

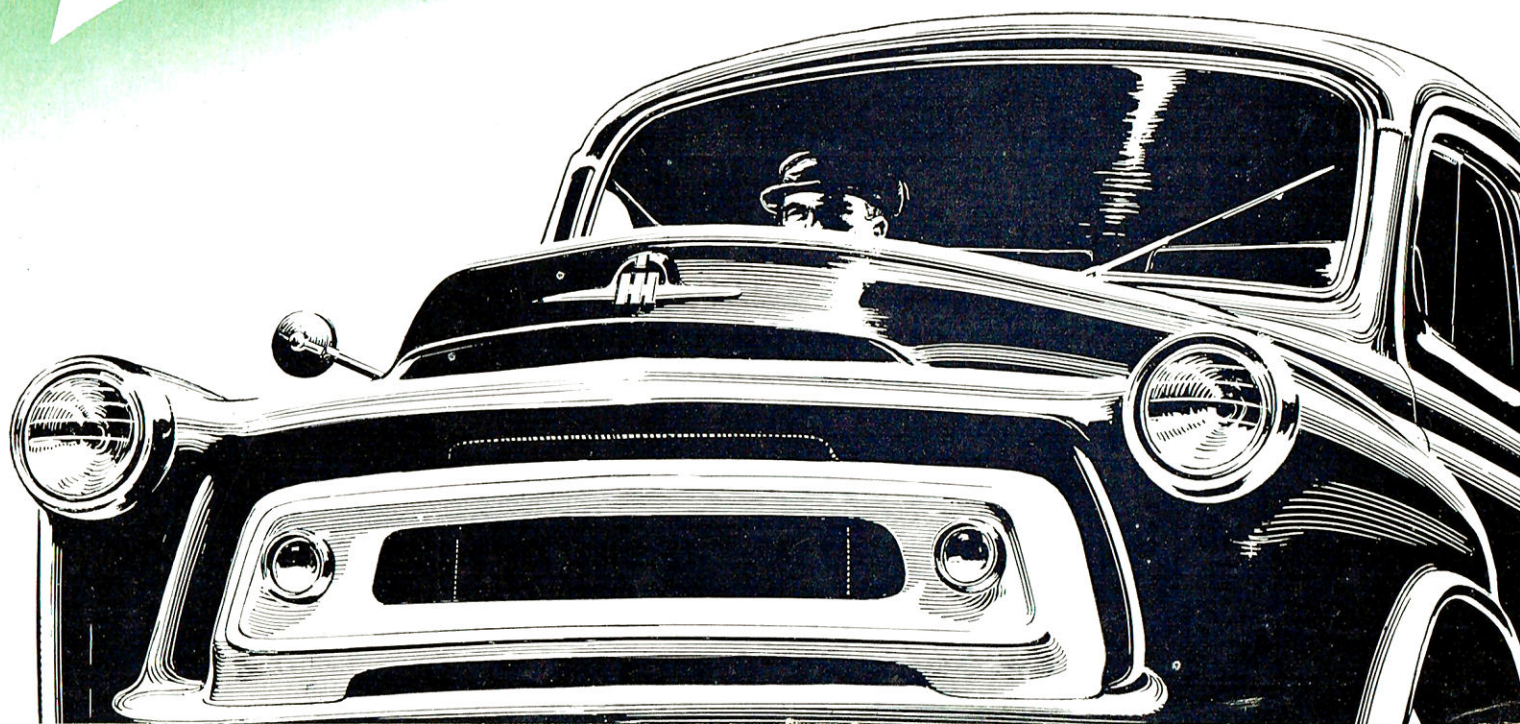
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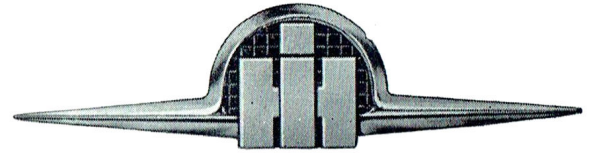
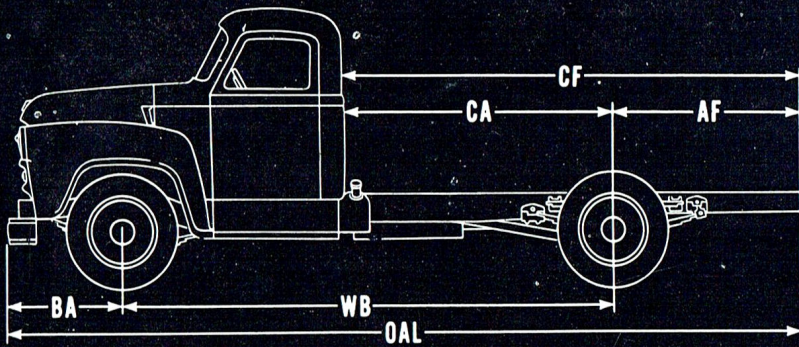
INTERNATIONAL TRUCKS

AS - 160 Series

Medium - Heavy - Duty Models

ALL-TRUCK built to save you the big money





SPECIFICATIONS

MODELS AS-160, AS-161, AS-162

	AS-160		AS-161		AS-162	
	154" WB	172" WB	154" WB	172" WB	154" WB	172" WB
Gross Vehicle Weight Rating (lb.) ..	16,000	16,000	17,500	17,500	18,500	18,500
Payload including body weight (lb.) ..	10,800	10,740	11,990	11,930	12,900	12,840
Chassis Dimensions (inches)—	All Models					
Wheelbase (WB) ..	154		172		172	
Overall length, with front bumper (OAL) ..	246 ³ / ₈		264 ³ / ₈		264 ³ / ₈	
Back of Cab to centre of rear axle (CA) ..	82 3/16		100 3/16		100 3/16	
Centre of rear axle to end of frame (CF) ..	56		56		56	
Back of Cab to end of frame (CF) ..	138 3/16		156 3/16		156 3/16	
Bumper to centre of front axle (BA) ..	36 ³ / ₈		36 ³ / ₈		36 ³ / ₈	
Turning radius with bumper clearance (feet) ..	27 ¹ / ₂		30		30	
Frame: All models—Pressed steel channel						
Size	Depth	Flange	Thickness			
154" WB	8 3/16"	3"	7/32"			
172" WB	8 1/4"	3"	3/4"			
Engine: International AS-160, AS-161 Standard engine Australian Black Diamond ABD-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 93 at 3,400 r.p.m. Maximum torque 208 lb.-ft. at 1,600-1,800 r.p.m. max. net 199.5 lb.-ft. at 1,100 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-rotor exhaust valves. International AS-162 standard engine is ABD-264 six cylinder valve-in-head type, 3 11/16 bore, 4 1/8 stroke. Displacement 264 cu. ins.; compression ratio, 7.0 to 1. R.A.C. rating 32.6 h.p.; maximum brake h.p. 140 at 3,800 r.p.m. net 126.5 at 3,600 r.p.m. Maximum torque 234 lb.-ft. at 2,000 r.p.m. max. net 229.5 lb.-ft. at 2,000 r.p.m.						
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). Removable cartridge capacity, 2 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.						
Starting Motor: 6-volt.						
Carburettor: Downdraft type, oil-bath type air cleaner.						
Fuel System: Mechanical fuel pump driven from camshaft. Capacity, 17 1/2 gal. Petrol filter.						
Clutch: 11", single-plate with vibration damper.						

Specifications subject to change without notice.

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

Transmission Reductions: 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 with self-aligning centre bearing. Dynamically balanced.

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

Front Axle: Reverse Elliot I-beam steel-forging.

Rear Axle: AS-160, AS-161—Full floating single-reduction hypoid type; AS-162—2 speed, hypoid bevel with 4 pinion planetary spur reduction gears. 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 (AS-160, AS-161); overhung (AS-162); Axle reductions AS-160, AS-161—6.66 to 1; AS-162—6.33/8.81 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 1/4"; rear, 52 x 2 1/2"; semi-elliptic auxiliary springs, 34 x 2 1/2".

Wheels: Disc type, 5 studs.

Standard Tyres: AS-160—7.50-20 10-ply (duals rear). AS-161, AS-162—8.25-20 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 centre of driving compartment.

Standard Equipment: Front bumper and running boards black. 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 12-ply (AS-161, AS-162 only) 8.25-20 10-ply (AS-160).

Optional Colours: Biscuit, blue-grey, silver-grey and marlin-grey.

INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

(INCORPORATED IN VICTORIA)

DISTRICT SALES OFFICES IN CAPITAL CITIES

WORKS: DANDENONG AND GEELONG, VICTORIA

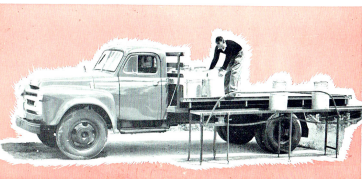
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ALL-TRUCK built to Save You the BIG Money



International model AS-162, above, is equipped with an ABD-264 Engine and two-speed rear axle for heavy-duty haulage.

International model AS-161 is an ideal truck for heavy-duty tray body work such as illustrated below.



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 dea-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.

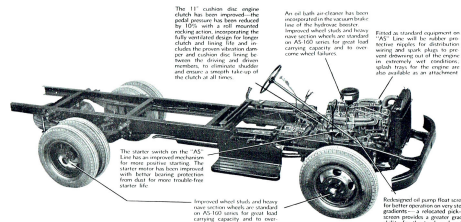


A new "Sweep-Sight" curved windscreen, for the "Comfo-Vision" cab—the roomiest cab on the road. A full range of attractive colours is available for the interior for more comfort and colour harmony for the driver. Genuine hide upholstery, dual sun visors and windscreen wipers are standard on all models. New instruments have been designed for the "AS" Line and they are arranged in two clusters with edge lights, new 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.

Real load-carrying capacity is built into every International truck. Illustrated at right is the load space available on AS-160 Series 14-foot tray body.



The Comfo-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.



The 11' cushion-tire engine chassis has been improved. The fuel governor has been reduced by 10%. It will maintain improved wheel track and better road grip when the truck is carrying capacity and to meet more varied terrain. An AS-100 Series 10-foot tray carrying capacity and to meet more varied terrain. An AS-100 Series 10-foot tray carrying capacity and to meet more varied terrain. An AS-100 Series 10-foot tray carrying capacity and to meet more varied terrain.

The chassis works on the AS-160 has an improved rear bearing for more durable working. The drive shaft is now equipped with torque bearing, positive lock that for more trouble-free steering.

Revised pump that gives for better operation on very steep gradients—a special job of this truck is a pump available for the truck and may be a special of supply under special orders.

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 specially 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 customarily 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 the big money.

The new "AS" Line International models offer All-Truck features for new, life-long savings. Models from 5,200 lb. 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 tubeless tyres standard.

Driver designed for real comfort, the comfo-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.