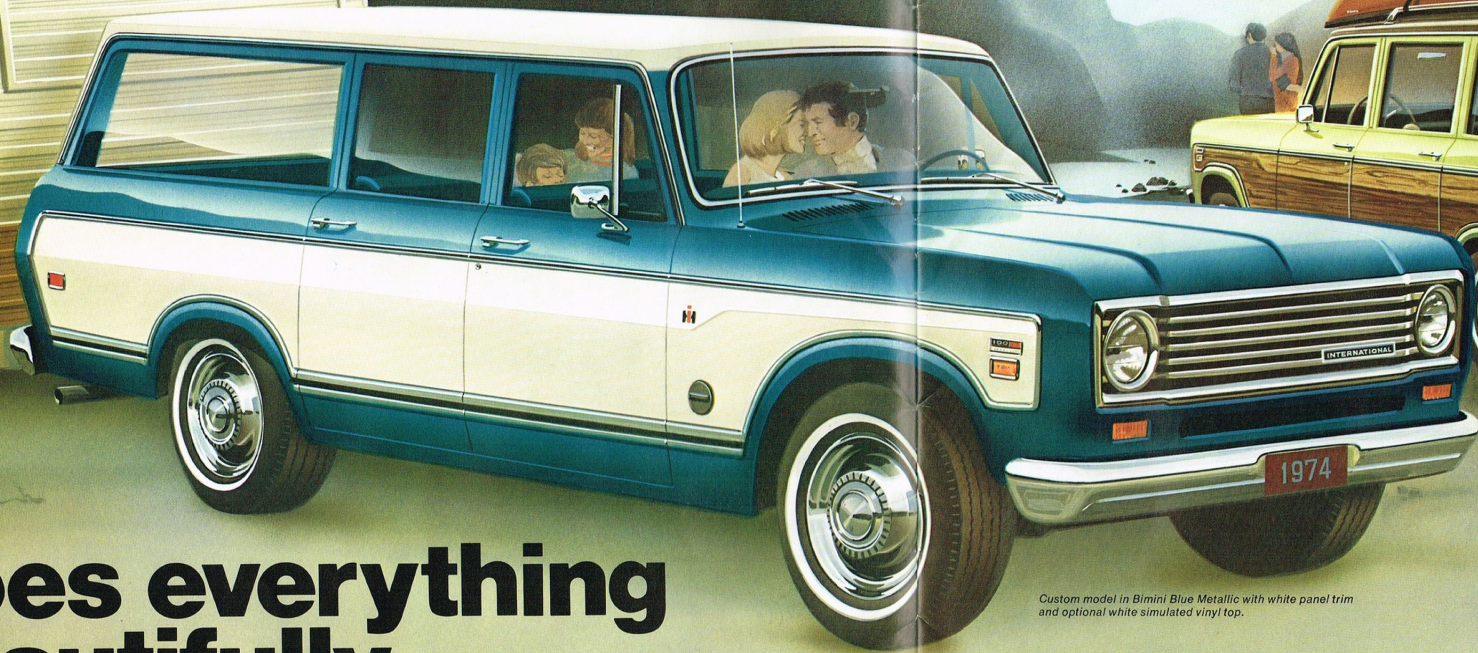


1974 International Travelall



Does everything beautifully



Custom model in Bimini Blue Metallic with white panel trim and optional white simulated vinyl top.



Custom model in Grenoble Green with wood-grain panel trim and optional black simulated vinyl top.

It's more than just a wagon. A lot more. Because it's a 1974 International Travelall. An all-purpose vehicle for families who want more from life than just waiting for something to happen.

It's a wagon you can take for a day at the beach, a night on the town, or a week in the hills.

Wherever you take it, you take it easy. Because the Travelall is built tough. So you can drive carefree over rutted country roads or, with optional all-wheel drive, over country where there hardly seems to be roads at all.

It's a handsome wagon. Built with comfort and a style all its own. Stylish enough to pull up proudly to the smartest spot in town.

But don't take our word for it. Take a test drive. Once a taste of Travelall action gets in your blood, it'll take more than a turn around the block to satisfy it.

What makes it beautiful is what it does.

What a beautiful way to go.

It will carry you over the Rockies without a strain, through the depths of Death Valley without overheating. With a camper, a travel trailer, or a boat. Plus a full load of kids and all the gear.

The new model 100 is even tougher than any previous model. With a new, heavier independent coil spring front suspension, heavier frames, new power front disc brakes as standard equipment. A bigger, more powerful standard engine—a 345 cubic inch V-8. And also easier handling, more stable than ever with

an all-new wide-track front end and staggered rear shocks that reduce "power hopping."

And you can make it even more of a work horse with a heavy-duty towing package, powerful V-8's up to 400 cubic inches, and a choice of automatic or manual transmissions. Be sure and test drive a Travelall with 3-speed automatic. Great for towing or plain traveling in all road conditions.

A beautiful balance of performance and comfort. The 1974 Travelall 100.



Custom 100 in Sunburst Yellow with wood-grain panel trim, optional luggage rack.



If you really like getting off the road, how about all-wheel drive?

SERIES

100

SPECIFICATIONS

TWO-WHEEL DRIVE MODEL

Wheelbase: 120 inch.

Front Suspension: 3,200 lb. cap. independent coil spring.

Rear Suspension: Std. 3,600 lb. axle. Opt. 3,800 lb.

Ratios: 3.07, 3.31, 3.54, 3.73, 4.10 to 1.

Brakes: Front: power disc. Rear: self-adjusting hydraulic, 11" x 2 1/4" drum. Dual operation with warning light.

Clutch: Std. 11" heavy-duty diaphragm. Opt. 11" angle link.

Electrical: Std. 12V, 50 amp battery, 37 amp/hr alternator. Opt. 70 amp battery, 61 or 62 amp/hr alternator.

Engine: Std. 345 cu. in. V-8 (V-345), 144 S.A.E. net hp.

Has 156 net hp. with dual exhaust. Opt. 392 cu. in. V-8 (V-392), 179 S.A.E. net hp. Has 193 net hp. with dual exhaust. Or 400 cu. in. V-8 (V-400), 210 S.A.E. net hp. with dual exhaust (standard).

Transmission: Std. 3-speed, fully-synchronized.

Opt. 3-speed, floor mounted; 4-speed, fully-synchronized; 5-speed direct; 5-speed with overdrive; 3-speed automatic. Auxiliary cooler for automatic transmission.

Fuel Tank: Std. 20 gal. Opt. 15 gal. auxiliary. Evaporative emission control standard.

Tires & Wheels: Std. H-78 x 15 PC LRB on 15" x 5.5 K rims.

ALL-WHEEL DRIVE MODEL
Has 392 cu. in. V-8 (V-392) as standard engine. 3,400 lb. cap. driving front axle with leaf springs. Standard GVWR 6,500 lbs. Tires L-78 x 15 PC LRB. Wheels 15" x 6.00 JK. All other specifications are basically the same as two-wheel drive model.

What makes it beautiful is where it goes

Beautiful space to spare

Don't be misled by its length. The Travelall is shorter than most conventional wagons, but has nearly 20% more cargo space — 124 cubic feet of it! Fact is, the Travelall has more room all around. Room to seat nine adults without knocking knees and elbows. A folding second seat is standard. Third seat is optional — and it snaps out easily. The three seat model can also be ordered with a $\frac{2}{3}$ fixed second seat for easy step-through to the rear.

The Model 200 lets you make full use of cargo carrying and towing ability. It will haul up to 2,500 pounds of cargo and pull a trailer weighing 7,000 pounds with its high-capacity axles, suspension and tires. Yet you get all the comfort and easy handling advantages of the Model 100, including the all-new independent coil spring wide-track front suspension.

That's the real beauty of it.



Custom 200 in Ivy Metallic with white panel trim, optional white simulated vinyl top and luggage rack.



The industry's most complete towing package even includes electric dash-mounted trailer brake controller plus dual fuel tanks.

SERIES 200 SPECIFICATIONS

TWO-WHEEL DRIVE MODEL

Wheelbase: 120 inch.

Front Suspension: 3,500 lb. cap. independent coil spring.

Rear Suspension: 5,500 lb. axle. Ratios: 3.54, 3.73, 4.10, 4.30, 4.87, 4.88, 5.13 to 1.

Brakes: Front: power disc. Rear: self-adjusting hydraulic, 12 x 2 $\frac{1}{2}$ " drum. Dual operation with warning light.

Clutch: 11" angle link.

Electrical: Std. 12V, 70 amp battery, 37 amp/hr alternator. Opt. 61 or 62 amp/hr alternator.

Engine: Std. 392 cu. in. V-8 (V-392), 179 S.A.E. net hp. Has 193 net hp. with dual exhaust. Or 400 cu. in. V-8 (V-400), 210 S.A.E. net hp. with dual exhaust (standard).

Transmission: Std. 3-speed, fully-synchronized.

Opt. 3-speed floor-mounted; 4-speed, fully-synchronized; 5-speed direct; 5-speed with overdrive; 3-speed automatic. Auxiliary cooler for automatic transmission.

Fuel Tank: Std. 20 gal. Opt. 15 gal. auxiliary. Evaporative emission control std.

Tires & Wheels: Std. 8.00 x 16.5 LRC on 16.5" x 6.00 rims.

ALL-WHEEL DRIVE MODEL

Has 3,500 lb. cap. driving front axle with leaf springs. Standard GVWR, 6,800 lbs. All other specifications are basically the same as two-wheel drive model.

What makes it beautiful is what it hauls.

The best of both worlds... a wagon and pickup in one

The 1974 International Travelette series combines the best features of both. For it really is both a four-door wagon and pickup. Plus a lot more.

Let's begin with the interiors. Room enough for a half-dozen six-footers. Four doors for convenience. And all the plush features of a fine wagon.

On the exterior you have a handy Bonus-Load pickup box in 5-ft., 6½-ft. or 8-ft. lengths, or a Regular (fenders-on-the-outside) body in 6½ or 8-ft. size. All feature a one-

hand, swing-down tailgate for easy loading.

Have need for some serious family hauling? Supplies, lumber, shrubbery. The Travelette will make life a lot easier around the place. (The 5-ft. model fits a standard size garage!) The Travelette is also great for families who like the big, 5th wheel trailers. Or the Travelette with 8-ft. box can carry a big camper just as easily on its back.

In short, the 1974 Travelette goes a long way in solving many multi-purpose needs.



Custom 200 with 5 ft. box in Mayan Mist with wood-grain panel trim and optional black simulated vinyl top.



Deluxe 200 with 6½ ft. box in Omaha Orange.



Custom 200 Camper Special with 8 ft. box in Flame Red with white panel trim.

TRAVELETTE SPECIFICATIONS

GVWR Packages: Model 100, 5-ft. body: Std. 6,300 lb. Opt. 6,600 lb. Model 200, 5, 6½ or 8-ft. body: Std. 7,500 lb. Opt. 8,200 or 9,000 lb.

Wheelbases: 5-ft. body 120"; 6½-ft. body 149"; 8-ft. body 166".

Body Sizes: 5-ft. Bonus-Load; 6½-ft. Regular or Bonus-Load; 8-ft. Regular or Bonus-Load.

Front Suspension: Independent coil spring. Model 100, 5-ft. body 3,200 lb. cap.; Model 200, 5, 6½, 8-ft. body 3,500 lb. cap.

Rear Suspension: Model 100, 5-ft. body 3,600 lb. axle std. Opt. 3,800 lb. Model 200, 5, 6½, 8-ft. body 5,500 lb. std. Opt. 7,500 lb. Ratios (depending on model): 3.07, 3.31, 3.54, 3.73, 4.10, 4.30, 4.87, 4.88, 5.13 to 1.

Brakes: Front: power disc. Rear: self-adjusting hydraulic. Model 100 11" x 2¼" drum. Model 200 12" x 2½" drum. Dual operation with warning light.

Clutch: Std. 10½" single plate dry disc. Opt. 11" heavy-duty diaphragm or 11" angle link.

Electrical: Std. 12V, 50 amp battery, 37 amp/hr alternator. Opt. 70 amp battery, 61 or 62 amp/hr alternator.

Engine: Std. 258 cu. in. six (6-258 Power-Thrift Six™), 113 S.A.E. net hp. Opt. 304 cu. in. V-8 (V-304), 137 S.A.E. net hp.; 345 cu. in. V-8 (V-345), 144 S.A.E. net hp. Has 156 net hp. with dual exhaust; 392 cu. in. V-8 (V-392), 179 S.A.E. net hp. Has 193 net hp. with dual exhaust; 400 cu. in. V-8 (V-400), 210 S.A.E. net hp. with dual exhaust (std.).

Transmission: Std. 3-speed, fully-synchronized. Opt. 3-speed floor mounted; 4-speed, fully-synchronized; 5-speed direct; 5-speed with overdrive; 3-speed automatic. Auxiliary cooler for automatic transmission.

Fuel Tank: Model 100 15 gal. std. Opt. 15 gal. auxiliary. Model 200 16 gal. std. Opt. 16 gal. auxiliary.

Tires & Wheels: Std. 8.00 x 16.5 LRC on 16.5" x 6.00 JK rims.

ALL-WHEEL DRIVE NOT AVAILABLE IN TRAVELETTE SERIES.

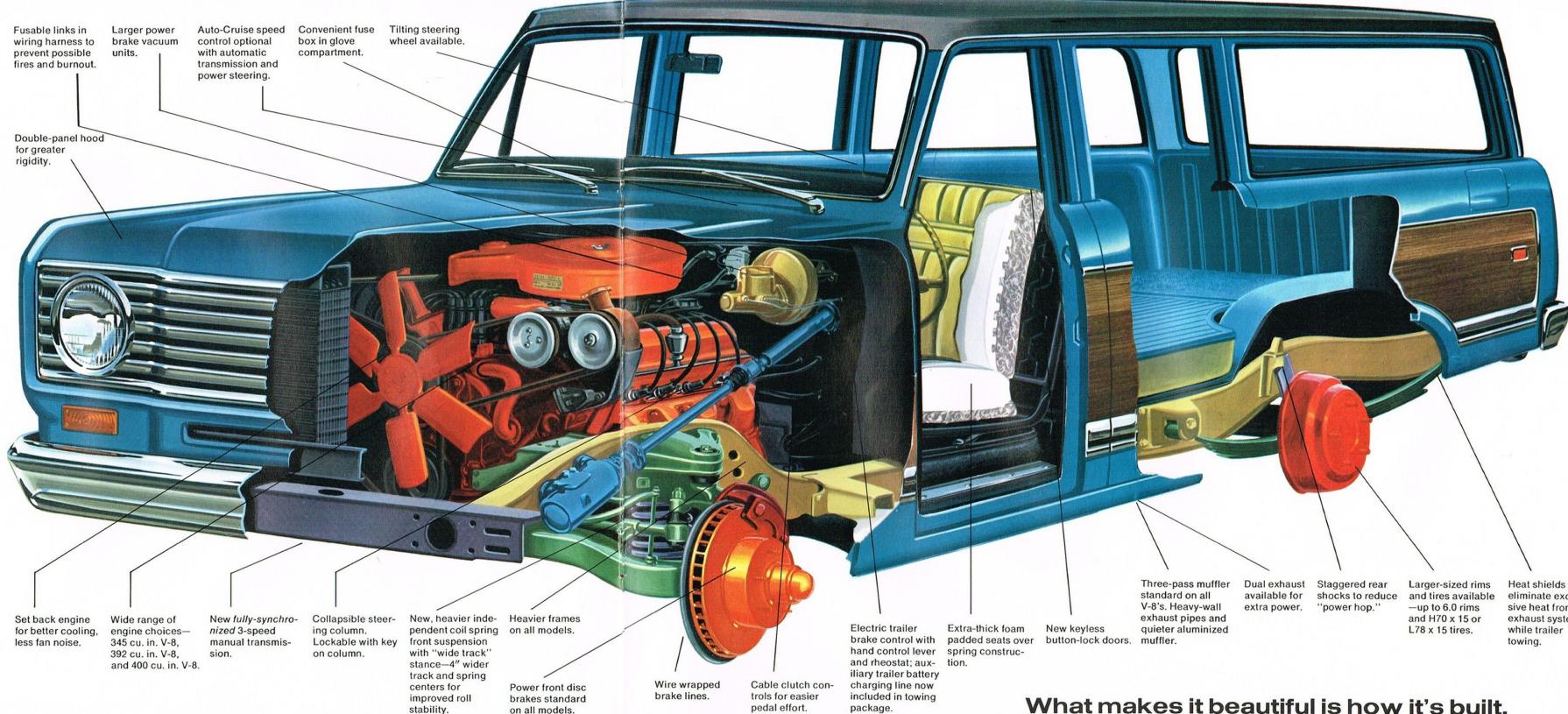
The beauty of a Travelall is more than skin deep

If you've never owned a Travelall before, you've got some pleasant surprises coming. You see, we don't rely on a lot of showy razzmatazz to make a sale. We don't have to. Because we build these vehicles from the wheels up with the kind of rugged International strength that's meant to last and last and last.

So we've peeled away the exterior styling to show you the *real* beauty of a Travelall. Including the many new improvements we've added to the 1974 models to make them a greater value than ever before.

We'd like you to take a good look at the 4-inch wider front wheel "wide track" stance that greatly improves road handling and stability. And the all-new smoother and stronger independent coil spring front suspension. We've also staggered the shock absorbers in the back to reduce "power hop" in the rear wheels. And we've included power front disc brakes as standard equipment. The frames are heavier, the exhaust system more durable, and the engines run cooler and quieter than ever before.

When you start looking at these things, you start seeing the real beauty of the Travelall. You start comparing ground clearances and fuel capacities and towing ability with other wagons. And then you start seeing how a wagon is built tough from the ground up. A uniquely beautiful vehicle with all the comfort and ease of a truly fine wagon, but made like no other wagon you've seen.



Fusible links in wiring harness to prevent possible fires and burnout.

Larger power brake vacuum units.

Auto-Cruise speed control optional with automatic transmission and power steering.

Convenient fuse box in glove compartment.

Tilting steering wheel available.

Double-panel hood for greater rigidity.

Set back engine for better cooling, less fan noise.

Wide range of engine choices—345 cu. in. V-8, 392 cu. in. V-8, and 400 cu. in. V-8.

New fully-synchronized 3-speed manual transmission.

Collapsible steering column. Lockable with key on column.

New, heavier independent coil spring front suspension with "wide track" stance—4" wider track and spring centers for improved roll stability.

Heavier frames on all models.

Power front disc brakes standard on all models.

Wire wrapped brake lines.

Cable clutch controls for easier pedal effort.

Electric trailer brake control with hand control lever and rheostat; auxiliary trailer battery charging line now included in towing package.

Extra-thick foam padded seats over spring construction.

New keyless button-lock doors.

Three-pass muffler standard on all V-8's. Heavy-wall exhaust pipes and quieter aluminized muffler.

Dual exhaust available for extra power.

Staggered rear shocks to reduce "power hop."

Larger-sized rims and tires available—up to 6.0 rims and H70 x 15 or L78 x 15 tires.

Heat shields to eliminate excessive heat from exhaust system while trailer towing.

What makes it beautiful is how it's built.

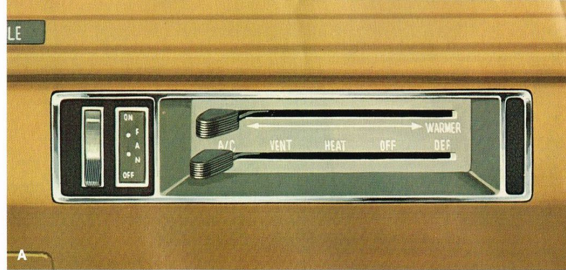
A beautiful selection of extras

After sitting low in a standard car, the Travelall might seem a big step up. But really, it's not. First time Travelall drivers are usually amazed at how beautifully it handles — just like a fine car. And even more so with the addition of power steering. The fact is, many find it more comfortable to ride in and drive. Mainly because you are sitting higher and enjoy visibility through huge windows all around you. There are no blind spots. Plenty of headroom at the doors and inside. And there's no ducking and scooting to take your seat.

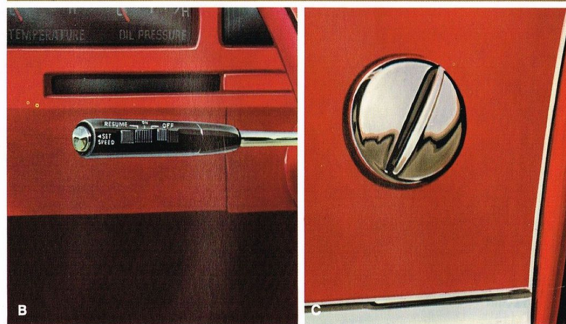
To make things even more enjoyable, we have a host of extra features you can add for comfort, convenience and safety. Things like automatic Cruise-Control, tilting steering wheel, high-back bucket seats with a reclining passenger seat. And Trac-Lok limited-slip differential. You can add an increased cooling system or a larger capacity electrical system. A handy 15-gallon auxiliary fuel tank. A quiet, modulated fan. And of course, factory air, AM-FM radio, dealer-installed stereo tape deck. The list goes on and on.

You also have a choice among a wide range of transmissions to meet your driving style and needs. From a fully-synchronized three-speed manual, through 4-speed and 5-speed manuals (with or without overdrive) all the way to a 3-speed automatic that's great for towing. Teamed with a husky V-8 engine.

So here are a few of our most popular options, just to give you some idea of how beautifully-equipped you can travel in a shiny new Travelall.



A



B



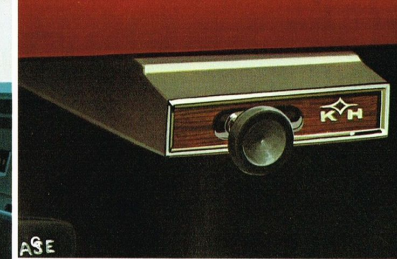
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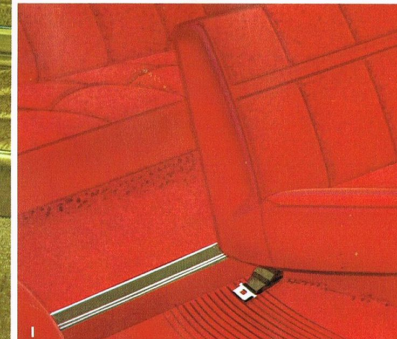
F



C



H



I

A. Integral air conditioning/heating/defrosting system.

B. Auto-Cruise speed control to keep you at constant speed. A great leg and gas-saver on long trips.

C. 15-gallon auxiliary fuel tank for extra cruising range.

D. AM-FM radio with rear speaker; dealer-installed stereo tape deck.

E. Tilting steering wheel.

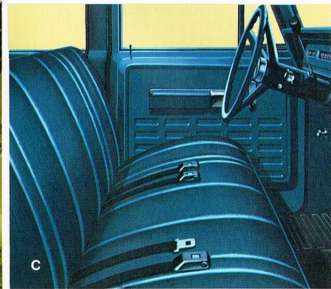
F. Optional high-back bucket seats with inboard folding armrests and optional reclining passenger seat.

G. The industry's most complete factory built and installed trailer towing package, including an electric trailer brake control with hand lever and rheostat, complete trailer wiring (including an auxiliary trailer battery charging line), class IV weight-equalizing trailer hitch receiver, 15-gallon auxiliary fuel tank, heavy-duty 12-volt, 70-amp/hr battery and 61 amp alternator, front sway bar, power steering, and increased cooling system. All you have to do is hitch it up and head it out.

H. Luggage rack with adjustable bars.

I. 3/4 stationary second seat for easy access to full-width third seat.

What makes it beautiful is the way you can equip it.



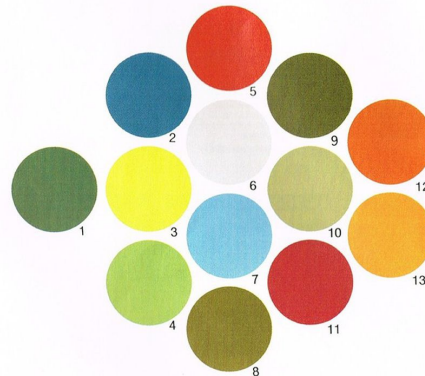
Luxury just the way you like it

Some may still refer to these as the "women's pages." But we feel that a man cares every bit as much about how his wagon appears as well as performs.

So let's take a tour of the 1974 Travelall, pointing out the beauty spots along the way.

- A. Custom interior in Sage with new optional high-back bucket seats.
- B. Deluxe interior in Dark Red with full-width seats.
- C. Standard interior in Dark Blue.
- D. Custom interior (Travellette) in Jet Black with full-width seats.

Exterior body colors



INTERIORS

Your choice of Standard, Deluxe, and Custom interiors comes in any of the four color schemes: Dark Blue, Sage, Jet Black, or Dark Red.

Standard Interior includes foam-padded, full-width front and stationary second seats with all-vinyl upholstery. Fully-instrumented padded dash with oil pressure and ammeter gauges. Dual padded full-size armrests on the doors and dual padded sun visors. Fresh air heater/defrosting system. Acoustical headliner with metal ribs.

Deluxe Interior adds the special touches of rich vinyl-trimmed nylon upholstery and soft padded vinyl door panels. Color coordinated floor mats. Vinyl-covered rear quarter panels in cargo area. Cigar lighter. Coat hooks. Seat belt retractors. Electric tailgate window. And door-operated dome light.

Custom interior completes the scene with thick nylon carpeting throughout—right up to the tailgate. Carpeting on rear of front seat. Custom steering wheel with padded horn button. Electric clock. And day/night rearview mirror.

Seating Options include full-width front and stationary second seat as standard equipment. Other combinations consist of high-back bucket seats with inboard folding armrests and optional reclining passenger seat. You can also order a folding full-width second seat, or a 2/3 stationary second seat with a snap-out full-width third seat.

EXTERIORS

Standard Exterior Trim gives you painted front and rear bumpers, hub caps, and vent wing molding.

Deluxe Exterior Trim is a package that adds bright-finish rocker panel molding with black trim. Bright-finish windshield, vent wings, and drip molding. Bright-finish wheel covers on Model 100 and hub caps on Model 200. Chrome front and rear bumpers and dual chrome outside mirrors.

Custom Exterior Trim accents your Travelall with a choice of distinctive wood-grain side panels or white vinyl panels.

Additional Trim Options are a choice of black or white simulated vinyl roof, or painted roof in the color of your choice.

Exterior Body Colors available for your selection in a baker's dozen choices, including several rich metallics:

1. Ivy Metallic
2. Bimini Blue Metallic
3. Sunburst Yellow
4. Grenoble Green
5. Flame Red
6. Alpine White
7. Glacier Blue
8. Burnished Gold Metallic
9. Ceylon Green Metallic
10. Mayan Mist
11. Red
12. Omaha Orange
13. Schoolbus Yellow

Special colors available at extra cost.



If you're ready to put your hands on something truly beautiful this year, you've come to the right place. As you take a good close look at the 1974 Travelall and Travelette, just think of all the things they can do. The beautiful way they tow and carry. All the places you'd have second thoughts about trying with a conventional car or wagon. Whatever you want to do with a car, chances are the Travelall or Travelette can do it better.

But that's what we've been saying all along.

**What makes it beautiful
is what it does.**

Specifications, descriptions and illustrative material in this literature are as accurate as known at time of publication, but are subject to change without notice. Illustrations may include optional equipment and accessories and may not show all standard equipment.

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