

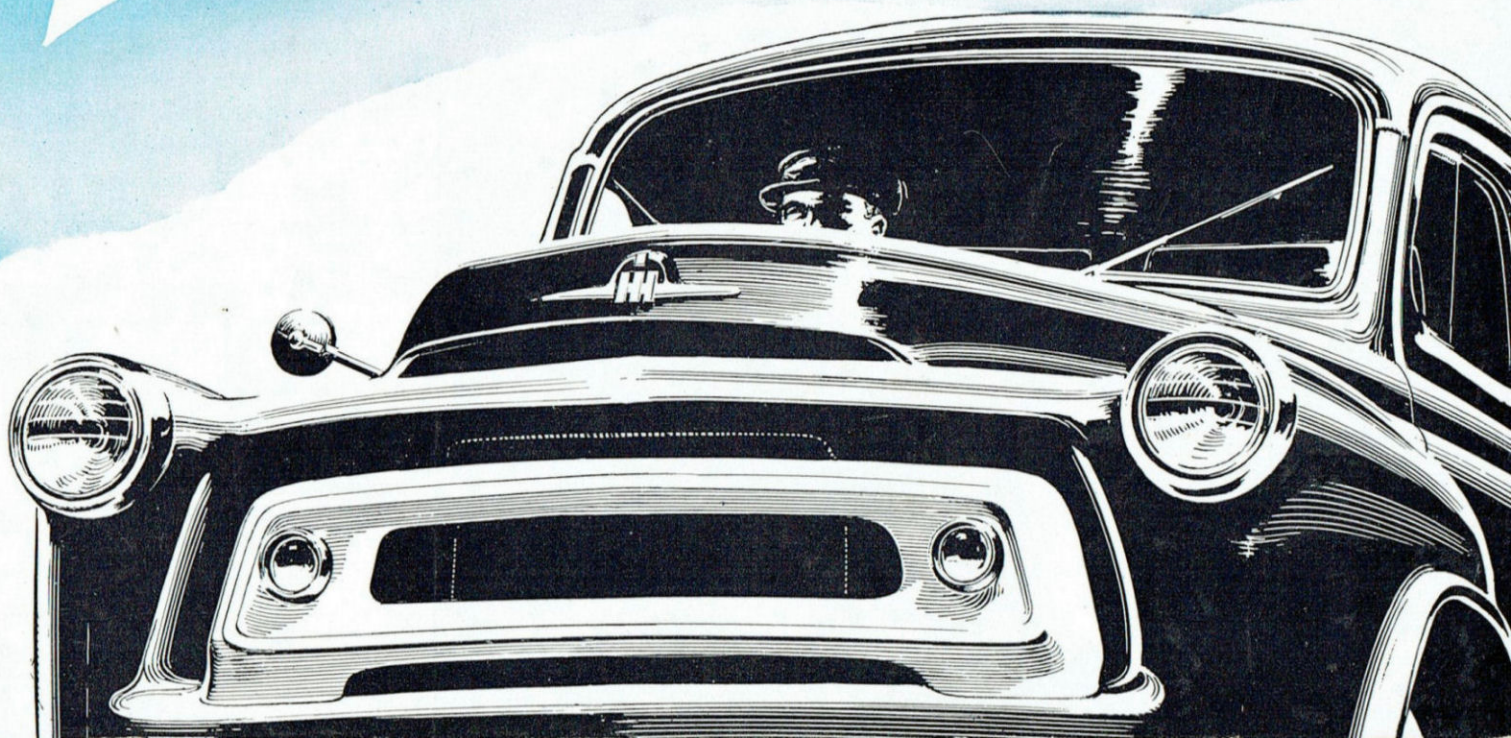
**NEW**

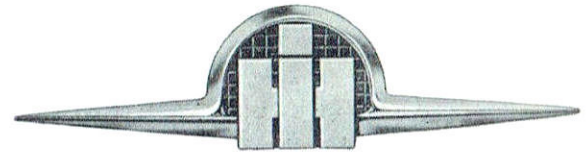
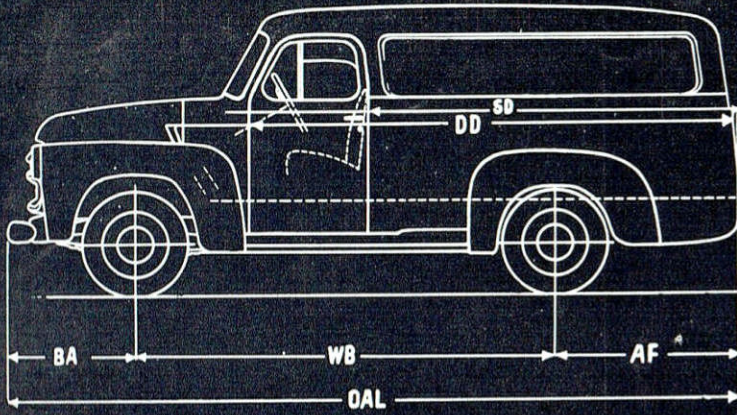
**INTERNATIONAL TRUCKS**

**AS - 110, AS - 112 Series**

**Panel Vans and Station Waggon**

**ALL-TRUCK built to save you the big money**





# PANEL VANS AND STATION WAGGONS MODELS AS-110, AS-112

## SPECIFICATIONS

	AS-110	AS-112
	115"	115"
	W.B.	W.B.
<b>Gross Vehicle Weight Rating (lb.)</b> .....	5,290	5,685
<b>Payload (lb.)—Panel Van</b> .....	1,425	1,716
Station Waggon .....	1,290	1,625

<b>Chassis Dimensions (inches)—</b>	AS-110	AS-112
Wheelbase (WB) .....	115	115
Overall length with front bumper (OAL) .....	188 $\frac{7}{8}$	188 $\frac{7}{8}$
Centre of rear axle to end of body (AF) .....	40 $\frac{3}{8}$	40 $\frac{3}{8}$
Bumper to centre to front axle (BA) .....	34 $\frac{3}{8}$	34 $\frac{3}{8}$
Floor length (SD) .....	91	91
Dash Panel to rear door bottom (DD) .....	138 $\frac{7}{8}$	138 $\frac{7}{8}$

The following dimensions (in inches) are the same for both models:

Tread—front wheels .....	60 $\frac{1}{2}$
Rear wheels .....	60 $\frac{1}{2}$
Road clearance—front axle .....	7 13/16
Rear axle .....	8
Overall width .....	77
Height from top of frame to ground—	
Front (loaded) .....	21 5/16
Rear (loaded) .....	25 3/16
Rear (empty) .....	27 13/16

**Frame:** Pressed steel channel, 6 3/32" x 2 19/64" x 11/64".

**Engine:** International Black Diamond 220, six-cylinder valve-in-head type; 3 9/16" bore, 3 11/16" stroke. Displacement, 220.50 cu. in.; compression ratio 7.0 to 1; R.A.C. rating, 30.4 h.p.; maximum torque 179 lb.-ft. 1,600-2,000 r.p.m. net 169 lb.-ft. at 1,600-1,800 r.p.m. Four steelbacked, removable-shell precision-type main bearings; total projected area 17,014 sq. in. 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 qts.

**Cooling System:** Centrifugal pump circulation, fin-and-tube radiator. Pump driven by V-type fan belt. Capacity 14 $\frac{1}{2}$  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 air cleaner.

**Fuel System:** Mechanical fuel pump driven from camshaft, 12 $\frac{1}{2}$  gal. tank. Petrol filter.

**Clutch:** 10", single plate with vibration damper.

**Transmission:** Three speeds forward, one reverse; synchromesh; mounted in unit with engine, gear shift-lever on steering post.

**Transmission Reductions:** First, 3.053 to 1; second, 1.481 to 1; third, direct; reverse, 3.707 to 1.

**Propeller Shaft:** Large diameter, heavy steel tubing.

**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 chrome-molybdenum steel.

**Rear Axle:** Semi-floating; hypoid type. Hotchkiss type final drive. Chrome-molybdenum steel axle shafts. One-piece tubular banjo-type pressed steel housing. Differential and wheel bearings are tapered rollers. Pinion, straddle-mounted on roller bearings.

**Axle Reduction:** 4.1 to 1.

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

**Brakes:** Service: 4 wheel, hydraulic, internal-expanding, two shoe single-anchor type. Hand: On propeller shaft.

**Springs:** Front and rear, semi-elliptic. Front, 42" x 1 $\frac{3}{4}$ "; rear, 52" x 1 $\frac{3}{4}$ ".

**Wheels:** Disc type.

**Standard Tyres:** 6.50-16, AS-110 6 ply, AS-112 8 ply, tubeless.

**Controls:** Throttle, light and choke controls on instrument panel. Accelerator, clutch and service brakes operated by pedals. Emergency brake lever-operated.

**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. Four speed transmission.

**Optional Colours:** Biscuit, Harvester Grey, Black, Orange, with Black fenders.

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

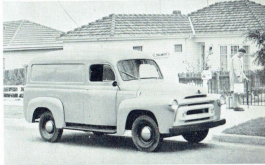
(INCORPORATED IN VICTORIA)

DISTRICT SALES OFFICES IN CAPITAL CITIES

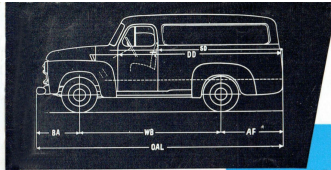
WORKS: DANDENONG AND GEELONG, VICTORIA

## NEW 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 "114" 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 new nose grille piece, 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.



## SPECIFICATIONS

	AS-110	AS-112
<b>Gross Vehicle Weight Rating (GVW)</b>	2,200	2,665
<b>Payload (B)-Panel Van</b>	1,425	1,716
<b>Station Wagon</b>	1,290	1,625
<b>Chassis Dimensions (inches)</b>		
Wheelbase (WB)	113	113
Overall length with front bumper (OAL)	185	185
Overall length to end of back (OAB)	162	162
Range to centre of front axle (FA)	34	34
Range to centre of rear axle (RA)	79	79
120" Panel to rear door bottom (DB)	182	182
The following dimensions are included and the same for both models:		
Front wheel	100	100
Rear wheel	100	100
Front steering—front axle	2 13/16	2 13/16
Rear steering—rear axle	2 13/16	2 13/16
Overall width	56	56
Height from top of frame to ground—		
Front (hood)	21 5/16	21 5/16
Rear (hood)	21 5/16	21 5/16
Rear (hood)	21 5/16	21 5/16
<b>Power:</b> Pressed steel chassis, 6:30:1 or 2:10:1 gear		
<b>Engine:</b> International Black Diamond 230, six-cylinder, side-in-head type, 117.11 cu. in. (1,916 cc) displacement, 232.59 cu. in. compression ratio 7.0 to 1, B.M.C. pump, 80 A. fly, maximum torque 175 ft.-lb. (237.500 kg.-m.) at 1,000 R.P.M., 1,600 ft.-lb. (217.500 kg.-m.) at 1,200 R.P.M. Four individual, semi-closed-shell precision-type main bearings, full pressure oil, 17.234 cu. in. oil capacity, cast-iron-type connecting-rod bearings, exhaust valve lift, 1.00 in.		
<b>Lubrication:</b> Pressure feed to all main, connecting-rod, piston-pin and camshaft bearings, front fork, camshaft-driven oil pump, crankcase capacity, 6 qt.		
<b>Cooling System:</b> Centrifugal pump, circulation, fan-and-fan radiator, pump driven by V-type fan belt, capacity 14 gal.		
<b>Ignition:</b> Coil, vacuum control, full-automatic distributor.		
<b>Generator:</b> 6-watt, 30 ampere, shaft-mounted belt-driven.		
<b>Lights:</b> Five-lamp headlights.		
<b>Battery:</b> 6-watt, 15 plate.		
<b>Starting Motor:</b> 6-watt.		
<b>Carburettor:</b> Downdraft type, oil bath air cleaner.		

## PANEL VANS AND STATION WAGGONS MODELS AS-110, AS-112

**Fuel System:** Mechanical fuel pump driven from camshaft, 133 gal. tank, float type.

**Clutch:** 10", single plate with vibration damper.

**Transmission:** Three speeds forward, one reverse, synchronised, mounted in unit with engine, oil-bath, floor on steering post.

**Transmission Shafts:** First, 3.053 to 1; second, 1.461 to 1; third, 1.042 to 1; reverse, 2.027 to 1.

**Propeller Shaft:** Large diameter, heavy steel tubing.

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

**Front Axle:** Drop-center I-beam, heat-treated steel shock springs, steering knuckles of deep forged, heat-treated chrome molybdenum steel.

**Rear Axle:** Semi-floating, bevel type, Hertzberg type final drive, Chromo-nickel-steel front axle shafts, oil case, hub and, heavy type, pressed steel housing, front and rear wheel bearings are tapered roller. Pinion shafts mounted on roller bearings.

**Axle Reduction:** 4.1 to 1.

**Steering Gear:** Semi-reversible, cam-and-lever lever type.

**Brakes:** Service, 4 wheel, hydraulic, expansion-removing, two shoe single-drum type. Hand On propeller shaft.

**Springs:** Front and rear, semi-elliptic. Front, 82" x 1 1/2", rear, 52" x 1 1/2".

**Wheels:** Disc type.

**Standard Tires:** 6.50-16, AS-110 G ply, AS-112 B ply, tubular.

**Controls:** Steering, light and brake controls on instrument panel, brake lever-operated.

**Accessories:** Radio and clock controls on instrument panel, starting handle and jack.

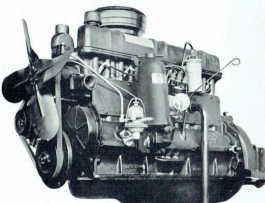
**Standard Equipment:** Front bumper, spare tyre and sheet metal car, starting handle and jack.

**Body:** Frame, wheel, bumper and running boards. Choice of four standard colours on fenders, hood and cab—Harvester Red, Harvester Green, Harvester Blue and Harvester Grey.

**Optional Equipment:** Coat with weatherstrips and bumper strip, one with second row, inside door and door. Mechanical hand luggage. Four optional colours: Biscuit, Harvester Grey, Black, Orange, with Black fenders.

## NEW power

**ABD-230 NEW AUSTRALIAN BLACK DIAMOND 230-cu. in. CAPACITY**  
The new Black Diamond 230 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-230 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-230 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.



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INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.  
INCORPORATED IN VICTORIA  
DISTRICT SALES OFFICES IN CAPITAL CITIES WORKS, BANGSWORTH AND GEELONG, VICTORIA  
ASBDD-PRINTED IN AUSTRALIA

# NEW INTERNATIONAL TRUCKS

## AS-110, AS-112 Series Panel Vans and Station Waggon

ALL-TRUCK built to save you the big money



## ALL-TRUCK built to Save You the BIG Money

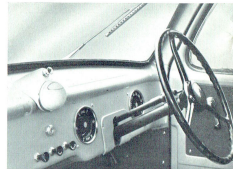


The Sweep Sight windscreen of the Comfo-Vision cab and large door windows provide wide-angle vision for the driver. The modern balanced styling and two-tone grille and provision of a recessed sign panel make this Panel Van an asset to your business.

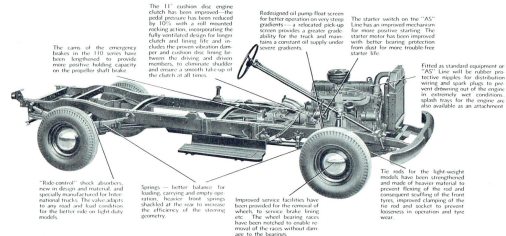
## NEW *comfo*

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 windshield 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-column gear-change lever has been redesigned for left-hand control to enable drivers to give hand signals while changing gear on corners or in traffic. The steering ratio has been increased to reduce steering effort.

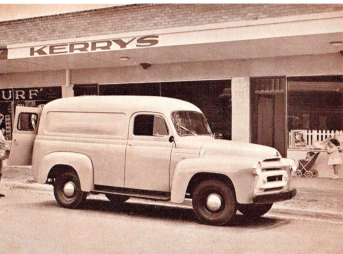
*Illustrated at left and right:*  
International AS-110 Satoria Wagon provides comfortable seating for seven persons, with some luggage space accessible through the rear doors.



Comfo-Vision cab features include dual windscreen wipers and sun visors, cab dome light. New left hand gear change lever for greater driver comfort. The optional cigar lighter and no-draft ash tray are illustrated fitted to the corner of the dash panel.



The 11" radius die engine shaft has been improved... The cast of the emergency brake on the 110 series... Redesign of pump that serves... The spring mounts on the "AS" line... Engine is standard equipment on "AS" line... "Bulk-mount" shock absorbers... Springs—better balance for... Improved spring facilities have... The wheel bearing nuts... and to the bearings.



**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 clean-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 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-roto valves and many other money saving features. Some models with valveless tyres standard.

Driver designed for real comfort, the comfo-vision cab lets the driver relax, no 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 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 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 the big money.