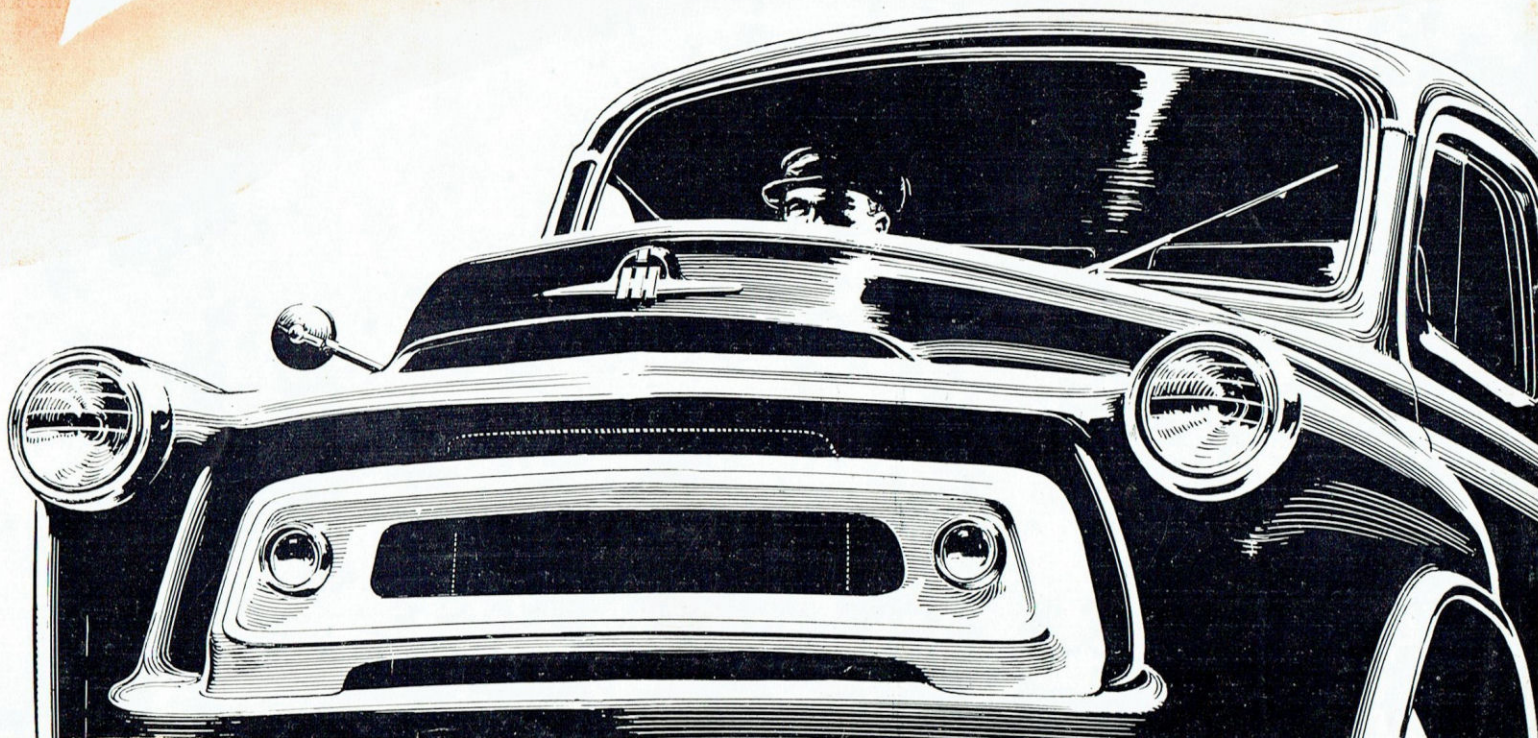


NEW

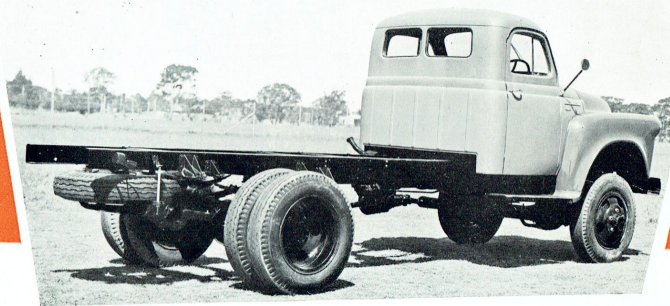
INTERNATIONAL TRUCKS

ASW-160 Four-Wheel Drive Model

ALL-TRUCK built to save you the big money



ALL-TRUCK built to *SAVE YOU THE BIG MONEY!*



NEW styling

THE NEW INTERNATIONAL "AS" LINE

It is the policy of International Harvester to introduce improvements in the design and materials of chassis, engine and cab components as soon as they have been thoroughly tested and approved in the "Trial by Torture" engineering and testing programme. When these improvements accumulate to the point where today's production models are vastly different from those which originally carried the same designation . . . with greatly increased engine power and efficiency, many new cab chassis and body features, new styling, new engines, new colours, new models . . . the time has come to give distinctive recognition to these thoroughly modern vehicles and as an entirely new line of Australian manufactured International Trucks—the "AS" Line.

The new, balanced styling of the "AS" Line of International trucks has cleaner, more sweeping lines. The bonnet height has been lowered for more safety and better view of the road. The "IH" emblem has been incorporated in a bonnet ornament. The external bonnet latches have been removed and the bonnet is raised with a 9" wider opening near the radiator filler cap. Improved location of the headlights has been achieved with the new styling. In the "AS" Line the head lamps themselves are visible to the driver at all times so that he may take greater care of them when manoeuvring his vehicle. The headlamps are spaced 10" wider apart than previously and 7" higher, giving far better protection to the truck as they extend to the full width of the unit. Two white parking reflectors have been incorporated in the design in the front grille of the truck, so that when the truck is parked without headlights, these large white reflectors will give warning to approaching drivers. Another styling feature is the two tone grille piece, which will be beige in trucks with all colours except biscuit where it is proposed to use a red grille piece. The "AS" 160 series will be protected by a wider-angle bumper which is a similar design to the "AR" Line, but will be a greater protection to the sheetmetal than before.

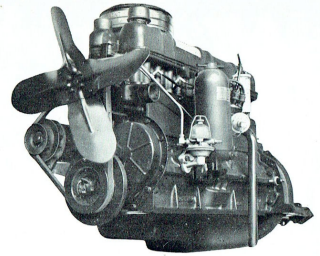
FOUR-WHEEL DRIVE PROVIDES MAXIMUM TRACTION FOR BIGGER PAYLOADS

The versatile International ASW-160 4-wheel drive model fills the need for an economical medium-heavy-duty 4 x 4 truck. This new model affords maximum traction for off-highway use as well as for on-highway operations—wherever the nature of the terrain or road surface makes traction a serious problem. It gives dependable performance in situations which can only be handled with the help of a front-wheel drive but can also be operated on hard-surfaced roads as a conventional truck by using the special shift lever which controls the engaging and disengaging of the front-axle drive. Exceptional flotation as well as extra traction is provided when larger optional tyres are used. Power is normally supplied to both front and rear axles through a 2-speed transfer case located behind the transmission. This 2-speed transfer case, combined with the 4-speed transmission, gives a total of eight forward speeds and two reverse speeds. While the new model retains many of the components used in conventional rear-wheel

NEW power

ABD-240 AUSTRALIAN BLACK DIAMOND ENGINE 240 CUBIC INCH CAPACITY

The increased power of the ABD-240 gives more power for heavy loads, greater maximum torque for more pulling power on the hills. Horsepower has been increased to a maximum of 131 and torque has been raised to 208 lb.-ft., maximum torque at 2,000 r.p.m. The calibration of the carburettor has been improved to obtain optimum fuel economy and maximum power. A bigger capacity intake manifold and increased capacity intake-valve ports have been fitted to the ABD-240 engine for better performance and more useable horsepower. The ABD-240 has a higher compression ratio to give more power and economy from the higher octane fuel available today. New slo-rotor exhaust valves with long life stellite facing give the ABD-240 the long wearing, high performance characteristics of a thoroughbred International engine. The camshaft has been re-designed with a smoother ramp-approach to reduce tappet noise and overhead valve gear and rocker arm noise in the engine at idling speeds. Improved piston design with offset gudgeon pin placement and chrome top compression ring to increase engine life and reduce piston slap in a cold engine and wear in the bore.



NEW comfort

A new "Sweep-Sight" curved windscreen, for the "Comfo-Vision" cab—the roomiest cab on the road. A full range of attractive colours is available for the interior for more comfort and colour harmony for the driver. Genuine hide upholstery, dual sun visors and windscreen wipers are standard on all models. New instruments have been designed for the "AS" Line and they are arranged in two clusters with edge lights, new speedo shows 1 million miles. The other cluster includes a fuel gauge at the top and a temperature gauge at the bottom. Located at each side are two warning lights for oil pressure on the lefthand side and a generator indicator light on the righthand side. These warning lights give a definite and true signal when oil pressure falls below an operative level and when the generator is not charging. The ash-tray and cigarette lighter are included on the "AS" Line instrument panel as an attachment at extra cost.

drive models, it also incorporates specially designed parts and heavier components. The transmission has two power take-off openings, one for driving a front mounted winch, the other for attaching an underbody hydraulic hoist, a power-type pump or other auxiliary equipment.

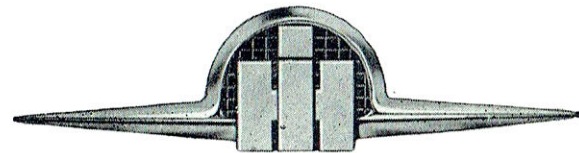
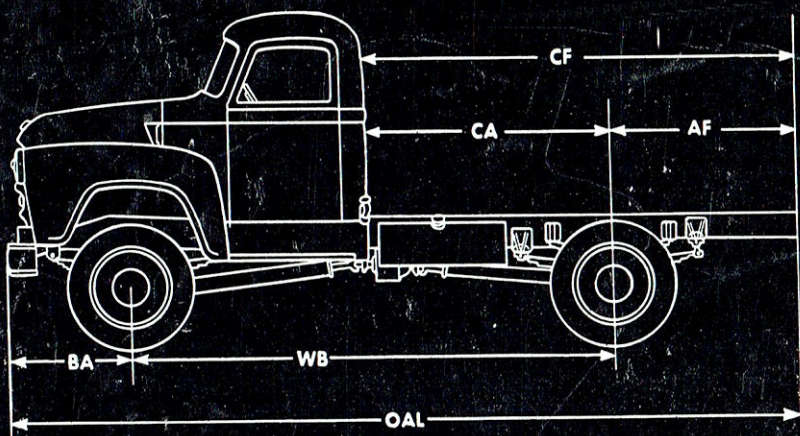
The famous valve-in-head ABD-240 Black Diamond engine provides low-cost peak performance.

You'll like the driver comfort and safety features of the famous Comfo-Vision cab with all-round visibility. Posture-positioned controls and deep cushion seats let you drive and manoeuvre with comfort and ease.

Proved by International Harvester's famous "Trial by Torture" engineering and testing programme these new International trucks give profit-minded truck buyers an unmatched combination of values.

Exactly the right truck for the job, unequalled performance, lowest maintenance costs, and maximum driver comfort—exactly the right truck for the job.





SPECIFICATIONS

	154" WB	172" WB
Gross Vehicle Weight rating (lb.)	16,000	16,000
Payload, including body weight (lb.)	9,700	9,620
Chassis Dimensions (inches) All Models		
Wheelbase (WB)	154	172
Overall length, with front bumper (OAL)	246 $\frac{3}{8}$	264 $\frac{3}{8}$
Back of cab to centre of rear axle (CA)	82 $\frac{3}{16}$	100 $\frac{3}{16}$
Centre of rear axle to end of frame (AF)	56	56
Back of cab to end of frame (CF)	138 $\frac{3}{16}$	156 $\frac{3}{16}$
Bumper to centre of front axle (BA)	36 $\frac{3}{8}$	36 $\frac{3}{8}$
Turning radius with bumper clearance (feet)	27 $\frac{1}{2}$	30
Tread—Front wheels: 11.00-20 Tyres	8.25-20 Tyres	
(7.50-20 tyres only)	65 $\frac{3}{8}$	66 $\frac{1}{2}$
Rear wheels	66 $\frac{3}{16}$	66 $\frac{1}{2}$
Road Clearance—Front axle	13 $\frac{3}{4}$	11 $\frac{1}{2}$
(7.50-20 tyres only)		10 $\frac{1}{8}$
Rear Axle		
ASW-160 and ASW-161	12 $\frac{3}{8}$	10 $\frac{3}{8}$
ASW-160 (7.50-20 tyres only)		9 $\frac{1}{4}$
Overall width:	77 $\frac{3}{16}$	86 $\frac{7}{16}$
(7.50-20 tyres only)		85 $\frac{7}{8}$
Height from top of frame to ground		
Front loaded	40 $\frac{1}{16}$	37 $\frac{13}{16}$
(7.50-20 tyres only)		37 $\frac{3}{16}$
Rear loaded	39 $\frac{1}{2}$	37 $\frac{1}{2}$
(7.50-20 tyres only)		36 $\frac{5}{8}$
Rear empty	42 $\frac{3}{8}$	40 $\frac{3}{8}$
(7.50-20 tyres only)		40

Size	Depth	Flange	Thickness
154" WB	8 $\frac{3}{16}$ "	3"	7/32"
172" WB	8 $\frac{1}{4}$ "	3"	1"

Engine: International Black Diamond 240, six-cylinder valve-in-head-type; 3 9/16 bore, 4.018" stroke. Displacement 240.3 cu. ins.; compression ratio, 7.0 to 1; R.A.C. rating, 30.4 h.p. maximum brake h.p., 131 at 3,800 r.p.m. net 111 at 3,600 r.p.m. Maximum torque 208 lb.-ft. at 2,000 r.p.m. Max. net 199.5 at 1,600-1,800 r.p.m. Four steel-backed precision-type, removable-shell main bearings; total projected area, 17.014 sq. ins. Six-replaceable-shell, precision-type connecting-rod bearings. Exhaust valve-seat inserts. Stellite faced slo-rote valves.

Lubrication: Pressure feed to all main, connecting rod-piston pin and camshaft bearings. Gear type, camshaft driven oil pump. Crankcase capacity 6.7 qts. (dry), 6.2 qts. (refill). Removeable cartridge capacity 2 $\frac{1}{2}$ pts.

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

Ignition: 6 volt, vacuum control, full automatic distributor.

Generator: 6 volt, 30 ampere, shunt wound belt-driven.

Lights: Pre-focus headlights.

Battery: 6-volt, 15-plate.

ASW - 160 4 x 4 MODEL

- Starting Motor:** 6 volt.
- Carburettor:** Downdraft type. Oil-bath-type air cleaner.
- Fuel System:** Mechanical fuel pump driven from camshaft 17 $\frac{1}{2}$ gal. tank. Petrol filter.
- Clutch:** 11", single-plate, with vibration damper.
- Transmission:** Four speeds forward, one reverse, synchromesh type mounted on unit with engine.
- Transmission Reduction:** First, 6.398 to 1; second, 3.092 to 1; third, 1.686 to 1; fourth, direct; reverse, 7.820 to 1.
- Propeller Shaft:** Large-diameter, heavy steel tubing, self-aligning centre bearing. Dynamically balanced.
- Universal Joints:** All-metal, needle-bearing, anti-friction type.
- Front Axle:** Single reduction, hypoid bevel drive. Constant velocity, Universal joints.
- Rear Axle:** Full-floating, single reduction hypoid type. Hotchkiss-type final drive. Nickel-chrome alloy steel axle shafts. Heat treated, one piece, tubular banjo-type forged steel housing. Differential and wheel bearings are tapered rollers. Pinion, straddle-mounted on roller bearings. Axle reductions 6.166 to 1.
- Steering Gear:** Semi-reversible cam and twin-lever type.
- Brakes:** Service Wagner, 4 wheel hydraulic, internal expanding, two-shoe, double-anchor type with vacuum booster. Hand propeller-shaft type, mounted back of transmission.
- Springs:** Front and rear, semi-elliptic. Front 46 x 2 $\frac{1}{2}$ "; rear, 52 x 2 $\frac{1}{2}$ "; semi-elliptic auxiliary springs, 34 x 2 $\frac{1}{2}$ ".
- Wheels:** Disc type, 5 studs. (6 studs with 11.0-20 tyres.)
- Standard Tyres:** 7.50-20 10 ply (duals rear).
- Controls:** Throttle, light and choke controls on instrument panel. Accelerator, clutch and service brakes operated by pedals. Emergency brake, lever operated. Control levers located in centre of driving compartment.
- Standard Equipment:** Front bumper and running boards back. Choice of four standard colours on fenders, hood and cab—Harvester red, Harvester green, Harvester blue and Spruce green. Vacuum line oil-bath air cleaner.
- Optional Equipment:** Cowl with windscreen and header panel; cowl with windscreen, header panel and doors; mechanical hand signal; 8.25-20 10 ply or 12 ply tyres (duals rear), 11.00-20 14 ply tyres on single wheels.
- Optional Colours:** Biscuit, Blue-grey, Silver-grey and Marlin-grey.

Specifications subject to change without notice.

INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.
(INCORPORATED IN VICTORIA)
DISTRICT SALES OFFICES IN CAPITAL CITIES WORKS: DANDENONG AND GEELONG, VICTORIA