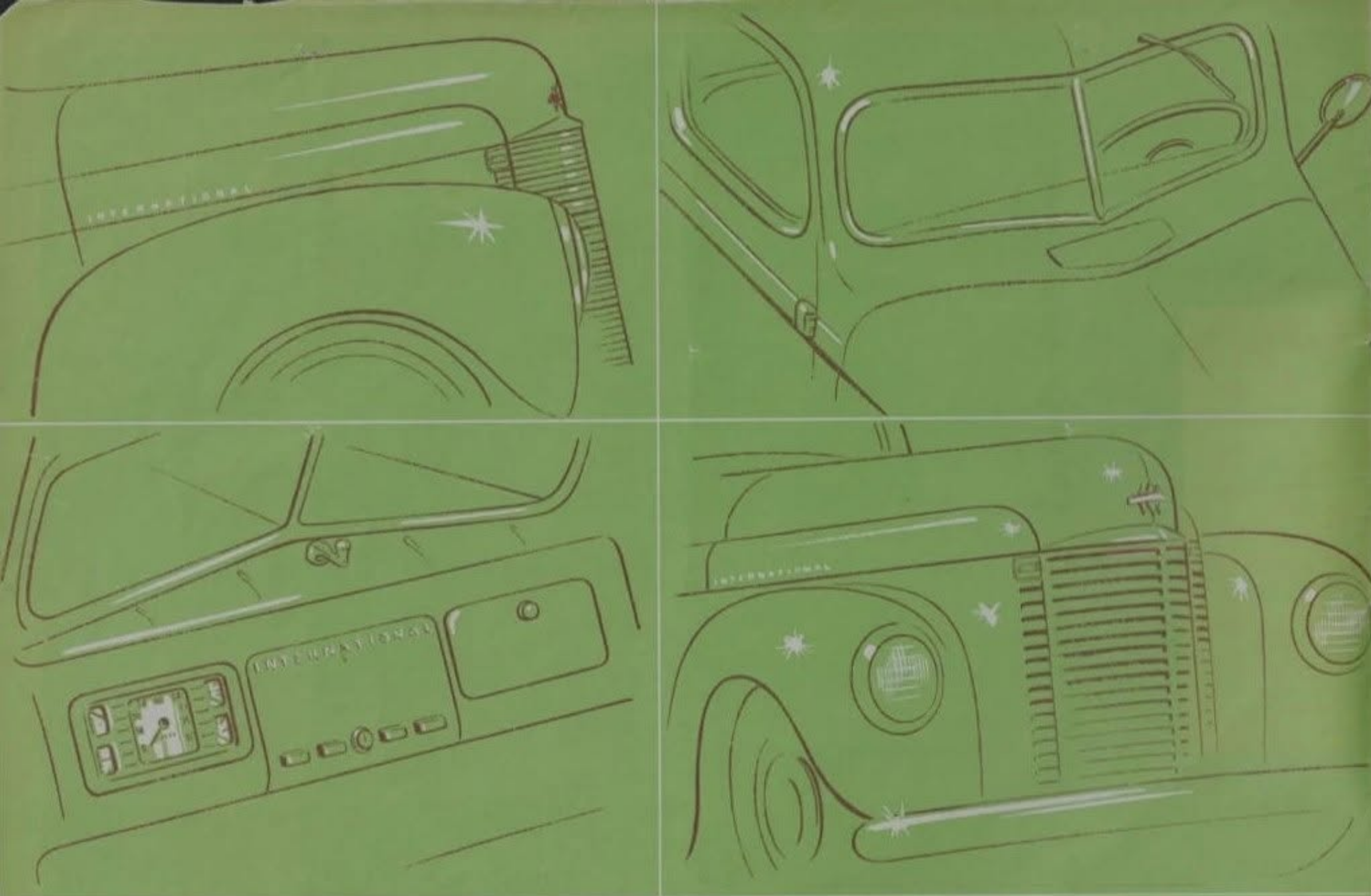


I N T E R N A T I O N A L

Models K-1, K-2 and K-3



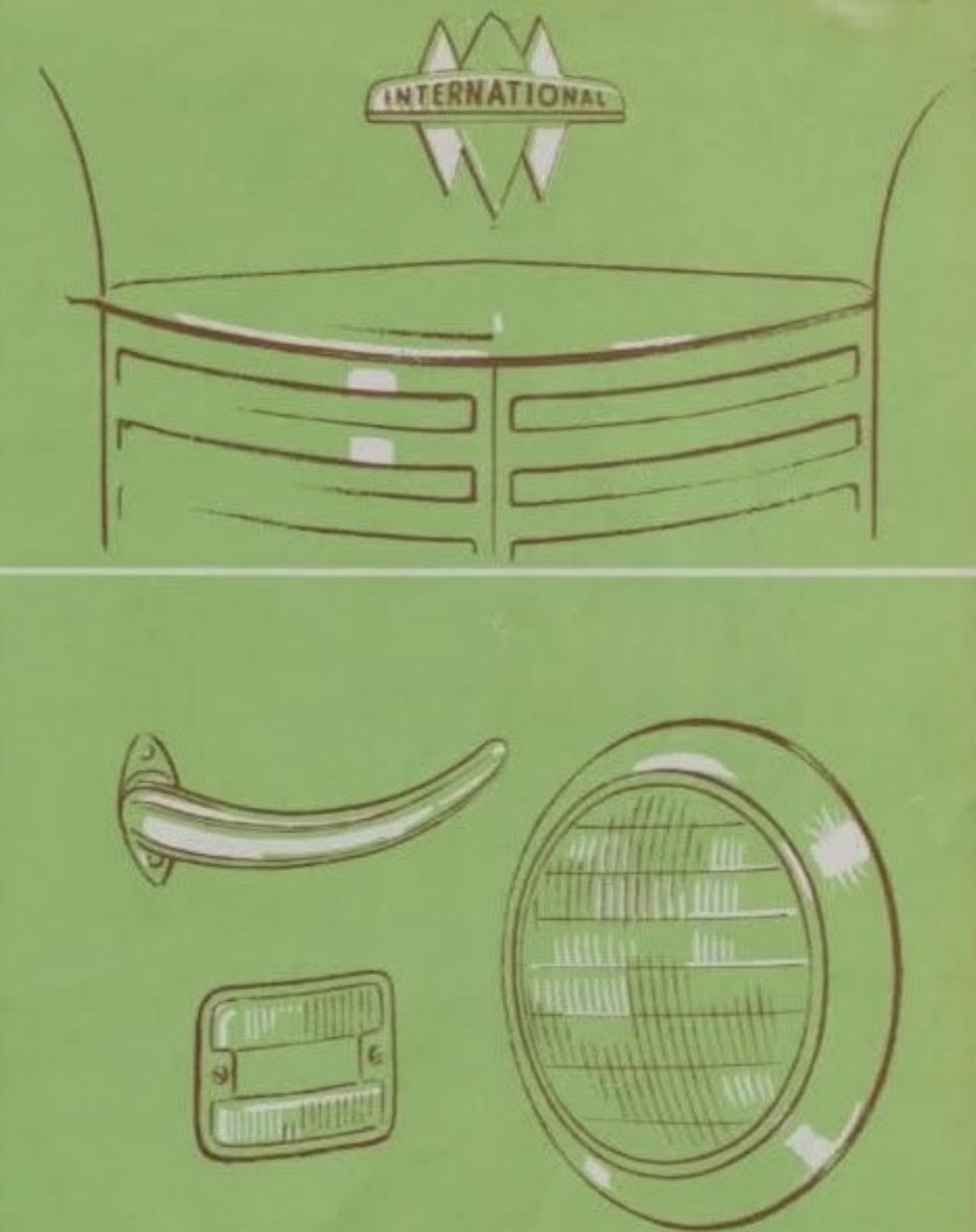
INTERNATIONALS, STYLED BY TOP-FLIGHT DESIGNERS, MODERN AS TODAY'S NEWSPAPER

Top Values

**IN BEAUTY, ECONOMY
AND PERFORMANCE**

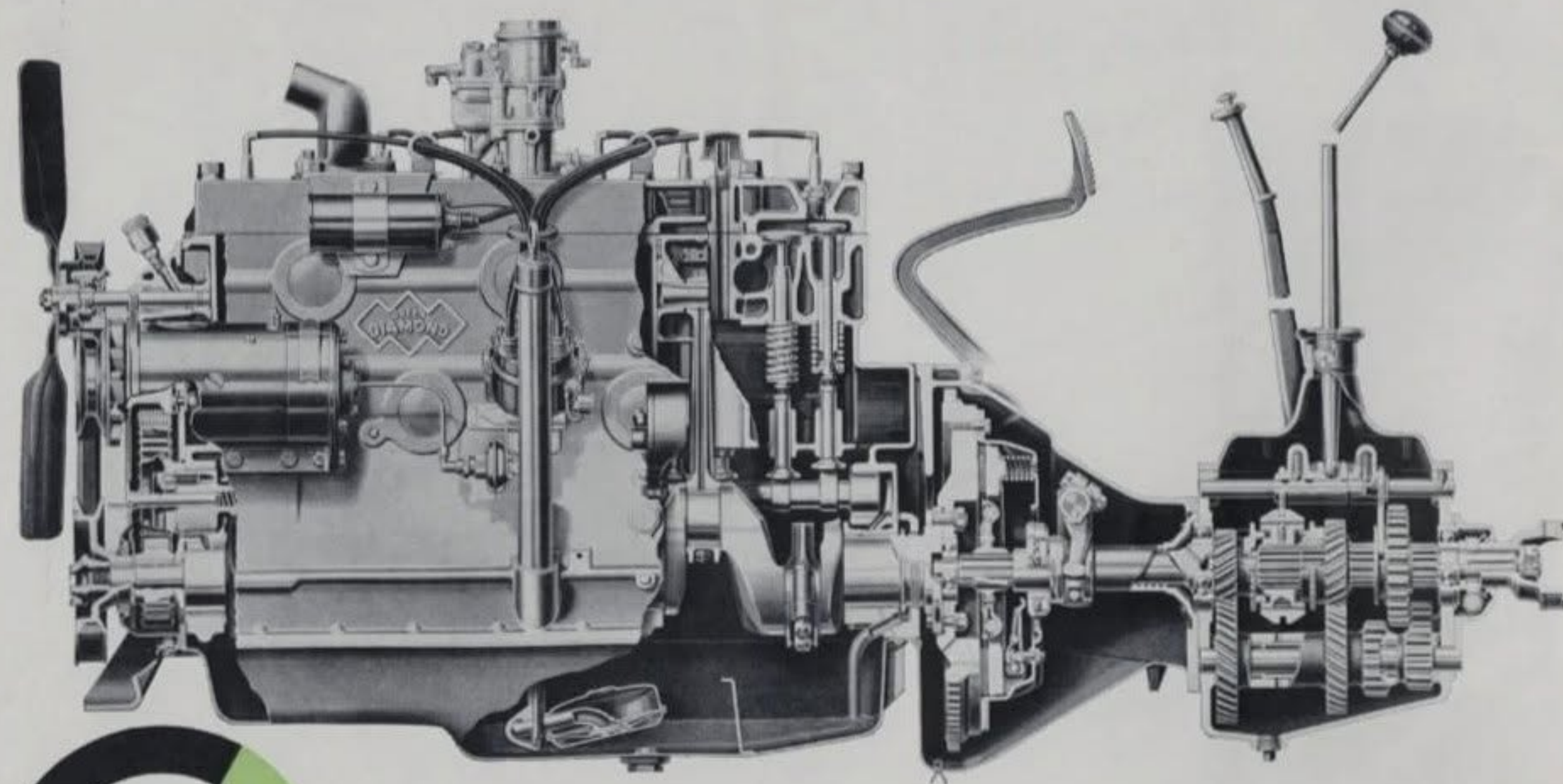
IMPRESSIVE, modern styling; brilliant engineering; exceptional performance; added safety; driver comfort; and great economy characterize the International Models K-1, K-2, and K-3. While these smart, easily handled, smooth-riding trucks are distinctively beautiful, all-truck construction is paramount. In these models you get the utmost for your truck dollar.

Sturdy, well-reinforced frames; powerful new *Green Diamond* engines; a variety of axle ratios; and a number of serviceable and attractive standard bodies, illustrated herein, establish these outstanding units as leaders in every respect. Comparison with other trucks and an on-the-job test are invited. Prove to yourself what International has achieved in these models.



DISTINCTIVE BEAUTY IN EVERY DETAIL

T H E G R E E N D I A M O N D E N G I N E



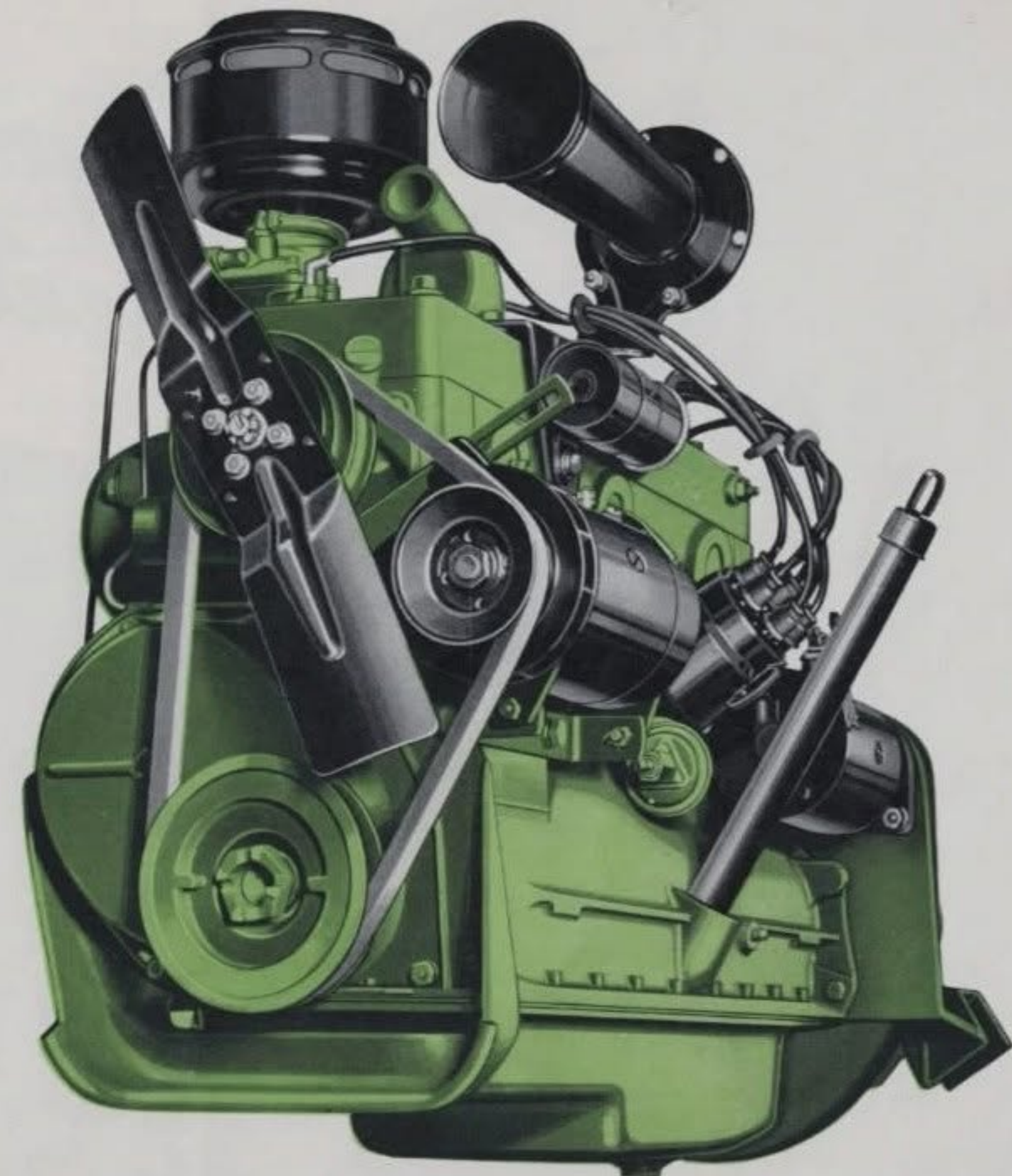
In this sectional view of the powerful new *Green Diamond* engine, clutch, and transmission many important features are shown to advantage. Displacing 214 cubic inches, this six-cylinder power plant develops 82.8 maximum brake h.p. at 3,400 r.p.m.

and maximum torque of 159 lb.-ft. at 1,100-1,500 r.p.m. The heavy, counterbalanced crankshaft; long-skirted pistons with four rings; full-floating piston pins; rifle-drilled connecting rods; 10-inch clutch; and synchro-mesh type transmission are clearly shown.

THE new *Green Diamond* engine is designed and precision-built by International Harvester exclusively as a truck power plant. In this sturdy and economical engine there has been no compromise with passenger car construction. Basically simple in design, the engine is unusually rugged and incorporates many desirable features that contribute to smooth, quiet operation; efficient performance; operating economy; and long life. Generous factors of safety are incorporated in all parts. The improved cylinder head and new combustion chamber design provides new standards of fuel economy, smooth operation, and horsepower output. Maximum performance is obtained with standard fuels.



This "exploded" view of the heavy-duty, 10-inch, single-plate clutch shows the long-lived continuous woven asbestos clutch facing, the pressure plate with springs and release levers, the baffle plate, and the cover plate. The clutch has a total facing area of 76.20 square inches and a torque capacity of 237 lb.-ft.



THE GREEN DIAMOND ENGINE — DESIGNED AND BUILT FOR TRUCK SERVICE

The manifold side of the new *Green Diamond* engine, showing the efficient, oil-bath-type air cleaner mounted directly over the downdraft-type carburetor, scientifically designed manifolds, crankcase breathers, and improved fuel pump. This inverted-type fuel pump is a safeguard against vapor lock and provides a constant supply of fuel under all operating conditions. In the glass-bowl settling chamber a fine-mesh screen assures clean fuel.

Engine Features



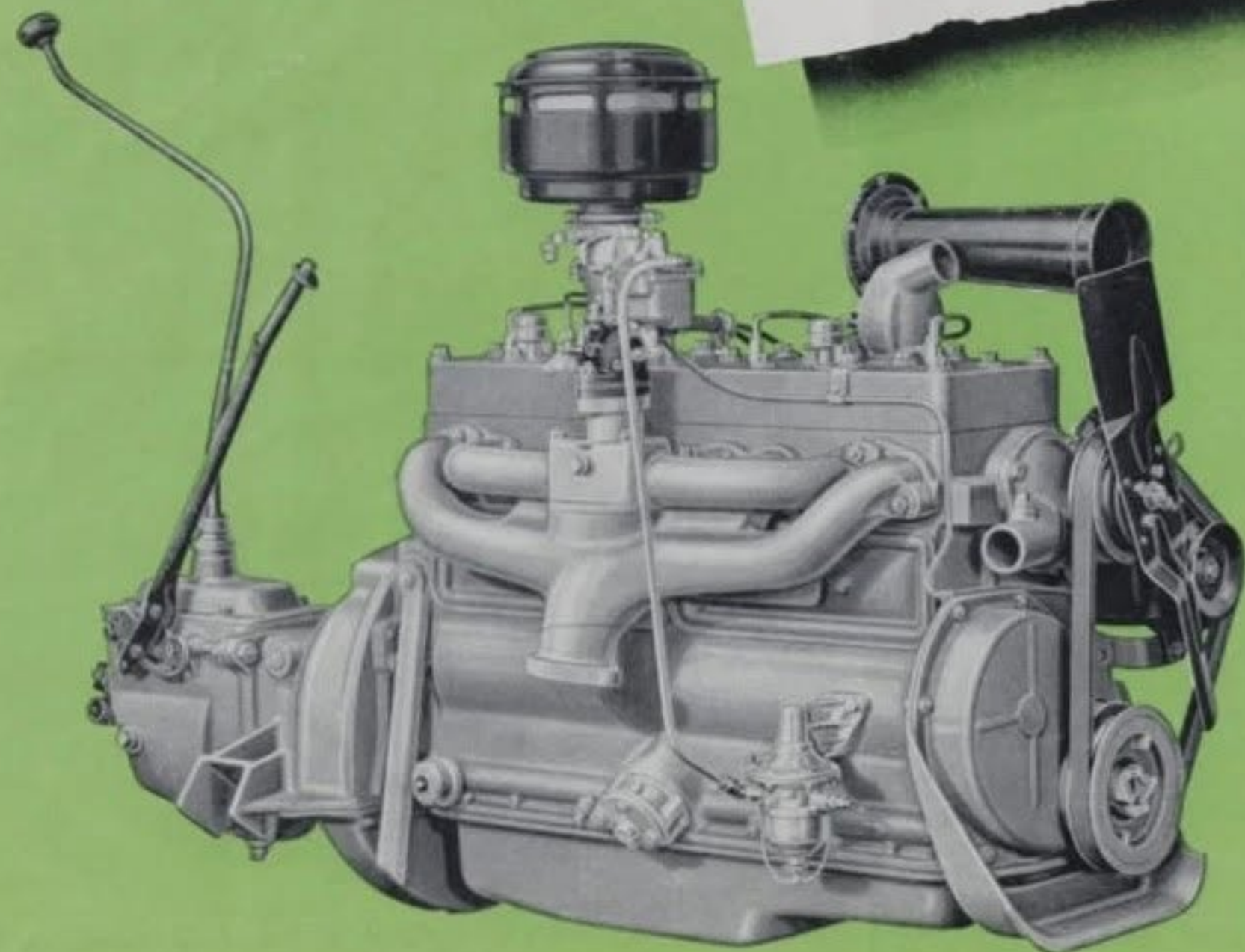
Frequent valve grinding is unnecessary and valve-seat burning is retarded by the use of hardened exhaust-valve seat inserts.



Easily replaced, precision-type, steel-backed, babbit-lined main and connecting-rod bearings with large area are employed, assuring ample capacity and proper oil control.



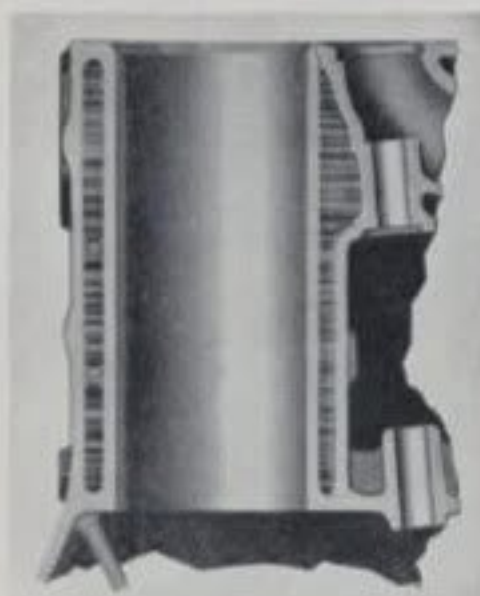
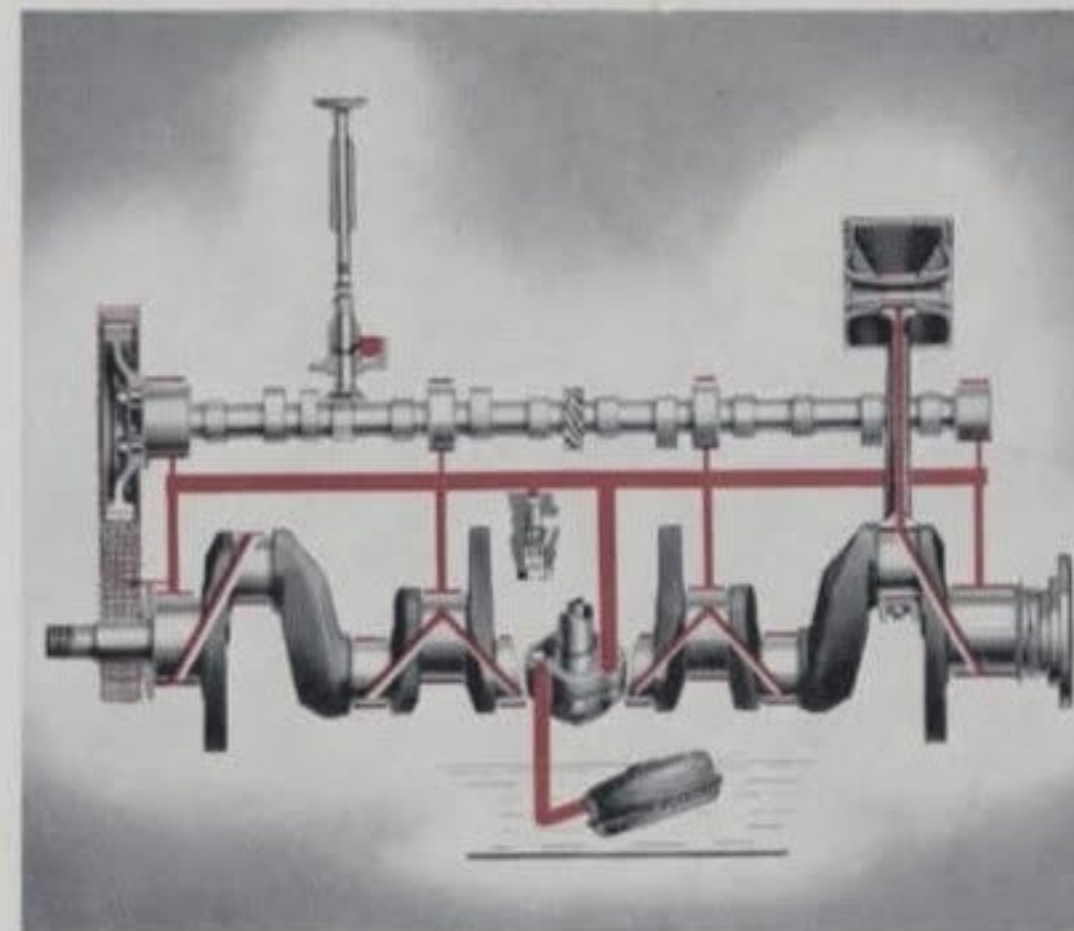
An efficient, practical, oil-bath-type air cleaner which keeps dust and grit out of the engine is securely anchored to the carburetor and is standard.



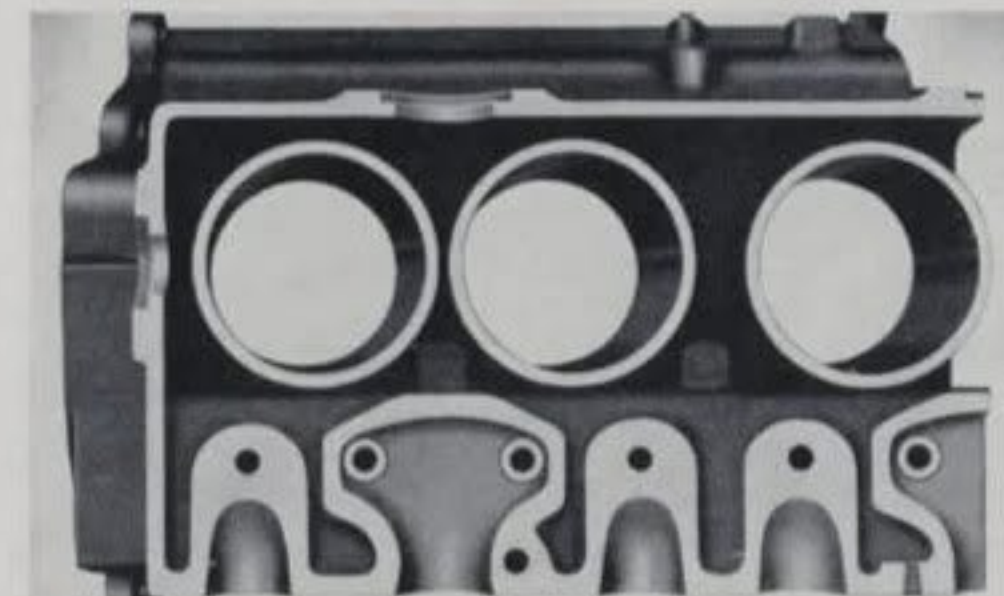
FULL-PRESSURE LUBRICATION

The *Green Diamond* engine is lubricated by a force-feed system. To eliminate any possibility of pumping dirt or impurities from the bottom of the oil pan into the lubrication system a floating-type oil intake is provided. Oil is pumped under pressure to all main and connecting-rod bearings, piston pins, camshaft, and the timing chain through drilled passages in the block, eliminating the use of oil lines and tubes with their attendant hazards. The gear-type oil pump has a capacity of $6\frac{1}{2}$ gallons a minute at 30 pounds pressure at an engine speed of 3,000 r.p.m.

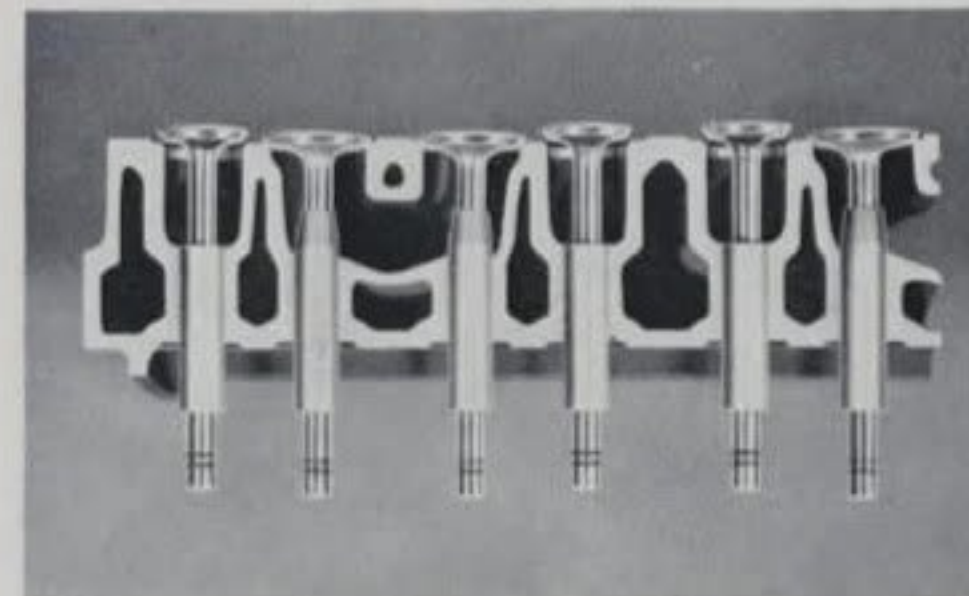
This diagram shows the flow of oil in the *Green Diamond* engine. The floating-type oil intake assures clean oil to all working parts.



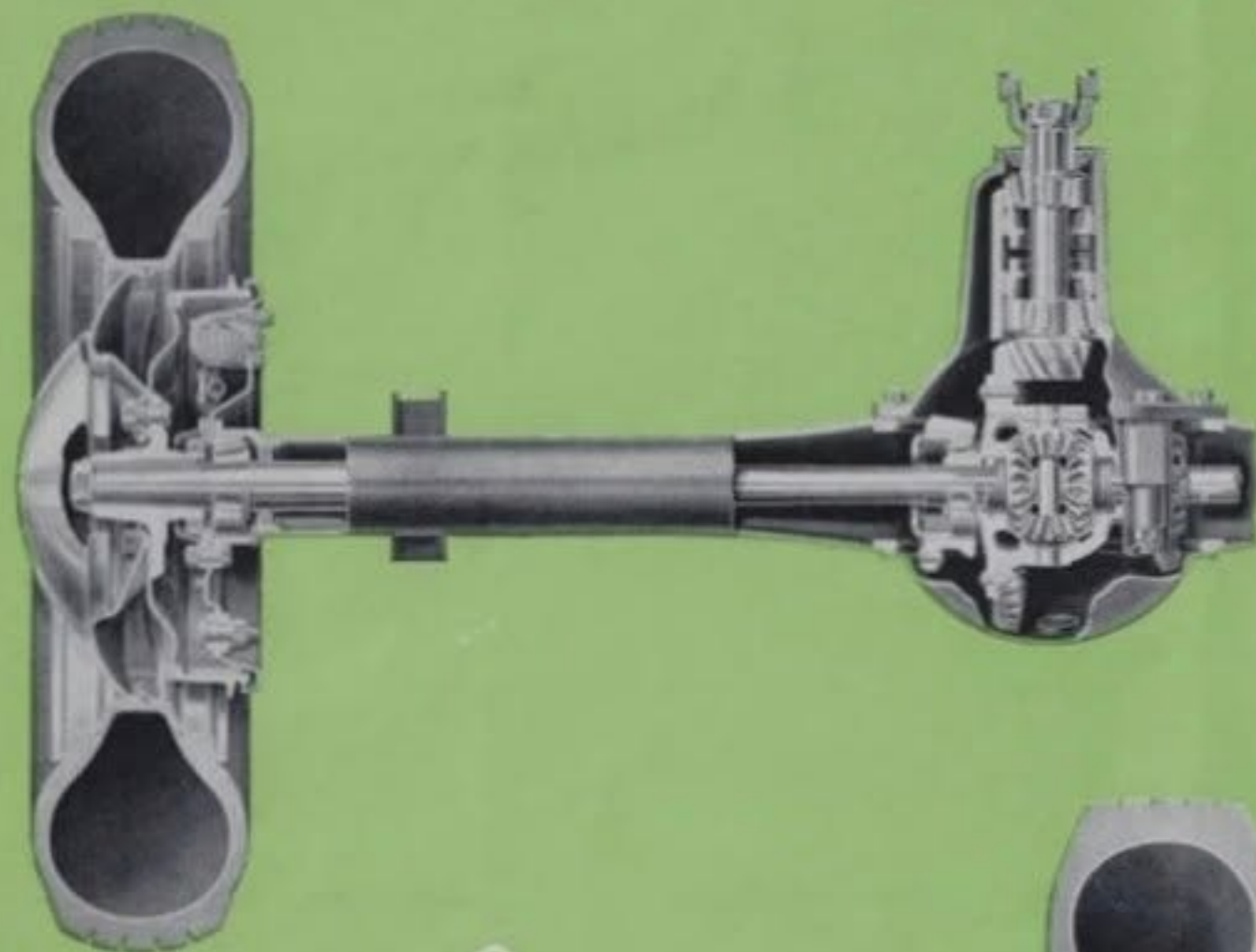
Positive engine cooling is assured as water jackets completely surround each cylinder bore and extend the full length of the cylinder.



Constantly increasing road speeds combined with maximum loads place unusually severe demands upon cooling systems of truck engines. To adequately meet these conditions the *Green Diamond* engine is designed to provide water jackets which completely surround each cylinder bore and extend the full length of the cylinder.

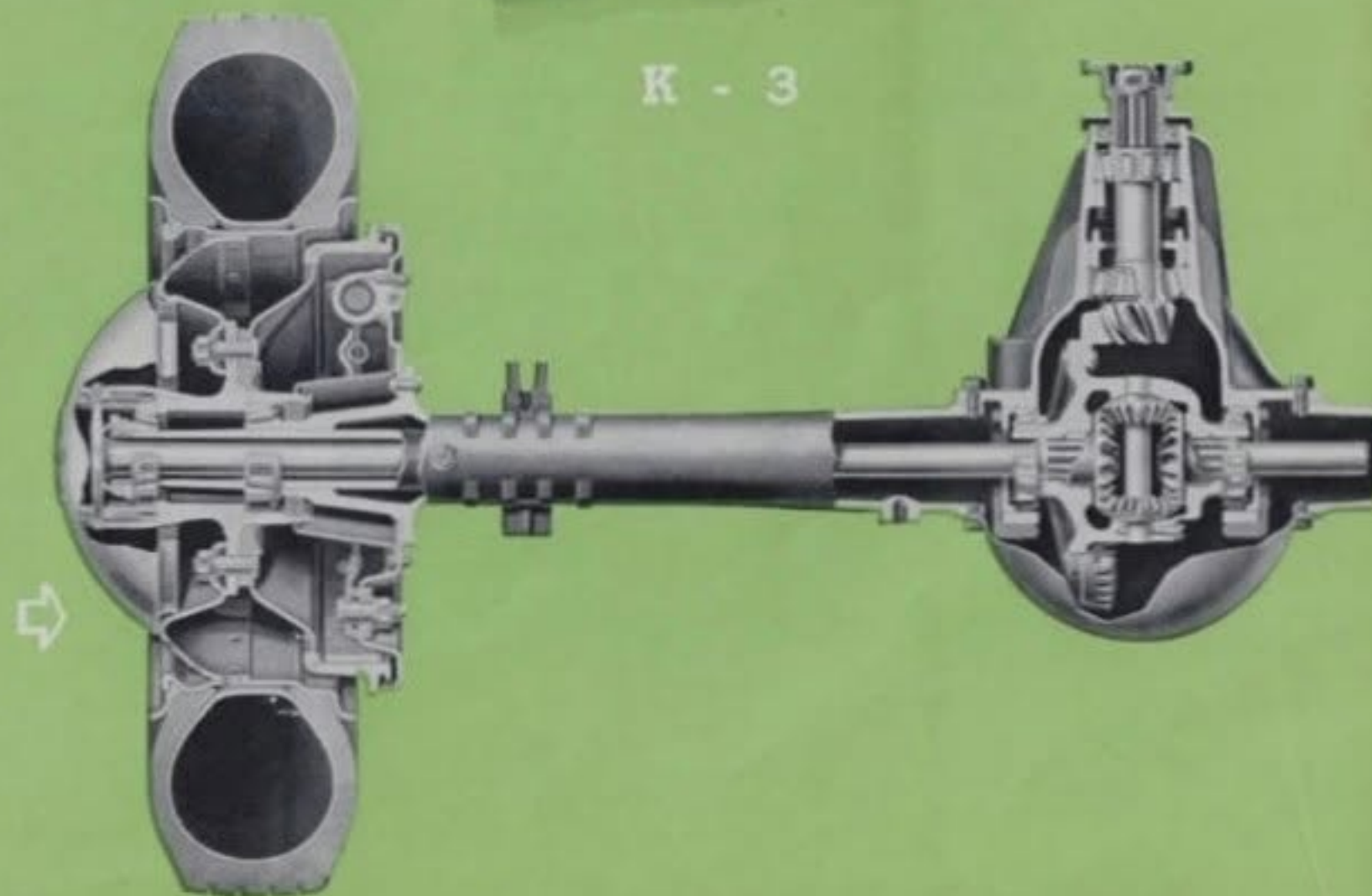


This cross section through part of the *Green Diamond* engine block shows the large water passages which completely surround intake and exhaust-valve ports; the large exhaust-valve ports which facilitate the escape of hot exhaust gases; the heavy-duty, truck-type intake and exhaust valves with full-size stems; and the hardened exhaust-valve seat inserts.



The spiral-bevel gear-drive, truck-type rear axle employed in International Models K-1 and K-2 is designed for long, hard service. Axle shafts are manganese steel. The one-piece, banjo-type housing is of pressed steel. Differential and axle shaft bearings are tapered rollers, standard wheels are 16-inch disc type, but 20-inch wheels which provide additional clearance for country roads are available as special equipment.

A cutaway view of the Model K-3 sturdy, full-floating, spiral-bevel gear-drive type rear axle. Axle shafts are chrome-molybdenum heat-treated steel with integral driving flanges. Differential and axle shaft bearings are tapered rollers. Standard wheels are 16-inch disc type, but 20-inch wheels which provide additional clearance for country roads are available as special equipment.



Chassis Features

THAT ASSURE
ECONOMY AND
LONG LIFE

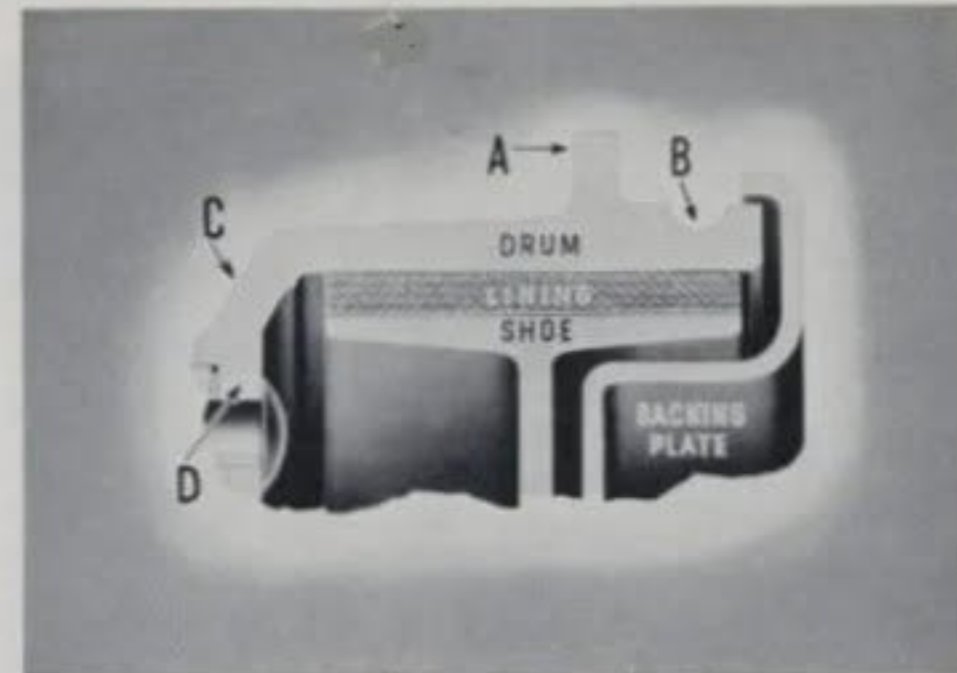
K - 3



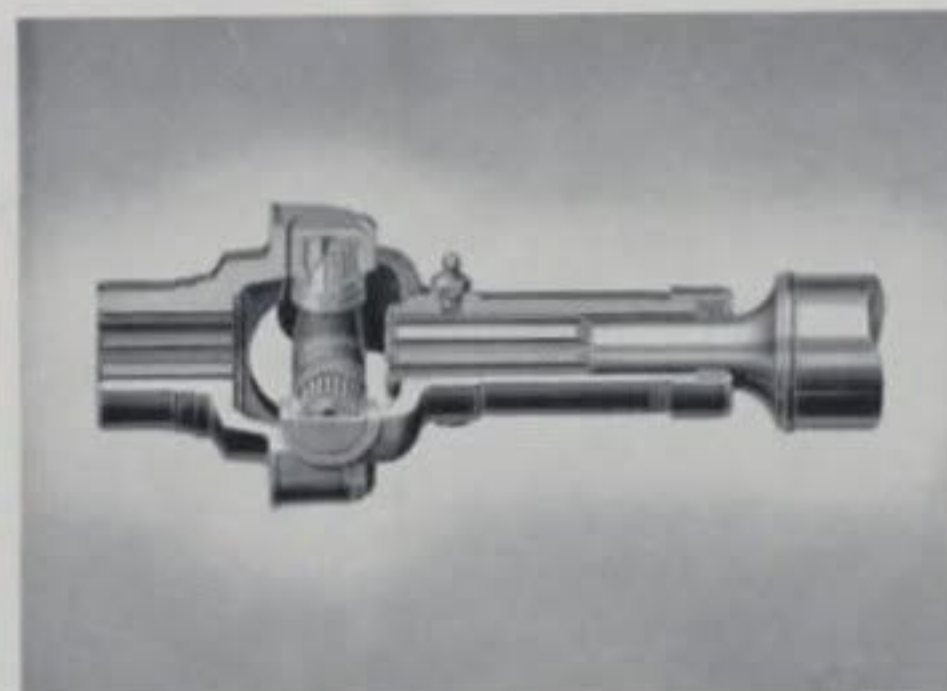
ALL chassis features are in strict accordance with International Harvester's long-established policy of providing all-truck construction throughout in keeping with the nature of the work the unit is called upon to perform. Through unceasing, exhaustive laboratory and field tests continued improvements are being made in International trucks. Before any change in design or new development is offered each must be definitely proved under actual operating conditions. Untried, unproved features are never incorporated in Internationals. New developments and design changes are judged solely by their value to the user. Features that are merely "selling points" without definite money-saving value are not adopted. In the creed of the International engineer "design well" implies keeping abreast of the times, and anticipating changing and varied requirements.



Two-shoe, double-anchored, internal-expanding hydraulic brakes provide smooth straight-line stops and braking effectiveness on all wheels with light pedal pressure. The two braking shoes are supported on the backing plate by two fixed anchor pins at the bottom of the brake.



This sectional view of part of a brake and brake drum shows: (a) the reinforcing rib which reduces the possibility of drum distortion and provides for heat dissipation; (b) the self-cleaning dirt slinger which prevents dirt and dust from entering the brake; (c) heavy section at back of the drum; (d) drum mounting flange located close to center line of the brake.



Roller bearing universal joints are a feature of International chassis and are designed to meet the most exacting requirements. These universal joints reduce friction and lessen wear on working parts, assuring long life and dependable performance. The joints are well sealed against lubricant leakage by means of cork seals.



Safety at all speeds and easy steering under all road and load conditions are assured by the use of the cam-and-twin-lever steering gear. The entire steering mechanism is fully enclosed in an oil and dustproof housing.

HANDSOME, large-capacity International streamlined de luxe panel bodies are rigidly constructed for safety and long life. From the rakish, V-type safety-glass ventilating windshield to the gracefully designed rear these smart-appearing, extra-size panel bodies present an unusually attractive appearance. The trim symmetrical lines are further enhanced by the pressed-in belt and panel moldings. Every International panel body reflects its attractive appearance in direct advertising value and profit-earning ability. Designed for efficient loading, these strong, safe bodies are available in a choice of six attractive colors. Simplicity and good taste have been incorporated in the sweeping streamlined styling of all Internationals. In each line and curve dignity and beauty have been carefully preserved. Although an especially attractive appearance has been achieved, there is no sacrifice of stamina, accessibility, and dependability.



Panel Bodies

OF BEAUTY AND DISTINCTION

SPECIFICATIONS

De Luxe Panel Bodies

Body Dimensions (inside, or loading space):

Length (at floor): (113-inch wheelbase) 85 $\frac{1}{2}$ inches; (125-inch wheelbase) 97 $\frac{1}{2}$ inches; (130-inch wheelbase) 109 $\frac{1}{2}$ inches.

Width (between wheel housings): 47 $\frac{1}{2}$ inches; 109 $\frac{1}{2}$ -inch body, 46 $\frac{1}{2}$ inches; (at belt line): 53 $\frac{1}{2}$ inches.

Height (at center): 52 inches; 109 $\frac{1}{2}$ -inch body, 56 inches.

Rear Door Opening: 45 $\frac{1}{2}$ inches wide, 43 $\frac{1}{2}$ inches high. 109 $\frac{1}{2}$ -inch body, 47 $\frac{1}{2}$ inches high.

Weight: 85 $\frac{1}{2}$ -inch body, 1,020 pounds; 97 $\frac{1}{2}$ -inch body, 1,100 pounds; 109 $\frac{1}{2}$ -inch body, 1,300 pounds.

Capacity: 85 $\frac{1}{2}$ -inch body, 121 cubic feet; 97 $\frac{1}{2}$ -inch body, 142 cubic feet; 109 $\frac{1}{2}$ -inch body, 171 cubic feet.

Frame: International de luxe panel body frames are heavy steel stampings, with cross sills, side pillars and inner panels, longitudinal channel ribs, and roof bows flanged, braced, and welded into a rigid unit basically tubular in shape.

Floor: Floors are plywood with steel wear strips.

Side Panels: Body outer side panels include the rear corners and have pressed-in belt and sign panel moldings. Wheel housings are welded to the inner body panels. Anti-rumble strips assure a quiet body.

Roof: The one-piece, all-steel roof is supported by steel channel bows welded to the body side pillars. Anti-rumble strips between roof bows and roof.

Doors: Front and rear doors consist basically of steel inner and outer panels clinched and welded together. Complete sponge-rubber weather stripping provides rain and dust seal and prevents rumble. All doors have large, clear-vision windows.

Hardware: Modern design with chromium-plated door handles and extra-heavy self-latching rear door locks. The same key fits the right front door, the rear doors, and the ignition lock.

Seat: Single, adjustable, bus-type seat. The well-made, deep, spring-filled cushions are covered with high grade material.

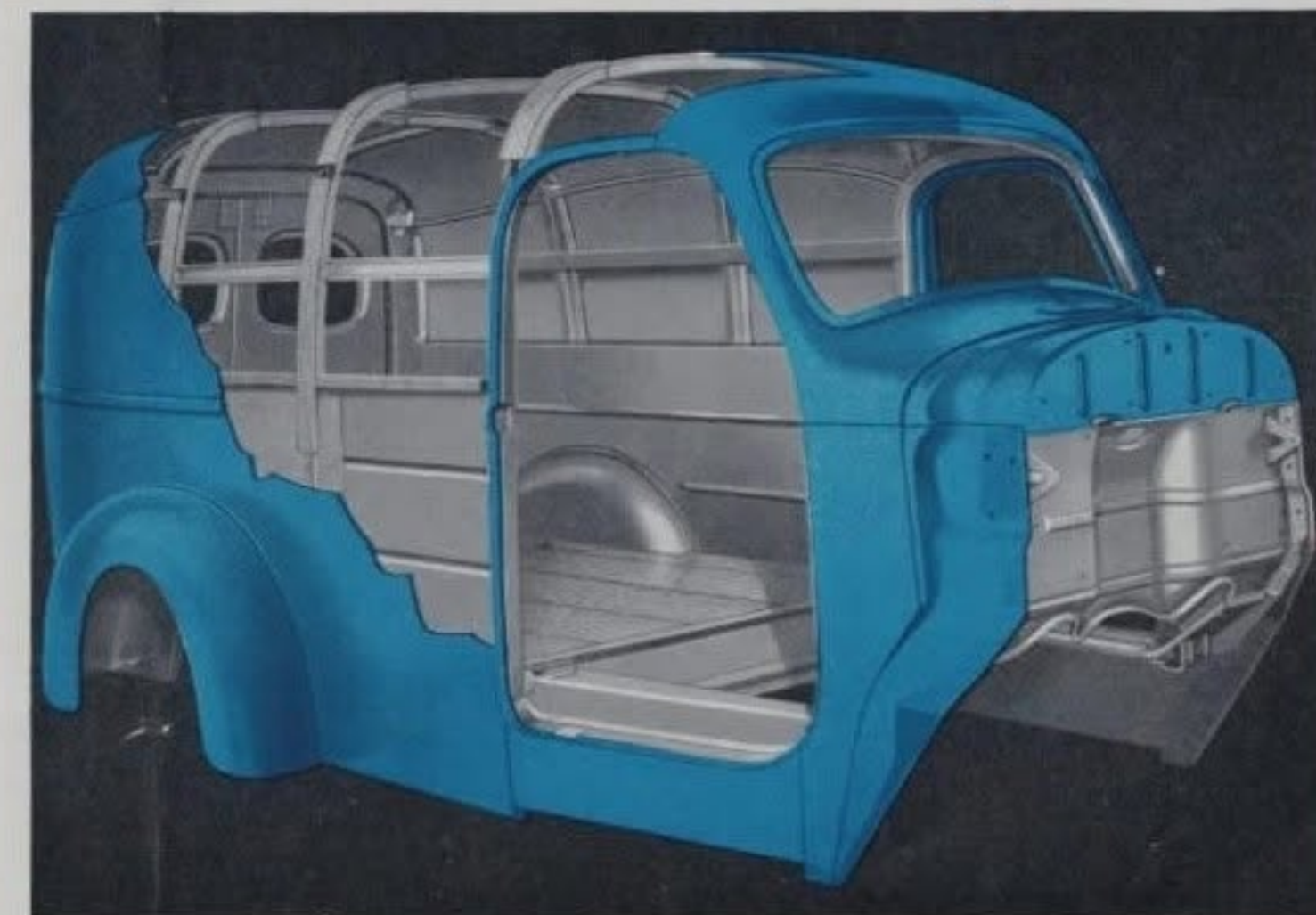
Standard Body Equipment: One bus-type adjustable seat; rear-vision mirror; electric windshield wiper; safety glass throughout; dome light; combination stop and tail light; short running boards; stone guards on rear fenders; tool box; one-piece, ventilating-type windshield; cowl ventilator; spare wheel.

Special Body Equipment: Extra seat; extra windshield wiper; chromium-plated windshield frame; rear bumper; and spare tire.



The 9-foot de luxe panel body, mounted on the 130-inch wheelbase Model K-3, showing the beauty and symmetry of the styling.

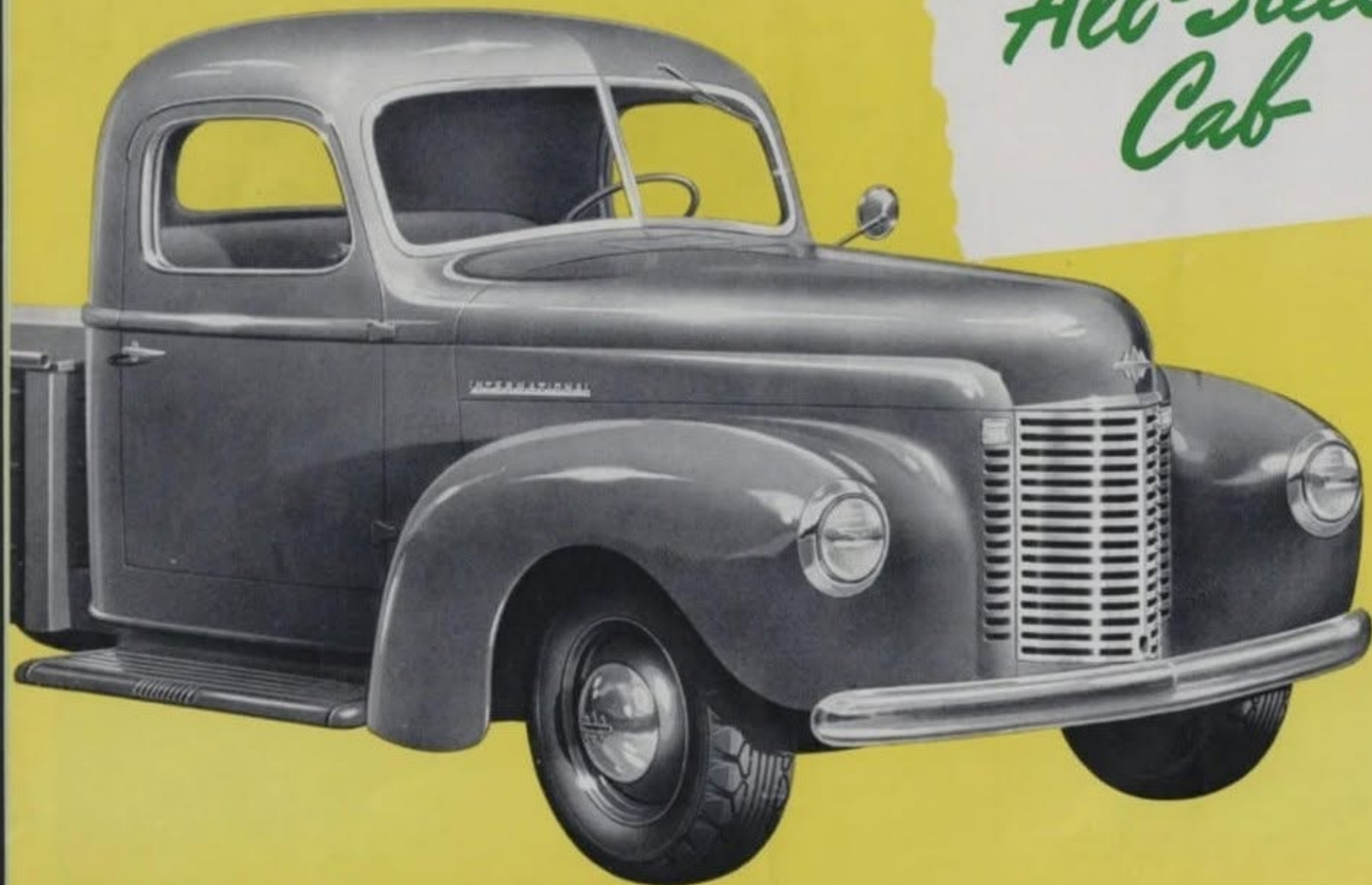
These strong, safe, welded steel, de luxe panel bodies are fabricated like a skyscraper. This cutaway view shows the rigid construction of the unit, how the side pillars are welded to the roof assembly, the longitudinal steel channel ribs, the cowl and dash assembly, and other important construction details.



Safety, long life, attractive appearance, driver comfort, and convenience are highlights in the design of the reinforced, welded, all-steel cab. The complete cab forms a rigid, boxlike structure.

INTERNATIONAL

All-Steel Cab



INTERNATIONAL ALL-STEEL CABS are a direct result of years of experience in truck cab design and manufacture. They are roomy and provide maximum comfort for the driver and exceptional vision. There is ample leg and head room. Scientifically designed seat and back cushions are deeply upholstered and are individually adjustable. Wide doors permit easy entrance and exit, and all controls and instruments are located for the convenience of the driver. The cabs are steel lined, with insulated roof, and have safety glass throughout. Upholstery is an attractive brown. Features include adjustable seat with manual control lever, locking handle in right door, felt-base rubber floor mat, package compartment, and unusually attractive dash.

Two major stampings welded together form the comparatively light but very sturdy doors, which are hinged at the front, a decided advantage for the driver when he must lean out of the cab while backing the truck in close quarters. Door and window openings are carefully profiled to harmonize with the cab surface curvature. The all-steel doors, extending down over the sills, are sealed against dust and drafts by rubber seals and weather strips. Even the floor and toeboards in International cabs are steel and the flanged edges are insulated to eliminate noise.



The manually controlled lever allows a three-inch seat adjustment, a feature much appreciated by drivers. In this view the seat is in rear position.



No matter if the driver is tall or short the adjustable seat provides an especially comfortable ride. In this view the seat is in forward position.

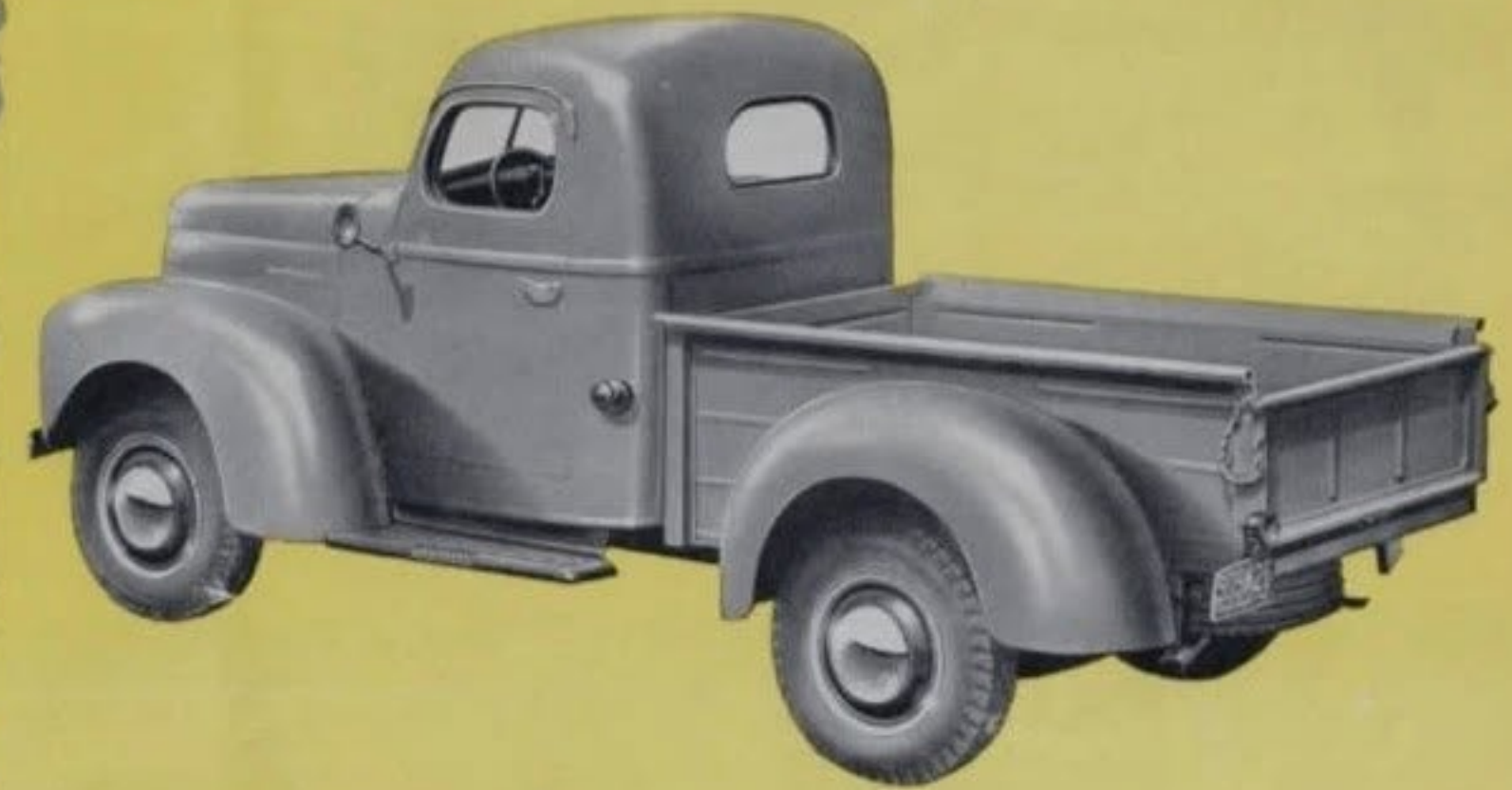
**LARGE CAPACITY
ALL-STEEL**
Pickup Bodies

Pickup bodies have exceptionally large load capacity. The lines of these long, all-steel, drop-skirt bodies blend with the graceful contours of the grille, hood, cowl, and cab, forming a light-duty transportation unit of distinctive appearance, maximum utility, and advertising value. Designed for utmost ease and speed in loading and unloading, these pickup bodies assure quicker, more frequent deliveries.



INTERNATIONAL all-steel pickup bodies are designed for utmost ease and speed in loading and unloading and are sturdily constructed of heavy-gauge steel. The drop skirt gives a pleasing close-to-the-ground appearance, but there is ample clearance for bad roads. The one-piece floor has wide embossed ribs which add stiffness to the body and reduce load shifting. Attractive deep-drawn fenders are one-piece stampings rigidly held in position. Stake pockets are provided on both sides at front and rear. The spare wheel is mounted in a carrier under the frame at the rear of the body.

The loading space of pickup bodies mounted on the 113-inch wheelbase chassis is 77¼ inches; 125-inch chassis, 89¼ inches; and for the 130-chassis, 102 inches. Each of the bodies is 48½ inches wide and 17 inches high to the top of the 4-inch wide flareboards.

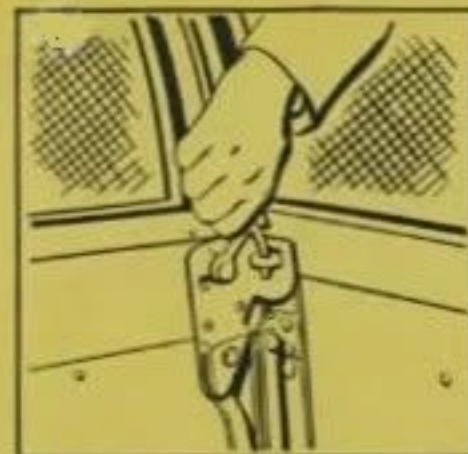


The two-piece, box-type welded tailgate has concealed hinges and drops level with the floor where it may be supported with covered side chains or dropped straight down. The embossing in the tailgate adds a distinctive note. The spare wheel with tire is mounted in an easily accessible carrier under the frame.





The unusually sturdy tailgate opens flush with the floor. The upper end panel is hinged at the top and opens outward.



The tailgate is equipped with heavy, free-acting malleable iron hooks which eliminate rattles.



The rear door and rear quarter-windows are each provided with two pieces of safety glass which slide forward and backward in channels.



Wide doors and ample aisle width permit easy access to the wide rear and center seats.



Wide, comfortable, studio couch pillow-type seats are well upholstered and are covered with tan artificial leather.

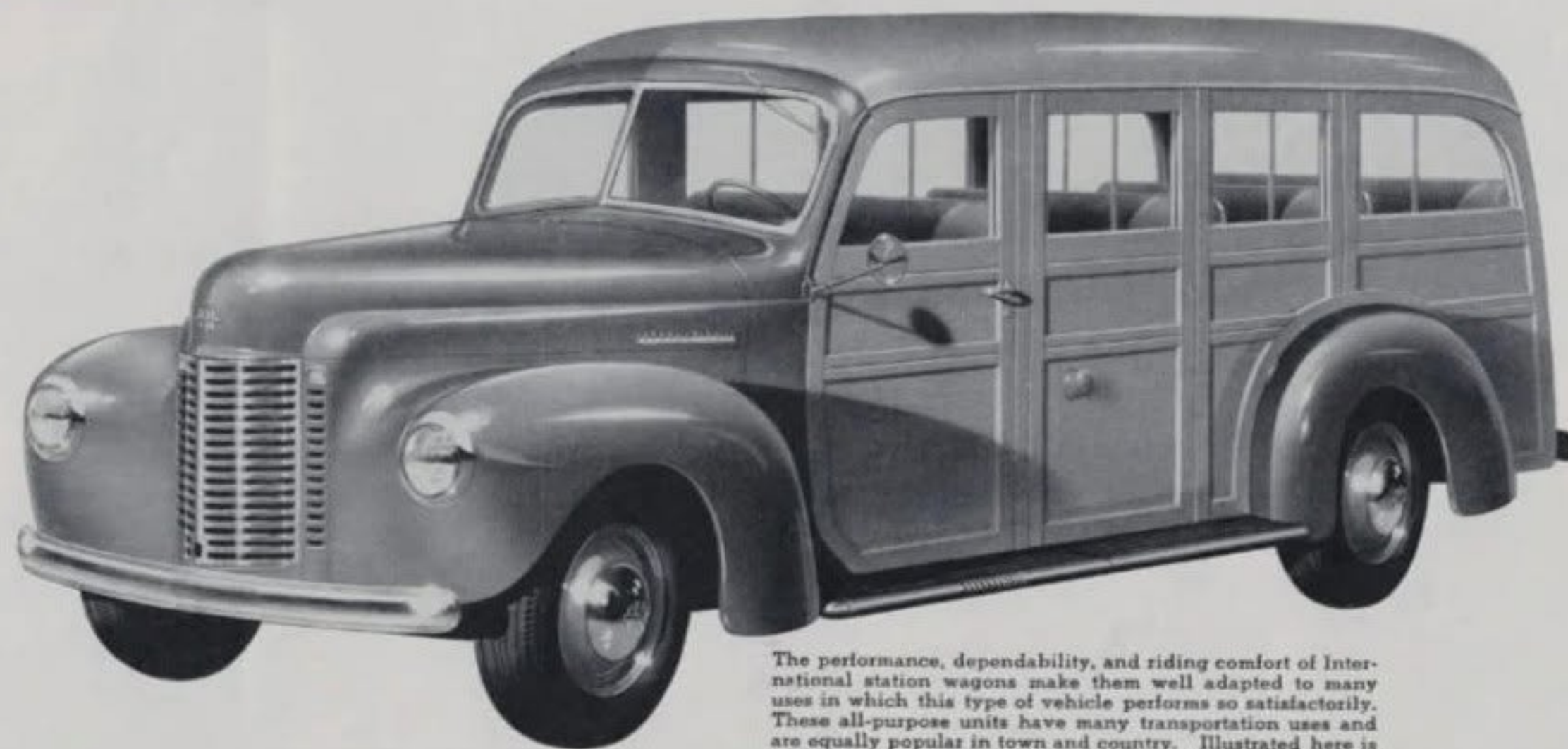


The 7-8-passenger station wagon for the 113-inch wheelbase Model K-1 chassis. Correctly styled, sturdy, and economical, the International station wagon is a multi-purpose conveyance. It is a combination passenger car and bus, baggage transport and luggage carrier, sports car and handy unit—an auxiliary vehicle that solves many transportation problems and meets the tastes and requirements of the most exacting owners.



Station Wagons

THE STATION WAGON BODY is sturdily built with a frame of first-grade, well-seasoned lumber with all joints securely glued and doweled. Numerous iron brackets reinforce the frame at points of stress. The heavy oak floor is painted to harmonize with the interior. Side panels are 5-ply veneer assembled with hot plate, waterproof glue and are guaranteed by the manufacturer. The specially designed roof has ribs which are securely mortised and screwed to roof rails. Roof slats are covered with high-grade cotton wadding and double-texture decking. Steel drip moldings are provided along the sides and at the rear. Side panels, tailgate, and decorative moldings have natural wood finish. A curtain-enclosed body is available, if desired, for the 113-inch wheelbase chassis only.

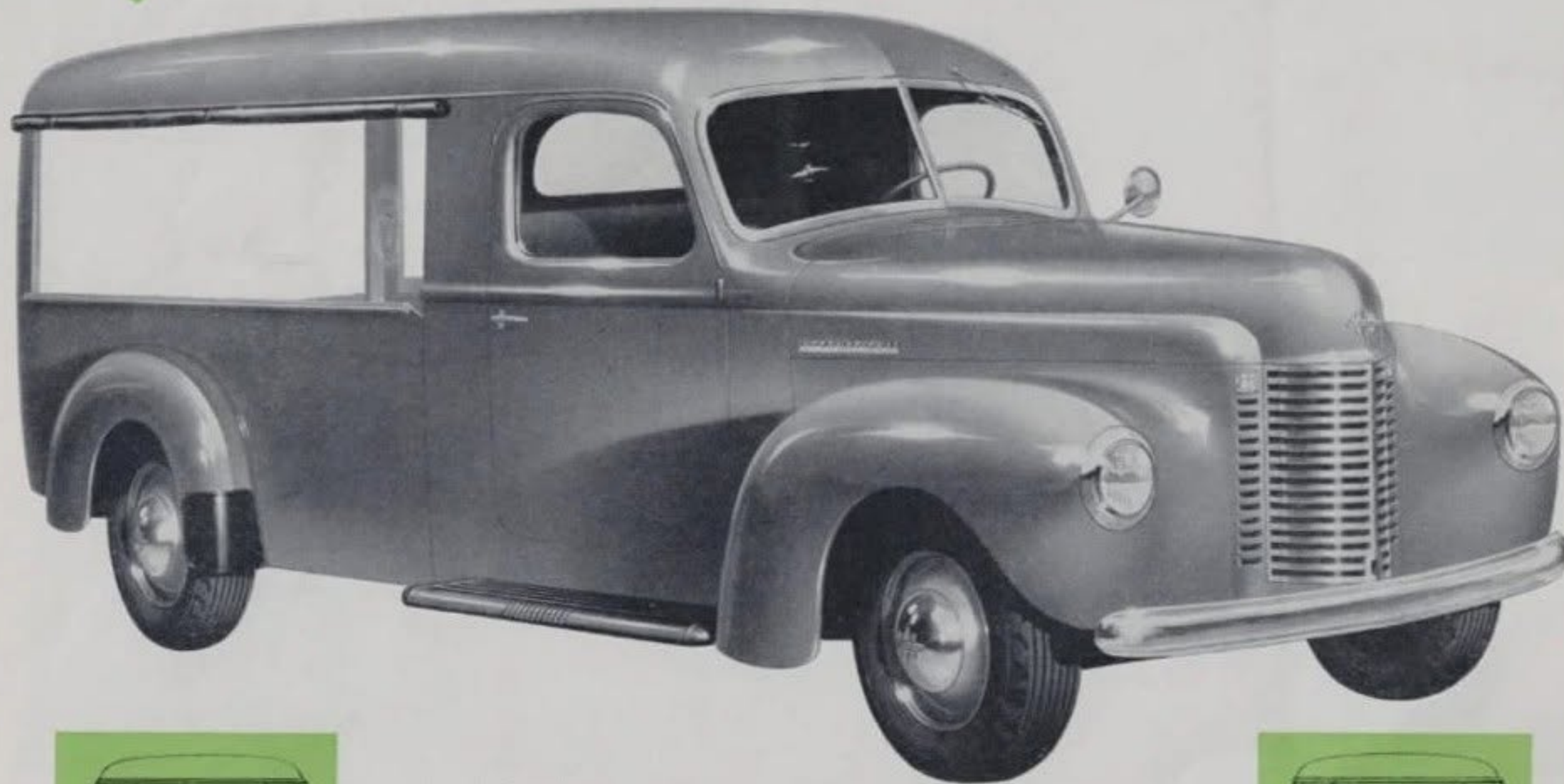


The performance, dependability, and riding comfort of International station wagons make them well adapted to many uses in which this type of vehicle performs so satisfactorily. These all-purpose units have many transportation uses and are equally popular in town and country. Illustrated here is the 11-12-passenger station wagon for the 130-inch wheelbase Model K-3 chassis.

CANOPY TOP

Express Bodies

INTERNATIONAL CANOPY-TOP EXPRESS BODIES are of the combination fully enclosed cab, express body, and full-length top design and are built in three lengths: 79, 88, and 102 inches long for 113, 125, and 130-inch wheelbase chassis, respectively. The width inside all bodies is 48½ inches, and the height at the center is 50½ inches. Sides are 17 inches high with 6-inch flareboards. Frames, sills, and posts are selected hardwood. The floor is 6-inch matched clear pine, painted on both sides. Side panels are 18-gauge steel with one-piece inner side liners and flareboards. The neat and compact side and rear roll-up type waterproof drop curtains may be let down quickly and securely fastened with genuine lift-the-dot fasteners.



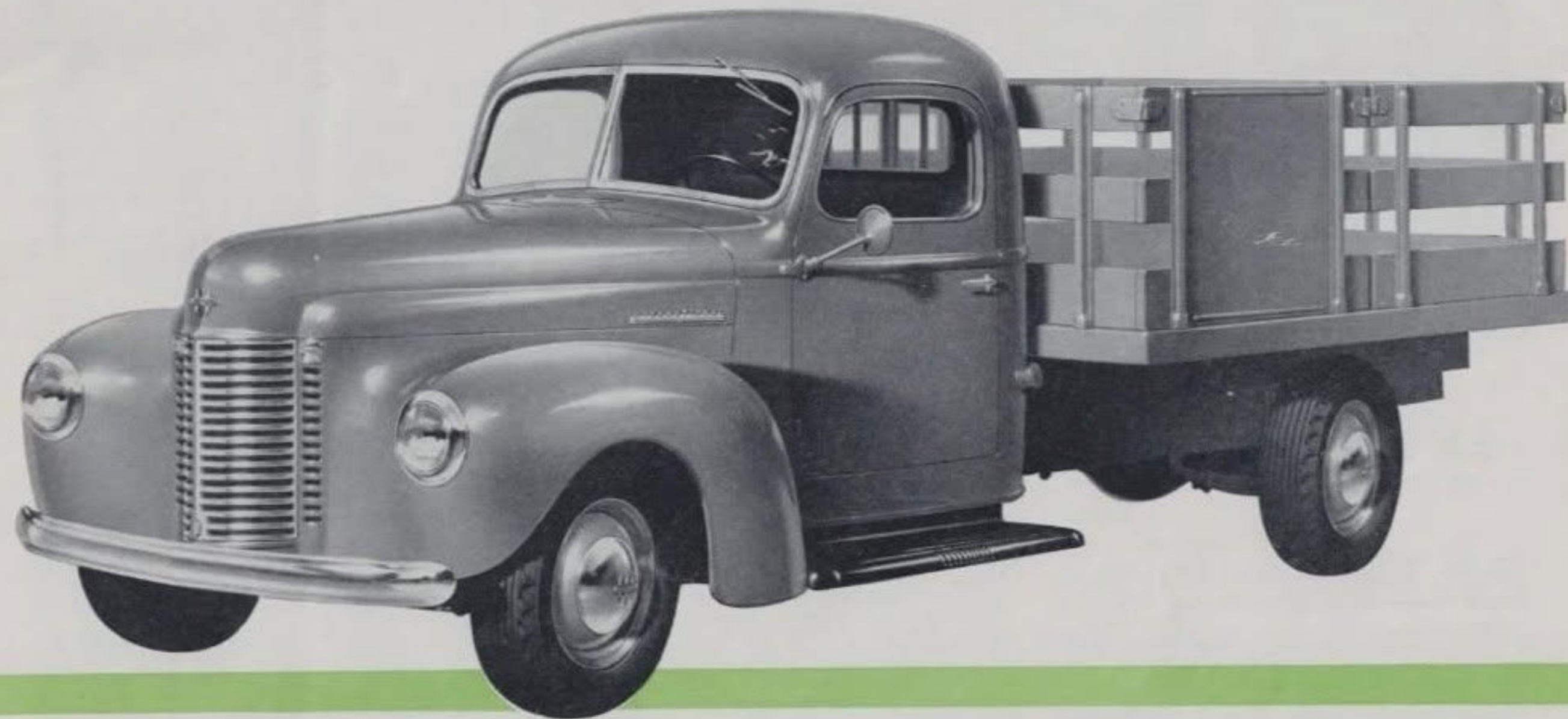
Full-length, spring-tension type folding seats with 10-inch padded lazy backs are available as special equipment. When not in use the seats fold up against the body and do not interfere with normal loading. Strong, specially fitted, close-meshed wire screens for the sides, and rear screen double doors are available as special equipment.

The body liner back of the full-width seat is a one-piece heavy-gauge steel panel with a large window. The driver's compartment is fully enclosed and gives full protection from the weather. The sturdy tailgate is sheathed on both sides with sheet steel and is supported with two covered side chains. An attractive single handle operates the slam-type latches at both ends of the tailgate. There are no wheel housings.



Stake Bodies

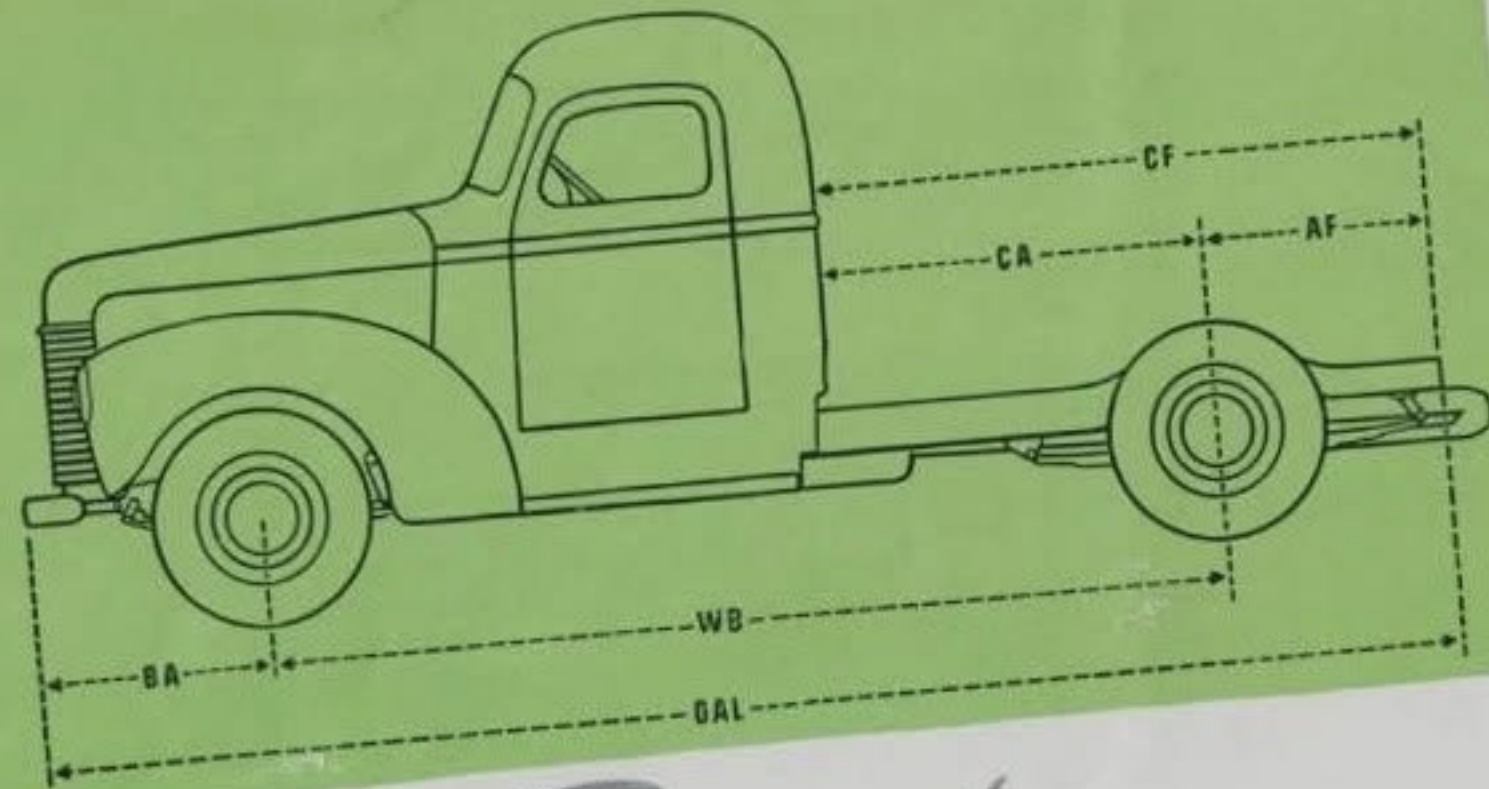
A 7-FOOT, LIGHT-DUTY, PANEL-STAKE BODY with 14-gauge welded steel under-structure and thoroughly seasoned oak floor is available for Models K-1 and K-2, 125-inch wheelbase chassis. An 8-foot body is available for Model K-3, 130-inch wheelbase chassis. The one-piece front section and the two-piece side sections are removable and are fitted at the top with interlocking connections. Panel stakes are 14-gauge steel, drawn to a special shape and fit in pockets welded to the inside of side and end rails.



An easily operated underslung-type wheel and tire carrier is mounted at the rear of the chassis under the frame. Inside measurements of the 7-foot body are 84 inches long, 66 inches wide, and 30 inches high. Inside measurements of the 8-foot body are 96 inches long, 78 inches wide, and 30 inches high.



(Left) While a one-piece, removable, 3-stake, rear-section endgate, fitted at the top with interlocking corner connections, is standard (two-piece, removable, 3-stake, rear-section endgate for 130-inch wheelbase chassis), an 18-inch-high hinged tailgate is available as special equipment. The tailgate facilitates loading and unloading and is supported when in the lowered position by a ¼-inch link chain on both sides.



Specifications

INTERNATIONAL MODEL K-1

Carrying Capacity:
(cab, body, equipment, and payload) 2,100 lb.

Chassis Dimensions: (in inches)	Weights: (in pounds)
Wheelbase length (WB).....	113 125
Overall length, with front bumper (OAL).....	179 187
Back of cab to c/l of rear axle (CA).....	38 50
C/l of rear axle to end of frame (AF).....	30 30
Back of cab to end of frame (CF).....	68 80
Bumper to center of front axle (BA).....	32 32
Turning radius with bumper clearance (feet).....	22 23
Chassis weight, including fuel, oil, and water (approximate).....	2,290 2,315
Tread—front wheels, 58 1/2 in.; rear wheels, 60 1/2 in.	
Clearance under front axle, 8 in.; under rear axle, 7 1/4 in.	
Overall width—front, 73 3/4 in.; rear, 68 3/4 in.	

Frame: Pressed steel channel; 113-in. w.b.—depth, 6 in.; thickness, 1 1/4 in.; width of flange, 2 1/4 in. 125-in. w.b.—depth, 6 1/2 in.; thickness, 3/4 in.; width of flange, 2 1/4 in.; 113-in. w.b.—width, front, 27 3/4 in.; rear, 44 1/4 in. 125-in. w.b.—width, front, 27 1/2 in.; rear, 44 3/4 in.

Engine, Green Diamond 214: Six-cylinder, cast-in-block, L-head type; 3 3/4-in. bore, 4 1/4-in. stroke. Displacement, 214 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 82.8 at 3,400 r.p.m. Maximum torque, 159 lb.-ft. at 1,100–1,500 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Engine, Green Diamond 175: Six-cylinder, cast-in-block, L-head type; 3-in. bore, 4 1/4-in. stroke. Displacement, 175 cu. in.; compression ratio, 6.7. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 64 at 3,300 r.p.m. Maximum torque, 120 lb.-ft. at 800–1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connecting-rod, and piston-pin bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Floating oil strainer. Oil capacity, 6 1/2 qt.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator, fan and pump driven by V-type belt. Capacity, 13 1/4 qt.

Ignition: Vacuum control, full-automatic distributor.

Generator: 30-ampere, 200-watt, shunt-wound, belt-driven.

Lights: Sealed-beam headlights.

Battery: 6-volt, 15-plate.

Starting Motor: 6-volt.

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

Fuel System: Fuel pump, 15-gal. tank inside frame. Gasoline filler.

Clutch: 10-in., single-plate.

Transmission: 3 speeds forward, 1 reverse; selective, synchro-mesh type, mounted in unit with engine.

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

Propeller Shaft: Large-diameter steel tubing.

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

Front Axle: Drop-center, I-beam, heat-treated steel drop-forging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle: Semi-floating, spiral-bevel gear type. Manganese steel axle shafts. One-piece, pressed-steel, banjo-type housing. Differential and axle-shaft bearings are tapered rollers.

Axle Reductions: 3.72 to 1; 4.18 to 1; 5.11 to 1.

Steering Gear: Cam-and-twin-lever type.

Brakes: Service: 4-wheel, hydraulic, internal-expanding, two-shoe, double-anchor type. Hand: Rear wheels. All brakes fully enclosed.

Springs: Semi-elliptic. Front, 1 3/4 x 40 1/2 in.; rear, 1 3/4 x 51 in.

Wheels: Pressed steel, 16-in. disc type.

Tires: 6.00-16 balloon.

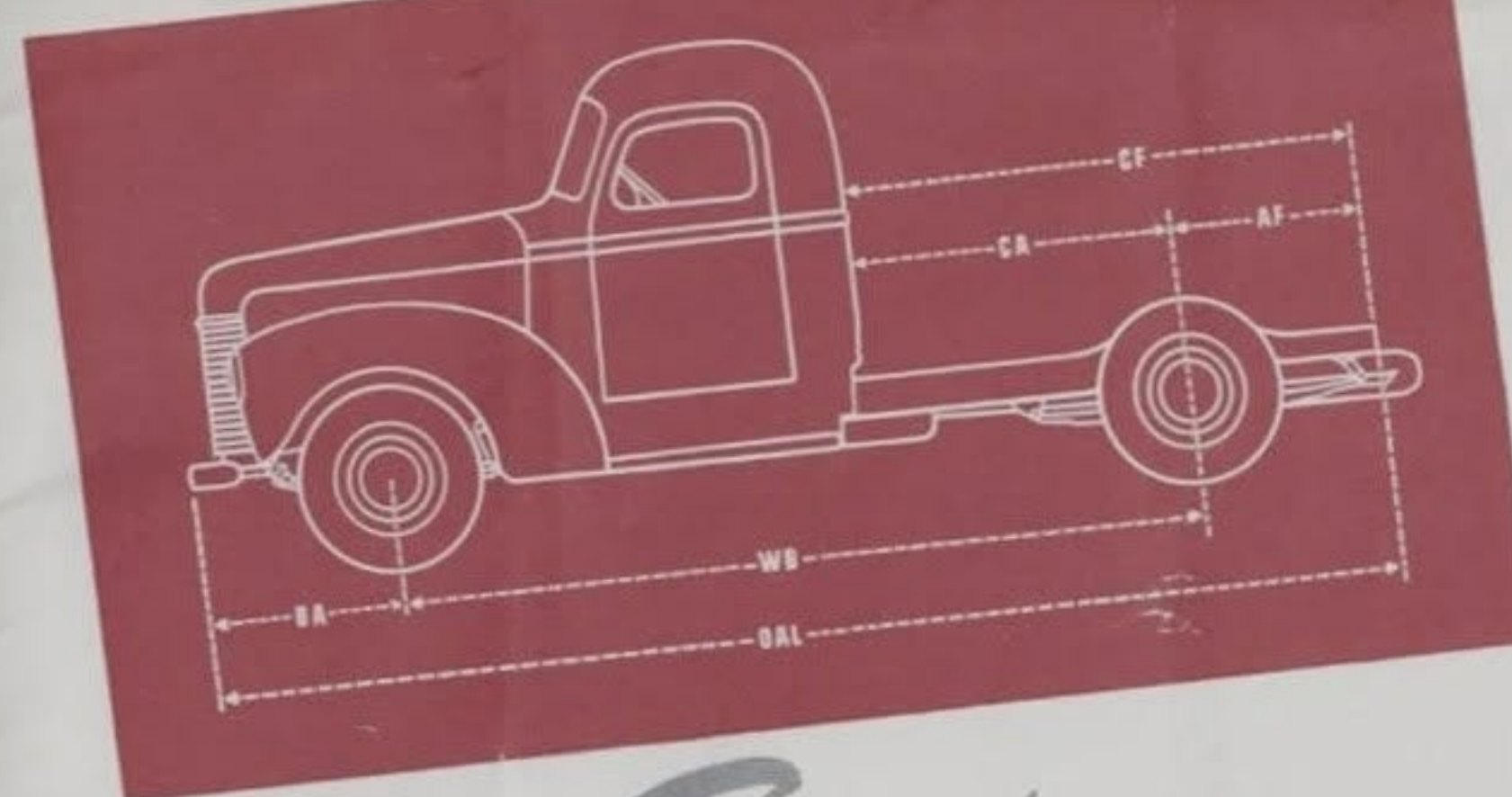
Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

Standard Equipment: Flat-back cowl and dash; front bumper; front fenders; short running boards; spare wheel; shock absorbers; license brackets; sealed-beam headlights; combination tail and stop lights; oil-type air cleaner; jack and tools. Speedometer, ammeter, oil-pressure gauge, heat indicator, gasoline gauge, and instrument light.

Special Equipment: The following can be supplied at additional cost: Rear fenders; rear bumper; all-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; auxiliary rear springs; panel, pickup, and canopy-top bodies.

Finish: Frame, wheels, and running boards, black. Grille, hood, cowl, and fenders, a choice of six attractive colors. Lamp rims, hub caps, grille trim, and bumper, chromium plated.

Specifications subject to change without notice.



Specifications

INTERNATIONAL MODEL K-2

Carrying Capacity:
(cab, body, equipment, and payload) 2,900 lb.

Chassis Dimensions: (in inches)	Weight: (in pounds)
Wheelbase length (WB).....	125
Overall length, with front bumper (OAL).....	187 1/2
Back of cab to c/l of rear axle (CA).....	50
C/l of rear axle to end of frame (AF).....	30
Back of cab to end of frame (CF).....	80
Bumper to center of front axle (BA).....	32 3/4
Turning radius with bumper clearance (feet).....	23 1/4
Chassis weight, including fuel, oil, and water (approximate).....	2,340
Tread—front wheels, 58 1/2 in.; rear wheels, 60 1/2 in.	
Clearance under front axle, 8 in.; under rear axle, 7 1/4 in.	
Overall width—front, 73 3/4 in.; rear, 68 3/4 in.	

Frame: Pressed steel channel; depth, 6 1/4 in.; thickness, 1 1/4 in.; width of flange, 2 1/4 in.; width, front, 27 1/2 in.; rear, 44 3/4 in. Five reinforced cross members.

Engine, Green Diamond 214: Six-cylinder, cast-in-block, L-head type; 3 3/4-in. bore, 4 1/4-in. stroke. Displacement, 214 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 82.8 at 3,400 r.p.m. Maximum torque, 159 lb.-ft. at 1,100–1,500 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Engine, Green Diamond 175: Six-cylinder, cast-in-block, L-head type; 3-in. bore, 4 1/4-in. stroke. Displacement, 175 cu. in.; compression ratio, 6.7. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 64 at 3,300 r.p.m. Maximum torque, 120 lb.-ft. at 800–1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Floating oil strainer. Oil capacity, 6 1/2 qt.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator, fan and pump driven by V-type belt. Capacity, 13 1/4 qt.

Ignition: Vacuum control, full-automatic distributor.

Generator: 30-ampere, 200-watt, shunt-wound, belt-driven.

Lights: Sealed-beam headlights.

Battery: 6-volt, 15-plate.

Starting Motor: 6-volt.

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

Fuel System: Fuel pump, 15-gal. tank inside frame. Gasoline filler.

Clutch: 10-in., single-plate.

Transmission: 3 speeds forward, 1 reverse; selective, synchro-mesh type, mounted in unit with engine.

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

Propeller Shaft: Large-diameter steel tubing.

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

Front Axle: Drop-center, I-beam, heat-treated steel drop-forging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle: Semi-floating, spiral-bevel gear type. Manganese steel axle shafts. One-piece, pressed-steel, banjo-type housing. Differential and axle-shaft bearings are tapered rollers.

Axle Reductions: 3.72 to 1; 4.18 to 1; 5.11 to 1.

Steering Gear: Cam-and-twin-lever type.

Brakes: Service: 4-wheel, hydraulic, internal-expanding, two-shoe, double-anchor type. Hand: Rear wheels. All brakes fully enclosed.

Springs: Semi-elliptic. Front, 1 3/4 x 40 1/2 in.; rear, 1 3/4 x 51 in.

Wheels: Pressed steel, 16-in. disc type.

Tires: 6.00-16 balloon.

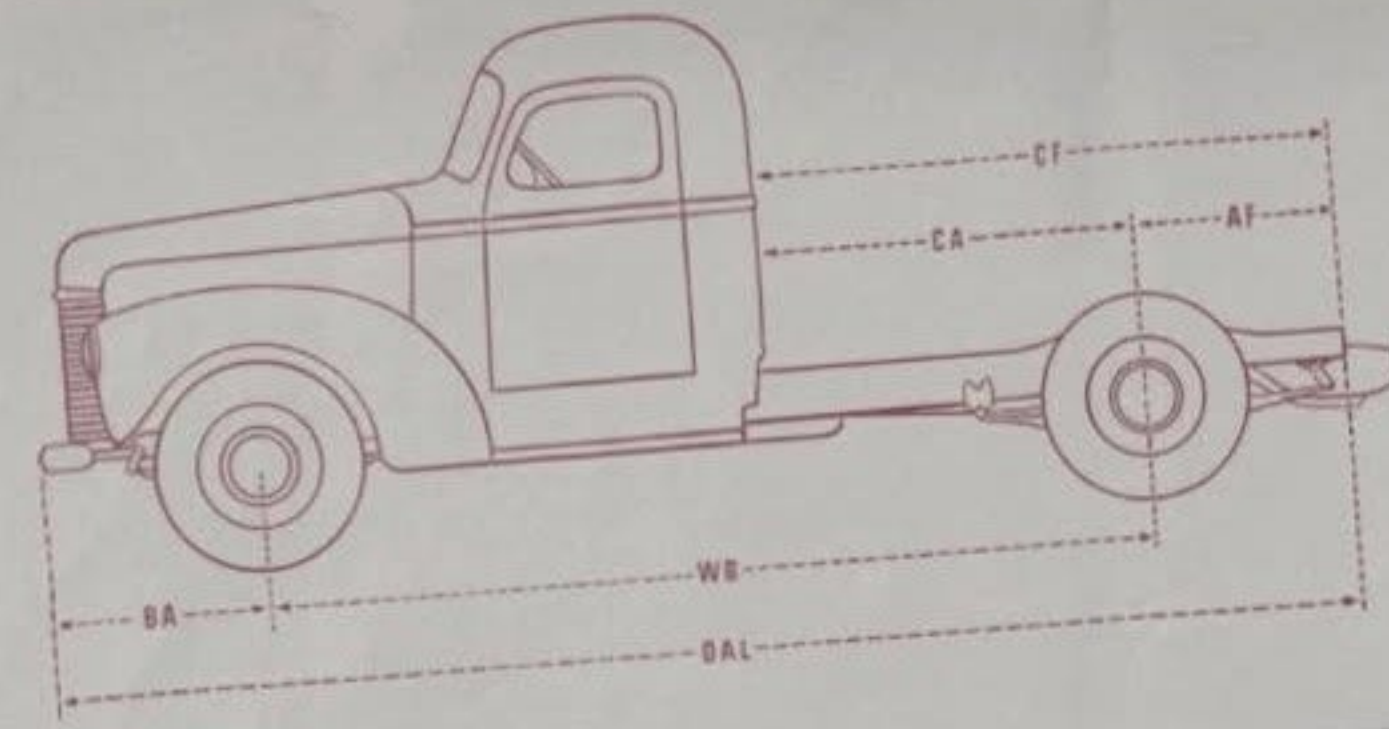
Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

Standard Equipment: Flat-back cowl and dash; front bumper; front fenders; short running boards; spare wheel; shock absorbers; license brackets; sealed-beam headlights; combination tail and stop lights; oil-type air cleaner; jack and tools. Speedometer, ammeter, oil-pressure gauge, heat indicator, gasoline gauge, and instrument light.

Special Equipment: The following can be supplied at additional cost: Rear fenders; rear bumper; all-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; auxiliary rear springs; panel, pickup, and canopy-top bodies.

Finish: Frame, wheels, and running boards, black. Grille, hood, cowl, and fenders, a choice of six attractive colors. Lamp rims, hub caps, grille trim and bumper, chromium plated.

Specifications subject to change without notice.



Specifications

INTERNATIONAL MODEL K-3

Carrying Capacity:
(cab, body, equipment, and payload) 3,600 lb.

Chassis Dimensions: (in inches) **Weights:** (in pounds)

Wheelbase length (WB)	113	130
Overall length, with front bumper (OAL) 175 $\frac{1}{2}$	192 $\frac{1}{2}$	192 $\frac{1}{2}$
Back of cab to c/l of rear axle (CA)	38	55
C/l of rear axle to end of frame (AF)	30	30
Back of cab to end of frame (CF)	68	85
Bumper to center of front axle (BA)	32 $\frac{1}{2}$	32 $\frac{1}{2}$
Turning radius with bumper clearance (feet)	22 $\frac{3}{4}$	24 $\frac{1}{4}$
Chassis weight, including fuel, oil, and water (approximate)	2,770	2,800
Tread—front wheels, 58 $\frac{1}{2}$ in.; rear wheels, 63 in.		
Clearance under front axle, 8 $\frac{1}{2}$ in.; under rear axle, 7 $\frac{1}{2}$ in.		
Overall width—front 73 $\frac{1}{2}$ in.; rear, 76 $\frac{1}{2}$ in.		

Frame: Pressed steel channel; depth, 6 $\frac{1}{2}$ in.; thickness, $\frac{3}{4}$ in.; width of flange, 2 $\frac{1}{4}$ in.; width, front, 27 $\frac{1}{2}$ in.; rear, 44 $\frac{1}{2}$ in.

Engine, Green Diamond 214: Six-cylinder, cast-in-block, L-head type; 3 $\frac{1}{2}$ -in. bore, 4 $\frac{1}{4}$ -in. stroke. Displacement, 214 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 82.8 at 3,400 r.p.m. Maximum torque, 159 lb.-ft. at 1,100-1,500 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Engine, Green Diamond 176: Six-cylinder, cast-in-block, L-head type; 3-in. bore, 4 $\frac{1}{4}$ -in. stroke. Displacement, 175 cu. in.; compression ratio, 6.7. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 64 at 3,300 r.p.m. Maximum torque, 120 lb.-ft. at 800-1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication: Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Floating oil strainer. Oil capacity, 6 $\frac{1}{2}$ qts.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator; fan and pump driven by V-type belt. Capacity, 13 $\frac{1}{2}$ qts.

Ignition: Vacuum control, full-automatic distributor.

Generator: 30 amperes, 200-watt, shunt-wound belt-driven.

Lights: Sealed-beam headlights.

Battery: 6-volt, 15-plate.

Starting Motor: 6-volt.

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

Fuel System: Fuel pump, 15-gal. tank inside frame. Gasoline filter.

Clutch: 10-in., single-plate.

Transmission: 3 speeds forward, 1 reverse; selective, synchro-mesh type, mounted in unit with engine.

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

Propeller Shaft: Large-diameter steel tubing.

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

Front Axle: Drop-center, I-beam, heat-treated steel drop-forging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle: Full-floating, spiral bevel gear type. Chrome-molybdenum steel axle shafts. One-piece, malleable-iron, banjo-type housing. Differential and axle-shaft bearings are tapered rollers.

Axle Reductions: 4.22 to 1; 4.875 to 1; 5.286 to 1; 6.50 to 1.

Steering Gear: Cam-and-twin-lever type.

Brakes: Service: 4-wheel, hydraulic, internal-expanding, two-shoe, double-anchor type. Hand: Rear wheels. All brakes fully enclosed.

Springs: Semi-elliptic. Front, 1 $\frac{1}{2}$ x 40 $\frac{1}{2}$ in.; rear, 2 $\frac{1}{4}$ x 51 in.

Wheels: Pressed steel, 16-in. disc type.

Tires: 7.00-16 balloon.

Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

Standard Equipment: Flat-back cowl and dash; front bumper; front fenders; short running boards; spare wheel; shock absorbers; license brackets; sealed-beam headlights; combination tail and stop lights; oil-type air cleaner; jack and tools. Speedometer, ammeter, oil-pressure gauge, heat-indicator, gasoline gauge, and instrument light.

Special Equipment: The following can be supplied at additional cost: Rear fenders; rear bumper; all-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; auxiliary rear springs; panel, pickup, and canopy-top bodies.

Finish: Frame, wheels and running boards, black. Grille, hood, cowl, and fenders, a choice of six attractive colors. Lamp trim, hub caps, grille trim, and bumper, chromium plated.

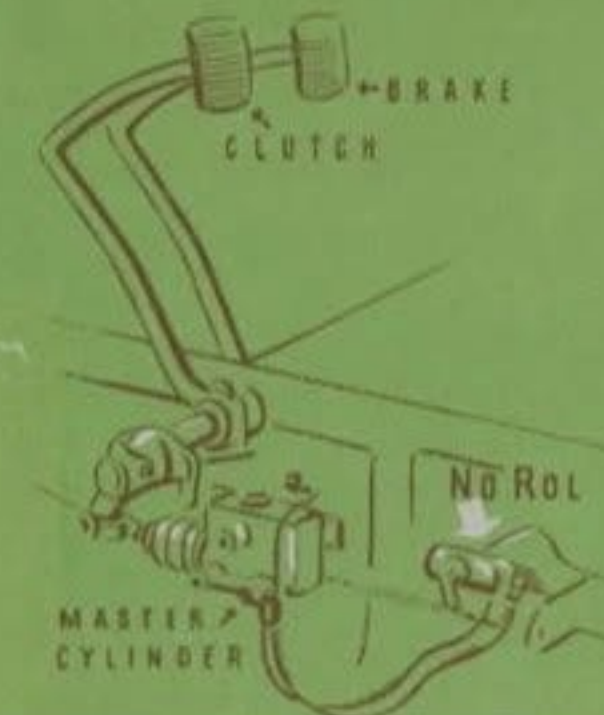
Specifications subject to change without notice.

INTERNATIONAL TRUCK Accessories



(Left) The International heating and defrosting system assures the driver of rapid and efficient regulation of heat regardless of outside temperature. Ice, sleet, snow, and condensation are removed from the windshield quickly or prevented from accumulating by means of a large volume of fast-moving heated air through a hose and nozzles on each side of the windshield.

The "NoRol" safety device keeps a truck from rolling backwards on steepest hills as well as on gentlest slopes. It is 100 percent automatic and does not operate while the truck is in motion. The "NoRol" device operates only after the truck comes to a positive stop. An automatic check retains the hydraulic pressure in the braking system which was developed when the brakes were applied. This hydraulic pressure holds the brakes applied as long as the clutch pedal is held depressed, enabling the driver to take his foot off the brake pedal and use it on the accelerator.



International "Fog King" lights have the famous "Sierra" lens and the rays of light through this lens will penetrate rain, mist, or snow. "Fog King" lights are guaranteed to illuminate from 75 to 125 feet of road when the visibility of a white light is zero. There is an assurance of safety in the use of these lights in adverse weather conditions.



International fiber-fabric seat covers are sturdily made of heavy, smooth, and attractive brown twill fiber with serviceable fabric trim and are easily sponged and kept clean. They are securely bound throughout and all points of strain are reinforced. The material does not adhere to clothing; it is easy to slide in and out of the cab.



The International safety light develops 143,000 safe candlepower and has an effective range far beyond that of the ordinary light. These safety lights bore through the glare from oncoming headlights and provide the user with the greatest possible protection in night driving. Safety lights may be installed singly or in pairs.

The International Line Is Complete

Four-Wheel Models

Available in 11 sizes. Carrying capacities (cab, body, equipment, and payload) range from 2,100 to 25,000 lb. Spiral-bevel, double-reduction, and two-speed rear axles. Wheelbases range from 113 to 225 in.

Multi-Stop Delivery Models

Available in two sizes. Each in 102 and 113-in. wheelbases. Nominal rating, $\frac{1}{2}$ and 1 ton.

Cab-Over-Engine Models

Available in four sizes. Carrying capacities (cab, body, equipment, and payload) range from 9,000 to 18,900 lb. Spiral-bevel, double-reduction, and two-speed rear axles. Wheelbases range from 87 to 142 in.

Six-Wheel Models

Available in two types. One driving on all four rear wheels, the other employing a trailing axle and driving on the two forward wheels of the rear axle group. Carrying capacities (cab, body, equipment, and payload) range from 12,000 to 42,000 lb. Spiral-bevel, double-reduction, and two-speed rear axles. Wheelbases range from 148 to 253 in.

Diesel-Powered Models

Available in two sizes of six-cylinder engines in both four and six-wheel units. Carrying capacities (cab, body, equipment, and payload) range from 12,000 to 42,000 lb. Wheelbases range from 137 to 253 in.

School Bus Chassis

Available in sizes and wheelbases to accommodate from 12 to 110 pupils, depending on seating arrangements, types of seats, and size of children.

250

COMPANY-OWNED BRANCHES AND SERVICE STATIONS

— Dealers Everywhere

Aberdeen, S. Dak.
Abilene, Tex.
Akron, Ohio
Albany, Ga.
Albany, N. Y.
Albert Lea, Minn.
Algona, Iowa
Altoona, Pa.
Altoona, Pa.
Amarillo, Tex.
Ashland, Ohio
Atlanta, Ga.
Auburn, N. Y.
Augusta, Ga.
Aurora, Ill.
Austin, Tex.
Baltimore, Md.
Bangor, Maine
Baton Rouge, La.
Benton Harbor, Mich.
Billings, Mont.
Birmingham, N. Y.
Birmingham, Ala.
Bismarck, N. Dak.
Bloomington, Ill.
Boston, Mass.
Bridgeport, Conn.
Bronx, N. Y.
Brooklyn, N. Y.
Buffalo, N. Y.
Burlington, Vt.
Camden, N. J.
Canton, Ohio
Cedar Rapids, Iowa
Charlotte, N. C.
Chattanooga, Tenn.
Cheyenne, Wyo.
Chicago, Ill. (2)

Cincinnati, Ohio
Clarkdale, Miss.
Cleveland, Ohio (2)
Columbus, Ohio
Concordia, Kans.
Council Bluffs, Iowa
Dallas, Tex.
Danville, Ill.
Davenport, Iowa
Dayton, Ohio
Decatur, Ill.
Detroit, Ind.
Denver, Colo.
Des Moines, Iowa
Detroit, Mich. (2)
Dixon, Ill.
Dubuque, Iowa
Duluth, Minn.
East Hartford, Conn.
Eau Claire, Wis.
Elizabeth, N. J.
Elmira, N. Y.
El Paso, Tex.
Ephrata, Pa.
Erie, Pa.
Evansville, Ind.
Fairfield, Iowa
Fargo, N. Dak.
Findlay, Ohio
Flint, Mich.
Fort Dodge, Iowa
Fort Wayne, Ind.
Fort Worth, Tex.
Fresno, Calif.
Gary, Ind.
Grand Island, Calif.
Goshen, Ind.
Grand Forks, N. Dak.

Grand Island, Neb.
Grand Rapids, Mich.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenville, Ohio
Grinnell, Iowa
Hagerstown, Md.
Harrisburg, Pa.
Hopkinsville, Ky.
Houston, Tex.
Huron, S. Dak.
Hutchinson, Kans.
Indianapolis, Ind.
Jackson, Mich.
Jackson, Miss.
Jackson, Tenn.
Jacksonville, Fla.
Jamestown, N. Dak.
Jersey City, N. J.
Kalamazoo, Mich.
Kankakee, Ill.
Kansas City, Kans.
Kansas City, Mo.
Kendallville, Ind.
Knoxville, Tenn.
La Fayette, Ind.
Lansing, Mich.
Lawton, Okla.
Lexington, Ky.
Lincoln, Neb.
Lubbock, N. Dak.
Little Rock, Ark.

Logansport, Ind.
Lower Merion, Pa.
Los Angeles, Calif. (2)
Louisville, Ky.
Macon, Ga.
Madison, Wis.
Manhattan, Kans.
Marquette, Minn.
Marshall, Tex.
Mason City, Iowa
Memphis, Tenn.
Meridian, Miss.
McCook, Neb.
Milbank, S. Dak.
Milwaukee, Wis.
Minneapolis, Minn.
Minot, N. Dak.
Mitchell, S. Dak.
Mobile, Ala.
Moosmouth, Ill.
Morristown, Tenn.
Mt. Pleasant, Iowa
Mt. Vernon, N. Y.
Muncie, Ind.
Muscatine, Iowa
Nashville, Tenn.
Natchez, Miss.
Newark, N. J.
New Orleans, La.
New York, N. Y.
Norfolk, Va.
Oakland, Calif.
Oklahoma City, Okla.

Omaha, Neb.
Ottawa, Ill.
Ottumwa, Iowa
Owensboro, Ky.
Parkersburg, W. Va.
Paterson, N. J.
Peoria, Ill.
Philadelphia, Pa. (2)
Pittsburgh, Pa.
Portland, Maine
Portland, Ore.
Portsmouth, Ohio
Pottsville, Pa.
Poughkeepsie, N. Y.
Pouquet Isle, Maine
Providence, R. I.
Pueblo, Colo.
Quincy, Ill.
Racine, Wis.
Reading, Pa.
Richmond, Ind.
Richmond, Va.
Roscoe, Va.
Rochester, Minn.
Rochester, N. Y.
Rockford, Ill.
Rushville, Ind.
Sacramento, Calif.
Saginaw, Mich.
St. Cloud, Minn.
St. Joseph, Mo.
St. Louis, Mo. (2)
St. Paul, Minn.

Salina, Kans.
Salt Lake City, Utah
San Antonio, Tex.
San Diego, Calif.
San Francisco, Calif.
Savannah, Ga.
Schenectady, N. Y.
Scranton, Pa.
Seattle, Wash.
Seymour, Ind.
Sherman, Tex.
Shreveport, La.
Sioux City, Iowa
Sioux Falls, S. Dak.
South Bend, Ind.
Spokane, Wash.
Springfield, Ill.
Springfield, Mass.
Springfield, Mo.
Springfield, Ohio
Sweetwater, Tex.
Syracuse, N. Y.
Tacoma, Wash.
Tampa, Fla.
Terre Haute, Ind.
Toledo, Ohio

Topeka, Kans.
Trenton, N. J.
Troy, Ohio
Tulsa, Okla.
Union, N. Y.
Van Wert, Ohio
Vicksburg, Miss.
Washington, D. C.
Washington, Ind.
Waterbury, Conn.
Waterloo, Iowa
Watertown, N. Y.
Watertown, S. Dak.
West Haven, Conn.
Wichita, Kans.
Wichita Falls, Tex.
Wilkes-Barre, Pa.
Williamsport, Pa.
Wilmington, Del.
Winona, Minn.
Worcester, Ohio
Worcester, Mass.
York, Neb.
York, Pa.
Youngstown, Ohio

BRANCHES IN CANADA

Brandon, Man.
Calgary, Alta.
Edmonton, Alta.
Hamilton, Ont.
Lethbridge, Alta.
London, Ont.
Montreal, Que.
North Battleford, Sask.
North Bay, Ont.

Ottawa, Ont.
Quebec, Que.
Regina, Sask.
St. John, N. B.
Saskatoon, Sask.
Toronto, Ont.
Vancouver, B. C.
Winnipeg, Man.
Yorkton, Sask.

INTERNATIONAL HARVESTER COMPANY

(INCORPORATED)

180 NORTH MICHIGAN AVE.

CHICAGO, ILLINOIS