

INTERNATIONAL

1½-Ton Model A-2



\$615.00

**136-inch wheelbase
chassis with
standard equipment
f.o.b. factory**

(Taxes Extra)

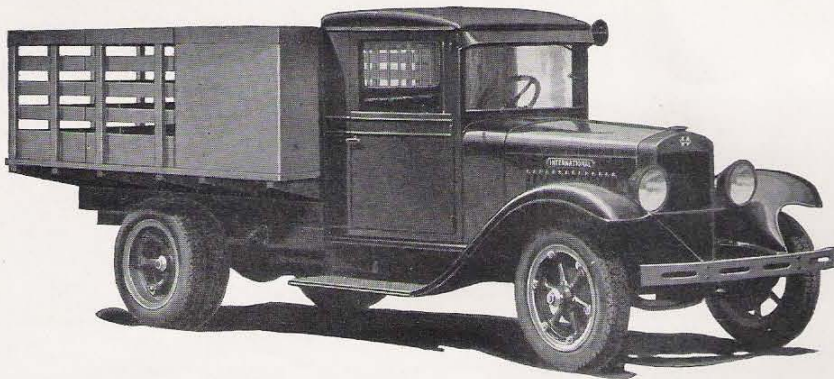
C. A. SMITH GARAGE
130 Canal St.
MANHATTAN, N. Y.

**INTERNATIONAL HARVESTER COMPANY
OF AMERICA**

606 So. Michigan Ave.

(Incorporated)

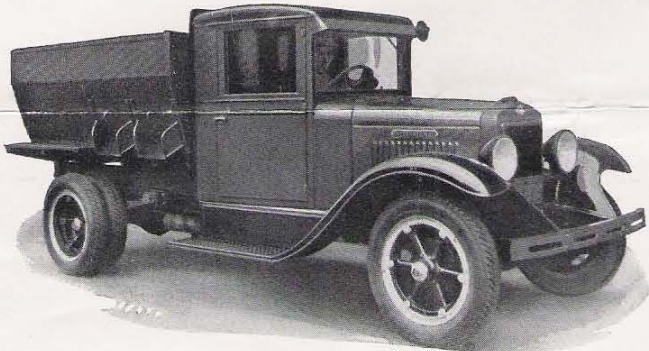
Chicago, Illinois



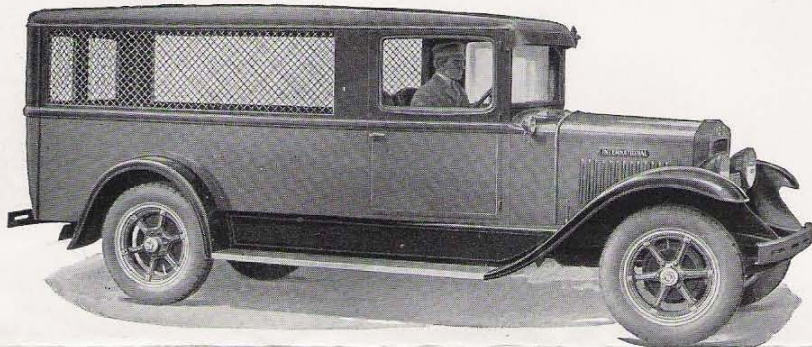
The sturdy Model A-2 with a panel stake body is popular with haulers in many lines. Dual rear wheels are available as special equipment.



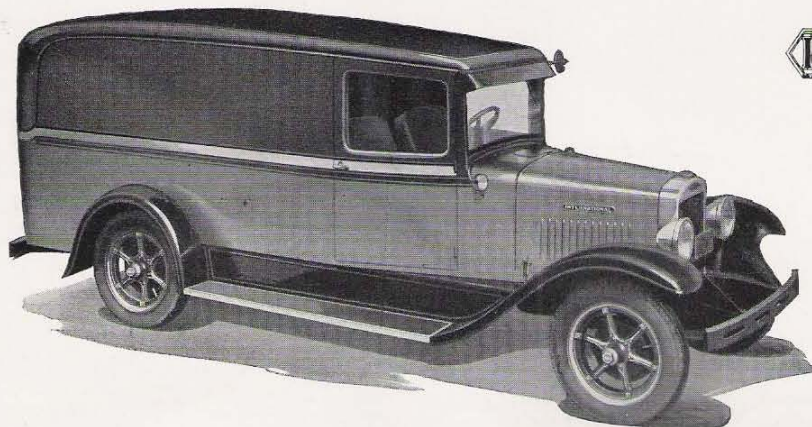
Van bodies of all types are readily adapted to the Model A-2. This type of body combination is particularly popular.



Many types of coal and coke bodies may be mounted on the powerful Model A-2 chassis. The enclosed cab gives full protection against inclement weather.



Where an open body is desired, the Type C body may be supplied with screen sides. This body is fully equipped for the driver's comfort and convenience.

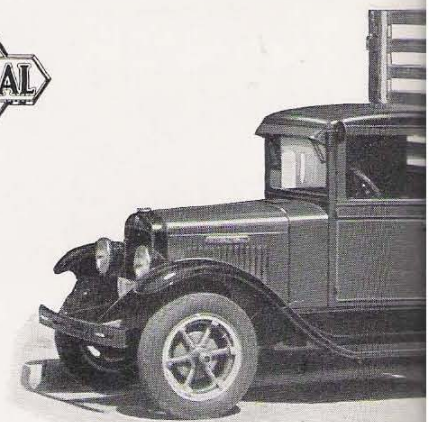


The unusually attractive Type B de luxe panel body for the Model A-2 is available in several sizes. This body is beautifully finished in a two-tone blue combination.

THE new 1½-ton International truck is priced below what would naturally be expected for a truck of this value. In spite of the low price, the truck remains unchanged. The powerful International A-2 has all the many superior features that have made it the choice of thousands of discriminating buyers.

This new International has standard equipment for long hauls, and an abundance of accessories adapts it to dump truck service, and a wide variety of body types, some of which are shown here.

See the Model A-2 at any of our branches or at the International Truck Company. Drive it and check its many features. Appreciate the quality and stamina that have made it work without obligation.



The Model A-2 (160-inch wheelbase) is available in a unit for the live stock hauler. This body is made of selected hardwood and is particularly durable.

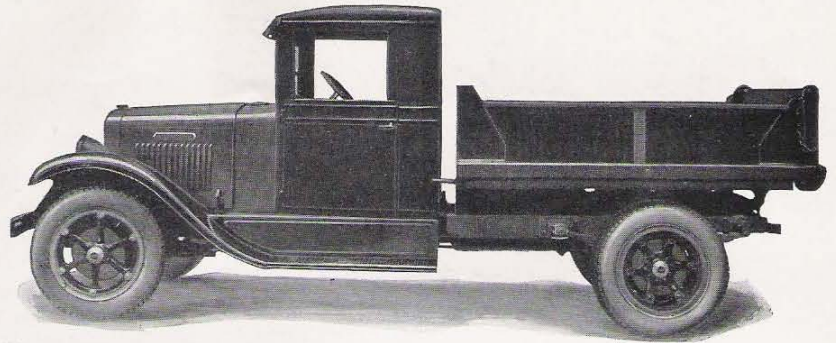


able for mounting on the 160-inch wheelbase
 s beauty with practical hauling efficiency.

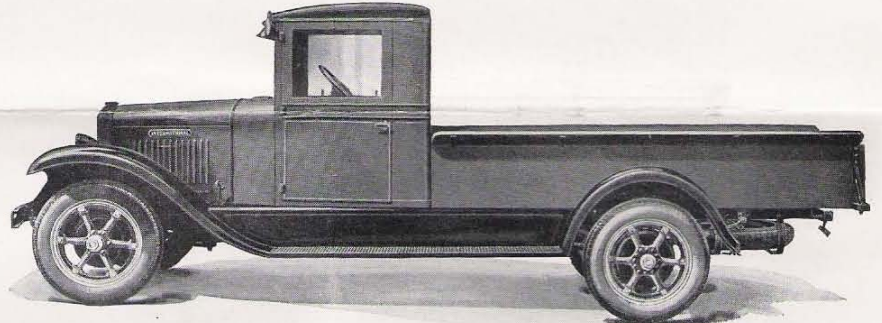
Model A-2 is offered at a price far
 expected for such an outstanding
 moderate cost, International quality
 attractive, and economical Model
 ure that have made Internationals
 ating owners.

edness without excess weight, speed
 power. The 4-speed transmission
 hile two wheelbases permit a wide
 are shown here.

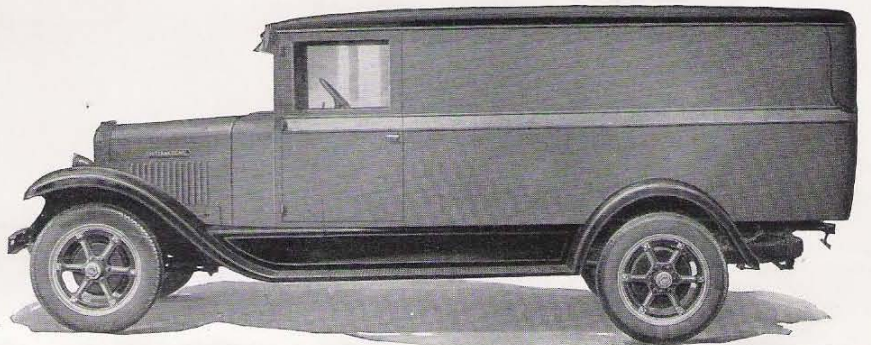
he 167 Harvester Company-owned
 ick dealer's in your neighborhood.
 s. In no other way can you appre-
 ave been built into the Model A-2.
 range for a demonstration on your



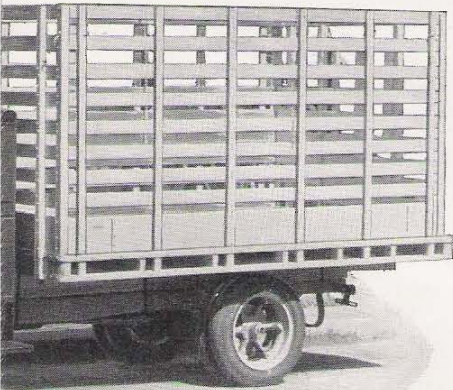
The Model A-2 chassis can be equipped with steel dump bodies
 and various types of hoists. This sturdy International is espe-
 cially popular with contractors and road builders.



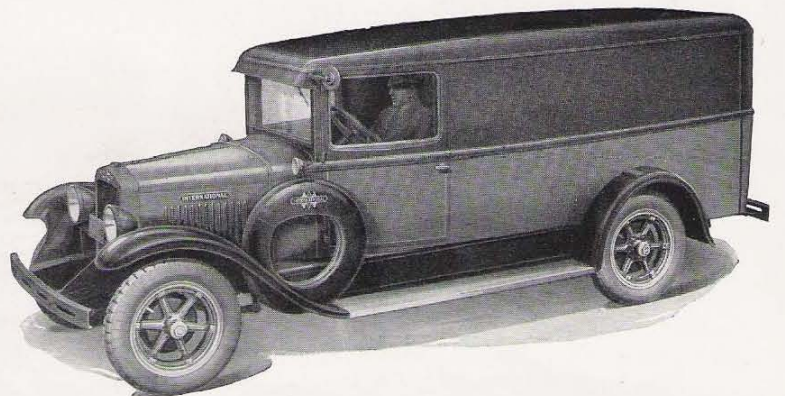
The all-steel express body for the Model A-2 is light and strong.
 Openings are provided at the front and rear ends so that stakes
 may be inserted to support a top.



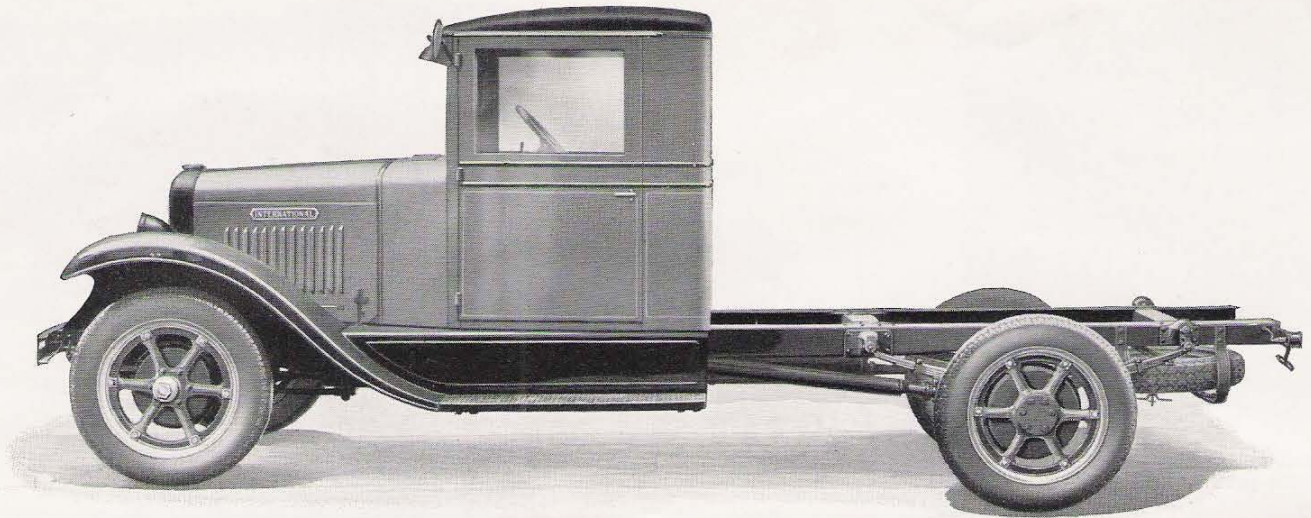
The Type A panel body, finished in a two-tone blue combination,
 is exceptionally well made. This body is equipped with bumper,
 rear vision mirror, and windshield wiper.



ith a stock rack body makes an ideal
 stock rack is solidly constructed of
 operly braced and ironed.



The Type C panel body for the Model A-2 is finished in two
 shades of green. Interior and exterior finish, hardware, and
 all details are in keeping with other International bodies.



The 136-inch wheelbase Model A-2 chassis.

Specifications—International Model A-2

Rated Capacity: 1½ tons.

Maximum Carrying Capacity:
(cab, body, equipment and payload).....4575 Pounds

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

Wheelbase.....	136	.....	160
Overall length.....	200	.....	228½
Back of cab to c/1 of rear axle.....	53½	.....	77½
C/1 of rear axle to end of frame.....	40	.....	44½
Back of cab to end of frame.....	93½	.....	122½
Back of cowl to c/1 of rear axle.....	93½	.....	117½
Back of cowl to end of frame.....	133½	.....	162
Maximum overall body length back of cab.....	103½	.....	140
Turning radius (feet).....	26	.....	30½
Chassis weight (including oil, fuel and water).....	2915	.....	3067
Chassis weight, front end.....	1624	.....	1707
Chassis weight, rear end.....	1321	.....	1360

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

Tread—front wheels, 57½ in.; rear wheels, 60¼ in.
Clearance under front axle, 10¼ in.; under rear axle, 8½ in.
Overall width—front, 71¼ in.; rear, 70 in.
Maximum body width between tires, 48 in.
Height from top of frame to ground, loaded—front, 24⅝ in.; rear, 25⅞ in.

Frame: Pressed steel channel. 136-in. wheelbase: depth, 5⅝ in.; thickness, ⅜ in.; width, 32 in.; width of flange, 2¾ in.; 160-in. wheelbase: depth, 7 in.; thickness ⅞ in.; width, 32 in.; width of flange, 2¼ in.

Engine: Four-cylinder, cast in block, L-head, type, 3⅜-in. bore, 4½-in. stroke; 185.8 cu. in. displacement, N.A.C.C. rating 21 h. p.; brake h. p., 39 at 2400 r. p. m. Three-point mounting with rubber-cushioned rear supports. Three bronze-backed, babbitt-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: 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: 4 speeds forward, 1 reverse, sliding gear selective type, mounted in unit with engine.

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

Propeller Shaft: Large diameter, heavy steel tubing. 160-inch wheelbase, 2-piece shaft with self-aligning center bearing.

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

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

Final Drive: Full-floating spiral-bevel gear drive type. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential bearings are tapered rollers. Axle shaft bearings are of the straight roller type.

Axle Reductions Available: 5.285 to 1 or 6.16 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: Semi-elliptic. Front, 2 x 40 in.; rear, 2½ x 46 in.

Wheels: Cast, spoke type.

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

Control: Left-hand drive, spark, throttle and light controls on top of steering wheel. Accelerator, clutch, and service brakes operated by pedals. Gear shift 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 light; 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 and auxiliary rear springs. 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.