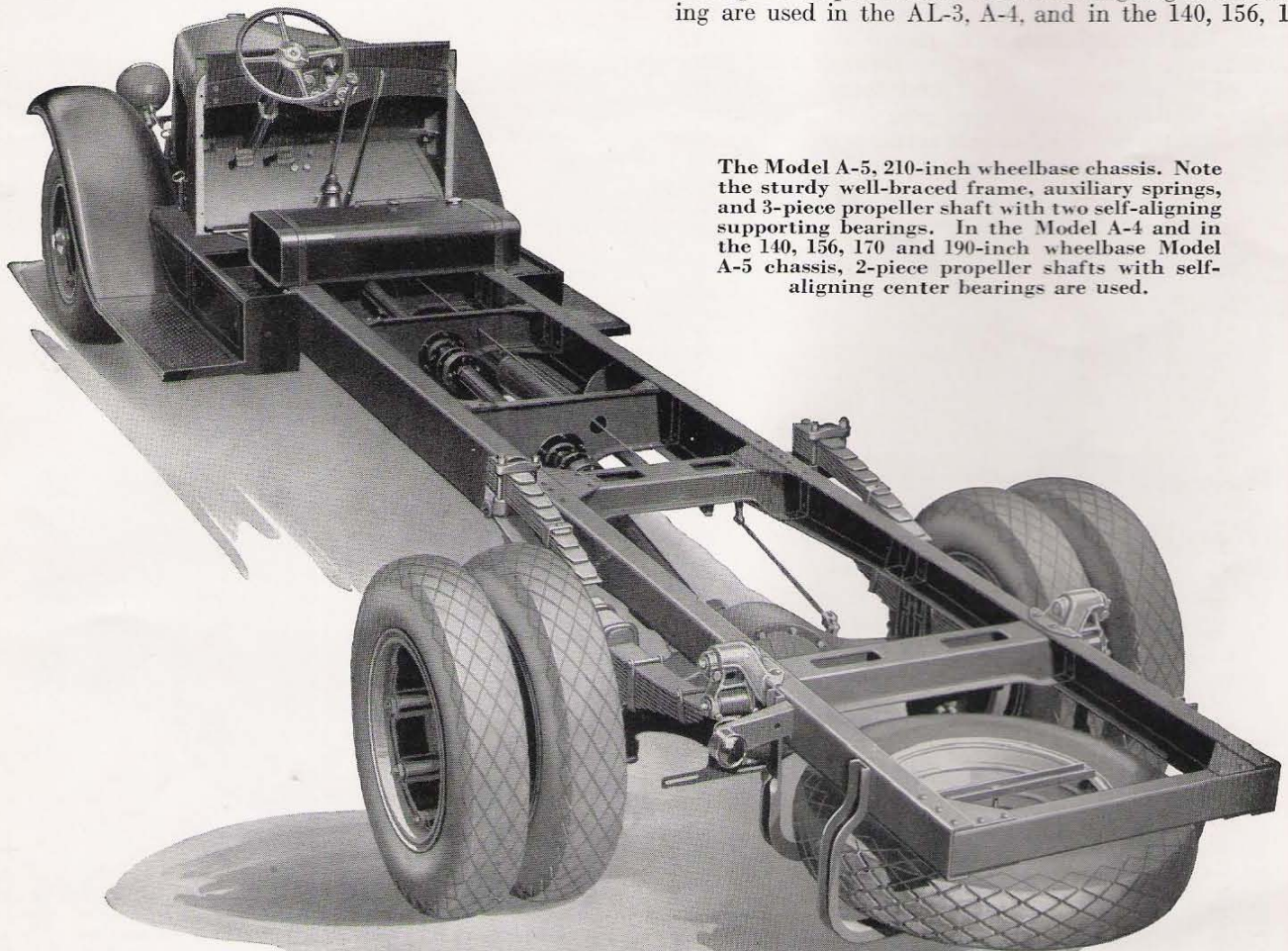
water jacket at the rate of one gallon per horse power through the entire speed range of the engine. The water is delivered under pressure over the entire length of the head and distributed over combustion chambers and around valve seats, valve ports, and spark plugs. On the spark plug side the water is forced from the cylinder head downward through the cylinder block and around the cylinders, thus maintaining a uniform circulation throughout the water jacket. A thermostatically controlled valve between the radiator and the water manifold or upper cylinder head regulates the water circulation, thereby assuring quick warming up of the engine and satisfactory operating temperatures in cold weather. The water pump shaft, which is also the fan shaft, is made of stainless steel. It carries the brass water pump impeller at the rear end and a 19 $\frac{1}{2}$ -inch diameter, 4-blade fan at the front end. This shaft is mounted on a double-row ball bearing and is driven by a heavy V-type belt.

The 11-inch single-plate clutch has a built-in vibration damper. Torsional vibration from the power plant is dissipated by this device, which also eliminates the transmission of noise from engine to rear axle.

Five forward speeds and one reverse are provided in the transmissions of the Models A-4, A-5 and A-6. Only one shift lever is required. Transmission reductions in these models are as follows: first, 7.35 to 1; second, 5 to 1; third, 3.13 to 1; fourth, 1.75 to 1; fifth, direct or 1 to 1; and reverse, 9.04 to 1. This feature permits high speed for cross-country hauling, while the four low-speed reductions provide enormously increased pulling ability for hill climbing and negotiating sand, mud, and soft roads. The Model AL-3 has a four-speed transmission of similar design with the following reductions: first, 6.6 to 1; second, 4.03 to 1; third, 2.12 to 1; fourth, 1 to 1; reverse, 7.68 to 1. Standard openings are provided on transmission cases for the mounting of power-driven tire pump and power take-off.

Speed with heavy loads requires sturdy front axle and steering mechanism construction with big factors of safety. The front axles of these Internationals are heavy I-beams of high quality material with drop-forged, heat-treated alloy steel steering knuckles. Safety at high speeds and easy steering under all conditions is assured by the cam-and-lever steering gear.

Propeller shafts are of large diameter seamless steel tubing. Two-piece shafts with a self-aligning center bearing are used in the AL-3, A-4, and in the 140, 156, 170



The Model A-5, 210-inch wheelbase chassis. Note the sturdy well-braced frame, auxiliary springs, and 3-piece propeller shaft with two self-aligning supporting bearings. In the Model A-4 and in the 140, 156, 170 and 190-inch wheelbase Model A-5 chassis, 2-piece propeller shafts with self-aligning center bearings are used.

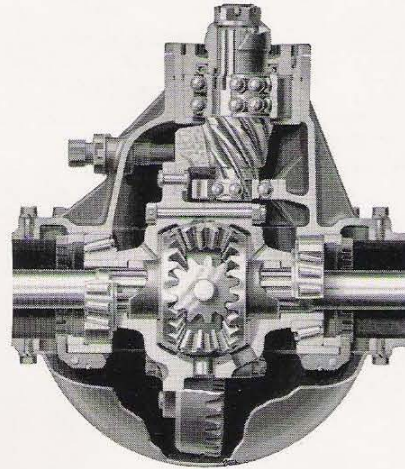
MECHANICAL FEATURES THAT ASSURE ECONOMY AND EFFICIENCY

and 190-inch wheelbases, Models A-5 and A-6. The 210-inch wheelbase, Models A-5 and A-6, have a three-piece shaft with two self-aligning bearings. Universal joints are of the self-contained companion-flange type, all metal and fully enclosed.

The rear axles of Models AL-3, A-4 and A-5 are of the spiral-bevel gear-drive type with chrome-molybdenum steel drive shafts. The banjo-type axle housing is a malleable iron casting, assuring rigidity and freedom from misalignment of axle shafts and differential parts. The spiral-bevel pinion and driven gear are heavily proportioned alloy steel forgings. They are machined all over and are accurately cut and case-hardened to provide long-wearing tooth surfaces. Differential bearings are tapered rollers and the pinion is straddle-mounted on ball bearings.

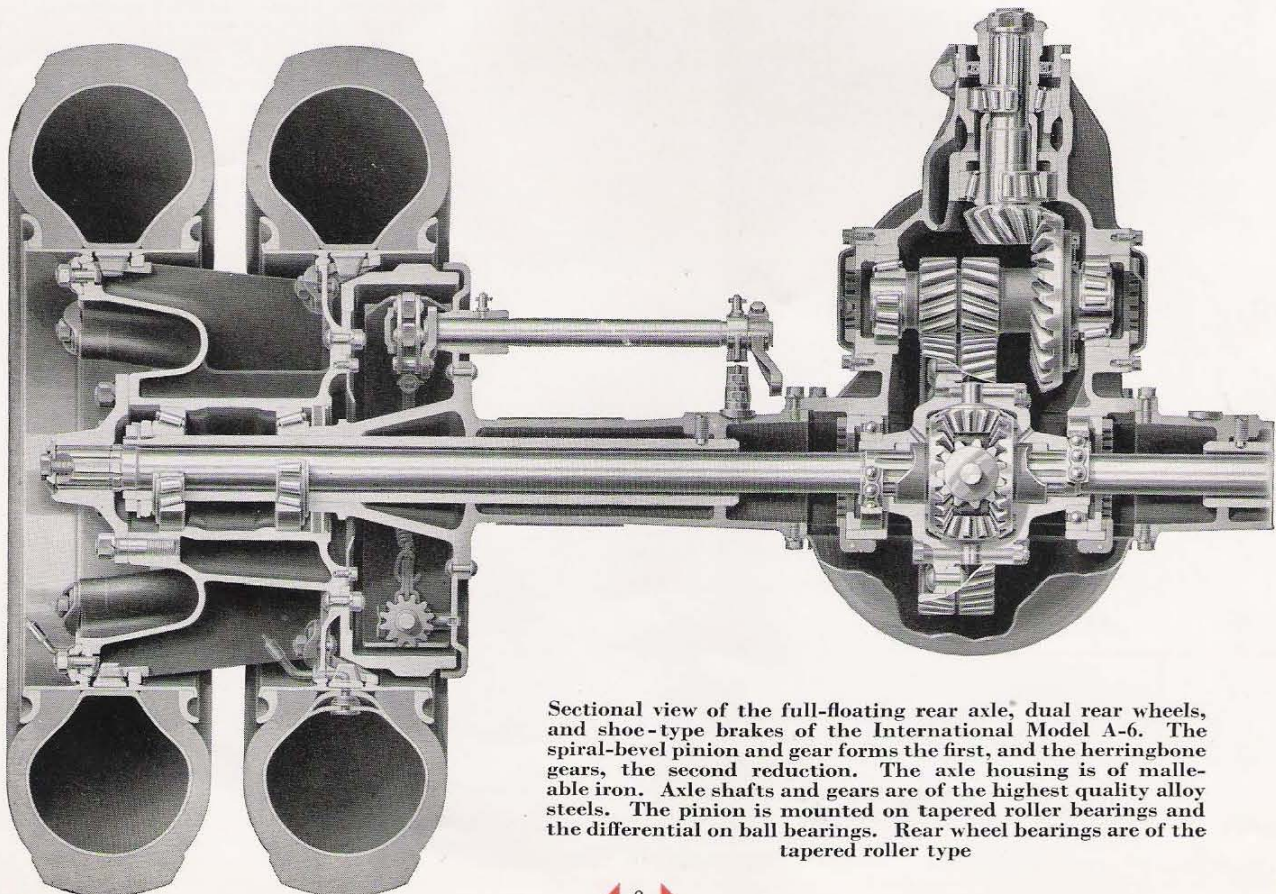
The final drive of the Model A-6 is of the double-reduction gear type. The first reduction is through spiral bevel gears. The pinion gear is forged integral with its shaft. The spiral-bevel gear is mounted on a countershaft which also carries the herringbone pinion. The second reduction is through herringbone gears. As the name indicates, these are gears with the teeth cut in herringbone fashion. Greater tooth surface and more quiet action are among the advantages of herringbone gears. The herringbone pinion, forged integral with the countershaft, transmits the power through the herringbone gears to the differential, and thence to the axle shafts. Shafts are full-floating and forged of chrome-molybdenum steel. All gears are carburized and hardened

to assure durable wearing surfaces. Teeth are spirally cut on both bevel and herringbone gears, assuring quietness. Tooth surfaces are wide, providing maximum strength. Pinion and all gears are forged of nickel-steel.



Sectional view of the differential, ring gear and pinion assembly of the Model A-5. The pinion is straddle-mounted on ball bearings and the differential bearings are tapered rollers.

Modern traffic conditions and faster road speeds place unusual demands on brakes and braking mechanism. Good brakes are important. International Harvester engineers have met this important truck problem by



Sectional view of the full-floating rear axle, dual rear wheels, and shoe-type brakes of the International Model A-6. The spiral-bevel pinion and gear forms the first, and the herringbone gears, the second reduction. The axle housing is of malleable iron. Axle shafts and gears are of the highest quality alloy steels. The pinion is mounted on tapered roller bearings and the differential on ball bearings. Rear wheel bearings are of the tapered roller type

LOWER TRANSPORTATION COSTS WITH INTERNATIONALS

providing 4-wheel, mechanical, shoe-type service brakes. Unusual braking area and simple, yet efficient brake control hook-up, assures quick stopping ability with minimum brake pedal pressure.

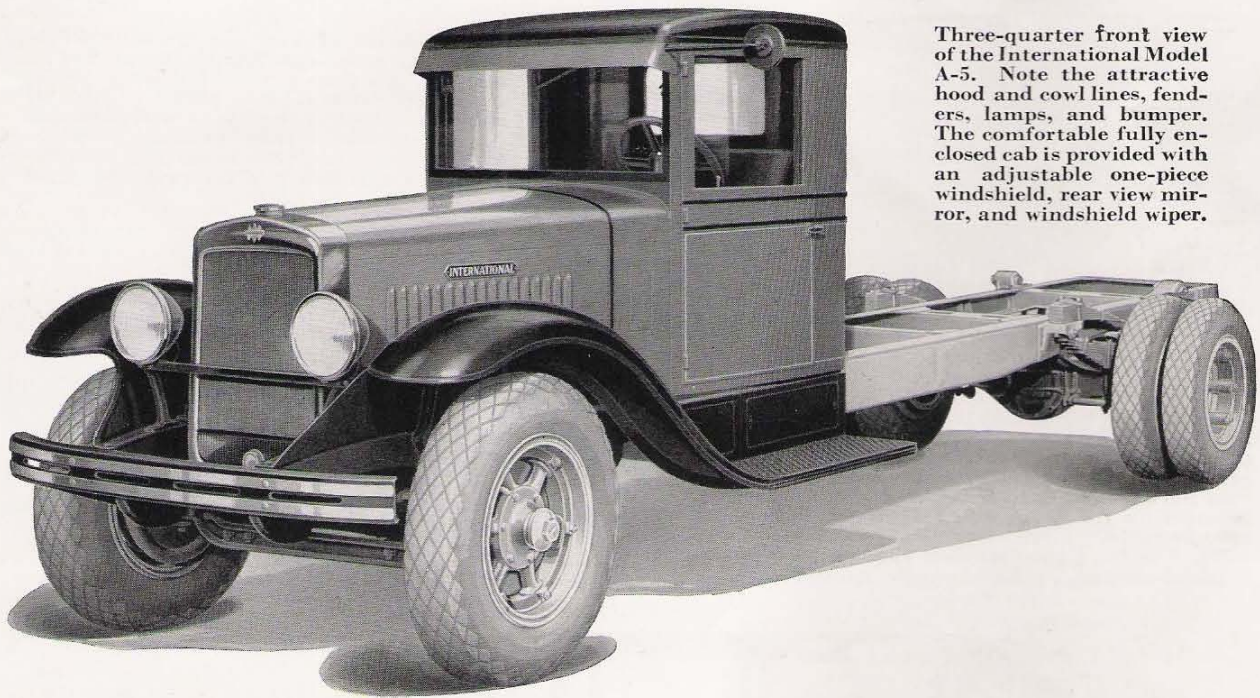
Auxiliary rear springs, which have long been an International feature, are incorporated in Models AL-3, A-4, A-5 and A-6. By the use of long flexible main springs, easy riding is provided for light loads. However, when capacity loads are hauled, the auxiliary springs come into action. All spring leaves in front, rear, and auxiliary springs are of the highest grade spring steel, heat-treated.

Cast, spoke-type wheels, with integral hubs, equipped with pneumatic tires, are used. Standard tires on the Model A-2 and on the Six-Speed Special (Model B-2), 5.50-20 balloons front, and 6.00-20 balloons rear; on the AL-3, 6.00-20 balloons all around with dual rears; on the A-4, 32 x 6 pneumatic all around with dual rears; on the A-5 and A-6, 34 x 7 pneumatics all around with dual rears. The chassis equipment includes cowl, dash with instrument panel, front fenders and short running boards, chromium-plated radiator shell (except Models A-1, A-2

and B-2), under-slung tire carrier (except on dump and tractor wheelbases), spare rim, and bumper.

The frame, wheels, springs, and other chassis parts are painted red. Fenders, running boards, and aprons are black enameled; hood and cowl are lacquered in an attractive gray-green color.

The fully enclosed two-man cab, shown in the accompanying illustrations, is of composite construction with straight-grained oak frame covered with heavy sheet metal. Wide doors permit easy entrance from either side. The one-piece, adjustable windshield is an important feature of this cab. The cab is lacquered in the same gray-green used on the hood and cowl. The seat cushions and adjustable lazyback are upholstered in high-grade, black imitation leather. A three-man cab of the same high-grade construction is also provided when desired. Cabs and bodies to meet every hauling need are supplied by International branches and truck dealers. Oversize pneumatic and balloon tires, power take-off, high-tension magneto ignition, and other equipment items are also supplied on special order.

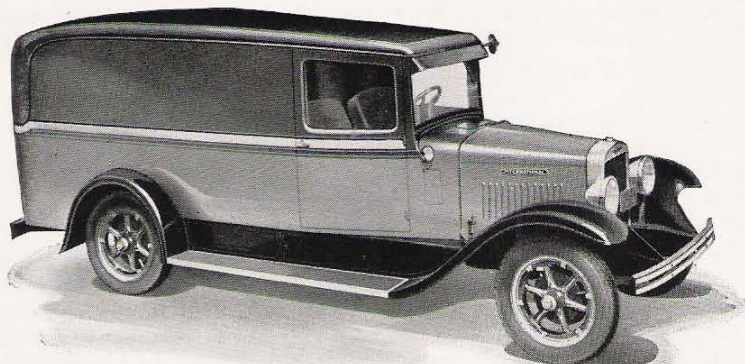


Three-quarter front view of the International Model A-5. Note the attractive hood and cowl lines, fenders, lamps, and bumper. The comfortable fully enclosed cab is provided with an adjustable one-piece windshield, rear view mirror, and windshield wiper.

INTERNATIONAL speed trucks ranging in capacity from $\frac{3}{4}$ to 3 tons, incorporate many refinements and features that contribute to improved performance and operating economy. There is

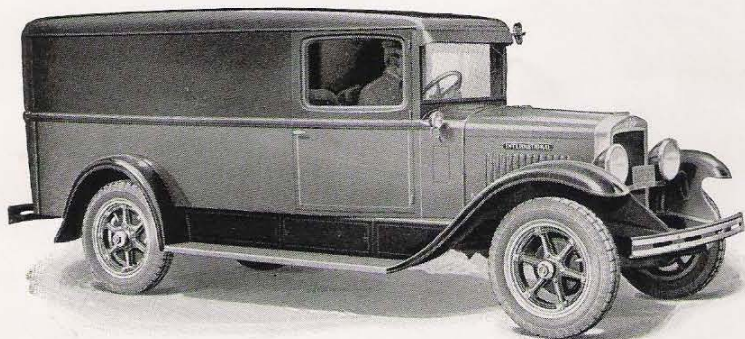
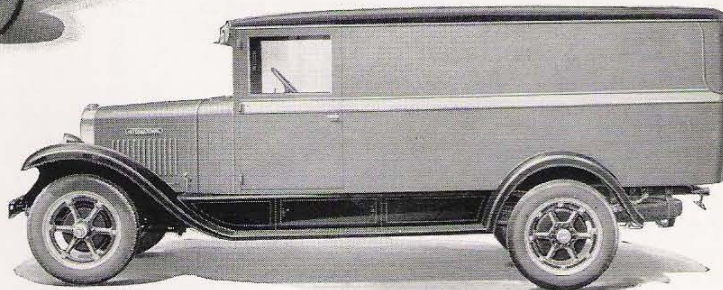
a size and wheelbase to meet every requirement. The modern demand for increased beauty of line has not been overlooked. These International speed trucks are especially attractive.

ATTRACTIVE BODIES FOR INTERNATIONAL $\frac{3}{4}$ AND $1\frac{1}{2}$ -TON MODELS



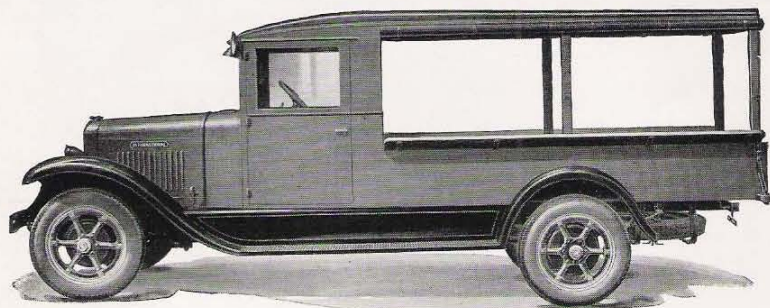
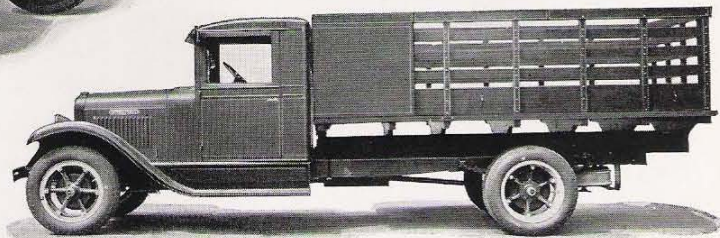
Type A panel body, which is supplied for the Models A-1, A-2, Six-Speed Special and AL-3, is exceptionally well made and attractive. The frame is constructed of seasoned hardwood, joints are mortised and braced, and panels are securely attached with special construction to prevent rumbling and drumming. The Type A body is finished in a two-toned blue combination and is regularly equipped with bumpers, cowl lights, rear vision mirror, and windshield wiper.

Especially attractive panel bodies in pleasing colors are available for International speed trucks. This Type B de luxe body, finished in two-toned blue combination, is distinguished by its unusual design. A fender well tire carrier, front and rear bumpers, cowl lamps, rear vision mirror, and windshield wiper are standard equipment. The Type B body is available in sizes for the International Model A-1, A-2, Six-Speed Special (B-2) and AL-3.



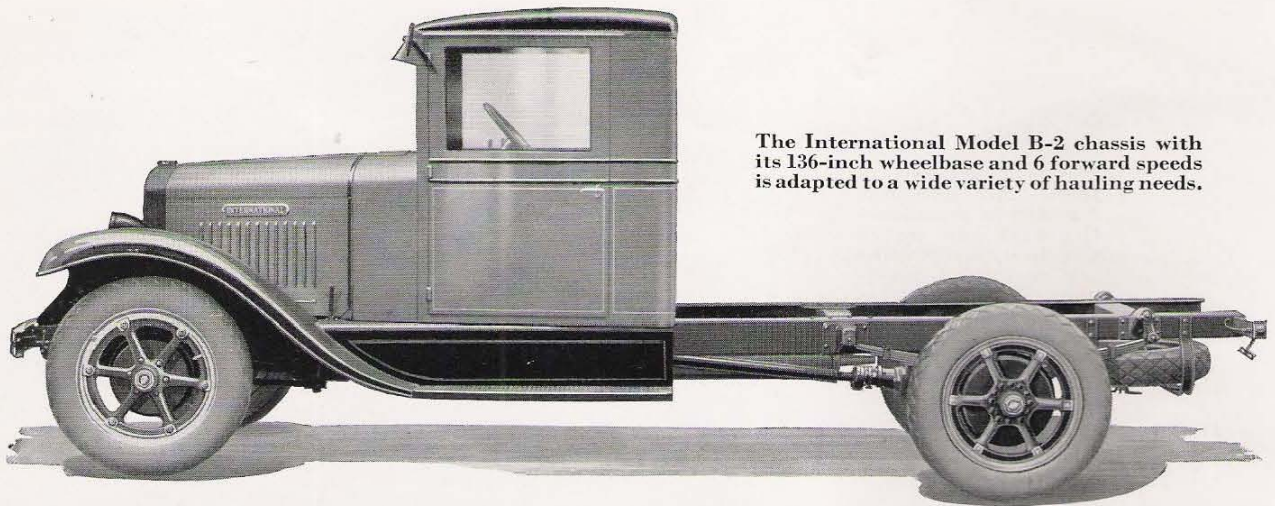
The International Type C panel body differs from the conventional type in that it may be ordered with glass panels or screen sides, as well as with standard steel panels. The panel body illustrated at the left is well built and roomy. Interior and exterior finish, hardware and all other details are in keeping with the attractive appearance of International panel bodies.

The stake body is popular with haulers in many lines of business. International-built stake bodies are of high-grade construction and well proportioned to give an even load distribution over the chassis. Each stake section may be removed for convenience in loading, or they may be entirely removed to form a platform body. The front panel section on both sides is metal-covered, providing ample space for lettering.



A full-length top express body with fully-enclosed cab may be mounted on the Models A-1, A-2, Six-Speed Special, and AL-3. This body is equipped with a waterproof top, and side and end drop curtains made of black weatherproof material, which give full protection against inclement weather. If desired, this body can be supplied with side screens and screen doors fitted with lock and key.

POWER AND SPEED TO MEET DIFFICULT HAULING REQUIREMENTS



The International Model B-2 chassis with its 136-inch wheelbase and 6 forward speeds is adapted to a wide variety of hauling needs.

Specifications—Six-Speed Special (Model B-2)

Rated Capacity: 1½ tons.

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

Wheelbase.....	136
Overall length.....	200
Back of cab to c/l of rear axle.....	53½
C/l of rear axle to end of frame.....	40
Back of cab to end of frame.....	93½
Back of cowl to c/l of rear axle.....	93½
Back of cowl to end of frame.....	133½
Maximum body length back of cab.....	102
Turning radius (feet).....	26
Chassis weight.....	2959
Chassis weight, front end.....	1627
Chassis weight, rear end.....	1332
Cab weight.....	400
Body allowance.....	1200

The following dimensions are with standard tires:

Tread—front wheels, 57½ in.; rear wheels, 57½ in.
Clearance under front axle, 10½ in.; under rear axle, 8½ in.
Overall width—front, 71 in.; rear, 67½ in.
Maximum body width between tires, 46½ in.
Height from top of frame to ground, loaded—front, 24½ in.; rear, 25½ in.

Frame: Pressed steel channel. Depth, 5½ in.; thickness, ⅜ in.; width, 32 in.; width of flange, 2¼ in.

Engine: Four-cylinder, cast in block, L-head type; 3½-in. bore, 4½-in. stroke; 185.8 cu. in. displacement, N.A.C.C. rating, 21 h. p.; brake h. p., 39 at 2500 r. p. m. Three-point mounting with rubber-cushioned rear supports. Three bronze-backed, babbit-lined main bearings; total projected area, 13.75 sq. in.; front, 2 x 1⅞ in.; center, 2 x 2½ in.; rear, 2 x 2½ in.; connecting rod bearings, 2 x 1½ in.

Lubrication: Pressure feed to main, camshaft, connecting rod and wrist-pin bearings. Gear type, gear-driven oil pump. Oil capacity, 4 quarts. Pressure gun lubrication on chassis.

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

Ignition: Battery; semi-automatic type, distributor mounted on generator.

Generator: 6-volt, gear-driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt, 2-pole type.

Carburetor: 1-in. vertical type, compound jet. Fitted with air cleaner.

Fuel System: Vacuum feed. 15-gallon tank under seat. 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, 3.9 to 1; second, 2 to 1; third, 1 to 1; reverse, 4.68 to 1.

Propeller Shaft: Large diameter, heavy steel tubing.

Universal Joints: All metal, self-contained joint, companion 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: Spiral-bevel gear drive type with two speeds. Chromemolybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential bearings are tapered rollers. Axle shaft bearings are of the straight roller type.

Axle Reductions: High speed, 6.16 to 1; low speed, 12.13 to 1.

Steering Gear: Irreversible cam-and-lever type.

Brakes: Service: 4-wheel, mechanical, self-energizing, internal-expanding shoe type. Fully enclosed. Emergency: rear wheels, internal-expanding type.

Springs: Front and rear semi-elliptic. Front, 2 x 40 in.; rear, 2½ x 46 in.

Wheels: Cast, spoke type.

Tires: 5.50-20 front, 6.00-20 rear, balloon tires.

Control: Left-hand drive, spark, throttle and light controls on top of steering wheel. Accelerator, clutch, and service brakes operated by pedals. Gear shift, rear axle, two-speed control, and emergency brake 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; starter; battery; generator; horn; electric head, tail, and dash lights; air cleaner; jack; and tools. Speedometer, ammeter, oil pressure gauge, heat indicator, instrument light, and choke mounted in instrument panel on dash.

Special Equipment: The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, adjustable lazyback, and windshield wiper; front seat section; windshield; high-tension magneto ignition, governor, transmission brake, power take-off, left front fender well, combination platform, grain box, and stock rack body; other 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, radiator shell and aprons, black baked enamel. Hood and cowl, "gray-green deep" lacquer.

THERE IS NO SUBSTITUTE FOR INTERNATIONAL QUALITY

Motor freight lines perform an economic function in coordinating rail and water transport. Many trucking companies maintain their schedules with the International Model A-5.

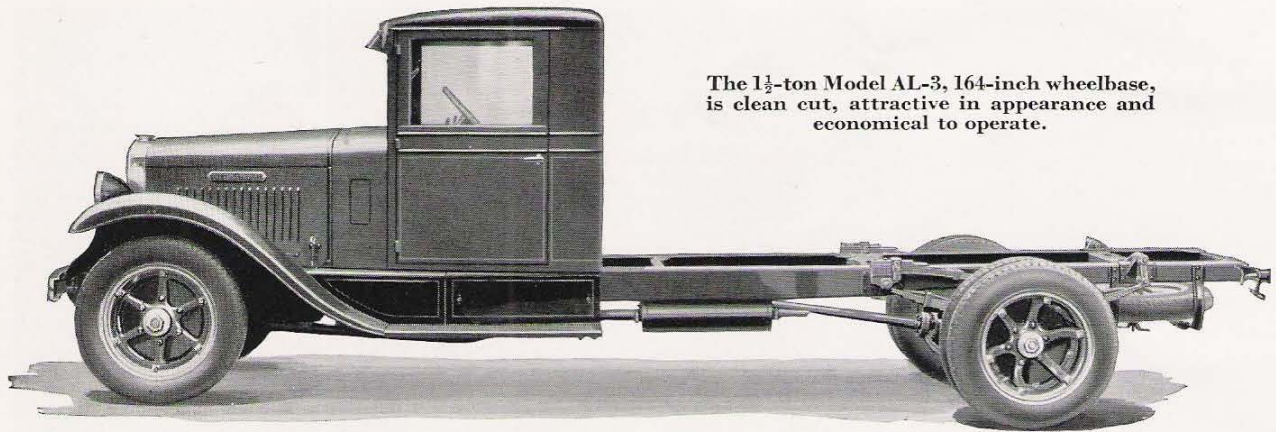


In the oil fields of the world, Internationals have stood the test of time. This trailer-equipped Model A-6 loaded with casing is working in East Texas.



Three of a fleet of 34 new Internationals recently delivered to the Telling-Belle-Vernon Co., of Cleveland. These special-built ice cream bodies are of 400-gallon capacity.

INTERNATIONALS ARE BUILT FOR LASTING SERVICE



The 1½-ton Model AL-3, 164-inch wheelbase, is clean cut, attractive in appearance and economical to operate.

Specifications—International Model AL-3

Rated Capacity: 1½ tons.

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

Wheelbase.....	138	152	164
Overall length.....	204½	220½	234¾
Back of cab to c/1 of rear axle.....	55	69	81
C/1 of rear axle to end of frame.....	42½	44½	46
Back of cab to end of frame.....	98	114½	128
Back of cowl to c/1 of rear axle.....	95½	109½	121½
Back of cowl to end of frame.....	138	154	168
Maximum body length back of cab.....	108	120	132
Turning radius (feet).....	25¾	27¾	29¾
Chassis weight.....	4032	4096	4144
Chassis weight, front end.....	2077	2110	2137
Chassis weight, rear end.....	1955	1986	2007
Cab weight.....	400	400	400
Body allowance.....	1250	1250	1250

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

Tread—front wheels, 58½ in.; rear wheels, 61¼ in.
 Road clearance—front axle, 9⅝ in.; rear axle, 7½ in.
 Overall width—front, 71½ in.; rear, 76 in.
 Maximum body width between tires, 42½ in.
 Height from top of frame to ground, loaded—front, 24½ in.; rear, 26⅙ in.

Frame: Pressed steel channel with deep center section. Thickness, ¼ in.; width, 32½ in.; width of flange, 3¼ in.; depth, 138 in.; wheelbase, 6 in.; other wheelbases, 6½ in.

Engine: Six-cylinder, cast in block, detachable L-head type; 3¼-in. bore x 4½-in. stroke; 224 cubic inches displacement, N.A.C.C. rating 25.35 h.p.; brake h.p., 53.5 at 2700 r.p.m. Maximum torque, 138 pound-feet at 800 r.p.m. Four bronze-backed, babbitt-lined main bearings. Total projected main bearing area, 19,386 sq. in. Bearing dimensions—front, 2⅝ x 2⅛ in.; No. 2, 2⅝ x 1¾ in.; No. 3, 2⅝ x 2 in.; rear, 2⅝ x 2¼ in.; connecting rod bearings, 2½ x 1½ in. Three-point mounting with rubber-cushioned rear supports.

Lubrication: Pressure feed to all main, camshaft, and connecting rod bearings. Gear type, gear-driven oil pump. Oil capacity, 6 quarts. Pressure gun lubrication throughout on chassis.

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator and fan. Equipped with centrifugal pump driven by generator shaft. Water capacity, 18 quarts.

Ignition: High-tension battery type, semi-automatic distributor. Distributor mounted above the engine, very accessible.

Generator: 6-volt, gear-driven.

Battery: 6-volt, 15-plate.

Starting Motor: 6-volt, 2-pole type.

Carburetor: 1½-in. vertical type, compound jet. Fitted with a wire-wool, oil-saturated air cleaner.

Fuel System: Vacuum feed; 15-gallon tank under seat.

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, 6.6 to 1; second, 4.03 to 1; third, 2.12 to 1; fourth, 1 to 1; reverse, 7.68 to 1.

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

Universal Joints: All-metal, split-ring, trunnion-yoke 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. Tapered roller bearings in wheels. Ball bearings for vertical king pin load.

Final Drive: Semi-floating, spiral-bevel gear type. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential bearings are tapered rollers. Pinion straddle-mounted on ball bearings.

Axle Reductions Available: 6.5 to 1, or 5.625 to 1.

Steering Gear: Irreversible cam-and-lever type.

Brakes: Service: 4-wheel, mechanical, self-energizing, internal-expanding shoe type. Fully enclosed. Emergency: rear wheels, internal-expanding type.

Springs: All leaves of alloy steel. Front and rear half-elliptic. Front, 2¼ x 40 in.; rear, 2½ x 52 in.; quarter-elliptic auxiliary rear springs, 2½ x 19½ in.

Wheels: Cast, spoke type, duals on rear.

Tires: Standard, 6.00-20 balloon front, 6.00-20 dual balloons rear.

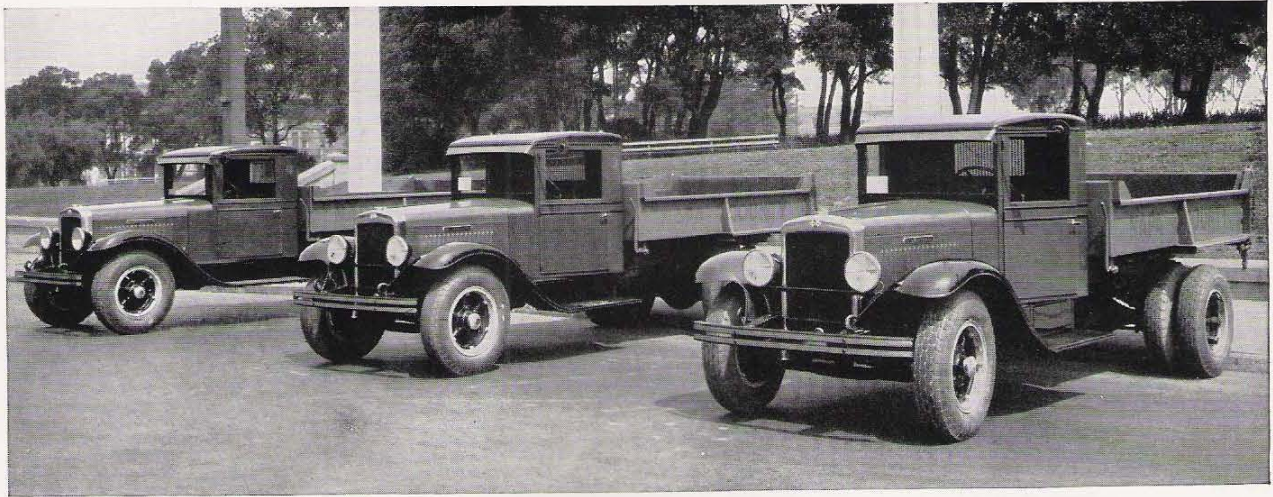
Control: Left-hand drive, spark and throttle levers on top of steering wheel. Foot accelerator, clutch, and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

Standard Equipment: Cowl and dash, front fenders, short running boards, front bumper, chromium-plated radiator shell, underslung tire carrier, spare rim, license brackets, starter, battery, horn, electric head, tail, and dash lights, air cleaner, jack and tool kit. Speedometer, heat indicator, ammeter, oil pressure gauge, and choke mounted in instrument panel on dash.

Special Equipment: The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror; adjustable lazyback, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power tire pump; oil filter; governor; bodies and equipment for every need. 30 x 5 front and 30 x 5 dual rear pneumatic, 32 x 6 front and 32 x 6 dual rear pneumatic, 6.50-20 front and 6.50-20 dual rear balloon, 7.00-20 front and 7.00-20 dual rear balloon, 32 x 6 or 34 x 7 single rear pneumatic, 7.50-20 or 8.25-20 single rear balloon tires.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Hood and cowl "gray-green deep" lacquer. Radiator shell, chromium-plated.

MEN WHO KNOW, CHOOSE THE STURDY INTERNATIONALS

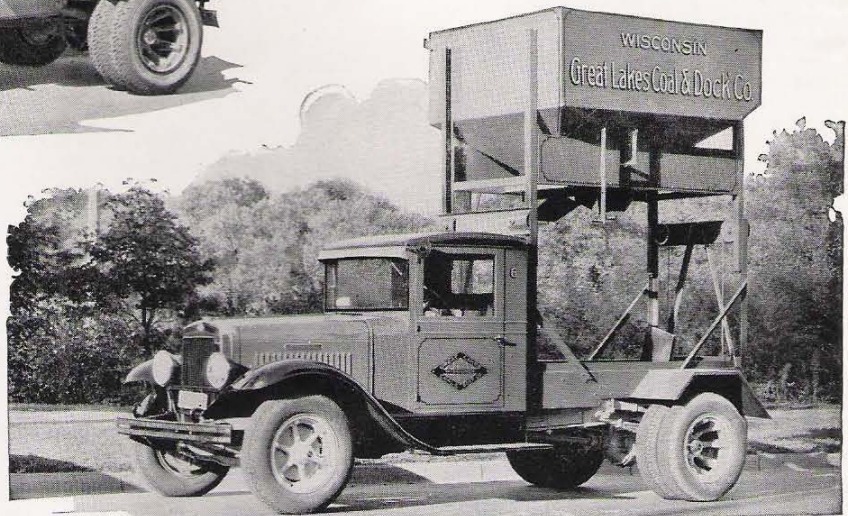


County and state highway commissions and road building contractors have found Internationals well adapted to their needs. These Model A-5 dump trucks are owned by Napa County, Cal.



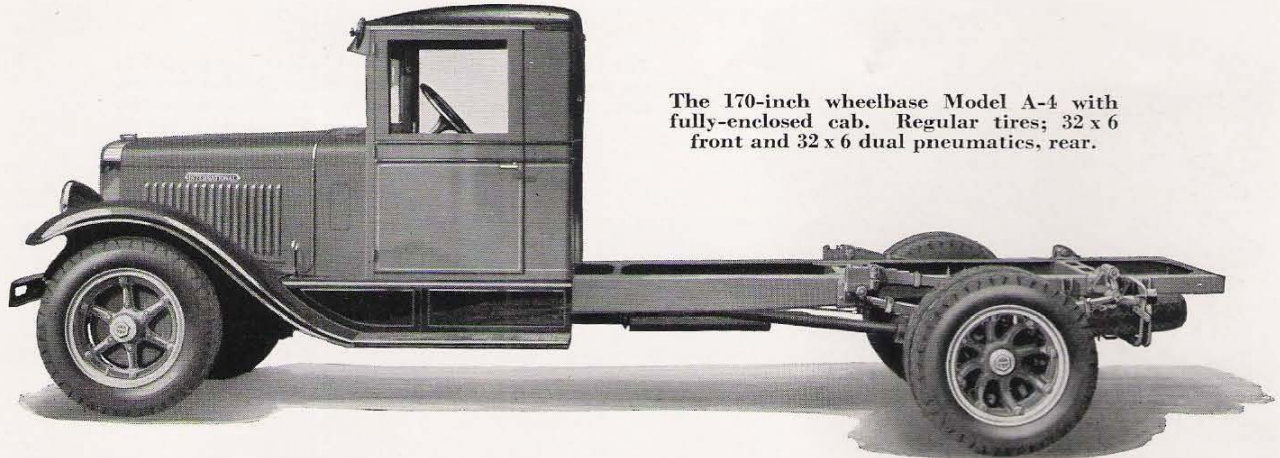
One of many Internationals engaged in a delivery of Koppers coke. This one is owned by Koppers Seaboard Coke Co., of Clifton, N. J.

This International Model A-5 speed truck with special high lift coal body is owned by the Wisconsin Great Lakes Coal & Dock Co., of Milwaukee.



The E. W. Coons Co., Inc., Hibbing, Minn., general contractors, operate this fleet of International Model A-5 speed trucks.

INTERNATIONALS FOR ECONOMICAL TRANSPORTATION



The 170-inch wheelbase Model A-4 with fully-enclosed cab. Regular tires; 32 x 6 front and 32 x 6 dual pneumatics, rear.

Specifications—International Model A-4

Rated Capacity: 2 tons.

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

Wheelbase	145	156	170	185
Overall length	213 $\frac{13}{16}$	230 $\frac{5}{16}$	248 $\frac{5}{16}$	267 $\frac{5}{16}$
Back of cab to c/1 of rear axle	61 $\frac{1}{2}$	72 $\frac{1}{2}$	86 $\frac{1}{2}$	101 $\frac{1}{2}$
Back of cab to end of frame	104	120 $\frac{1}{2}$	138 $\frac{1}{2}$	157 $\frac{1}{2}$
Back of cowl to c/1 of rear axle	100 $\frac{7}{8}$	111 $\frac{7}{8}$	125 $\frac{7}{8}$	140 $\frac{7}{8}$
Back of cowl to end of frame	143 $\frac{3}{8}$	159 $\frac{7}{8}$	177 $\frac{7}{8}$	196 $\frac{3}{8}$
Maximum body length back of cab	104	120	144	170
Turning radius (feet)	24 $\frac{3}{8}$	26 $\frac{3}{8}$	28 $\frac{3}{8}$	30 $\frac{3}{8}$
Chassis weight	5221	5269	5330	5395
Chassis weight, front end	2694	2710	2769	2830
Chassis weight, rear end	2527	2559	2561	2565
Cab weight	435	435	435	435
Body allowance	1500	1500	1500	1500

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

- Tread—front wheels, 61 in.; rear wheels, 67 $\frac{3}{8}$ in.
- Road clearance—front axle, 10 $\frac{1}{4}$ in.; rear axle, 7 $\frac{1}{2}$ in.
- Overall width—at front, 76 in.; at rear, 83 $\frac{7}{8}$ in.
- Maximum body width between tires, 44 $\frac{1}{4}$ in.
- Height from top of frame to ground, loaded—front, 25 $\frac{1}{2}$ in.; rear, 28 $\frac{1}{4}$ in.

Frame: Pressed steel channel with deep center section. Thickness, $\frac{1}{4}$ in. Width, 34 $\frac{1}{2}$ in. Width of flange, 3 $\frac{3}{4}$ in.

Wheelbase	Depth at Center	No. Cross Members
145 in.	7 in.	4
156 in.	7 in.	4
170 in.	7 in.	6
185 in.	8 in.	6

Engine: International Harvester, valve-in-head type, 6-cylinder, 3 $\frac{1}{2}$ -in. bore x 4 $\frac{1}{2}$ -in. stroke, 279 cubic inches displacement, N.A.C.C. rating 31.54 h. p., brake h. p. 67 at 2600 r. p. m. (governed speed 2800 r. p. m.). Maximum torque, 177 pound-feet at 800 to 1200 r. p. m. Three-point mounting with rubber-cushioned rear supports. Cylinder block cast in one piece, removable cylinders, 2-piece head, machined combustion chambers, 7-bearing crankshaft, drop-forged of chrome-nickel steel, heat-treated, statically and dynamically balanced. Precision type main bearings, total projected area 32.57 square inches. Connecting rod bearings, 2 $\frac{1}{4}$ x 1 $\frac{3}{8}$. Camshaft drop-forged, case-hardened integral cams, supported in 7 bearings.

Lubrication: Engine pressure feed to all main, connecting rod, camshaft, and rocker arm shaft bearings. No pipes are used, the drilled camshaft acting as an oil distribution manifold. Gear type, gear-driven oil pump. Oil filter. Oil capacity, 10 quarts. Pressure gun lubrication throughout on chassis.

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan, water pump driven by V-type belt. Water capacity, 29 quarts.

Ignition: High-tension battery type, semi-automatic distributor mounted on generator, coil mounted on dash. High-tension magneto ignition supplied at additional cost.

Generator: 6-volt, gear-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 4-pole; back-geared type.

Carburetor: 1 $\frac{1}{2}$ -in. vertical type, fitted with an oil-type air cleaner. Intake manifold heat control.

Fuel System: Vacuum feed; 22-gal. gasoline tank under seat.

Governor: Velocity type, mounted between carburetor and manifold.

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

Transmission: 5 speeds forward, 1 reverse, sliding gear selective type (operated by 1 control lever), mounted in unit with engine.

Transmission Reductions: First, 7.35 to 1; second, 5 to 1; third, 3.13 to 1; fourth, 1.75 to 1; fifth, 1 to 1; reverse, 9.04 to 1.

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

Universal Joints: All-metal, self-contained companion-flange 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. Tapered roller bearings in wheels. Ball bearings for vertical king pin load.

Final Drive: Semi-floating, spiral-bevel gear type. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential bearings are tapered rollers. Pinion straddle-mounted on ball bearings.

Axle Reductions Available: 6.5 to 1, 6.143 to 1, or 5.625 to 1.

Steering Gear: Irreversible cam-and-lever type.

Brakes: Service: 4-wheel, mechanical, self-energizing, internal-expanding shoe type. Fully enclosed. Emergency: rear wheels, internal-expanding type.

Springs: All leaves of alloy steel. Front and rear semi-elliptic. Front, 3 x 42 in.; rear, 3 x 54 in.; quarter-elliptic auxiliary rear springs, 2 $\frac{1}{2}$ x 20 in.

Wheels: Cast, spoke type, duals on rear.

Tires: Standard, 32 x 6 front, 32 x 6 dual rear, truck type pneumatic.

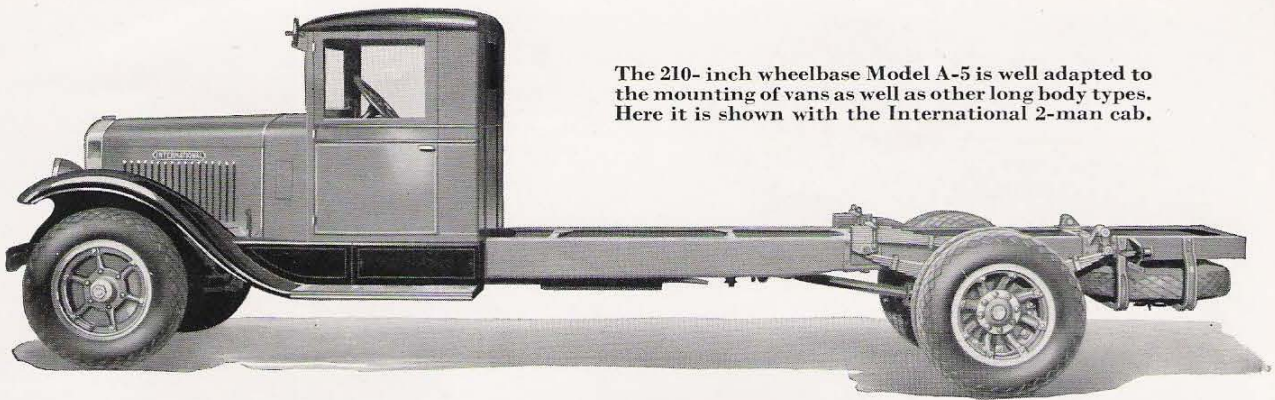
Control: Left-hand drive, spark and throttle controls on top of the steering wheel. Foot accelerator, clutch and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

Standard Equipment: Cowl and dash, front fenders, short running boards, front bumper, chromium-plated radiator shell, underslung tire carrier (170 and 185-in. w. b. only), spare rim, license brackets, starter, battery, horn, electric head, tail and dash lights, oil filter, oil air cleaner, jack and tool kit. Speedometer, heat indicator, ammeter, oil pressure gauge, choke, and manifold heat control mounted in instrument panel on dash.

Special Equipment: The following can be furnished at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, adjustable lazyback, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power take-offs; winches; shock absorbers; booster brakes; 17-gallon auxiliary gasoline tank; bodies and equipment for every need. 34 x 7 front and 34 x 7 dual rear pneumatic, 7.50-20 balloon front and 7.50-20 dual rear balloon; 8.25-20 balloon front and 8.25-20 dual rear balloon tires.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Hood and cowl "gray-green deep" lacquer. Radiator shell, chromium-plated.

THERE IS AN INTERNATIONAL FOR EVERY HAULING NEED



The 210-inch wheelbase Model A-5 is well adapted to the mounting of vans as well as other long body types. Here it is shown with the International 2-man cab.

Specifications—International Model A-5

Rated Capacity: 3 tons.

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

Wheelbase.....	140	156	170	190	210
Overall length.....	208 $\frac{1}{8}$	224 $\frac{1}{8}$	248 $\frac{5}{8}$	272 $\frac{5}{8}$	302 $\frac{5}{8}$
Back of cab to c/l of rear axle	56 $\frac{1}{2}$	72 $\frac{1}{2}$	86 $\frac{1}{2}$	106 $\frac{1}{2}$	126 $\frac{1}{2}$
Back of cab to end of frame	99	115	138 $\frac{1}{2}$	162 $\frac{1}{2}$	192 $\frac{1}{2}$
Back of cowl to c/l of rear axle.....	95 $\frac{7}{8}$	111 $\frac{7}{8}$	125 $\frac{7}{8}$	145 $\frac{7}{8}$	165 $\frac{7}{8}$
Back of cowl to end of frame	138 $\frac{3}{8}$	154 $\frac{3}{8}$	177 $\frac{7}{8}$	201 $\frac{7}{8}$	231 $\frac{7}{8}$
Maximum body length back of cab.....	100	120	144	170	195
Turning radius (feet).....	24	27 $\frac{3}{8}$	29 $\frac{1}{2}$	32 $\frac{3}{8}$	35 $\frac{1}{8}$
Chassis weight.....	5836	5895	6010	6074	6136
Chassis weight, front end.....	2874	2918	2963	2990	3038
Chassis weight, rear end.....	2962	2977	3047	3084	3098
Cab weight.....	435	435	435	435	435
Body allowance.....	2000	2000	2000	2000	2000

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

- Tread—front wheels, 61 in.; rear wheels, 68 $\frac{1}{2}$ in.
- Road clearance—front axle, 11 in.; rear axle, 8 $\frac{3}{4}$ in.
- Overall width—at front, 76 in.; at rear, 88 $\frac{1}{4}$ in.
- Maximum body width between tires, 44 $\frac{3}{4}$ in.
- Height from top of frame to ground, loaded—front, 27 $\frac{7}{8}$ in.; rear, 31 in.

Frame: Pressed steel channel with deep center section. Thickness, $\frac{1}{4}$ in. Width, 34 $\frac{1}{8}$ in. Width of flange, 3 $\frac{1}{2}$ in.

Wheelbase	Depth at Center	No. Cross Members
140 in.	8 in.	4
156 in.	8 in.	4
170 in.	8 in.	6
190 in.	9 in.	6
210 in.	9 in.	7

Engine: International Harvester, valve-in-head type, 6 cylinders, 3 $\frac{3}{8}$ -in. bore x 4 $\frac{1}{2}$ -in. stroke, 279 cubic inches displacement, N.A.C.C. rating 31.54 h. p., brake h. p. 67 at 2600 r. p. m. (governed speed 2800 r. p. m.). Maximum torque 177 pound-feet at 800 to 1200 r. p. m. Three-point mounting with rubber-cushioned rear supports. Cylinder block cast in one piece, removable cylinders, 2-piece head, machined combustion chambers, 7-bearing crankshaft, drop-forged of chrome-nickel steel, heat-treated, statically and dynamically balanced. Precision type main bearings, total projected area 32.57 square inches. Connecting rod bearings, 2 $\frac{1}{2}$ x 1 $\frac{1}{8}$. Camshaft drop-forged, case-hardened integral cams, supported in 4 bearings.

Lubrication: Engine pressure feed to all main, connecting rod, camshaft, and rocker arm shaft bearings. No pipes are used, the main oil distribution artery being drilled in the crankcase. Gear tube, oil pump. Oil filter. Oil capacity, 10 quarts. Pressure gun lubrication throughout on chassis.

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and water pump driven by V-type belt. Water capacity, 29 quarts.

Ignition: High-tension battery type, semi-automatic distributor mounted on generator, coil mounted on dash. High-tension magneto ignition supplied at additional cost.

Generator: 6-volt, gear-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 4-pole; back-geared type.

Carburetor: 1 $\frac{1}{8}$ -in. vertical type, fitted with an oil-type air cleaner. Intake manifold heat control.

Fuel System: Vacuum feed; 22-gal. gasoline tank under seat.

Governor: Velocity type, mounted between carburetor and manifold.

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

Transmission: Sliding gear selective type, 5 speeds forward, 1 reverse (operated by 1 control lever), mounted in unit with engine.

Transmission Reductions: First, 7.35 to 1; second, 5 to 1; third, 3.13 to 1; fourth, 1.75 to 1; fifth, 1 to 1; reverse, 9.04 to 1.

Propeller Shaft: 140 in., 156 in., 170 in., and 190-in. wheelbases: front and rear shafts of large diameter seamless steel tubing with a self-aligning center bearing. 210-in. wheelbase: 3-piece shaft with 2 self-aligning bearings.

Universal Joints: All-metal, self-contained companion-flange 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. Tapered roller bearings in wheels. Ball bearings for vertical king pin load.

Final Drive: Full-floating, spiral-bevel gear type. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential bearings are tapered rollers. Pinion straddle-mounted on ball bearings.

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

Steering Gear: Irreversible cam-and-lever type.

Brakes: Service: 4-wheel, mechanical, self-energizing, internal-expanding shoe type. Fully enclosed. Emergency: rear wheels, internal-expanding type.

Springs: All leaves of alloy steel. Front and rear semi-elliptic. Front, 3 x 42 in.; rear, 3 x 56 in.; quarter-elliptic, auxiliary rear springs, 2 $\frac{1}{2}$ x 21 in.

Wheels: Cast, spoke type, duals on rear.

Tires: Standard, 34 x 7 front, 34 x 7 dual rear, heavy-duty pneumatic.

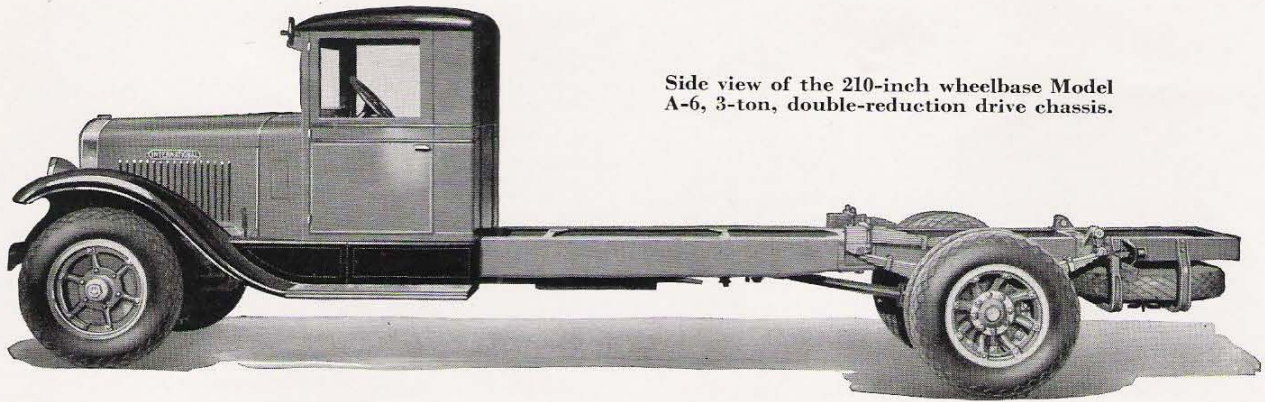
Control: Left-hand drive, spark and throttle controls on top of the steering wheel. Accelerator, clutch and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

Standard Equipment: Cowl and dash, front fenders, short running boards, front bumper, chromium-plated radiator shell, underslung tire carrier (170, 190 and 210-in. w. b. only), spare rim, license brackets, starter, battery, horn, electric head, tail and dash lights, oil filter, oil air cleaner, jack and tool kit. Speedometer, heat indicator, ammeter, oil pressure gauge, choke, and manifold heat control mounted in instrument panel on dash.

Special Equipment: The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, adjustable lazyback, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power take-offs; winches; shock absorbers; booster brakes; 17-gallon auxiliary gas tank; bodies and equipment for every need. 36 x 8 front and 36 x 8 dual pneumatic rear. 8.25-20 front and 8.25-20 dual rear balloon; 9.00-20 front and 9.00-20 dual rear balloon tires.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Hood and cowl "gray-green deep" lacquer. Radiator shell, chromium-plated.

PRODUCT OF TWENTY-SIX YEARS OF TRUCK BUILDING



Side view of the 210-inch wheelbase Model A-6, 3-ton, double-reduction drive chassis.

Specifications—International Model A-6

Rated Capacity: 3 tons.

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

Wheelbase.....	140	156	170	190	210
Overall length.....	208 $\frac{13}{16}$	224 $\frac{13}{16}$	248 $\frac{5}{16}$	272 $\frac{5}{16}$	302 $\frac{5}{16}$
Back of cab to c/l of rear axle	56 $\frac{1}{2}$	72 $\frac{1}{2}$	86 $\frac{1}{2}$	106 $\frac{1}{2}$	126 $\frac{1}{2}$
Back of cab to end of frame	99	115	138 $\frac{1}{2}$	162 $\frac{1}{2}$	192 $\frac{1}{2}$
Back of cowl to c/l of rear axle.....	95 $\frac{7}{8}$	111 $\frac{7}{8}$	125 $\frac{7}{8}$	145 $\frac{7}{8}$	165 $\frac{7}{8}$
Back of cowl to end of frame	138 $\frac{3}{8}$	154 $\frac{3}{8}$	177 $\frac{7}{8}$	201 $\frac{3}{8}$	231 $\frac{3}{8}$
Maximum body length back of cab.....	100	120	144	170	195
Turning radius (feet).....	24	27 $\frac{2}{3}$	29 $\frac{1}{2}$	32 $\frac{2}{3}$	35 $\frac{1}{6}$
Chassis weight.....	6059	6120	6257	6329	6405
Chassis weight, front end.....	2918	2963	3019	3050	3105
Chassis weight, rear end.....	3141	3157	3238	3279	3300
Cab weight.....	435	435	435	435	435
Body allowance.....	2000	2000	2000	2000	2000

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

Tread—front wheels, 61 in.; rear wheels, 68 $\frac{1}{2}$ in.
 Road clearance—front axle, 11 in.; rear axle, 8 $\frac{3}{4}$ in.
 Overall width—at front, 76 in.; at rear, 88 $\frac{13}{16}$ in.
 Maximum body width between tires, 44 $\frac{1}{2}$ in.
 Height from top of frame to ground, loaded—front, 27 $\frac{7}{8}$ in.; rear, 31 $\frac{1}{2}$ in.

Frame: Pressed steel channel with deep center section. Thickness, $\frac{5}{16}$ in. Width, 3 $\frac{1}{4}$ in. Width of flange, 3 $\frac{1}{2}$ in.

Wheelbase	Depth at Center	No. Cross Members
140 in.	8 $\frac{1}{2}$ in.	4
156 in.	8 $\frac{1}{8}$ in.	4
170 in.	8 $\frac{1}{8}$ in.	6
190 in.	9 $\frac{1}{8}$ in.	6
210 in.	9 $\frac{1}{8}$ in.	7

Engine: International Harvester, valve-in-head type, 6 cylinders, 3 $\frac{3}{8}$ -in. bore x 4 $\frac{1}{2}$ -in. stroke, 279 cubic inches displacement, N.A.C.C. rating 31.54 h. p., brake h. p. 67 at 2600 r. p. m. (governed speed 2800 r. p. m.). Maximum torque, 177 pound-feet at 800 to 1200 r. p. m. Three-point mounting with rubber-cushioned rear supports. Cylinder block cast in one piece, removable cylinders, 2-piece head, machined combustion chambers, 7-bearing crankshaft, drop-forged of chrome-nickel steel, heat-treated, statically and dynamically balanced. Precision type main bearings, total projected area 32.57 square inches. Connecting rod bearings, 2 $\frac{1}{4}$ x 1 $\frac{1}{8}$. Camshaft drop-forged, case-hardened integral cams, supported in 4 bearings.

Lubrication: Engine pressure feed to all main, connecting rod, camshaft, and rocker arm shaft bearings. No pipes are used, the main oil distribution artery being drilled in the crankcase. Gear type, oil pump. Oil filter. Oil capacity, 10 quarts. Pressure gun lubrication throughout on chassis.

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and water pump driven by V-type belt. Water capacity, 29 quarts.

Ignition: High-tension battery type, semi-automatic distributor mounted on generator, coil mounted on dash. High-tension magneto ignition supplied at additional cost.

Generator: 6-volt, gear-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 4-pole; back-geared type.

Carburetor: 1 $\frac{1}{4}$ -in. vertical type, fitted with an oil-type air cleaner. Intake manifold heat control.

Fuel System: Vacuum feed; 22-gal. gasoline tank under seat.

Governor: Velocity type, mounted between carburetor and manifold.

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

Transmission: Sliding gear selective type, 5 speeds forward, 1 reverse (operated by 1 control lever), mounted in unit with engine.

Transmission Reductions: First, 7.35 to 1; second, 5 to 1; third, 3.13 to 1; fourth, 1.75 to 1; fifth, 1 to 1; reverse, 9.04 to 1.

Propeller Shaft: 140 in., 156 in., 170 in., and 190-in. wheelbases: front and rear shafts of large diameter seamless steel tubing with a self-aligning center bearing. 210-in. wheelbase: 3-piece shaft with 2 self-aligning bearings.

Universal Joints: All-metal, self-contained companion-flange 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. Tapered roller bearings in wheels. Ball bearings for vertical king pin load.

Final Drive: Full floating, double-reduction gear type. Power transmitted through spiral bevel and herringbone gears. Differential mounted on ball bearings, pinion on tapered rollers.

Axle Reductions Available: 8.5 to 1, or 7.1 to 1.

Steering Gear: Irreversible cam-and-lever type.

Brakes: Service: 4-wheel, mechanical, self-energizing, internal-expanding shoe type. Fully enclosed. Emergency: rear wheels, internal-expanding type.

Springs: All leaves of alloy steel. Front and rear semi-elliptic. Front, 3 x 42 in.; rear, 3 x 56 in.; quarter-elliptic auxiliary rear springs, 2 $\frac{1}{2}$ x 21 in.

Wheels: Cast, spoke type, duals on rear.

Tires: Standard, 34 x 7 front, 34 x 7 dual rear, heavy-duty pneumatic.

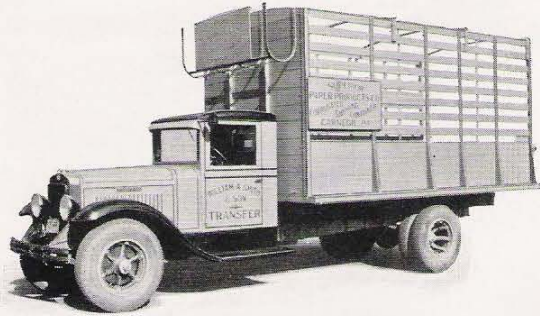
Control: Left-hand drive, spark and throttle controls on top of the steering wheel. Accelerator, clutch and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

Standard Equipment: Cowl and dash, front fenders, short running boards, front bumper, chromium-plated radiator shell, underslung tire carrier (170, 190 and 210-in. w. b. only), spare rim, license brackets, starter, battery, horn, electric head, tail and dash lights, oil filter, oil air cleaner, jack and tool kit. Speedometer, heat indicator, ammeter, oil pressure gauge, choke, and manifold heat control mounted in instrument panel on dash.

Special Equipment: The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, adjustable lazyback, and windshield wiper; front seat section; windshield; high-tension magneto ignition, power take-offs; winches; shock absorbers; booster brakes; 17-gallon auxiliary gas tank; bodies and equipment for every need. 36 x 8 front and 36 x 8 dual pneumatic rear, 8.25-20 front and 8.25-20 dual rear balloon; 9.00-20 front and 9.00-20 dual rear balloon tires.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Hood and cowl "gray-green deep" lacquer. Radiator shell, chromium-plated.

CUT YOUR DELIVERY COSTS WITH ECONOMICAL INTERNATIONALS



Because of their mobility, speed, and low-cost operation, International trucks are widely used by commercial haulers.



Bottlers have found that International trucks enable them to deliver their products at the lowest cost per case.



Speed and economy are features that appeal to grocers everywhere. This attractive International has a Type B panel body.



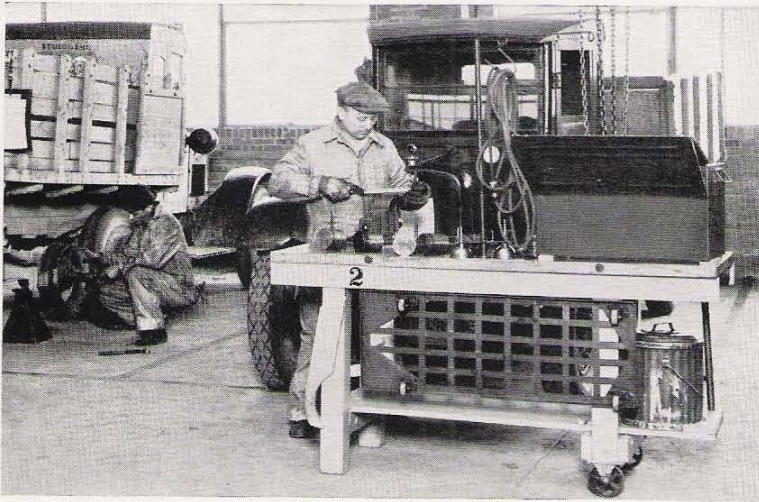
Performance counts—so does appearance. International speed trucks have both of these important qualities.



The Independent Oil & Gas Company, Des Moines, Iowa, recently placed these three International speed trucks in service. These trucks range from 1½ to 3 tons capacity.



One of the 183 modern up-to-the-minute International truck sales and service stations in the United States and Canada. This branch is located at Baltimore, Md.



Each International service station is the result of continuous study to bring about improvements that will result in faster, more efficient workmanship and a saving of time and money for International truck owners.

You Can't Get Away From Service Like This

IN the United States and Canada, 183 Company-owned sales and service stations stand squarely behind the International trucks operating in their respective territories. In addition to these branches, located in principal cities, there are hundreds of International truck dealers ready to care for the needs of truck owners in their own communities.

Every International owner may receive from any one of these branches just the same kind of service the factories themselves would give him. Each branch has an extensive stock of factory-standard parts on hand for all emergencies, and well-trained mechanics work on factory-standard methods with all the tools and machine equipment good service demands. There is never any guesswork and never any tinkering—and that means economy in every operation.