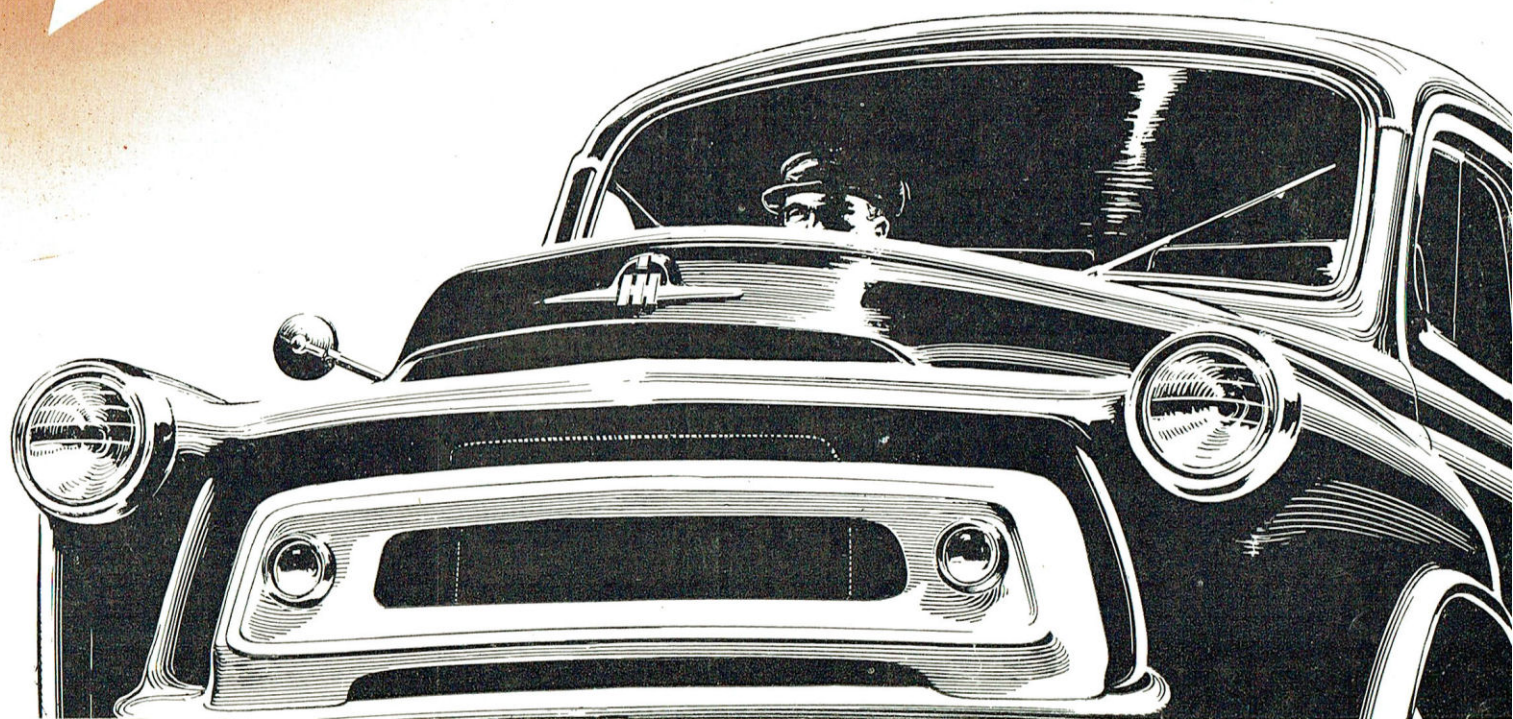
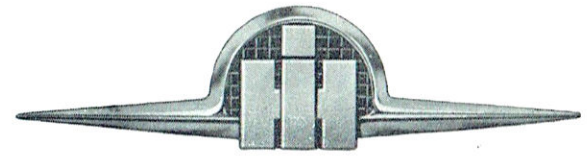
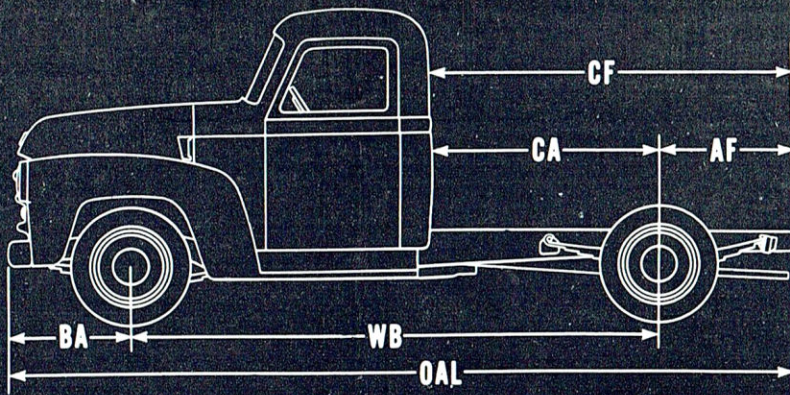


NEW **INTERNATIONAL TRUCKS**

AS - 130 Series
Low - Loading 30-cwt. Leaders

ALL-TRUCK built to save you the big money





SPECIFICATIONS

Gross Vehicle Weight (lb.) 8,000
Payload, including body weight (lb.) AS-130 3,855 (34 cwt.)
 AS-131 3,910 (35 cwt.)

Chassis Dimensions (inches)		
Wheelbase (WB)	134	
Overall length, with front bumper (OAL)	212 ⁵ / ₈	
Back of Cab to centre of rear axle (CA)	58 ³ / ₁₆	
Centre of rear axle to end of frame (AF)	44	
Back of cab to end of frame (CF)	102 ³ / ₁₆	
Bumper to centre of front axle (BA)	34 ⁵ / ₈	
Turning radius with bumper clearance (feet)	24	
Tread—		
Front wheels	AS-130 60 ¹ / ₂	AS-131 60
Rear wheels	67 ⁷ / ₁₆	58 ¹⁵ / ₁₆
Road clearance—		
Front axle	8 ¹ / ₂	11 ¹⁵ / ₁₆
Rear axle	6 ⁵ / ₈	10 ⁹ / ₁₆
Overall width—		
Front	77	77
Rear	82 ⁵ / ₈	76
Height from top of frame to ground—		
Front (loaded)	22 ¹ / ₂	25 ¹³ / ₁₆
Rear (loaded)	25 ⁵ / ₈	29 ⁵ / ₁₆
Rear (empty)	28 ³ / ₈	31 ¹⁵ / ₁₆

Frame: Pressed steel channel, 7 x 3 x 3/16".

Engine: International Black Diamond 220, six-cylinder valve-in-head-type; 3 9/16 bore, 3 11/16 stroke. Displacement, 220.50 cu. ins. compression ratio, 7.0 to 1 R.A.C. rating, 30.4 h.p. maximum brake h.p. 108 at 3,800 net 94 at 3,800 r.p.m. Maximum torque 179.5 lb.-ft. at 1,600-2,000 r.p.m. max. net 169 lb.-ft. at 1,600-1,800 r.p.m. Four steel backed removeable-shell precision-type main bearings; total projected area, 17.014 sq. ins. Six replaceable-shell, precision-type connecting rod-bearings. Exhaust-valve seat inserts.

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 oil filter capacity 2¹/₂ pts.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator. Pump driven by V-type fan belt. Capacity 14¹/₂ qts.

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

Generator: 6 volt, 35 ampere, shunt wound belt-driven.

Lights: Pre-focus headlights.

Battery: 6-volt, 15-plate.

Starting Motor: 6 volt.

Carburettor: Downdraft type. Oil-bath-type air cleaner.

Fuel System: Mechanical fuel pump driven from camshaft 12¹/₂ gal. tank. Petrol filter.

MODELS AS-130, AS-131

Clutch: 10 in., single-plate with vibration damper.

Transmission: Four speeds forward, one reverse, synchromesh type mounted in unit with engine.

Transmission Reductions: First, 6.40 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, direct; reverse, 7.82 to 1.

Propellor Shaft: Large-diameter, heavy steel tubing, self-aligning centre bearing. Dynamically balanced.

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

Front Axle: Drop centre, I beam, heat treated steel drop forging. Steering knuckles of drop-forged, heat-treated, nickel chrome molybdenum steel.

Rear Axle: Full-floating, single reduction hypoid type. Hotchkiss-type final drive. Nickel chrome, steel axle shafts. Heat treated, one piece, tubular banjo-type steel housing. Differential and wheel bearings are tapered rollers. Pinion, straddle-mounted on roller bearings.

Axle Reductions: AS-130 —4.88 to 1; AS-131 —6.166 to 1.

Steering Gear: Semi-reversible cam and twin-lever type.

Brakes: Service: 4 wheel hydraulic, internal expanding, two shoe, single-anchor type. Hand: Propeller shaft type, mounted back of transmission.

Springs: Front and rear, semi-elliptic. Front, 42" x 1³/₄"; rear, 52" x 2¹/₄".

Spring Auxiliary: Rear, 30" x 2¹/₄" (AS-130 only).

Wheels: Disc type.

Standard Tyres: AS-130—6.50-16 8 ply (duals rear).
AS-131—7.50-20 8 ply (single rear).

Controls: Throttle, light and choke controls on instrument panel. Accelerator, clutch and service brakes pedal operated; emergency brake, lever operated. Control levers located in centre of driving compartment.

Standard Equipment: Front bumper, spare tyre and wheel, toolkit unit, starting handle and jack.

Finish: Frame, wheels bumper and running boards black. Choice of four standard colours on fenders, hood and cab: Harvester Red, Harvester Green, Harvester Blue and Spruce Green.

Optional Equipment: Cowl with windscreen and header panel; cowl with windscreen, header panel and doors. Mechanical hand signal.

Optional Colours: Biscuit, Blue-grey, Silver-grey, 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

A555627-PRINTED IN AUSTRALIA

styling

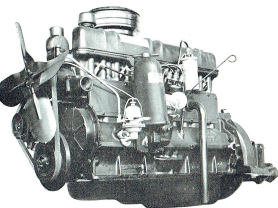
The new, balanced styling of the "AS" Line of International trucks has cleaner, more sweeping lines. The bonnet height has been lowered for more safety and better view of the road. The "IH" emblem has been incorporated in a bonnet ornament. The external bonnet latches have been removed and the bonnet 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 headlights 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



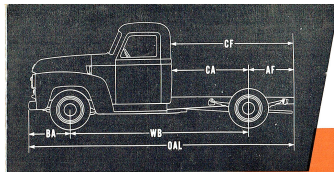
grille of the truck, so that when the truck is parked without headlights, these large white reflectors will give warning to approaching drivers. Another styling feature is the two nose grille pieces, which will be beige in trucks with all colours except biscuit where it is proposed to use a red grille piece. New, pressed-steel bumpers are available for light-weight models in a durable black finish.

power

ABD-220 NEW AUSTRALIAN BLACK DIAMOND 220-cu. in. CAPACITY
The new Black Diamond 220 cubic inch displacement engine for the light-weight series has been fitted with an improved Holley carburettor. The calibration of the carburettor has been improved to achieve optimum fuel economy and maximum power. The compression ratio of the ABD-220 engine has been increased to 7 to 1 to make full use of the extra power available from higher octane fuels and give increased economy. New dome-type aluminium alloy pistons give better combustion characteristics. The piston gudgeon pin has been offset on the centre line to reduce piston slap in a cold engine. The camshaft has been redesigned with a smoother ramp-approach for quieter operation of rocker arms and tappets. The horsepower of the ABD-220 has been increased to 108 maximum horsepower and has more usable power for heavy loads and high-



gear operation. The higher torque of the new engine, gives better climbing ability and better load carrying performance in top gear.



SPECIFICATIONS

Gross Vehicle Weight (G.V.W.) 8000
Payload including body weight (M.A. AS-130 3,000 134 cwt.)
 AS-131 3,000 135 cwt.)

Chassis Dimensions (inches)
 Wheelbase (WB) 184
 Overall height with front bumper (OAH) 212
 Back of F.O.R. to center of rear axle (CAR) 52 3/16
 Centre of rear axle to end of frame (RAF) 52
 Back of C.F. to end of frame (CAF) 102 3/16
 Centre of front axle to end of frame (FAF) 52
 Turning radius with bumper clearance (feet) 24

Tread—
 Front wheels 65 1/2 AS-131
 Rear wheels 65 7/16 AS-130
 65 15/16 AS-131

Road clearance—
 Front axle 81 11 15/16
 Rear axle 82 10 9/16

Overall width—
 Front 72
 Rear 76
 Height from top of frame to ground—
 Front 25 13/16
 Rear 25 1/2
 Rear (heavy) 31 15/16

Frame: Pressed steel channel, 7 x 3 x 3/16".
Engine: International Black Diamond 220, six-cylinder valve-in-head type, 179 1/2 bore x 11 1/8 stroke. Displacement, 220.02 cu. in., compression ratio, 7 to 1. 16.25 hp. (SAE), 14.6 hp. (metric) (net) at 1,900 r.p.m. 19.02 hp. (SAE), 17.6 hp. (metric) (net) at 2,000 r.p.m. Four valve intake, non-overhead-valve precision-type, rope tappets, valve operated area, 13.04 sq. in. Six maintenance-free, precision-type connecting rod bearings. Lubricated valve seat inserts.

Lubrication: Pressure feed to all main, operating and piston pin and (filter capacity 2) lbs.
Control System: Conventional cam operation, six-and-a-half rack-and-pinion drive by V-type fan belt. Capacity 14 1/2 gal.
Lights: 6 volt, vacuum control, full automatic distributor.
Generator: 6 volt, 35 ampere, short wound belt driven.
Battery: 6 volt, 15 plate.
Starting Motor: 6 volt.
Carburettor: Downdraft type. Oil bath type air cleaner.
Fuel System: Mechanical fuel pump driven from camshaft 122 gal. tank. Point filter.
 Specifications subject to change without notice.

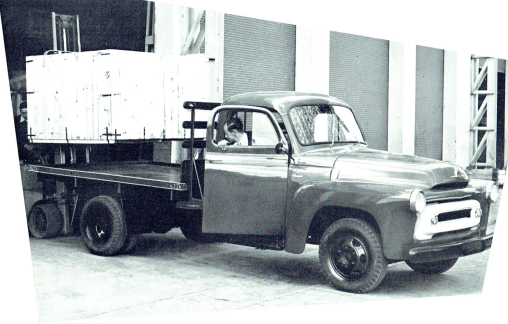
MODELS AS-130, AS-131

Clutch: 10 in., single plate with vibration damper.
Transmission: Four speeds, forward, one reverse, synchromesh type mounted in front main engine.
Transmission Reductions: First, 6.90 to 1; second, 3.89 to 1; third, 2.59 to 1; fourth, 1.82 to 1.
Propeller Shaft: Large diameter, heavy steel tubing, self-aligning centre bearing. Spherically balanced.
Universal Joints: All metal, needle-bearing, self-lubricating type.
Front Axle: Disc centre, I beam, heat treated steel drop forging. Steering knuckles of drop-forged, heat-treated, nickel chrome molybdenum steel.
Rear Axle: Full floating, single reduction bevel type. Hot-chill-type high speed nickel chrome, steel axle shafts. Heat treated, one piece tubular frame-type steel housing. Differential and wheel housings are tapered rollers. Frame, shock-mounted on rubber bearings.
Axle Reductions: AS-130—4.88 to 1; AS-131—5.16 to 1.
Steering Gear: Gear-operable cam and track type.
Brakes: Service—4 wheel hydraulic, internal expanding, two shoe, single-archer back band. Parking brake from mounted tank of transmission.
Springs: Front and rear, semi-elliptic steel. 41" x 1 1/2" rear, 52" x 2 1/2".
Shock Absorbers: Rear, 50" x 2 1/2" AS-130 only.
Wheels: Disc type.
Standard Tyres: AS-130—6.50-16 B ply radial rear, AS-131—5.50-16 B ply (single rear).
Controls: Throttle, light and choke controls on instrument panel. Accel. pedal, hand and reverse brakes, parking brake, emergency brake, lever operated. Control levers located in centre of driving compartment.
Standard Equipment: Front bumper, spare tyre and wheel, nickel van, starting handle and jack.
Finish: Frame, wheel bumper and running boards black. Choice of four standard colours on fenders, hood and cowl: Harvest Red, Harvest Green, Harvest Blue and Silver Green.
Optional Equipment: Cool with windshield and heater panel, steel with windshield, heater panel and doors, mechanical hand signal.
Optional Colours: Biscuit, Blue-grey, Silver-grey, Matt-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.

NEW
INTERNATIONAL TRUCKS
AS-130 Series
Low-Loading 30-cwt. Leaders
ALL-TRUCK built to save you the big money

ALL-TRUCK built to Save You the BIG Money



International Model AS-130 is an ideal truck for light haulage for industry or agriculture.



A new "Sweep-Sight" curved windscreen, for the "Comfa-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 speeds 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 left hand side and a generator indicator light on the right hand 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 included on the "AS" Line instrument panel as an attachment at extra cost. The steering ratio has been increased to reduce steering effort.

Model AS-130 has been called the low-loading champion with good reason. The nine feet tray body shown has a loading height of only 27 inches and a capacity of 33 cwt.



The Comfa-Vision cab with Sweep-Sight curved windscreen is the roomiest cab on the road. Standard equipment includes dual windscreen wipers and sun visors dome cab light and genuine hide upholstery.



Redesigned coil spring, three leaflets for better operation on very rough ground—reduced jolt on uneven surfaces a great improvement. New shock absorbers, a modified coil spring, a modified axle under lower girder.

Rated as standard equipment on "AS" Line will be better equipped than any other truck in the world.

Standard equipment includes dual windscreen wipers and sun visors dome cab light and genuine hide upholstery.

Some torque for loading, steering and driving operation. Road test shows standard at the rate to increase the efficiency of the steering.

Improved steering facilities have been provided for the removal of vehicles to better loaded front ends. The wheel bearing nuts have been replaced to enable removal of the wheels without damage to the steering.

The chassis with its engine (shown) has been improved to 15% with a self-mounted radiator, steering, suspension, new body, modified design for the chassis and new 18 1/2 and 19 inch wheels. The steering dampers and rubber disc shock absorbers are standard equipment. A complete steering and suspension system is shown below up of the chassis of all types.

To suit for the light-weight trucks have been strengthened and made of heavier material to provide fitting of the and to compensate for the front frame, improved steering and suspension system to operate on rough ground.

The chassis with its engine (shown) has been improved to 15% with a self-mounted radiator, steering, suspension, new body, modified design for the chassis and new 18 1/2 and 19 inch wheels. The steering dampers and rubber disc shock absorbers are standard equipment. A complete steering and suspension system is shown below up of the chassis of all types.

The chassis with its engine (shown) has been improved to 15% with a self-mounted radiator, steering, suspension, new body, modified design for the chassis and new 18 1/2 and 19 inch wheels. The steering dampers and rubber disc shock absorbers are standard equipment. A complete steering and suspension system is shown below up of the chassis of all types.

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.

FUNCTIONAL AND RE-STYLED FOR PRACTICAL GOOD LOOKS

Here are the new International trucks, a great new truck line from any point of view. Their clear-lined design is trim and functional. They give you smart, modern styling that is practical—and they are built to take the rough going of truck routes without excessive repair cost.

The new "AS" Line International models offer All-Truck features for new, life-long savings. Models from 3,200 lbs. to 19,750 lb. G.V.W. with complete power range of three petrol engines and one diesel engine, truck engines that develop usable horsepower at practical, economical expense. Improved, fuel economy, higher compression ratio, new moisture proof ignition wiring, new high-lift camshaft, new slo-rotor valves and many other money saving features. Some models with tubless tyres standard.

Driver designed for real comfort, the confo-vision cab lets the driver relax, to work longer without fatigue. "AS" Line trucks are loaded with performance and handling features that make every carrying job easier—lets every driver do his work better.

These great new International trucks are All-Truck from the ground up, with no car design compromises, no motor car engines or components asked to do a truck job, that means they will stay on the job longer, more dependably and save you the big money—over the years operating and maintenance money.

ALL TRUCK from the GROUND UP

In the automotive field International does not manufacture motor cars—only trucks—and consequently, every unit and every part of every International Truck is engineered specifically for truck use. Obviously, the loads customarily carried by motor cars are light and place no particular strain on the chassis, engine or transmission—whereas trucks are primarily load carriers and are commonly operated at close to their maximum load capacity in these components.

Adapting passenger car units to provide greater stamina for use in trucks cannot give such satisfactory results as the designing, engineering and building of units and parts exclusively for trucks—as is the case with International trucks. In the most complete line ever offered in Australia there is a size and type of truck suited to your needs that will cost you least and earn you most in the long run, because it is ALL-TRUCK built to save you money.

