



INTERNATIONAL[®] LIGHT DUTY TRUCKS



These latest advanced-design light-duty models are engineered to the same high quality standards that have made and kept International Trucks sales leaders in the heavy-duty field where dependability, durability and economy determine the choice of the most experienced truck buyers.

FROM SCOUT® TO LOADSTAR®—International builds trucks of all sizes and types. Smallest is the unique and versatile Scout. Then, in closely graded ascending order of payload capacity, come the new Models D-900 through D-1500 which are the subject of this catalog. They blanket the light-duty gross vehicle weight ranges, merging at the upper limit into Model 1600 in the immensely popular Loadstar line.

ALL-TRUCK DESIGN AND CONSTRUCTION—The International engines and all other components of all models have been specifically designed for load-moving and load-carrying capacity in trucks. They are a sturdier, longer-lived breed than passenger car design units.

REAR-WHEEL OR ALL-WHEEL DRIVE—As shown on the facing page, there are six D-Line models with familiar rear-wheel drive, plus three models with added front-wheel drive. The latter provide

the extra traction, flotation, mobility and torque at the wheels that are essential to keep loads moving under adverse road, off-road or steep grade conditions.

THE CHASSIS AND EXACT EQUIPMENT YOU WANT

—Most popular combinations of chassis, cab and body are introduced on the fold-out behind this page. Also available are chassis with cab, Travelette cab, flat-back cowl or front-end section for local mounting of special bodies and a wide selection of complete service-utility trucks. Add engine, transmission, axle, spring and other component options, color selections, custom trim, special equipment and attachments, and your choice widens to include the exactly right vehicle to fit your individual specifications. Your purchase of that task-matched and personalized International model will assure you the best, most satisfying vehicle of its kind you have ever owned.

INTERNATIONAL

D-LINE LIGHT-DUTY MODELS

The table below will serve as an introduction to the nine freshly styled and excellently engineered models in this new line.

Chassis Model	GVW Rating		Average Weight	Standard Wheelbase Available (Inches)	IH Gasoline Engine	
	Stand'd.	Max.			Stand'd.	Optional
D-900	4,000	4,000	2,875	107	4-152	
D-1000	4,200	5,000	3,130	119	BG-241	V-266, V-304
D-1100	4,700	5,800	3,185	115-119-122-131-140	BG-241*	V-266, V-304
D-1100(4x4)	5,600	5,600	3,500	119-131-140	BG-241	V-266, V-304
D-1200	5,400	7,000	3,415	115-119-122-131-140	BG-241	V-266, V-304*
D-1200(4x4)	7,000	7,400	3,830	115-119-122-131-134-140	BG-241	V-304
D-1300	7,000	8,800	3,630	122-131-134	BG-241*	V-266, V-304*
D-1300(4x4)	10,000	10,000	4,365	120-129-132	BG-241	V-304
D-1500	14,000	16,000	4,540	132-156	BG-241	V-266, V-304

The weights shown are approximate for chassis of average wheelbase with cab, standard equipment, fuel, oil and water. The 140-inch wheelbase is for mounting the Travelette 6-man cab, with total weight increase of approximately 500 pounds.

*LPG engine available.



REPRESENTATIVE CHASSIS, CAB AND BODY COMBINATIONS



Cab and 6-foot Regular Pickup
Model D-900



Cab and 7-foot Bonus-Load Pickup
Models D-1000, 1100, 1200
D-1100 (4x4), 1200 (4x4)



Cab and 8-foot Stake or Platform
Models D-1100, 1200, 1300
D-1100 (4x4), 1200 (4x4)



Travelall Wagon
Models D-1000, 1100, 1200
D-1100 (4x4), 1200 (4x4)



Cab and 7-foot Regular Pickup
Models D-1000, 1100, 1200
D-1100 (4x4), 1200 (4x4)



Cab and 8 1/2-foot Bonus-Load Pickup
Models D-1100, 1200, 1300
D-1100 (4x4), 1200 (4x4)



Cab and 9-foot Stake or Platform
Models D-1300, 1500
D-1200 (4x4), 1300 (4x4)



Panel Truck
Models D-1000, 1100, 1200
D-1100 (4x4), 1200 (4x4)



Cab and 8 1/2-foot Regular Pickup
Models D-1100, 1200, 1300
D-1100 (4x4), 1200 (4x4), 1300 (4x4)



Travelette and 6-foot Bonus-Load Pickup
Models D-1100, 1200
D-1100 (4x4), 1200 (4x4)



Cab and 12-foot Stake or Platform
Model D-1500

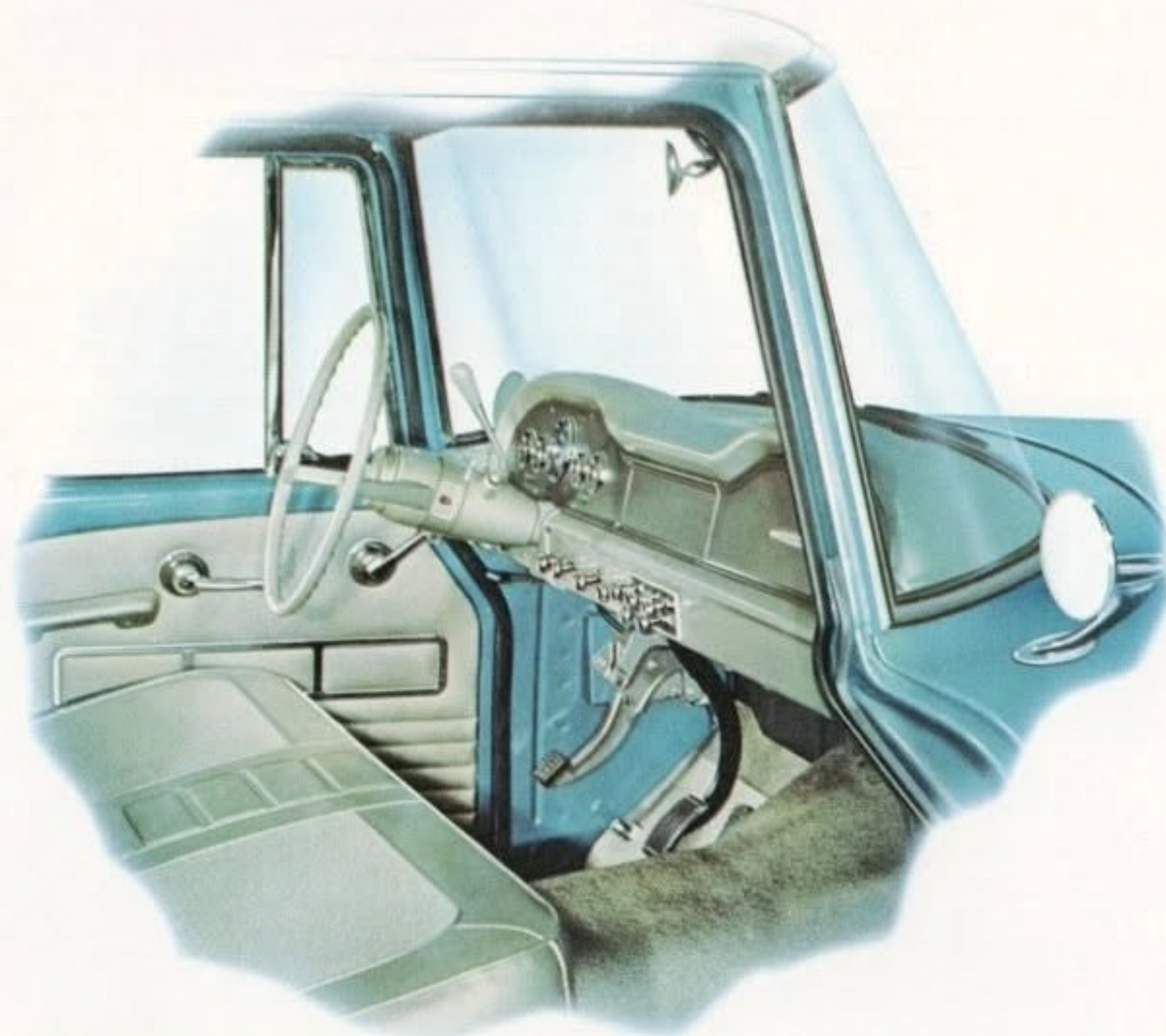


Cab and 8-foot Dump
Models D-1300, 1500
D-1200 (4x4), 1300 (4x4)

CABS DESIGNED, TRIMMED AND EQUIPPED TO PLEASE

Many improved design features are found in the new light-duty models. Most noticeable outside is a new, wider, modernistic grille insert of anodized aluminum with vertical bars. Inside cab attractiveness has been further increased by generous use of silver amber and antique gold colors in appropriate trim areas. The new two-spoke steering wheel is of deep-dished safety type, mounted on a column with integral turn signal lever. Pads on the pedals have vertical rather than horizontal ribbing to impede foot slippage.

Construction of the adjustable full-width seat includes a full foam polyurethane pad molded to burlap with wire flexilator, over sub-springs and frame. Standard all-vinyl covering material has an attractive embossed pattern.



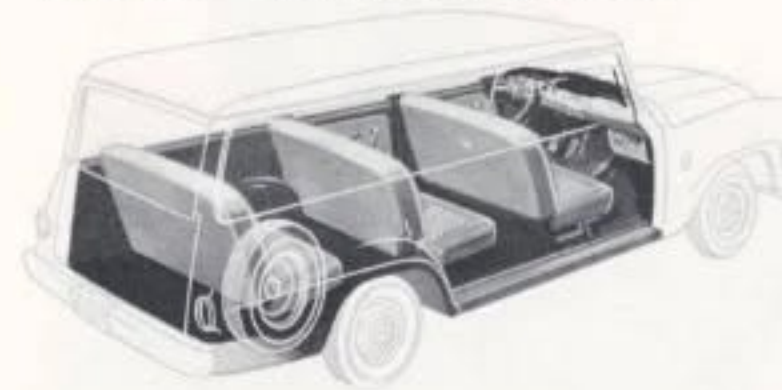
All sheet metal rust-inhibited

International has been the leader in developing rust-prevention measures for trucks of all sizes. All sheet metal of the light-duty models is thoroughly cleaned and chemically treated with a zinc and phosphate coating before painting. Zinc is an effective rust inhibitor, and phosphate imparts superior paint retention properties to the metal. Corrosive action is prevented from starting underneath the paint, and exceptional paint adherence guards against corrosion attacking from the outside.

The gracefully curved instrument panel has five individual gauges covering engine functions above letter-identified control knobs, all chrome-finished, directly in front of the driver. At the right is a locking glove compartment door behind which is a handy, protected fuse panel with clearly labeled fuses. Provision is made for installing radio, heater and air-conditioning controls.

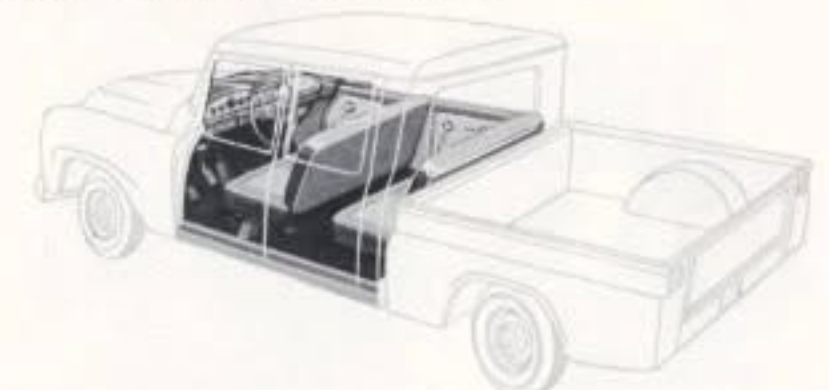
Excellent visibility is assured by a sweeparound windshield and large rear and door windows, the latter supplemented by chrome-edged, tension-adjustable, silent-vent wings. The standard doors have inner panels of textured metal and are equipped with locks, heavy-duty safety latches, concealed hinges and double rubber sealing. A heavy-duty jute-backed rubber floor mat and acoustical type roof headliner provide insulation against outside noise and heat.

TRAVELALL® THE BIG CAPACITY WAGON

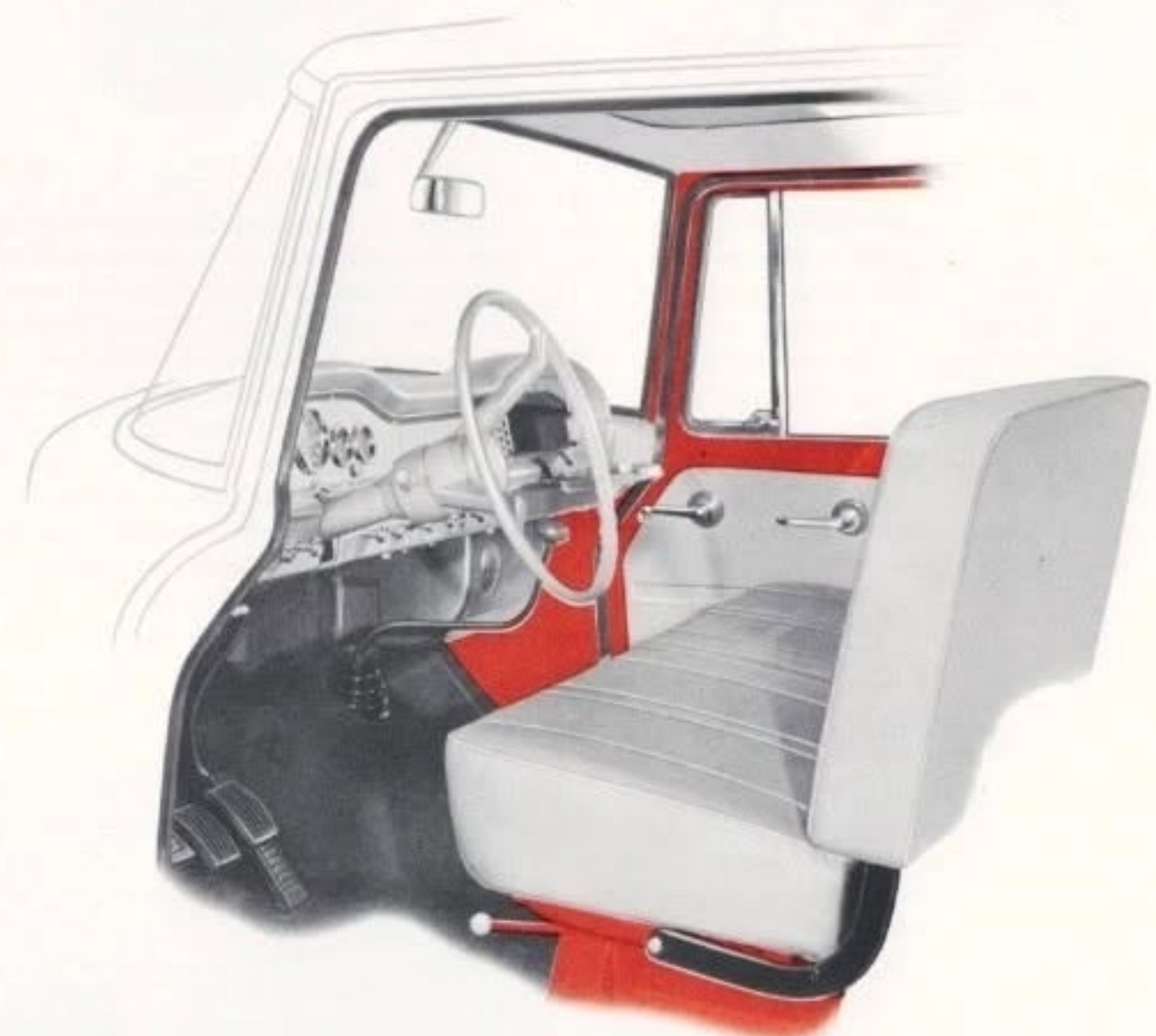


Available on five chassis from soft-riding D-1000 to go-anywhere D-1200 (4x4), the Travelall has the big inside dimensions of a true station wagon. It is offered with 1, 2 or 3 full-width seats—the 2nd of fold-down type, and 3rd removable. Tailgate with electric-powered roll-down window is standard. A Custom Travelall is eye-appealing as well as functionally outstanding.

TRAVELETTE® SIX-PASSENGER CAB



A real money-saver for transporting up to 6-man crews plus tools, materials and equipment on field assignments is a 140-in. WB Model D-1100 or D-1200 4x2 or 4x4 chassis with factory-mounted Travelette cab and pickup or service-utility body. Four side doors provide easy access to the two full-width seats. The front area is like that of the cab. Custom trim features are optional.



CUSTOM TRIM FEATURES FOR ALL MODELS

A standard cab interior is shown in the illustration above. For a moderate extra charge, the dress-up features shown in the illustration opposite are available as part of a factory-installed Custom Trim package. Note especially the highly-decorative padded door panel which is, of course, duplicated on the near door; deluxe seat covering with nylon inserts at driver and passenger positions; high-quality vinyl-coated rubber

floor mat with carpet-like texture; chrome finish on the solidly-mounted vibration-free inside rear-view mirror. A similar floor mat for the second seat area of Travelall and Travelette, and silver amber decking for the Travelall cargo area, are additional custom features of the interiors with extra seating capacity. An exterior "Custom" nameplate and deluxe chrome hub caps distinguish all models with Custom Trim.

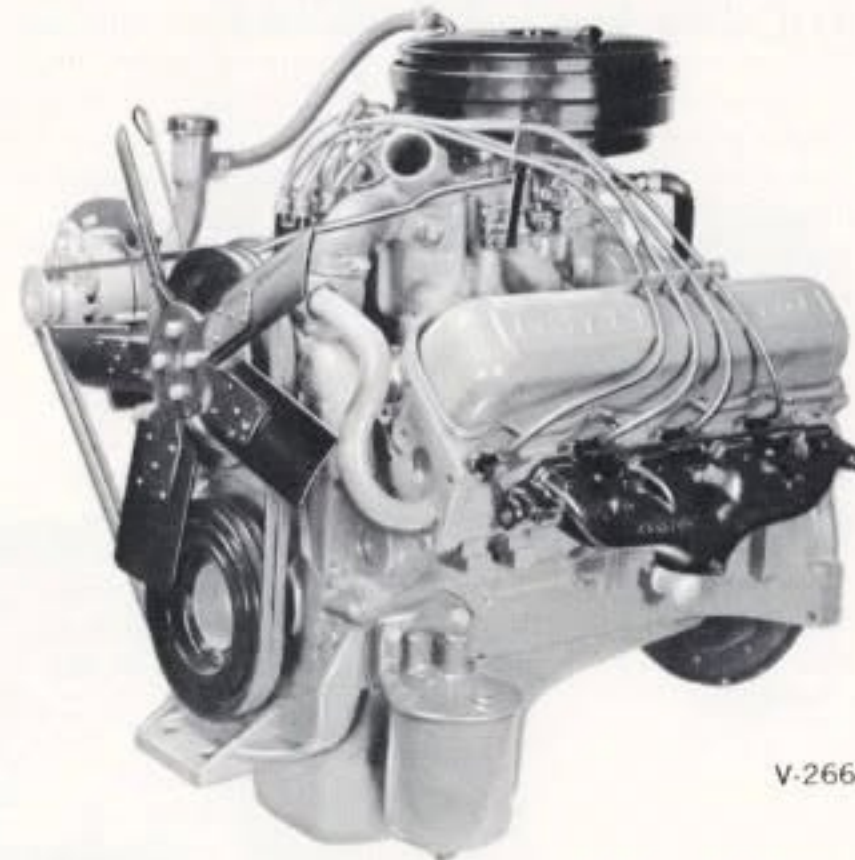
INTERNATIONAL **ENGINES** DESIGNED SPECIFICALLY



BG-241

ultra-dependable gasoline 6

The International BG-241 is the standard power plant for all models except the D-900. Modernized representative of a line of gasoline sixes that have proved their great dependability, endurance and economy, the BG-241 is conservatively rated at 140.8 gross brake horsepower at 3,800 rpm and 223.5 pound-feet of torque at 2,000 rpm—ample power for many applications of even the largest Model 1500, yet thrifty power for all models. Its all-truck engineering includes the features listed below which are shared with the V-8's.

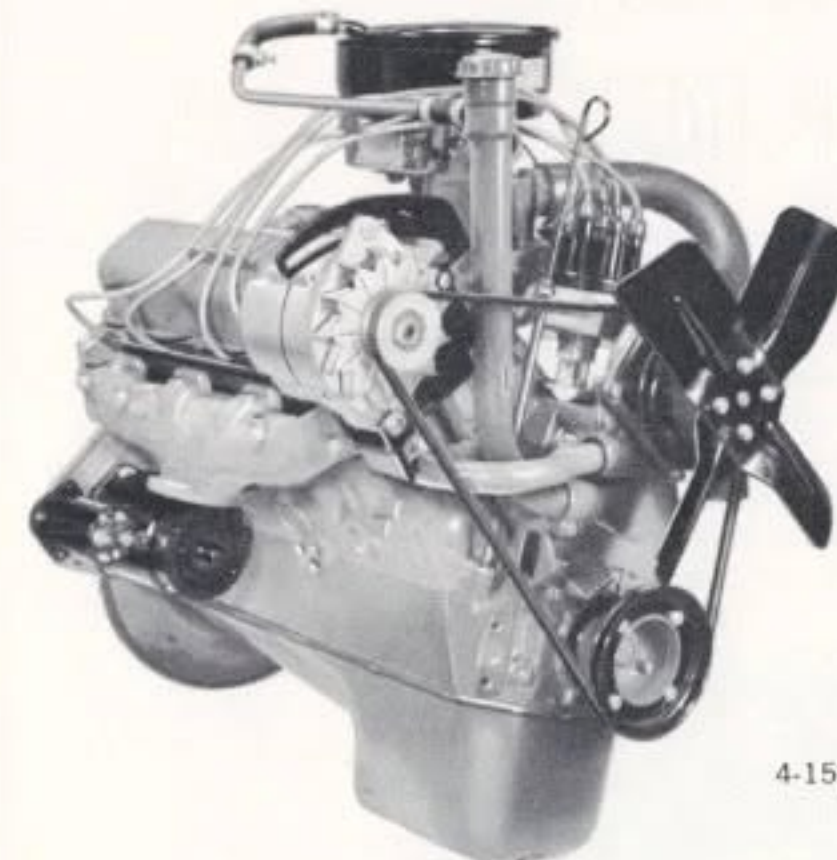


V-266

superb gasoline V-8's

Increased power, smoothness and quiet operation are available in two optional V-8's. The V-266 develops 154.8 gross brake horsepower and the V-304 a whopping 193.1 GBHP at 4,400 rpm. Respective gross torque ratings are 227.1 and 272.5 pound-feet at 2,800 rpm. Favorites of thousands of operators, both have demonstrated outstanding reliability, instant response to power demands, and surprisingly moderate operating and maintenance costs. Performance-improving design provides alternating—not paired—exhaust and intake valves.

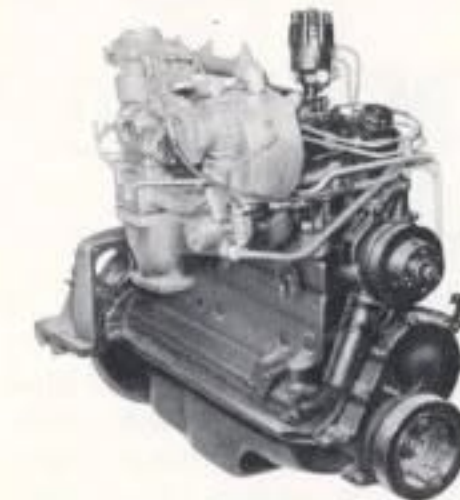
FOR POWERING LOAD-CARRYING TRUCKS



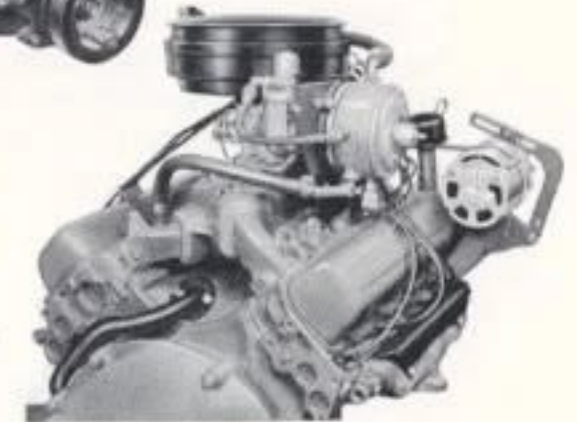
4-152

thrifty gasoline slant 4

The same all-truck design and construction as in the V-8's, except for omission of one bank of 4 cylinders, make the International 4-152 engine the ideal standard power plant for handling Model D-900's moderate loads. Its longwearing quality, pep and reliability put it in a class by itself among four-cylinder engines. Conservatively rated at 93.4 gross brake horsepower, it is an efficient, super-thrifty power package that can save you money every operating mile and every idling minute. The gross torque is 142.7 lb. ft. at 2,400 rpm.



LPG BG-241



LPG V-304

LPG 6 and V-8, too

Liquefied petroleum gas of controlled quality for use in trucks is increasingly available. It is favored by many operators because it is a relatively low-priced, high-octane, clean-burning fuel. International offers a choice of engines with special fuel system equipment for operation on LPG, including the LPG BG-241 and LPG V-304. These are available for factory installation in rear-wheel-drive (4x2) light-duty Models D-1100 to 1300 only. Gross horsepower and torque ratings vary slightly from those of the similarly numbered gasoline engines.

ENGINEERING FEATURES ASSURE FINE PERFORMANCE, LONG LIFE

Air Cleaner: Large-capacity oil bath unit filters harmful dust and abrasives from intake air, reduces internal wear.

Camshaft: Induction-hardened with wide lobes designed to minimize noise and wear. Extra large bearings.

Carburetor: Single-barrel downdraft type of advanced design regulates fuel-air mixture, prevents fuel waste.

Combustion Chambers: Precision machined for rapid, uniform and complete burning of non-premium fuel.

Cooling System: High-velocity, by-pass type assure fast warm-up, no hot spots, maximum thermal efficiency.

Crankcase: Extended skirt gives maximum strength and rigidity. Positive ventilation system draws fresh air through the air cleaner, returns sludge-forming vapor to the combustion chambers.

Crankshaft: Much heavier than common, heat-treated and balanced. Very large bearing area.

Distributor: Combination pressure-centrifugal control type times the spark for maximum power utilization.

Ignition: Suppressed to prevent radio interference.

Ignition Coil: Supplies higher spark plug voltage for starting than for running. Fast starts conserve power.

Oil Filter: Efficient full-flow type of large capacity. Optional by-pass type provides a dual filter system for unsurpassed oil cleansing and engine protection.

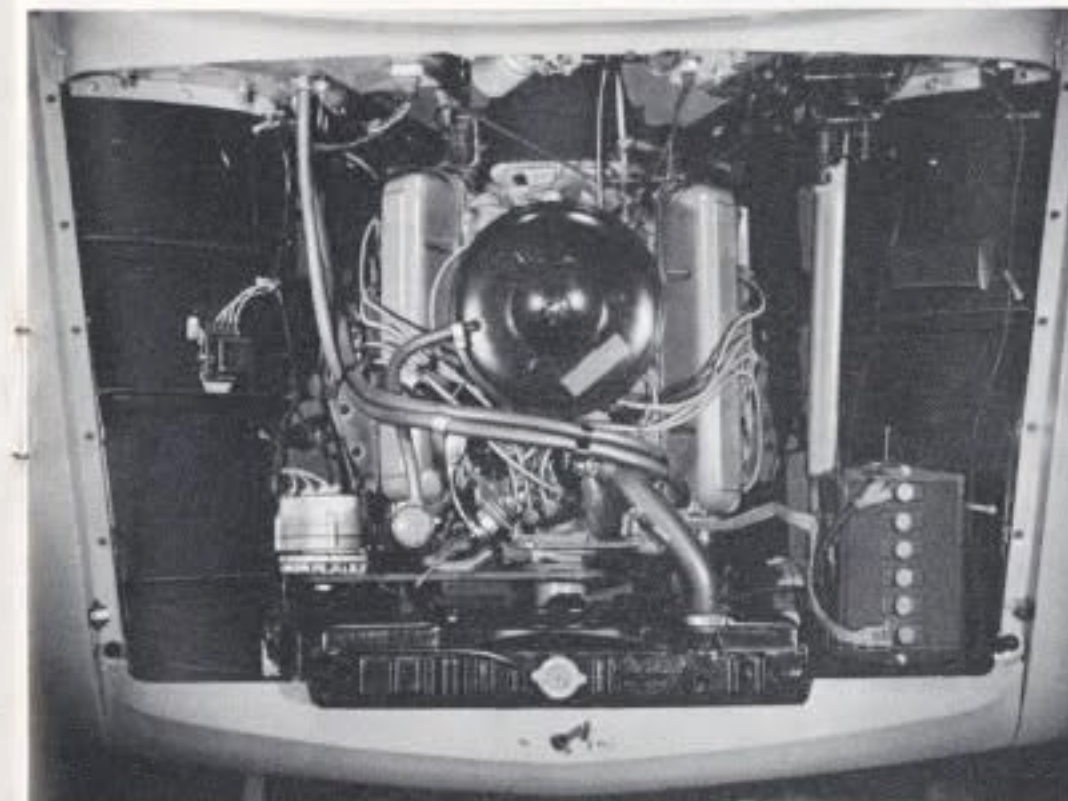
Oil Pan: Deep sump prevents under- and over-lubrication of engine parts when vehicle is on steep grades.

Pistons: New improved piston and ring combinations promote complete combustion, oil control, long life of parts.

Starting Motor: Solenoid operated, spiral mesh, over-running clutch type engages positively with the flywheel.

Timing Gears: Designed with fine pitch gear teeth for noiseless, wear-reducing operation.

Valves: Slo-roto exhaust valves with special heat-resistant alloy faces and seat inserts clean themselves, assure perfect sealing. Valve ports assure free breathing.



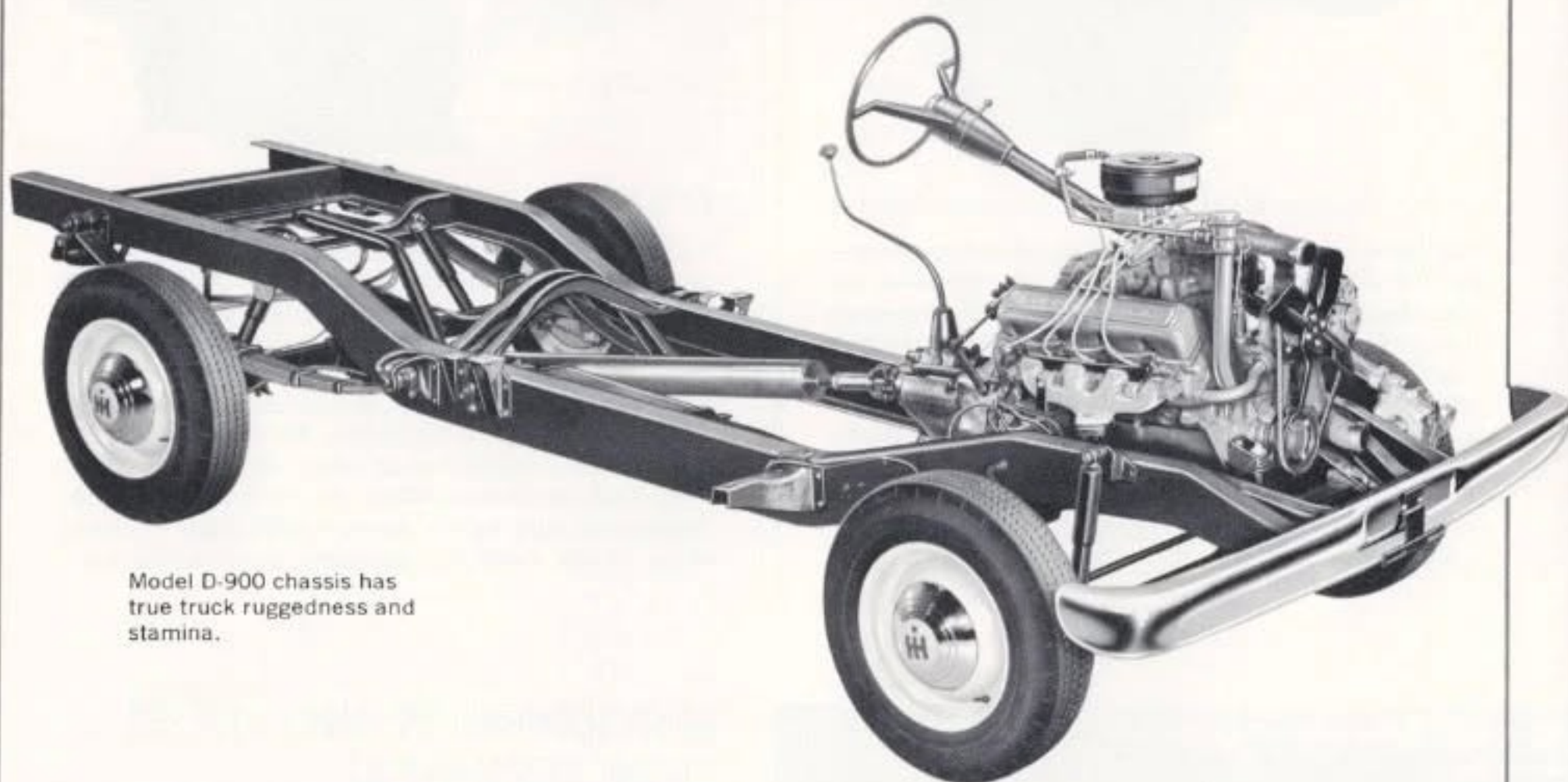
EASY SERVICING IN WIDE ENGINE COMPARTMENT

Ready accessibility of all units requiring regular maintenance operations is carefully planned in all International Trucks. For example, in the wide engine compartment of these models the battery, radiator, oil level, distributor, fan belt tension, air cleaner, water pump, and alternator can all be checked and serviced from a position in front of the vehicle. Different placement of units for the different models—especially when optional engines, power equipment and accessories are used—is in large measure determined by the policy of making service operations easy, time saving and cost saving.

EXTRA-THRIFTY, EASY-HANDLING, SMALL, LIGHT **MODEL D-900** PICKUP TRUCK

This is the top bargain . . . in first cost and in day-to-day, year-after-year operating and maintenance costs . . . among trucks of conventional light-duty type. It is also the easiest to operate, maneuver, park and garage in minimum space, due to its snappy 4-cylinder engine, short 107-inch wheelbase and 6-foot pickup box. With a gross vehicle weight rating of 4,000 pounds, Model D-900 has adequate capacity for handling

varied light delivery loads of several hundred pounds. Power train components compatible with the 4-152 engine include a 3-speed synchromesh type transmission with stick shift, 10-inch clutch with hydraulic control and 3,300-pound hypoid rear axle. Other chassis units are similar in kind if not capacity to those of the larger models; cab, sheet metal and styling are identical; and riding qualities are better than most.



Model D-900 chassis has true truck ruggedness and stamina.

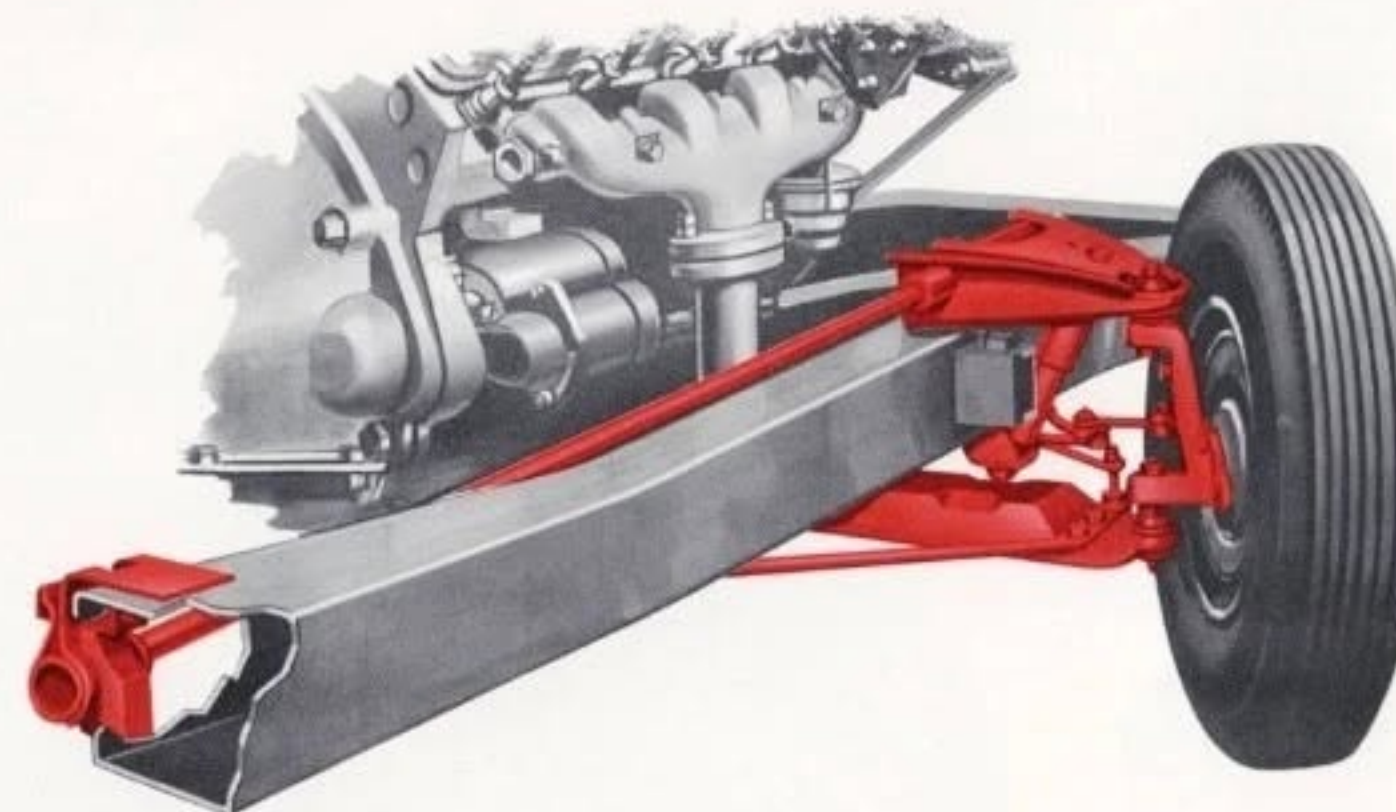
Only in the area behind the cab and size of tires is the low-cost Model D-900 distinguishable from other fine-appearing light-duty models.



SOFTTEST-RIDING **MODEL D-1000** FEATURES INDEPENDENT FRONT WHEEL SUSPENSION

Similar in most respects to other light-duty models which have conventional I-beam front axle and steel leaf springs, Model D-1000 has a unique front wheel suspension system that holds the cab on an even keel on rough, uneven roadbeds. Each wheel is individually suspended on a torque arm connected to a torsion bar. Either

wheel is free to rise over obstructions or lower into depressions without directly pushing or pulling cab and front end along with it. Differences in wheel height are compensated by action of the torque arms and stabilizing torsion bars. Direct-acting shock absorbers, both front and rear, further cushion the ride.



This most effective ride-leveling system operates without automobile type coil springs or weight-increasing double front axles. It makes Model D-1000 with Travelall body especially attractive as a dual-purpose passenger and load carrier. It

is also favored as a farm pickup truck which does double duty for family use.

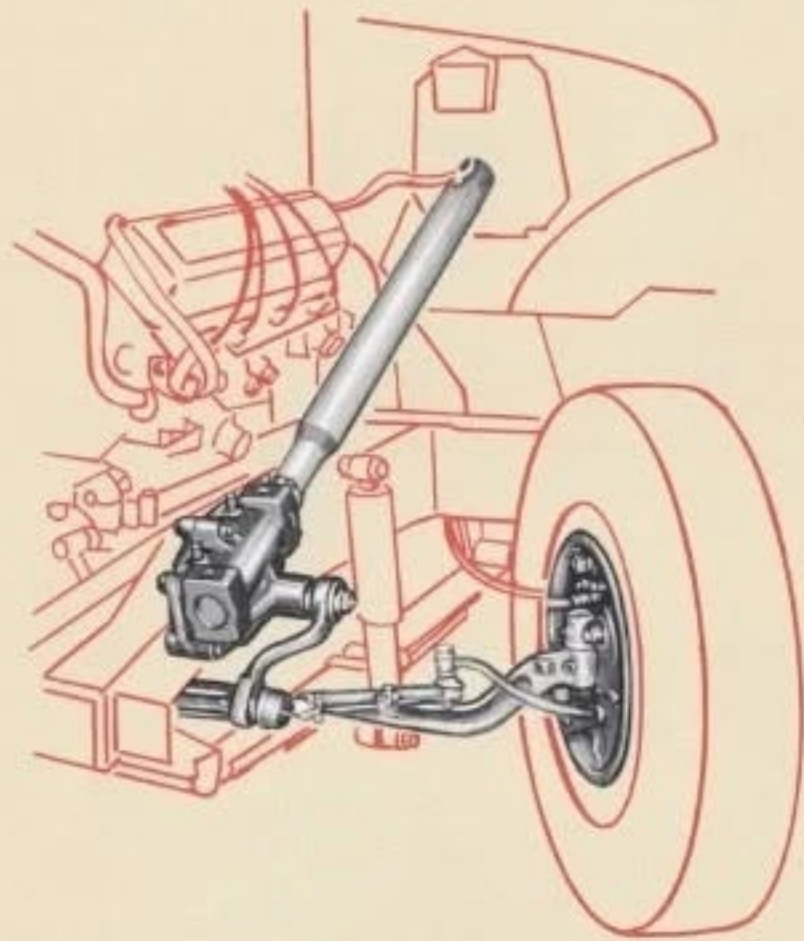
Except for the front suspension, Model D-1000 components are generally comparable to those of other models as described on the following pages.



ALL-TRUCK CHASSIS COMPONENTS

ENGINEERED FOR LONG-LIFE RELIABILITY AND STAMINA

For convenience, the International models covered by this catalog are called "light-duty" although GVW ratings as high as 16,000 pounds extend well into the medium-duty classification. With equal justice they might all be called heavy-duty, in the sense that all of their components are engineered to heavy-duty standards of design and construction. Except for variations in sizes and capacities between models, the illustrations below, based on a Model D-1100, are fairly representative of the all-truck engineering that applies to Models D-1200, D-1300 and, with differences noted elsewhere, to all models.



coordinated steering and front springs—Steering ease, vehicle stability result from forward outboard-mounted dual-ratio gear, spring-coordinated steering.

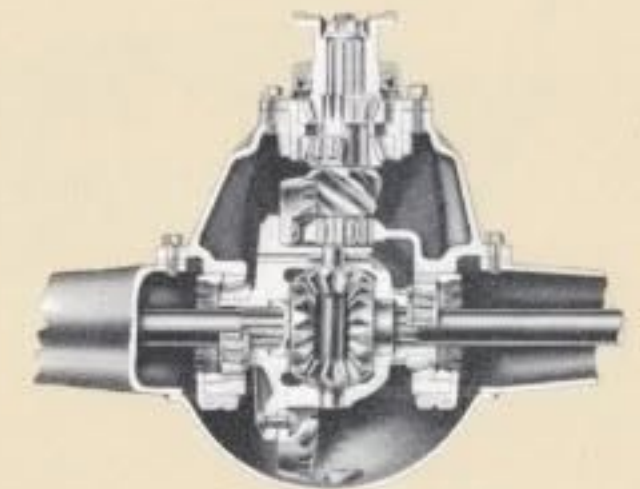


clutch hydraulic control—Reduced pedal effort, less linkage maintenance are benefits of this control for all clutches from 10-in. 6-spring to 12-in. 12-spring.

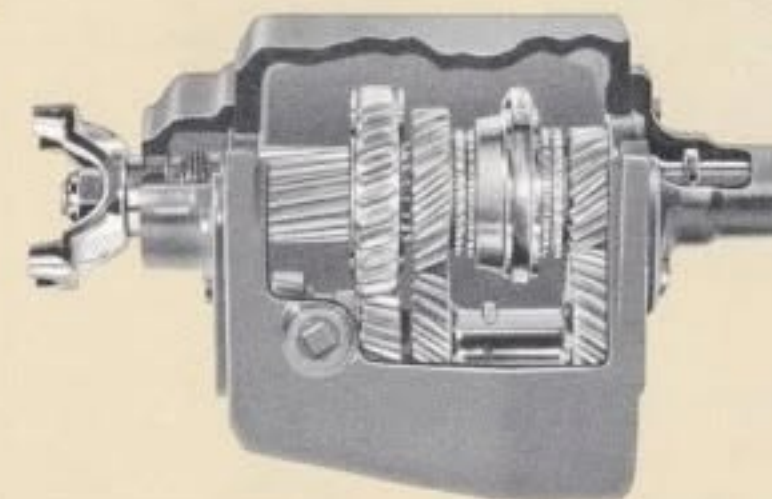
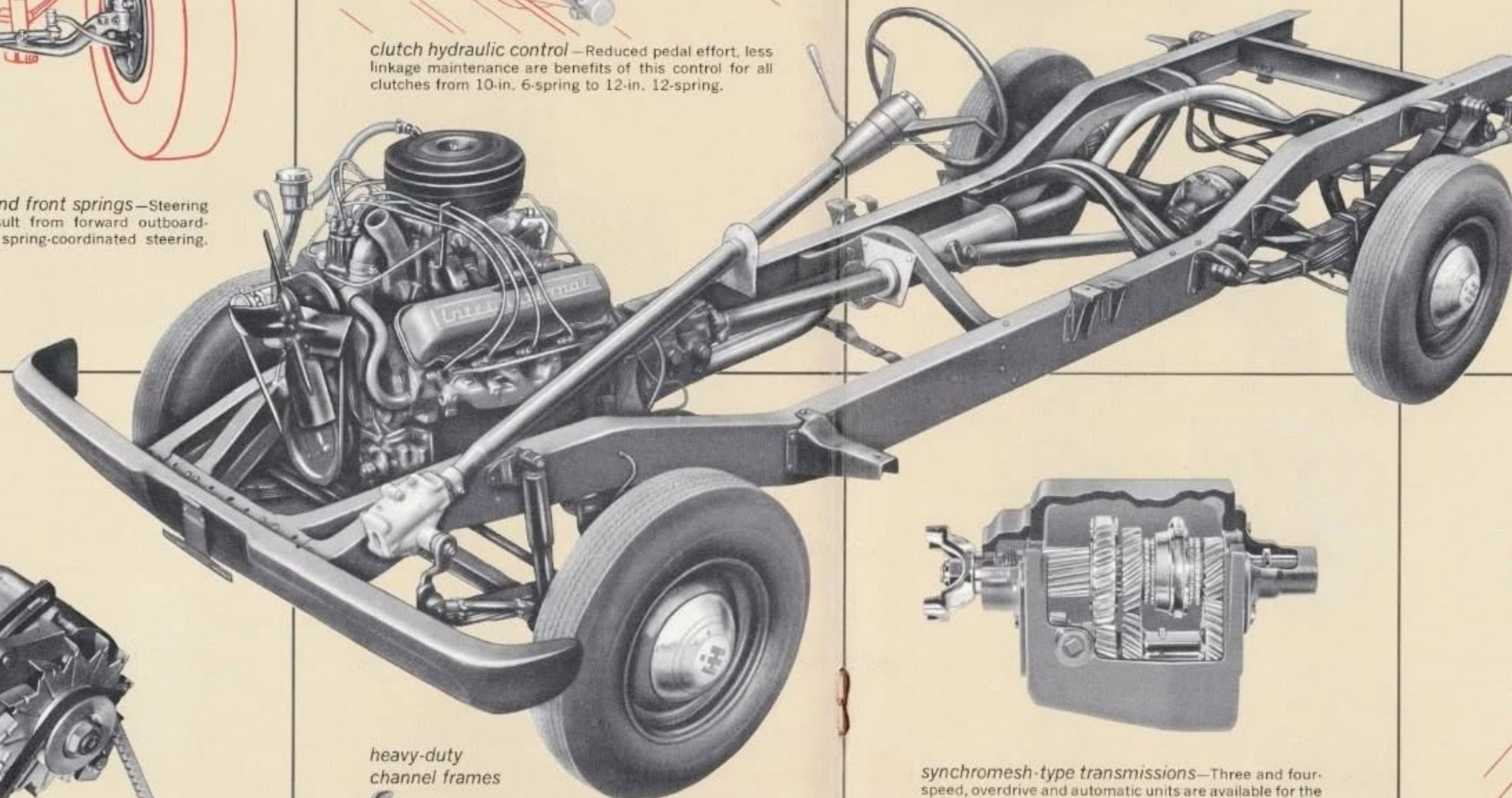


safe, sure-acting brakes

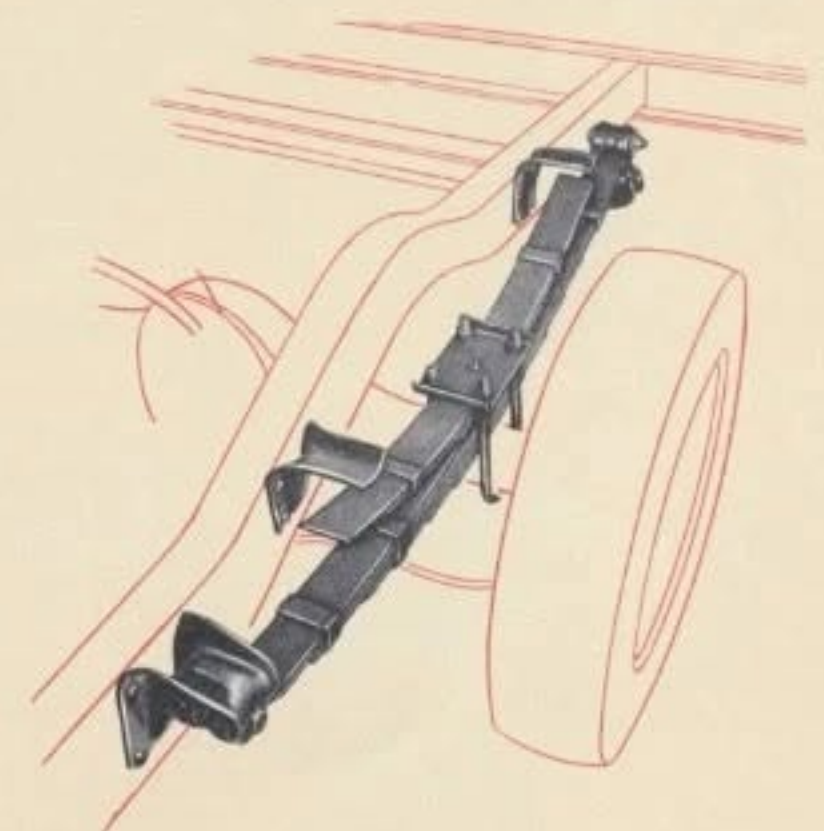
Self-energizing, self-centering, even self-adjusting on D-750 to 1100. Large tough linings. Power brakes available.



hypoid drive axles—Have maximum gear tooth contact, large bearings, induction-hardened shafts for great strength.



synchromesh-type transmissions—Three and four-speed, overdrive and automatic units are available for the various models. Typical is this T-4 of most modern improved design, standard for Models D-1000 through D-1200 (4x4). It has synchronizers on 2nd and 3rd speed gears, helical-cut first and reverse gears, heavier shafts, and improved bearings. Gear selector is steering column mounted. Heavier-duty 3-speed gear box for D-1300 models, 4-speed for Model D-1500 and lighter-duty T-1 for Model D-900 have floor-mounted shift sticks.



strong soft-ride leaf springs—Of proved truck type for good load support. Shock absorbers standard, over-size main and auxiliaries optional, most models.



standard 37-amp, alternator—Better than a generator, supplies charging current at engine idle, thus reduces load imposed upon the battery, lengthens battery life. Is also itself longer-lived and simpler to service.

heavy-duty channel frames

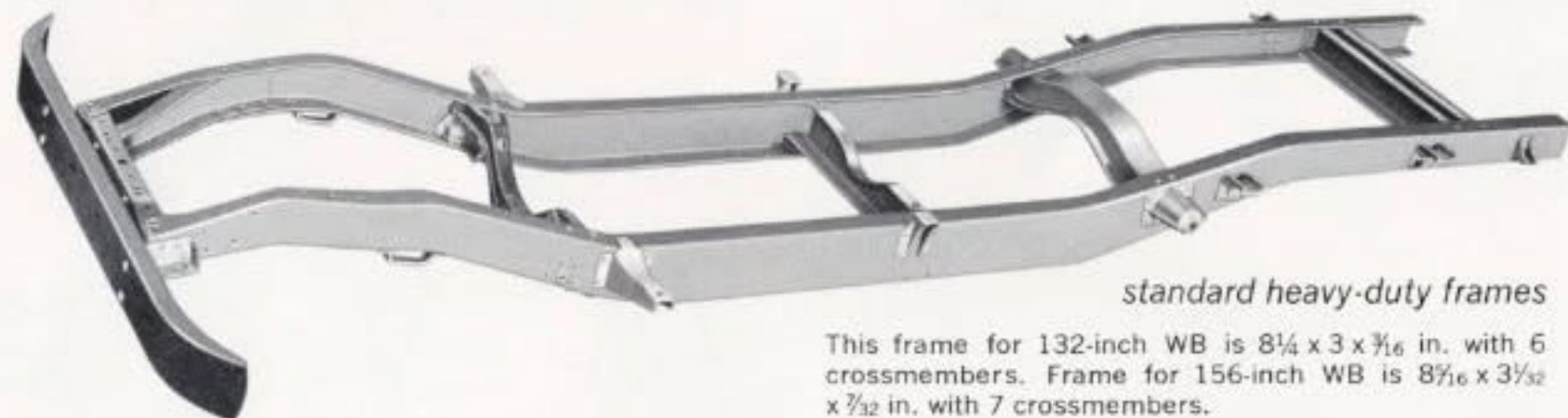


True truck type assure stamina and rigidity. Drop section protects between-axle parts, puts cab at low height.

HUSKY **MODEL D-1500** FOR 11,000-LB. PAYLOADS

The muscle model of the International light-duty line, Model D-1500 has the strongest frame, axles, transmission and associated units, and is the only model with standard dual tires, power brakes and auxiliary springs. It also offers the longest standard wheelbase of 156 inches. Rated at 14,000 pounds GVW with single reduction

10,000-pound rear axle, its optional rating of 16,000 pounds with 12,000-pound two-speed axle increases its payload capacity to as much as 11,000 pounds. Yet this fine Model D-1500 retains a large measure of the well-styled appearance, cab comfort, easy-handling and low-cost operating advantages of lower-rated models in the line.



standard heavy-duty frames

This frame for 132-inch WB is $8\frac{1}{4} \times 3 \times \frac{3}{16}$ in. with 6 crossmembers. Frame for 156-inch WB is $8\frac{7}{16} \times 3\frac{1}{2} \times \frac{3}{16}$ in. with 7 crossmembers.

standard power brakes



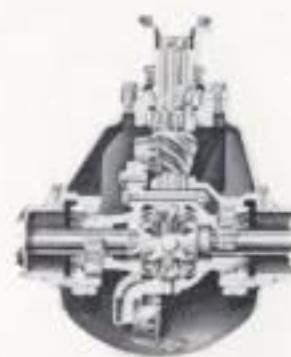
A vacuum power booster reduces the effort of brake application. Vacuum reserve tank with gauge is optional.

standard 4-speed transmission



The T-15 is synchromesh except in 1st speed gear which has a ratio of 6.398 to 1. Fourth speed is direct. Operated by floor-mounted shift stick, this heavy-duty unit is equipped with a large power take-off opening on the right side.

standard 10,000-pound axle



RA-20 is a full-floating hypoid single-reduction unit with 11-in. ring gear and induction-hardened axle shafts. Choice of 4.88, 5.57 or 6.17 to 1 ratios. Optional 12,000-pound rated RA-126 is a two-speed spiral bevel planetary type with 5.83 and 8.11 to 1 ratios.

standard auxiliary springs and dual tires.

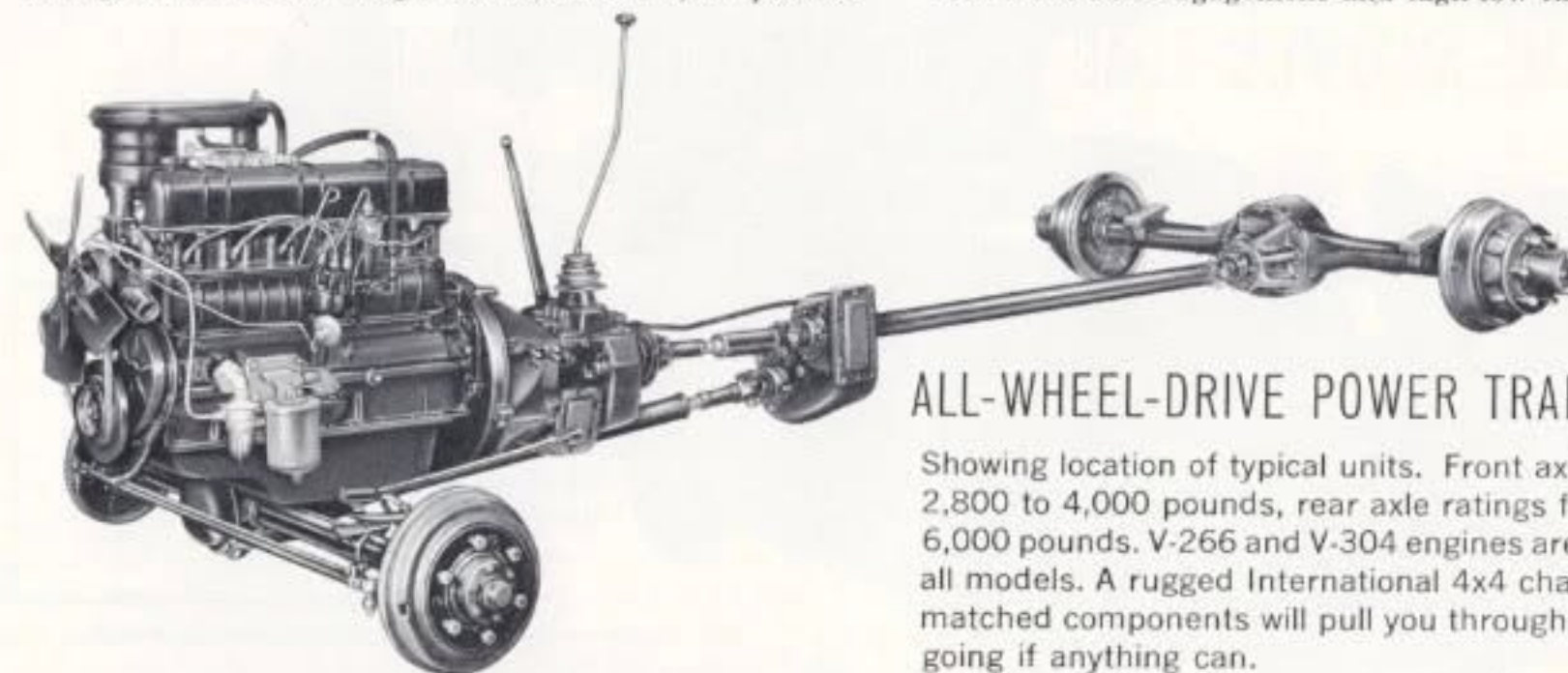


Good riding qualities, whether lightly or fully loaded, are provided by 3 x 54-inch main rear springs and 3 x 34-inch auxiliaries. Heavy-duty springs and shock absorbers are optional. Dual 7.50 x 17, 8-ply rated tires with tubes are standard, single tires a credit option.

SPECIAL COMPONENTS OF **4x4** MODELS

For poor road, off-road and steep grade operations, International all-wheel-drive chassis in all weight classes offer needed extra traction, flotation, torque at the wheels and mobility. Three models in the light-duty line—D-1100 (4x4), D-1200 (4x4) and D-1300 (4x4)—provide these advantages in the GVW range from 5,600 to 10,000 pounds.

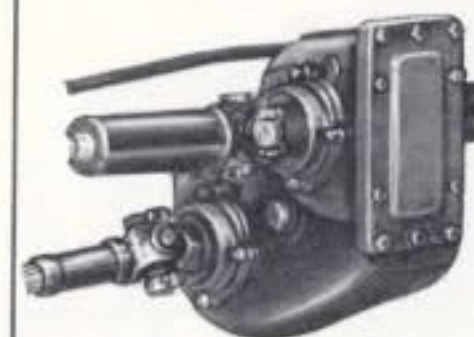
Differing little in outward appearance or other features of the rear-wheel-drive models, the 4 x 4's have these additional power train components: Driving hypoid front axle with ratios the same as rear axle; and power-dividing two-speed transfer case with single stick shift for control of both front axle engagement and high-low ranges.



ALL-WHEEL-DRIVE POWER TRAIN

Showing location of typical units. Front axle ratings are 2,800 to 4,000 pounds, rear axle ratings from 3,300 to 6,000 pounds. V-266 and V-304 engines are available for all models. A rugged International 4x4 chassis with job-matched components will pull you through the toughest going if anything can.

DUAL-RATIO TRANSFER CASE



The four functions of this unit, in the shift positions shown at right are: H1—To pass power directly to the rear axle for customary rear-wheel-drive operation. H2—To divide this power equally between the two axles for four-wheel-drive operation in high-speed range.

N—To make full torque power available for operating auxiliary equipment through a power take-off. L—To increase the engine torque by a 1.96 to 1 ratio and divide it equally between the two axles for maximum effort in surmounting difficult driving conditions.

Single stick shift pattern

-  **H1** HIGH RANGE REAR-WHEEL DRIVE
-  **H2** HIGH RANGE ALL-WHEEL DRIVE
-  **N** NEUTRAL
-  **L** LOW RANGE ALL-WHEEL DRIVE

VALUABLE SPECIAL OPTIONS FOR ALL-WHEEL-DRIVE MODELS



front wheel locking hubs

Prevent wear of differential gears by disengaging axle from wheels for 2-wheel drive.



full torque power take-off

For mounting to the transfer case, supplies full engine torque to operate winch, auger, snow plow, etc.



front-mounted winch

With frame, 4-way roller and with or without cable and hook. Shipped detached, separate from chassis. Snow plows and other auxiliary equipment are also available.



CHASSIS-MATCHED BODIES FACTORY- INSTALLED

HANDSOME MAXIMUM LOADING **BONUS-LOAD** PICKUPS

International light-duty chassis are offered complete with standard, or Travelette cab and/or bodies of widely popular types. By including bodies in orders to the factory for new chassis, you are assured of perfect matching and mounting, quickest delivery, lowest cost, and undivided responsibility for your satisfaction. Principal combinations are sketched on the fold-out pages at the front of this catalog. Brief descriptions of available bodies follow below and on the next three pages.



Bonus-Load Pickup Bodies			
Model	6-Ft.	7-Ft.	8½-Ft.
D-1000		X	
D-1100	T	X	X
D-1100(4x4)	T	X	X
D-1200	T	X	X
D-1200(4x4)	T	X	X
D-1300			X

T—Available only with Travelette cab.

Widely-spaced, pleasingly-contoured straight sides allow the side-to-side loading of rolls, cartons and packages 5½ feet in length. Inside body lengths are 6, 7 and 8½ feet, available for the various chassis models as shown in the table above: "X" indicates with standard cab; "T" with Travelette cab. Construction is all steel, double wall, with ribbed steel flooring and rein-

forced stake pockets. The grain-tight tailgate latches automatically when raised, and is easily opened by turning the single centered release handle. An extra hinge at the center of the tailgate assures rigid support to prevent deflection during loading. Dual stop and tail-lights with Class A reflectors are flush-mounted on either side.

EQUALLY STURDY **REGULAR** PICKUPS



Regular Pickup Bodies			
Model	6-Ft.	7-Ft.	8½-Ft.
D-900	X		
D-1000		X	
D-1100		X	X
D-1100(4x4)		X	X
D-1200		X	X
D-1200(4x4)		X	X
D-1300			X
D-1300(4x4)			X

These pickup bodies of traditional design with outside fenders are 54½ inches wide inside. Steps in the area between fender front and cab back facilitate loading and unloading the forward body area, or spare tire may be carried on the left side. All-steel construction is of the same quality as for the Bonus-Load bodies. Tail-

gate latching is by means of hooks on the ends of nylon-covered cables which support the gate in lowered position. The three inside length Regular body sizes offered for individual chassis models are indicated just above... An electrically controlled 800-pound capacity lift-gate is available for either Regular or Bonus-Load bodies.



QUALITY-BUILT **STAKE** AND PLATFORM TRUCKS

These widely-used bodies are of welded steel construction with main sills bolted to cross sills. Floors are ¾-inch kiln-dried oak or hickory shiplap, attached to cross sills with self-tapping screws. Stakes are die-formed embossed high-tensile steel. Side and end racks have protective eased edges and rounded corners; all sections are removable. Drop chain endgates are available for all bodies, 28-inch headboards for 8 and 9-foot sizes, and smooth or tread-plate steel floors for the 12-foot size.

Inside Body Dimensions			
For Models	Length	Width	Stake Height
All D-1100, D-1200	8 ft.	72 in.	30½ in.
D-1300	9 ft.	86 in.	42 in.
D-1500	12 ft.	90 in.	42 in.

LARGE 6-DOOR 7-FOOT **PANEL** DELIVERY TRUCKS



The exceptional 131-cubic-foot payload capacity, heavy-duty construction, Travelall exterior styling, and ease of working the load through any of four side doors or double rear doors make the International panel truck outstanding of its kind. All doors have locks. Individual bus-type driver's seat and optional passenger seat are separated by an 18½-inch space, ample to provide access from front to rear; full-width seat is also optional. Models D-1000 through D-1200 (4x4) panel trucks offer a choice of GVW capacities, drives, riding qualities and traction suitable for all needs.



the equally high-capacity **TRAVELALL** station wagon, shown on pages 7, 11 and 18, is fully described in a separate folder—ask for it!

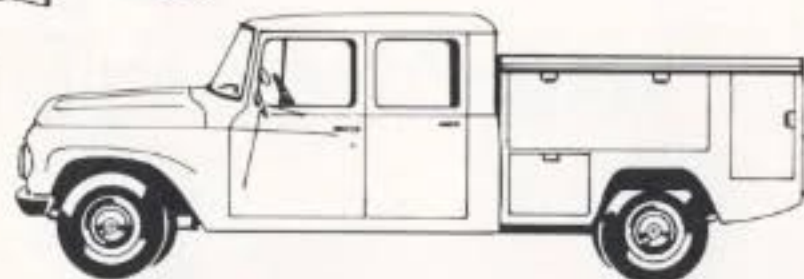
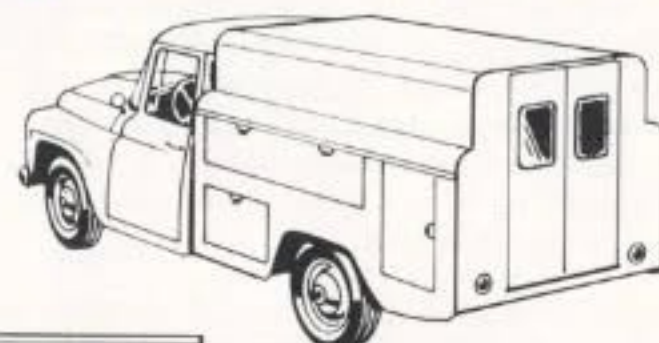
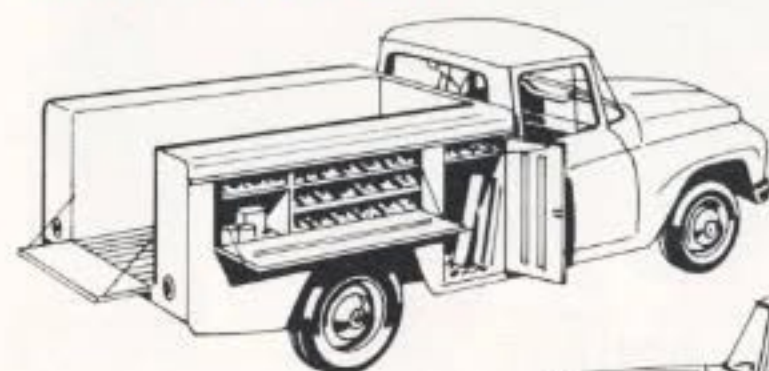
ALL-PURPOSE 1½-TON STEEL DUMP TRUCKS



Bodies of 12-gauge steel are 8 x 6 feet inside, with 18-inch height front end, double-acting tailgate, and 70-inch removable or stationary sides with double gussets to take upper sideboards. The hoist has a tubular steel sub-frame, dependable pump and sturdy rams. Available on Models D-1200 (4x4), and D-1300 (4x4) for cost-saving use by industrial plants, park boards, country clubs, estates, institutions, nurseries, gardeners, and small job contractors. Larger bodies are available for Model D-1500.



MANY TYPES OF SERVICE-UTILITY UNITS

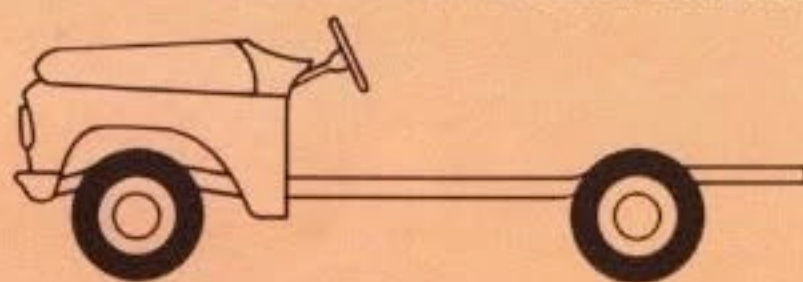


A traveling work shop with lock-protected compartments for parts, tools and instruments on both sides of a 48½-inch width load area is a real money-saver for handling on-the-spot installation and repair jobs. That is what you can have, tailored to your load, road—and even crew—requirements in an International Service-Utility truck. Body

lengths are 77 to 100 inches on Models D-1000 to D-1300. If you need all-wheel-drive traction, you can have it in any of the 4x4 models. If your crew needs more than three men, you can have a six-man Travelette cab and 82½-inch length service-utility body on either a 4x2 or 4x4 chassis. Body enclosure, overhead racks and various brackets are available.

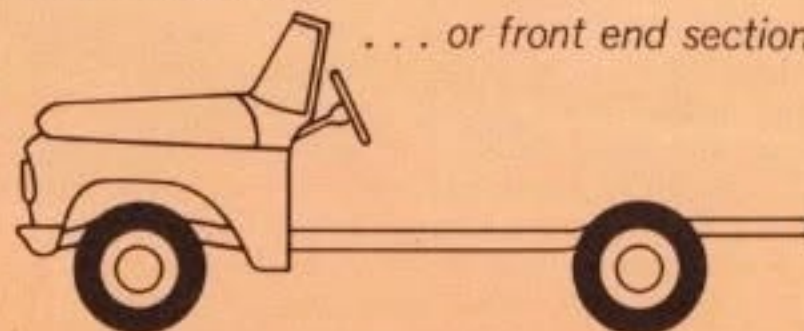
WHEN YOU WANT BODIES MOUNTED LOCALLY

chassis with flat-back cowl . . .



Any preferred type of separate body can be mounted behind the cab of a standard light-duty chassis. For mounting integral bodies other than

. . . or front end section



International Travelall or panel, chassis without cabs, in either of the forms sketched, are available as credit options, with or without floor section.

EVERYTHING GOOD FOR AN INTERNATIONAL TRUCK IS READILY AVAILABLE FROM INTERNATIONAL

Many factory-installed chassis, body and cab options have been mentioned on previous pages. Many other equipment items are also available, installed either at factory or a Truck Processing Center associated with the factory, or by your nearby International Truck dealer or branch.



Effective heater-defroster.

Special tires, lights and mirrors, heater, radio, air conditioning, tinted glass windshield, power steering, power brakes, cigar lighter, windshield washer, tire carrier, and tow hooks are typical items installed as original equipment.

Particularly valuable for many operations are: Powr-Lok traction control differential, which prevents a spinning drive wheel from stopping the flow

of power to the opposite wheel with better traction; automatic magnetic fan drive, which disconnects the fan whenever the engine is below its best operating temperature, conserving energy and promoting faster warm-up; high altitude equipped engine, for improved performance in the rarefied air at heights over 5,000 feet above sea level, or hydraulic lift-gate on pickup, platform or stake body, to handle back-breaking lifting chores.

Finally, special purpose vehicles such as ambulances, squadrols and wreckers can be arranged for through the cooperation of your International dealer or branch.



International snow plow equipped 4x4.

READILY AVAILABLE PARTS AND SERVICE ANYWHERE

Even the best of trucks are subject to accidents, neglect of preventive maintenance, possible abuse, and inevitable eventual wear of precision parts beyond the limits of acceptable tolerances. It is well to know that in time of need you will always be within easy reach of an International Truck dealer or branch equipped to restore their power, appearance and capability quickly and expertly. Parts Depots, strategically located throughout the country, assure fast delivery of seldom-needed items.

REPLACEMENT PARTS IDENTICAL WITH ORIGINALS

A copy of the line setting ticket identifying by number every component of an International Truck chassis accompanies the vehicle. Individual parts of each component and its mountings are further identified by number in parts catalogs. As a result, there is no question but what any International Truck parts and service facility can deliver a replacement assembly or individual part that is an exact duplicate of the original. Guesswork as to quality and fit are eliminated.

EXPERT REPAIR AND MAINTENANCE SERVICES

Even the smallest of light-duty models are trucks. Tools, equipment and procedures for servicing them are lacking in passenger car and oil station service shops. That is why International maintains the world's largest network of truck service facilities. Your nearby dealer or branch has special equipment, trained servicemen, detailed step by step procedural instructions, and fair charges to serve you best.

RENEWED COMPONENTS FOR LESS

Instead of buying a new replacement clutch, crankshaft, fuel pump, brake valve or other unit—or having the old one individually and expensively repaired—you can save money, time and possible disappointment by exchanging for an International ReNEWed® unit. Production line reNEWing procedures and controls assure quality, fit and wearability comparable to new units.

THE STAMINA YOU NEED FOR TRAVEL TRAILER HAULING



Unlike station wagons mounted on automobile chassis, International Travelall models mounted on truck chassis have the working power and capacity for hauling heavy loads in towed vehicles. Equipped with an optional power train component or two for extra safety, a Travelall lets you enjoy the freedom of travel trailer living with real peace of mind. An excellent choice for the purpose is the easy-riding Model D-1000 Travelall with optional RA-5 or 6 rear axle which adds the strength of larger ring gear. Exceptionally rugged is a Model D-1200 Travelall with V-8 engine and four-speed transmission. All-wheel-drive models will pull you, anywhere.

INTERNATIONAL-MOUNTED CAMPER BODIES



available features

- Body lengths 8½ to 14 feet.
- Foam rubber beds for up to 7 persons.
- Kitchen stove, oven, refrigerator, double sink—even pantry, extra counter area.
- Complete bathroom and shower.
- Dinette area with swivel-top table.
- Hot water, electric lighting, heating.
- Storage cabinets, closets and drawers.
- Sliding glass rear door, fold-down patio.
- Top quality construction, fittings, always.

The joys, independence and thrift of leisure-time family travel with complete housekeeping facilities have nearly irresistible appeal for millions of moderns. And there is no better way to join the pleasure-finders than with your preferred style of camper unit on an International chassis. Built for load-carrying stamina, power and durability in a range of suitable sizes—not to mention all-wheel-drive traction if needed for mountain, field,

forest or beach journeys—the chassis are *right* for the job.

Camper bodies for mounting behind and over cabs are of many types and sizes. Several are shown on the inside back cover. Interiors may be compactly efficient—and inexpensive—or decked out with all the conveniences of home. Your International Truck dealer or branch will supply details of the dozens of body and equipment choices to suit your wishes.

ROUND-UP FOR AN INTERNATIONAL CAMPER HOLIDAY



INTERNATIONAL TRUCKS



WORLD'S MOST COMPLETE LINE Whatever size, capacity, style or power you seek in a truck, you will find the right answer in an International model: Four or six-wheeler. Rear-wheel or all-wheel drive. Gasoline 4, 6, or V-8, diesel 6, V-6 or V-8, LPG 6 or V-8 engine. Conventional, short conventional, cab-over-engine, forward control or engine-in-rear. GVW 3,200 to 78,000 lb. Options galore. You name it, International has it, all truck and none finer.



OTHER LIGHT-DUTY MODELS Unique in its adaptability for work, pleasure or sports use is the small, frisky SCOUT in 4x2 or 4x4 versions. Open, cab-enclosed or fully enclosed. Front full-width or bucket seats; walk-thru aisle and rear seats available. Mighty low cost, mighty satisfying. One form of Scout is shown above at left.

The new line of METRO® units, first family of forward control delivery trucks, includes ten easily-serviced models with 7-ft. to 18-ft. 8-in. bodies, GVW from 4,000 to 23,000 lb., styled alike, completely equipped, ready to roll. Metros deliver the goods!

BEFORE YOU BUY ANY TRUCK, SEE YOUR **INTERNATIONAL** TRUCK DEALER OR BRANCH

Illustrations may include non-standard equipment. Models and specifications subject to change without notice.

INTERNATIONAL HARVESTER COMPANY • NORTH MICHIGAN AVE. • CHICAGO, ILLINOIS

