



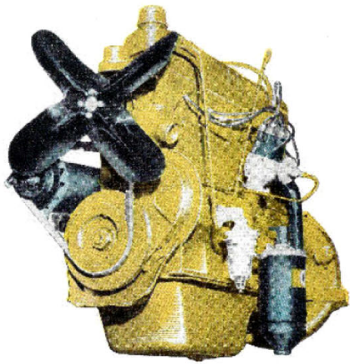
INTERNATIONAL

TRUCKS

AB-110 SERIES
AB-120 SERIES



If you carry loads of 15-20 cwt. then the AB-110, AB-120 models are the answer to your transportation needs. Both feature full-width tailgate, low loading height and strong chassis. The power unit for these trucks is the new AGD-240 Gold Diamond engine.



A new Australian Gold Diamond engine, the AGD-240, powers both the AB-110 and AB-120 models. Compression ratio is 7.0 to 1. This engine develops a maximum brake horsepower of 135.5 @ 3800 r.p.m. and a maximum torque of 210 lb.ft. @ 2400 to 2800 r.p.m.

POWER

AB-110 and AB-120 light-duty trucks have the reserve horsepower, chassis, brakes and suspension to more than match their carrying capacities.

Both units are powered by the new Australian Gold Diamond engine, the AGD-240. This engine delivers just the right amount of responsive power to enable economical operation with light or heavy loads. Compression ratio is 7.0 to 1 with maximum brake horsepower of 135.5 @ 3800 r.p.m. and maximum torque of 210 lb. ft. @ 2400 to 2800 r.p.m.

The AGD-240 incorporates the latest engineering advances and features a full-flow oil filter system, oil bath air cleaner of improved efficiency, an increased capacity water pump and roto coil inlet valves for efficient operation.

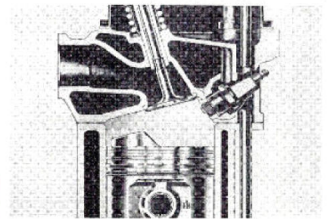
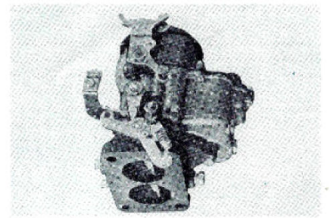
You can be sure of years of service as, from initial casting to completed engine, all components are of high quality, tested and proved in every step of manufacture.

ECONOMY

Carburettor and valves have been designed for maximum economy. The dual-throat carburettor fitted to the new AGD-240 engine retains power, but gives better fuel economy by allowing a more efficient mixing of air and petrol. The manifold system is designed to evenly distribute this mixture to each combustion chamber.

Valves have been scientifically designed for ignition to take place near the centre of the gas mass. This keeps temperatures lower, and in turn reduces the possibility of pre-ignition and increases valve life. Angle of valves allows gases best entry and exit from the cylinder head.

These new International light-duty trucks are ALL-truck from the ground up with no car engines or components asked to do a truck job. This means that they will stay on your job longer, work harder and more dependably—saving you big money in long-term operating and maintenance costs.



COMFORT

The new AB-line of motor trucks are outstanding in comfort-giving qualities. Loaded or empty, double-acting shock absorbers give you an even ride.

Angle mounting reduces side-sway and roll around curves. Front and rear shock absorbers are standard on the AB-110 series, while AB-120 models have shock absorbers on the front only.

Right from opening the wide door and sitting behind the safety-steering wheel, you'll realise that everything in this cab has been designed for your comfort, safety and convenience.

There's the safe, all-steel cab. You sit on new non-sag vinyl seats. The quick-release hand brake is within easy reach; suspended pedals require light pressure to operate and gear changing is a smooth, easy operation.

The stylish, down-swept bonnet, combined with wrap-around windscreen gives unexcelled visibility, while the self-parking dual wipers clear a large area of the Full-Vision windscreen when it's raining.

Add to these features the comfort-giving semi-elliptical springing that softens the worst jolts and jars, and you have comfort, safety and convenience of the highest degree.

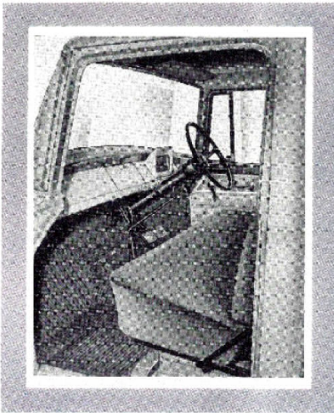
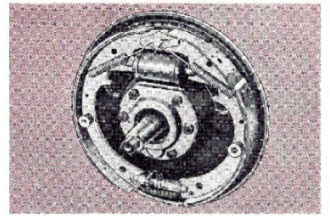
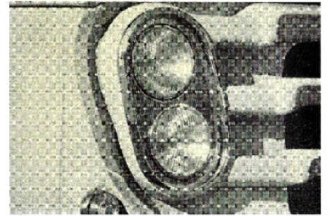
SAFETY

The safety angle has not been overlooked in this new AB-line of trucks from International. There's the safe all-steel cab, dual sealed-beam headlights, positive braking, more visibility than before with the new down-swept bonnet, safety-steering wheel and suspended pedals.

An exciting new innovation in headlight styling is the all-new sealed-beam, diagonally set, dual headlights. It gives safer driving through increased visibility, yet when dipped only two beams provide a better low-beam pattern that reduces glare to a minimum.

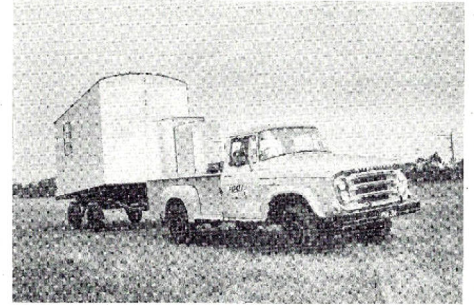
Powerful internal-expanding hydraulic brakes give safe, positive stops. Self-energising action uses the truck's own motion to assist braking, thereby reducing the required pedal pressure. The design allows shoes to conform to drum contour—permits simple, easy adjustment.

All instruments are grouped above the steering column for easy reference and to minimise loss of road vision. This easily read instrument cluster includes high beam warning light. These and many other features, make the new International AB-line trucks the safest on the road.





CHOOSE
from these
NEW
IH TRUCKS



The AB-120 4 x 4 (illustrated above) is an outstanding performer in the light-duty truck field for those jobs beyond the capabilities of conventional vehicles. It has plenty of clearance for four-wheel-drive work.

AB-110/120 SERIES TRUCKS FOR YOUR TOUGHEST TASKS

Illustrated below is the AB-110 panel van, specially fitted with full-length side windows. Panel van bodies are available on the 114 in. wheelbase for both the AB-110 and AB-120. They provide safe, weatherproof transportation and give ample protection for fragile goods.

Typical of the new AB-line is the AB-110 utility with its bold good looks. The AB-110 is the ideal unit for plumbers, carpenters and builders, farmers—in fact for all jobs in the light-duty truck field. With its full-length frame, heavy-duty front and rear axles and powerful engine, the AB-110 is built for a long life of hard work.

UTILITIES
TRAY BODIES
PANEL VANS
SPECIALISED
SERVICE
FOUR-WHEEL-
DRIVE
MAXIMUM BODY
SIZES



AB-110, AB-120

The AB-110/120 series are available in two optional wheelbase lengths (114 in. and 126 in.), as either cab and chassis, or cowl with windscreen and header panel, doors optional. In these variations you have a versatile foundation for all types of light-duty operating.

STRONG I-BEAM FRONT AXLE

FEATURES

FULL LENGTH FRAME

FOR RUGGED

15-20 CWT. LOAD CAPACITY

LONG LIFE

POWERFUL GOLD DIAMOND ENGINE

PERFORMANCE

SUPERB ENGINEERING, EASY MANOEUVRABILITY AND DRIVING COMFORT

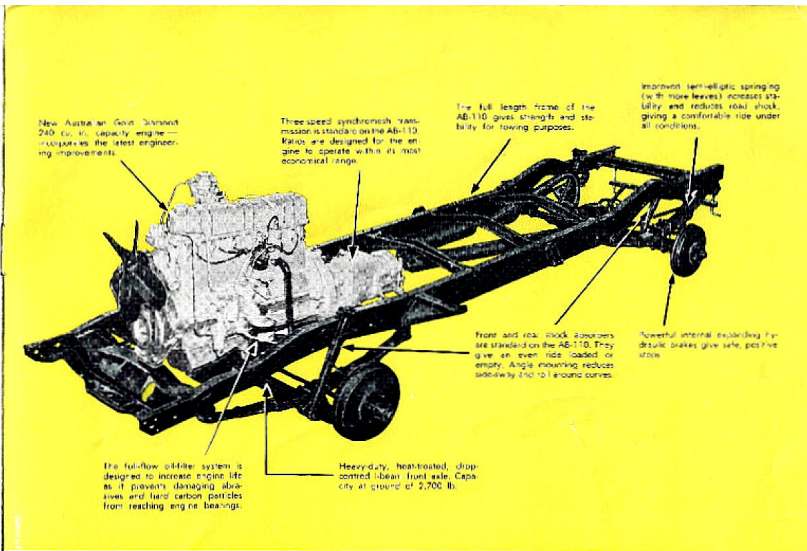
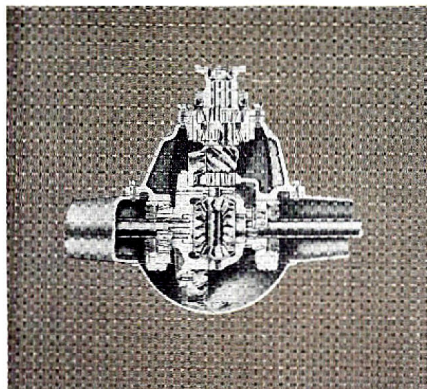
INTERNATIONAL all-Truck

HYPOID AXLES

The AB-110 and AB-120 light-duty models have all-truck components designed and proved to stand up under the stresses of recommended maximum loads and severe usage.

Typical of these components are the hypoid rear axles fitted to both models. These axles are of the single-reduction type with hotchkiss drive and nickel-chromolybdenum steel axle shafts. Both have a heat-treated, one-piece tubular banjo type steel housing.

The rear axle on the AB-110 is semi-floating, while for heavier light-duty work, the AB-120 models have a full-floating axle—a feature usually only found in heavier duty vehicles. This enables greater capacity loads to be carried with safety—more miles of trouble-free operation as the load strain is taken by the axle housing.



New Australian Gold Diamond 240 c.w.t. capacity engine—incorporates the latest engineering developments.

Three-speed synchronesh transmission is standard on the AB-110. Ratios are designed for the engine to operate within its most economical range.

The 116 length frame of the AB-110 gives strength and stability for towing purposes.

Imbricated semi-elliptic springing (with shock levers) provides stability and reduces road shock giving a comfortable ride under all conditions.

The full-flow oil filter system is designed to increase engine life as it prevents damaging abrasives and hard carbon particles from reaching engine bearings.

Heavy-duty, heat-treated, shock-damped, libran front axle. Capacity at gross of 2,700 lb.

Front and rear shock absorbers are standard on the AB-110. They give an even ride loaded or empty. And a viewfinder reduces side-sway through a curve corner.

Powerful internal expanding hydraulic brakes give safe, positive stops.

from the ground up

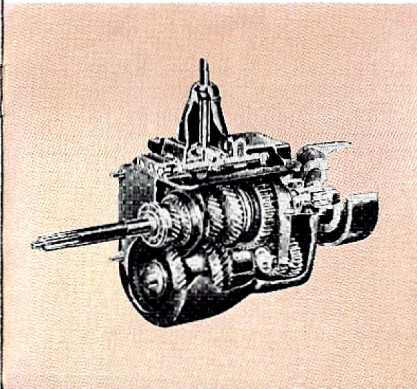
PROVED TRANSMISSIONS

The transmission that is built right and geared right for your job will most efficiently utilize the engine's power and give you the most dependable and economical performance. It will also give you fuel savings and longer truck life.

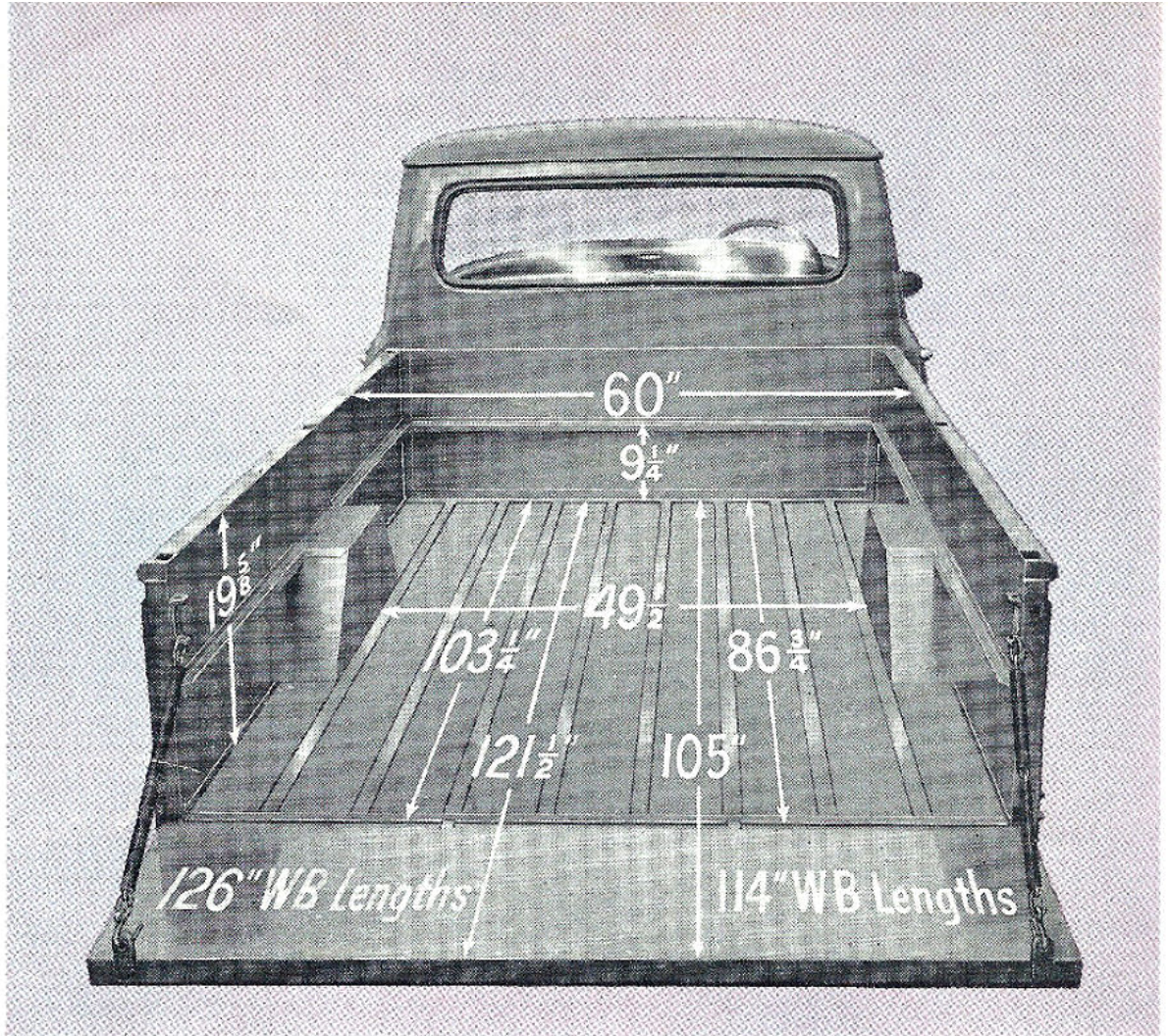
Performance-proved in all types of operations is the four-speed transmission (illustrated at left) standard for the AB-120. Ratios have been designed for the engine to operate within its most economical range.

There's an extra-low first gear for starting with heavy loads or for extra pulling power for starting on hills. Synchronesh helical gears give great strength and smooth, easy operation.

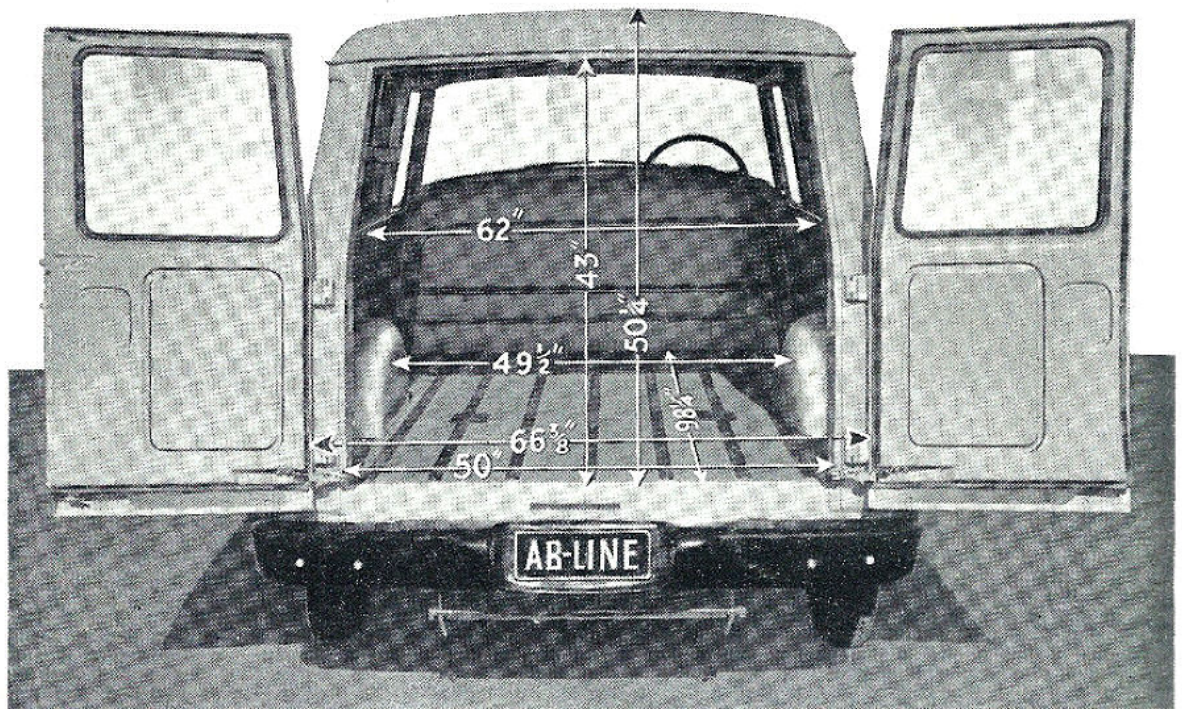
The three-speed transmission is standard for the AB-110 (four-speed for AB-120) and this choice of three or four-speed transmission gives you even greater truck-to-job specialisation.



UTILITY
DIMENSIONS



PANEL VAN
DIMENSIONS



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