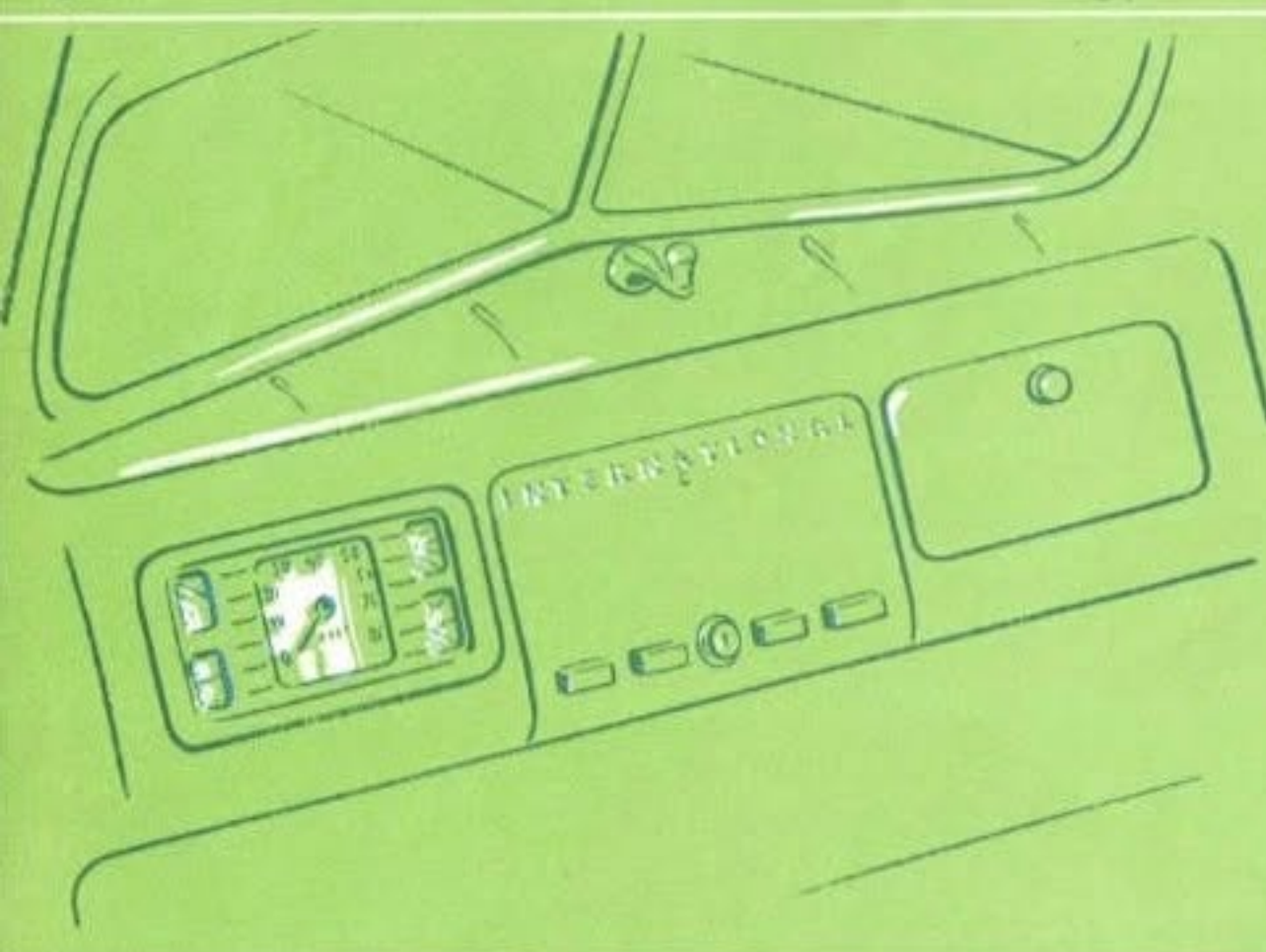
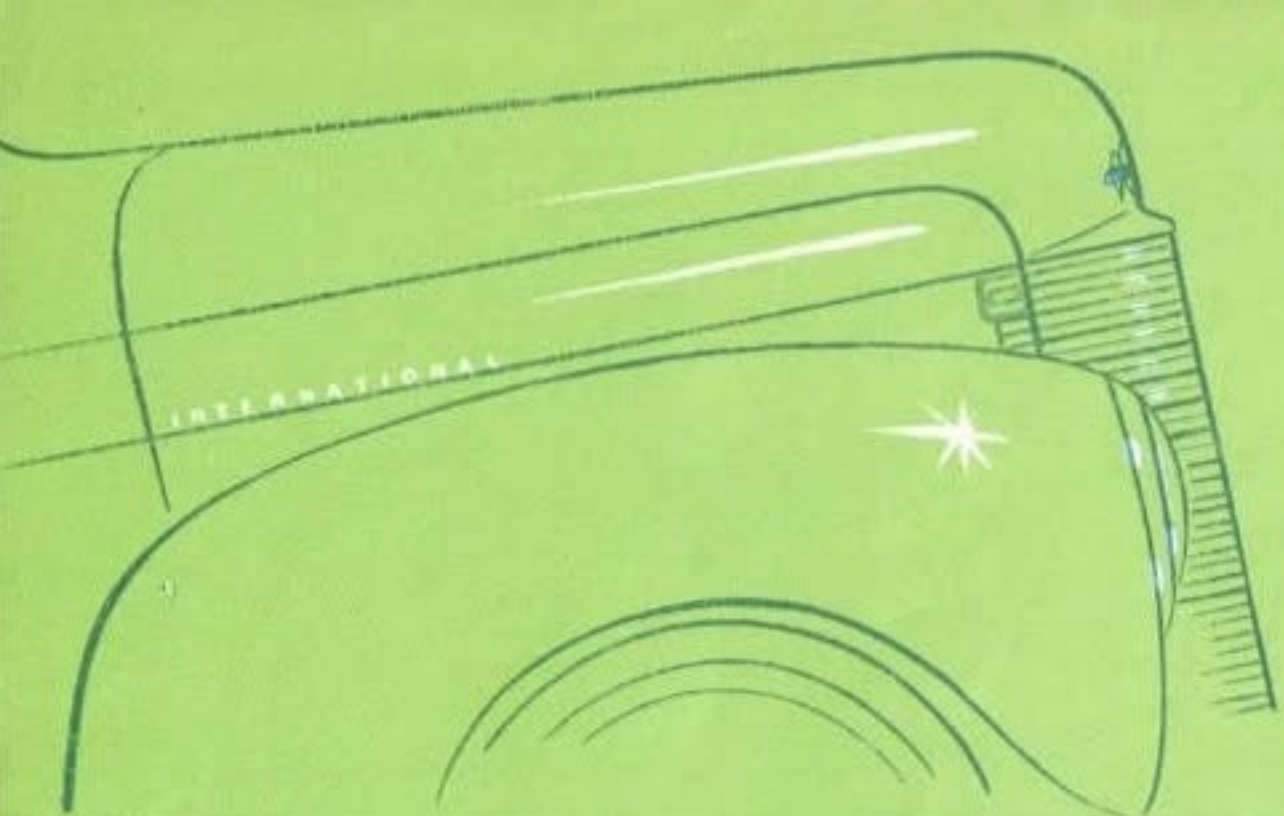


I N T E R N A T I O N A L

Models K-4 and K-5



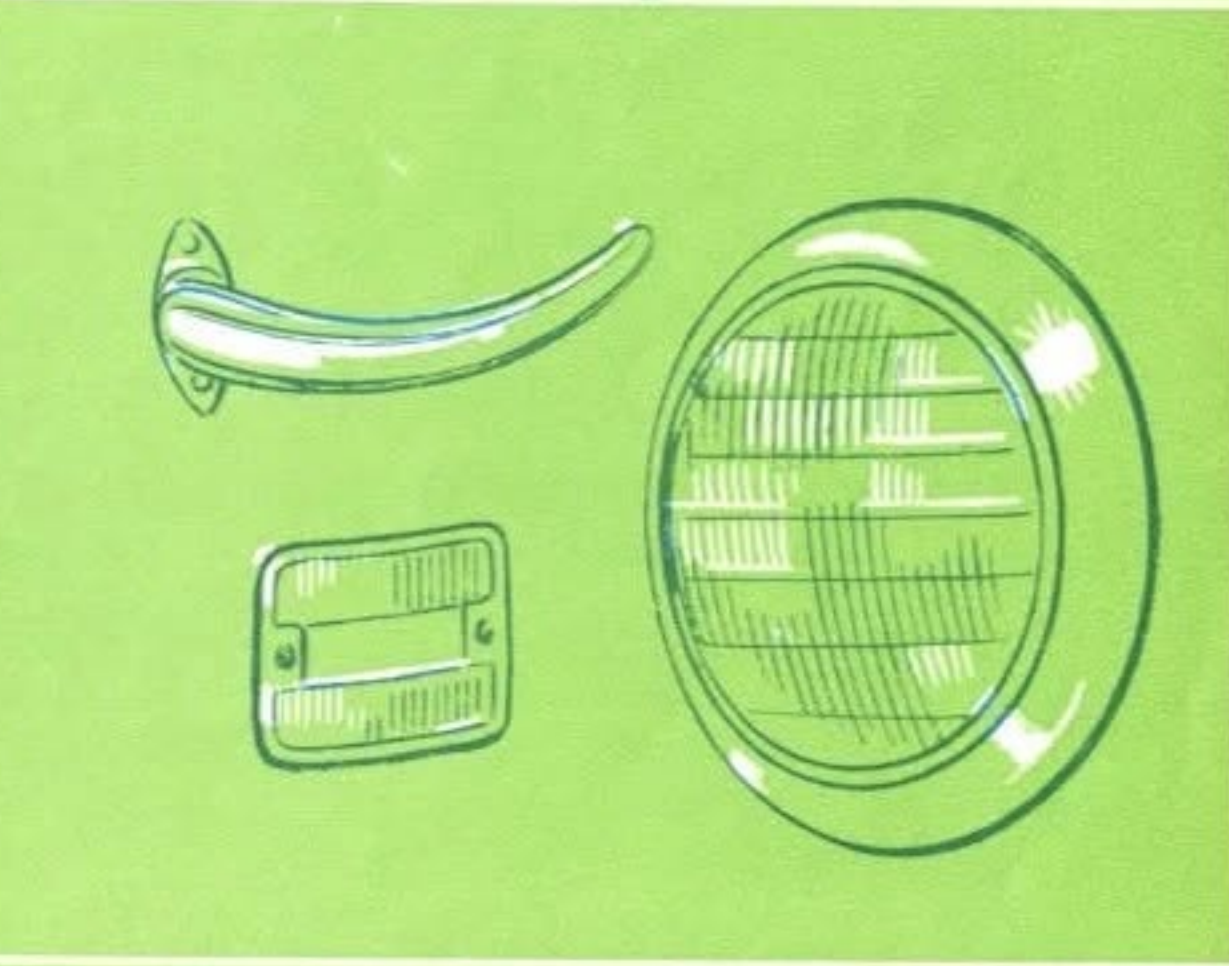
INTERNATIONALS, STYLED BY TOP-FLIGHT DESIGNERS, MODERN AS TODAY'S NEWSPAPER

Top Values

**IN BEAUTY, ECONOMY
AND PERFORMANCE**

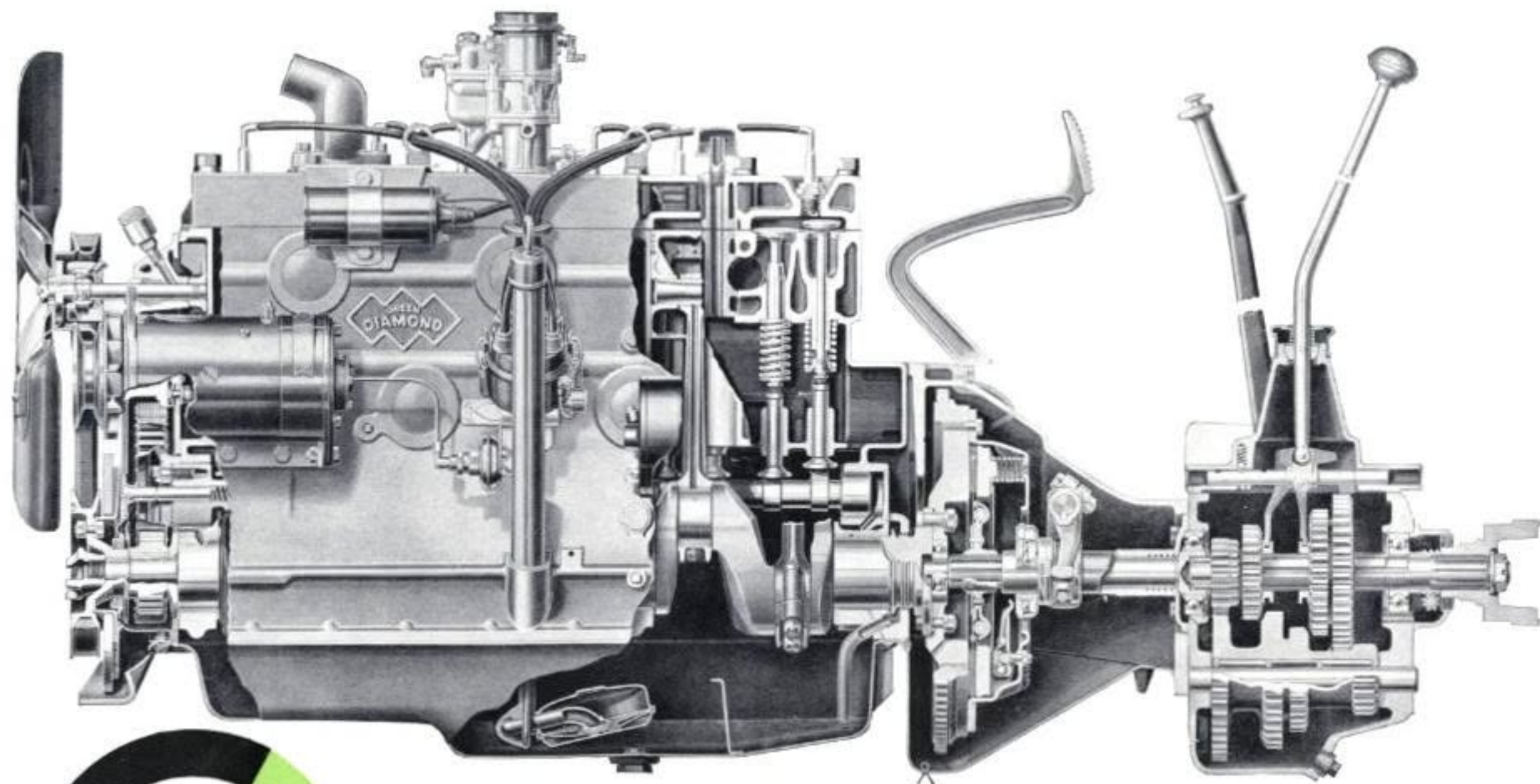
THOSE who really know motor trucks will recognize at once the outstanding performance, utility, economy, and all-truck construction of the Models K-4 and K-5. A careful inspection will convince the most exacting user that these popular and attractive Internationals are top-notch values and leaders in their respective fields.

Sturdy, well-reinforced frames; powerful new *Green Diamond* engines which provide ample speed, flexibility, and power at low cost; a variety of axle ratios both spiral-bevel and dual-drive; four wheel-bases; and serviceable and attractive bodies of all types, many of which are illustrated herein, complete the adaptability of the Models K-4 and K-5 to a wide range of hauling assignments. Comparison with other trucks of equal capacity and an on-the-job test are invited. Prove to yourself what International has achieved in these models.



DISTINCTIVE BEAUTY IN EVERY DETAIL

THE GREEN DIAMOND ENGINE



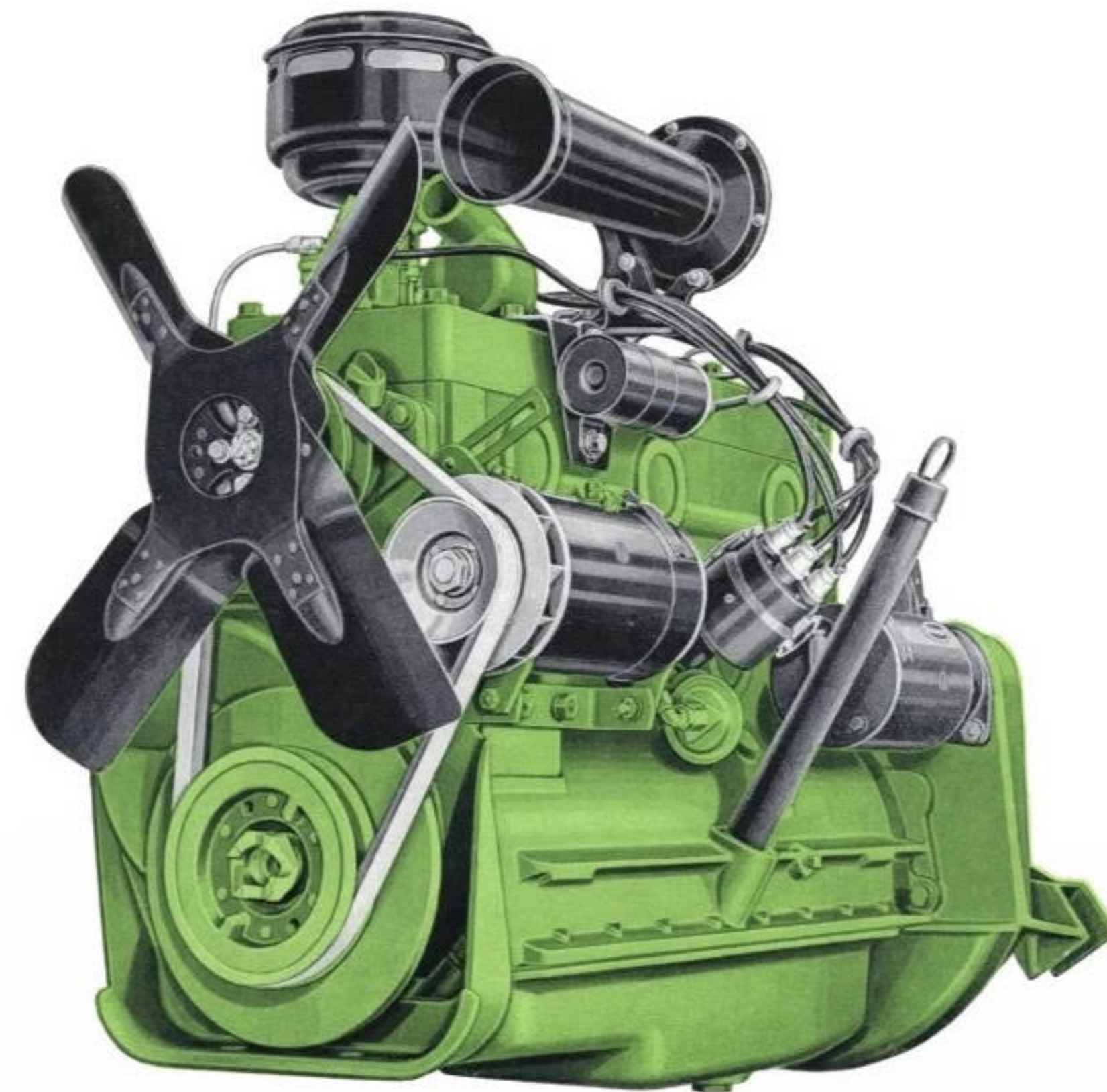
In this sectional view of the powerful new Model K-5 *Green Diamond* engine, clutch, and transmission many important features are shown to advantage. Displacing 233 cubic inches, this six-cylinder power plant develops 93 maximum brake h.p. at 3,400 r.p.m. and maximum torque of 181 lb.-ft. at 1,000 r.p.m. The heavy, counterbalanced crankshaft; rubber-insulated, torsional

vibration damper; long-skirted pistons with four rings; full-floating piston pins; rifle-drilled connecting rods; 10-inch clutch; and heavy-duty, 4-speed transmission are clearly shown. The Model K-4 *Green Diamond* engine displaces 214 cubic inches and develops 82.4 maximum brake h.p. at 3,400 r.p.m. and maximum torque of 160 lb.-ft. at 1,200 r.p.m.

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 94.9 square inches and a torque capacity of 250 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



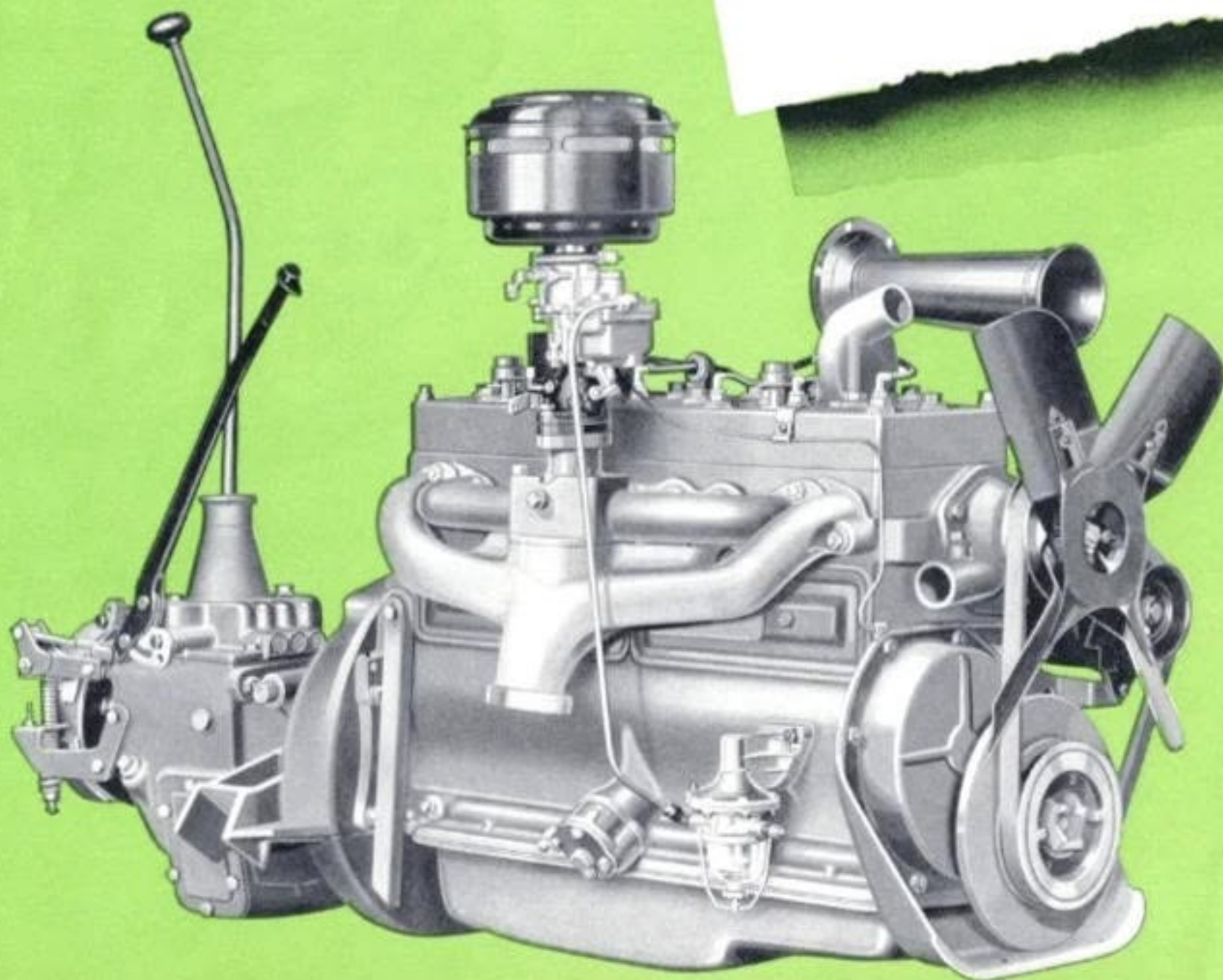
Frequent valve grinding is unnecessary and valve-seat burning is retarded by the use of hardened exhaust-valve seat inserts.



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.



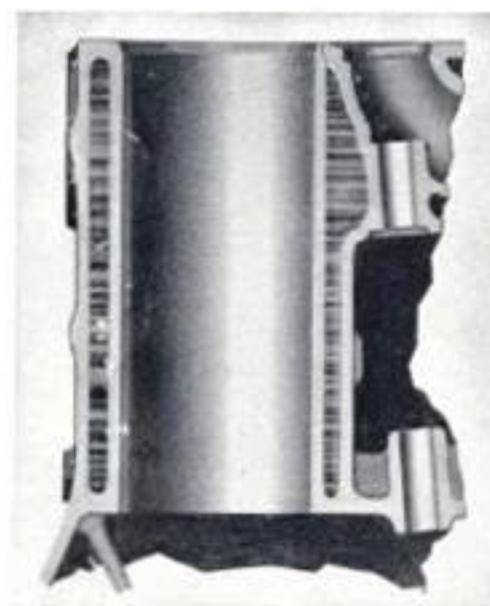
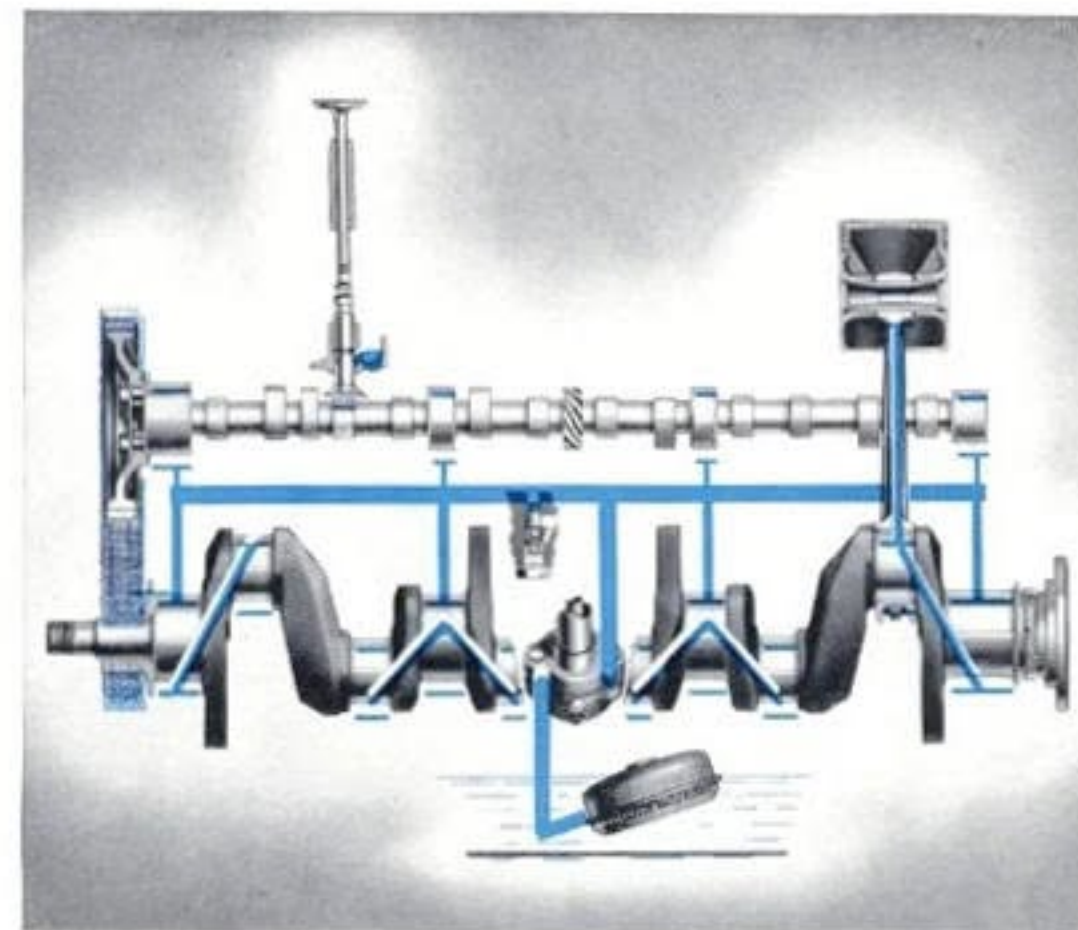
An efficient, practical, oil-bath-type air cleaner which keeps dust and grit out of the engine is securely anchored to the carburetor and is standard.



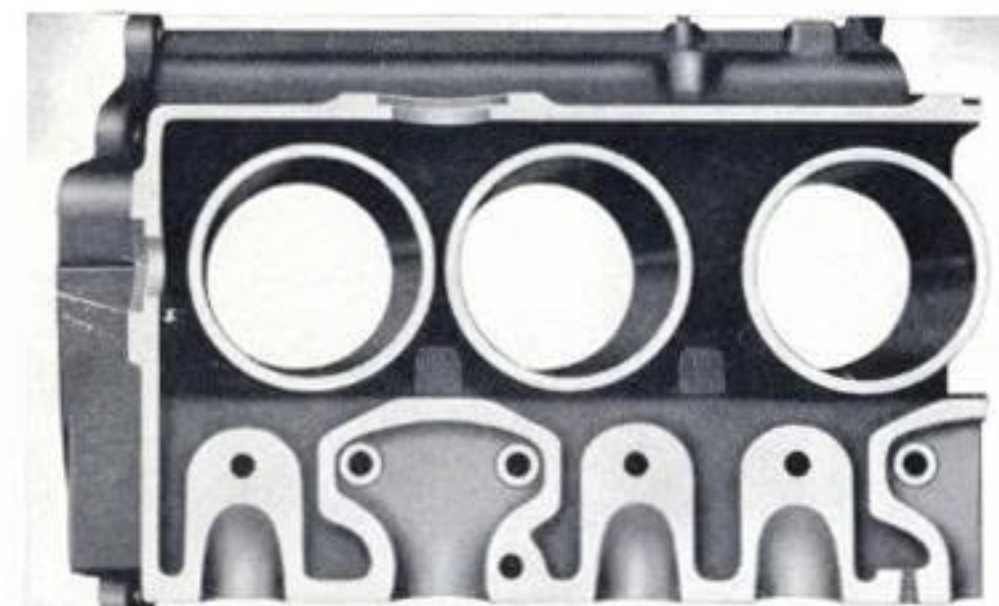
FULL-PRESSURE LUBRICATION

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 6½ gallons a minute at 30 pounds pressure at an engine speed of 3,000 r.p.m.

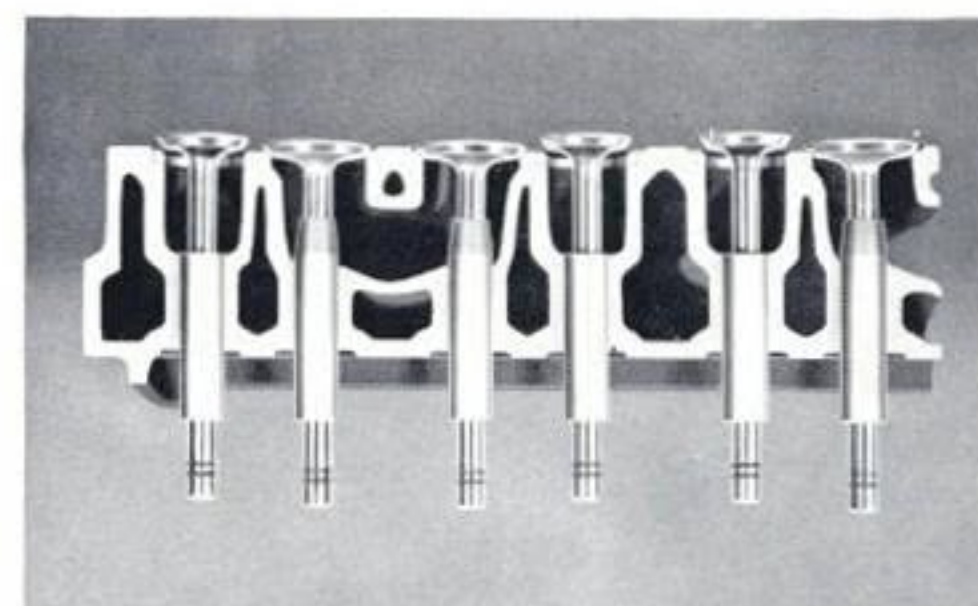
This diagram shows the flow of oil in the *Green Diamond* engine. The floating-type oil intake assures clean oil to all working parts.



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



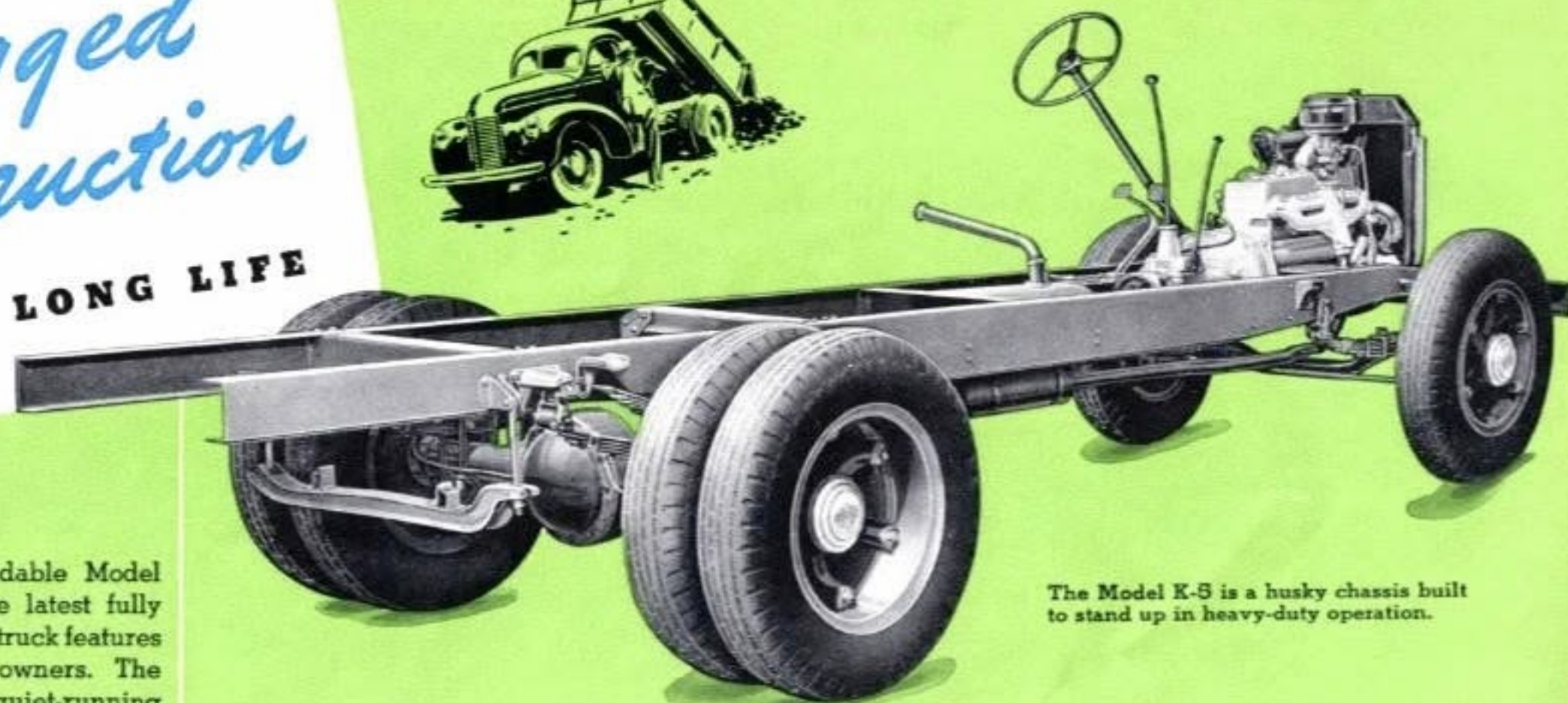
Constantly increasing road speeds combined with maximum loads place unusually severe demands upon cooling systems of truck engines. To adequately meet these conditions the *Green Diamond* engine is designed to provide water jackets which completely surround each cylinder bore and extend the full length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

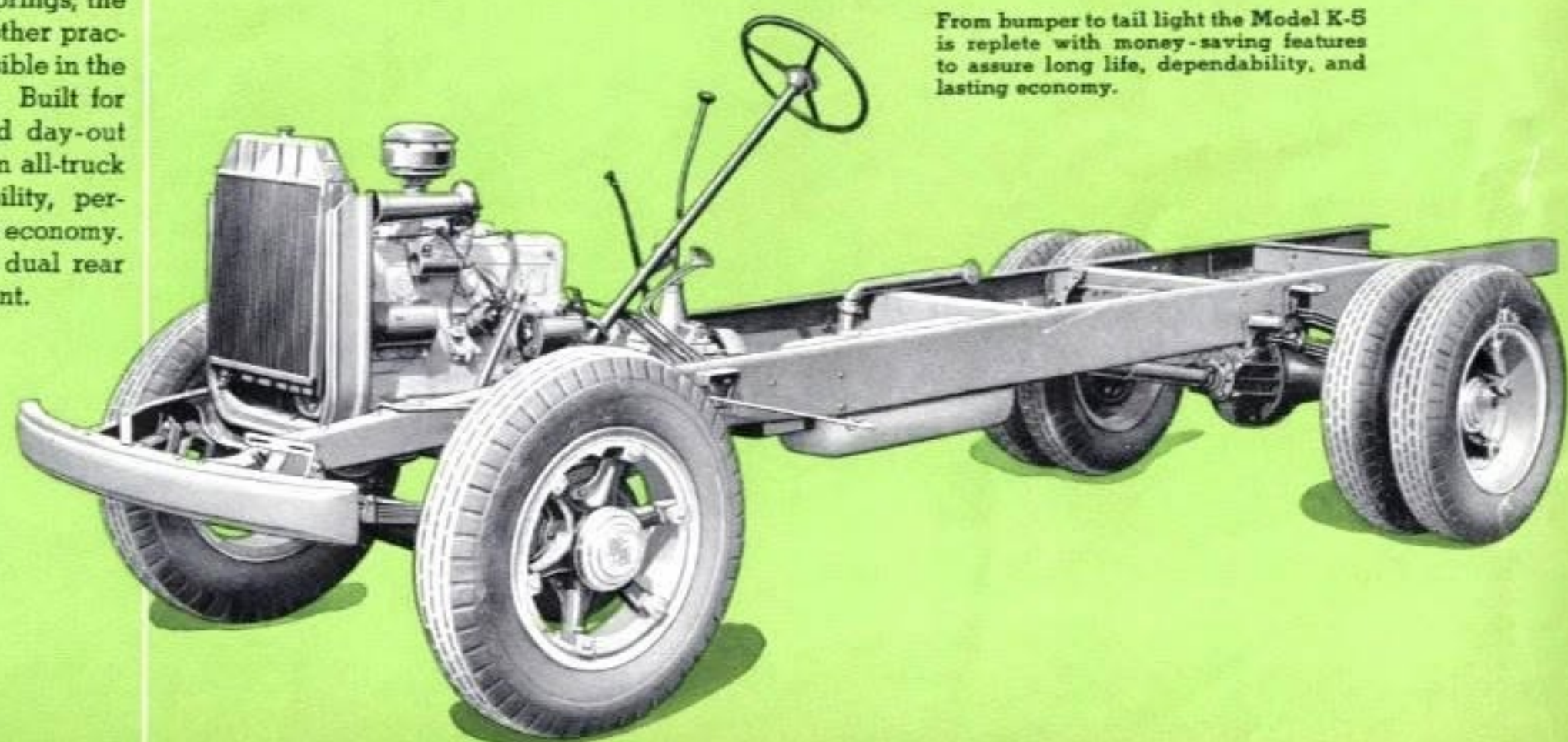
Rugged Construction

ASSURES LONG LIFE

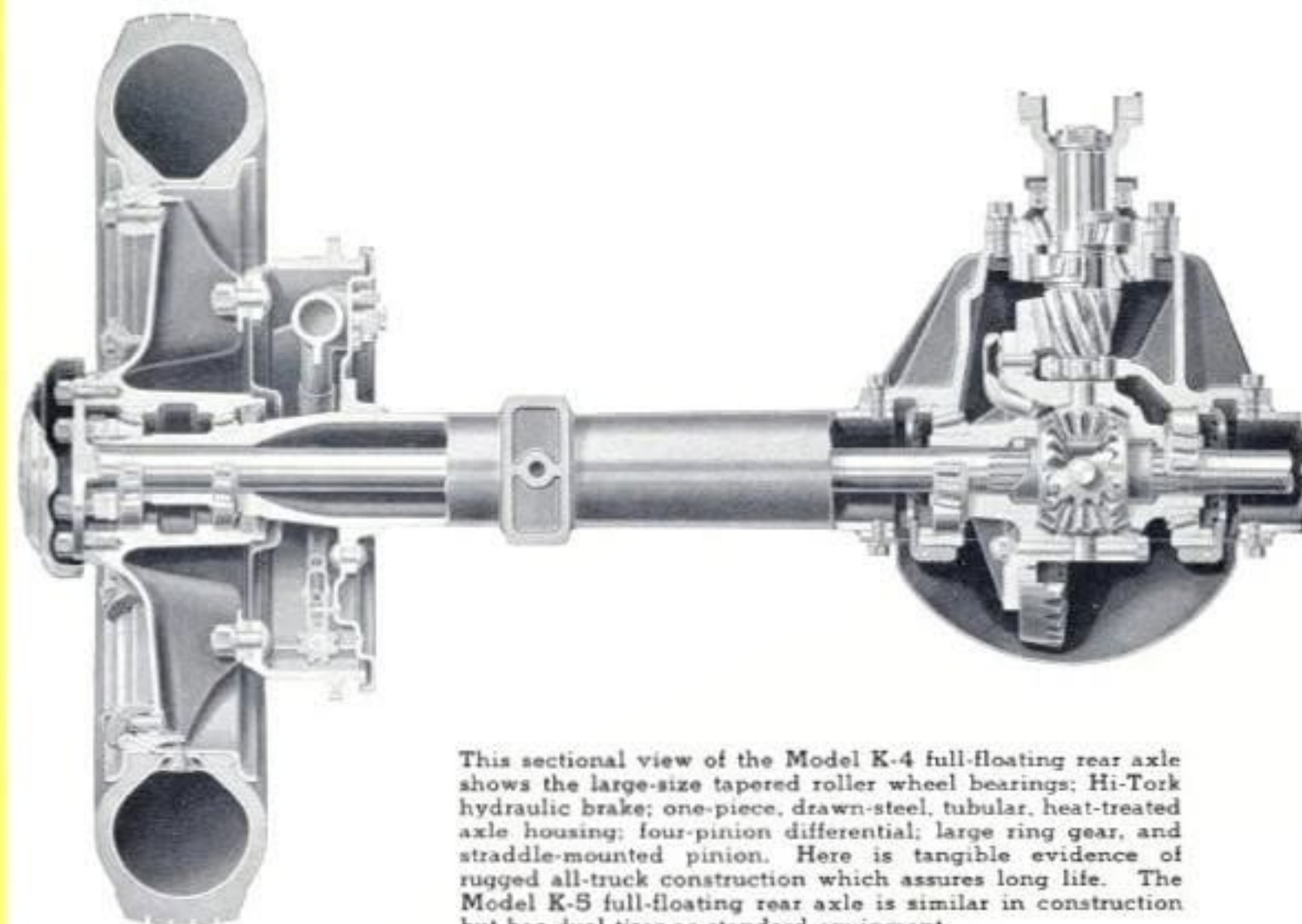


The Model K-5 is a husky chassis built to stand up in heavy-duty operation.

THE rugged, dependable Model K-5 chassis has the latest fully tested and approved all-truck features which mean so much to owners. The powerful, economical, quiet-running *Green Diamond* engine; full-floating rear axle; the deep, well-reinforced frame; the large-capacity springs; the sturdy wheels; and many other practical features are clearly visible in the illustrations on this page. Built for hard work, for day-in and day-out service, the Model K-5 is an all-truck chassis of unusual durability, performance, appearance, and economy. Auxiliary rear springs and dual rear tires are standard equipment.

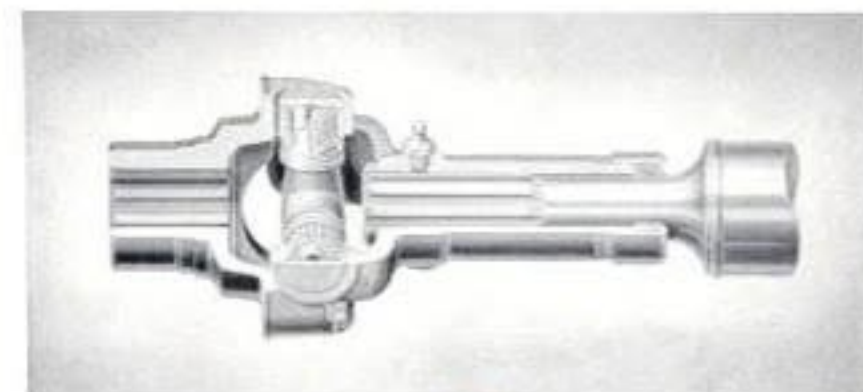


From bumper to tail light the Model K-5 is replete with money-saving features to assure long life, dependability, and lasting economy.



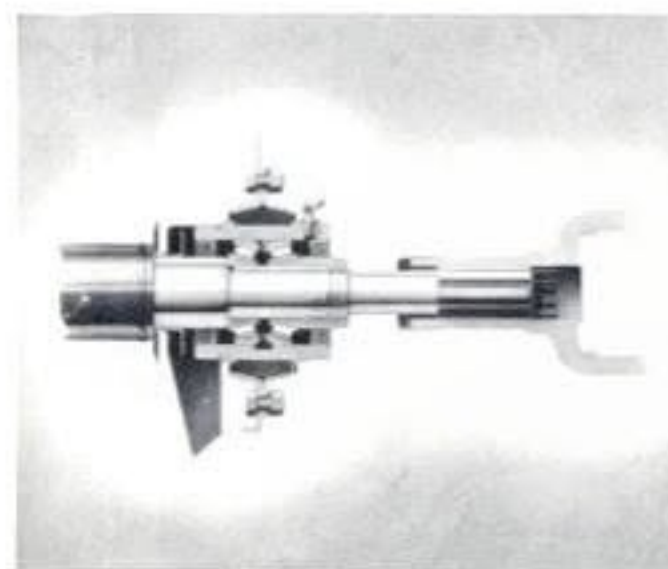
This sectional view of the Model K-4 full-floating rear axle shows the large-size tapered roller wheel bearings; Hi-Tork hydraulic brake; one-piece, drawn-steel, tubular, heat-treated axle housing; four-pinion differential; large ring gear, and straddle-mounted pinion. Here is tangible evidence of rugged all-truck construction which assures long life. The Model K-5 full-floating rear axle is similar in construction but has dual tires as standard equipment.

FULL-FLOATING REAR AXLE



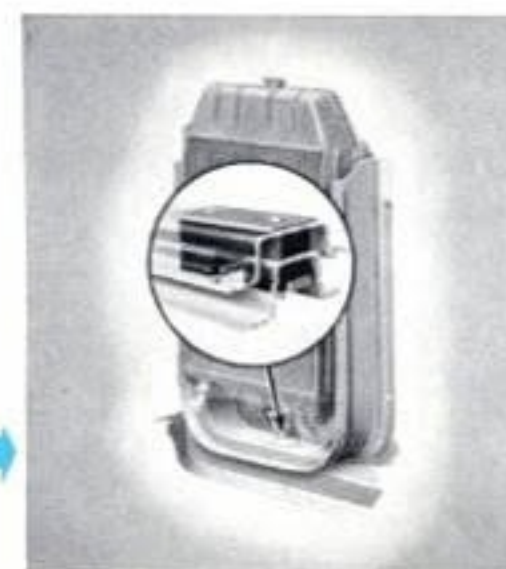
Roller-bearing, anti-friction universal joints are an important factor in keeping International truck maintenance costs at a minimum. Sealed against lubricant leakage, they provide freedom from frequent replacements, delays, and expense.

A vital factor in easy handling and safety at all speeds is the improved cam-and-twin-lever type steering mechanism. Both the steering cam and the twin levers are fully enclosed in an oil and dustproof housing and constantly operate in lubricant.



The self-aligning propeller shaft center bearing assembly is an important feature of all K-4 and K-5 chassis (except 113-inch wheelbase Model K-4). The bearing assembly consists of a double-row tapered bearing encased in a spherical container and fully protected from dust and mud. Its use permits short propeller shaft sections, thus avoiding whip and assuring accurate shaft alignment.

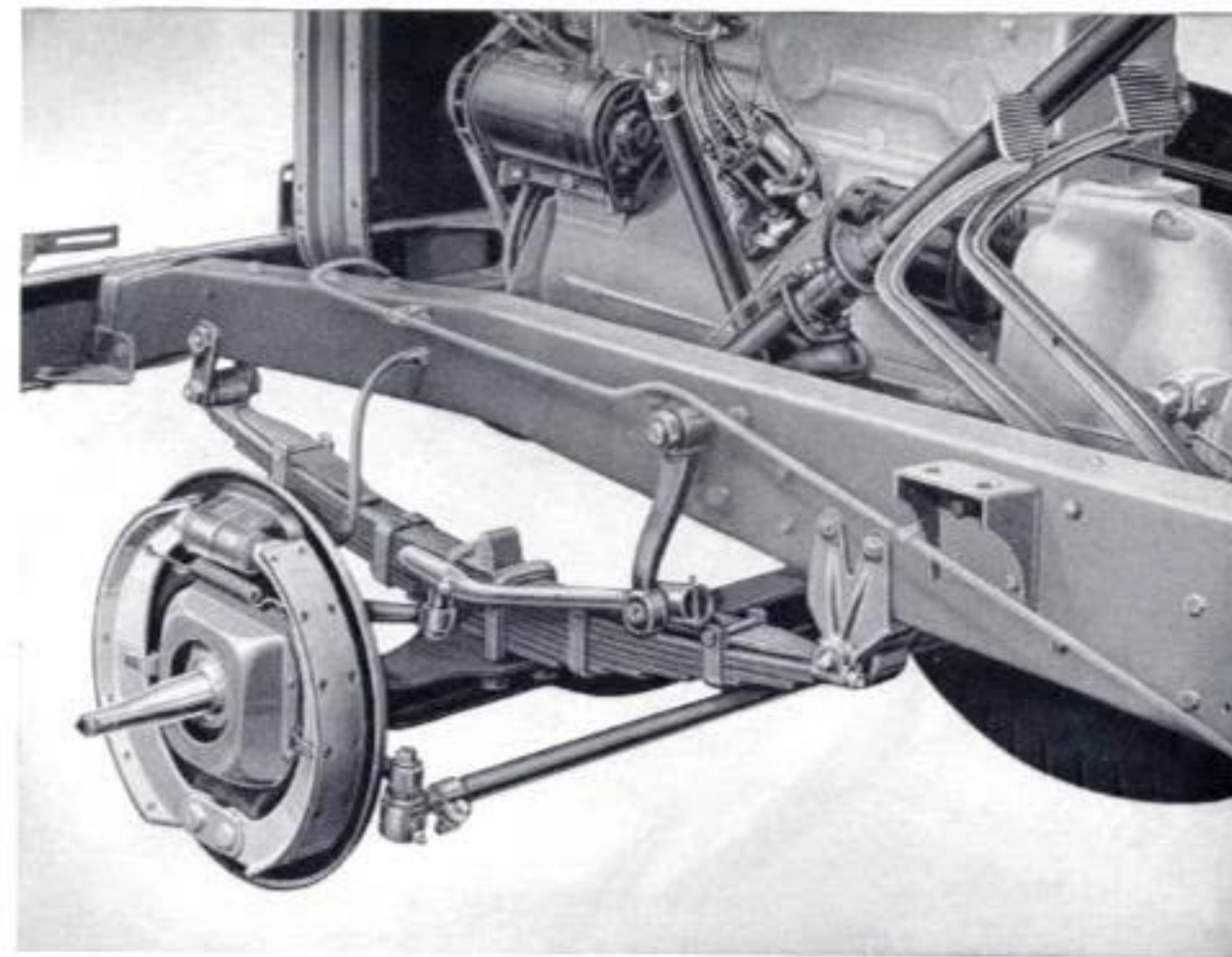
The radiator core is single-point mounted in a channel frame which rests on the front cross member and is held in place by two bolts at the center. Rubber mounting pads both above and below the cross member are provided to cushion the radiator against twist and shock.



Brakes

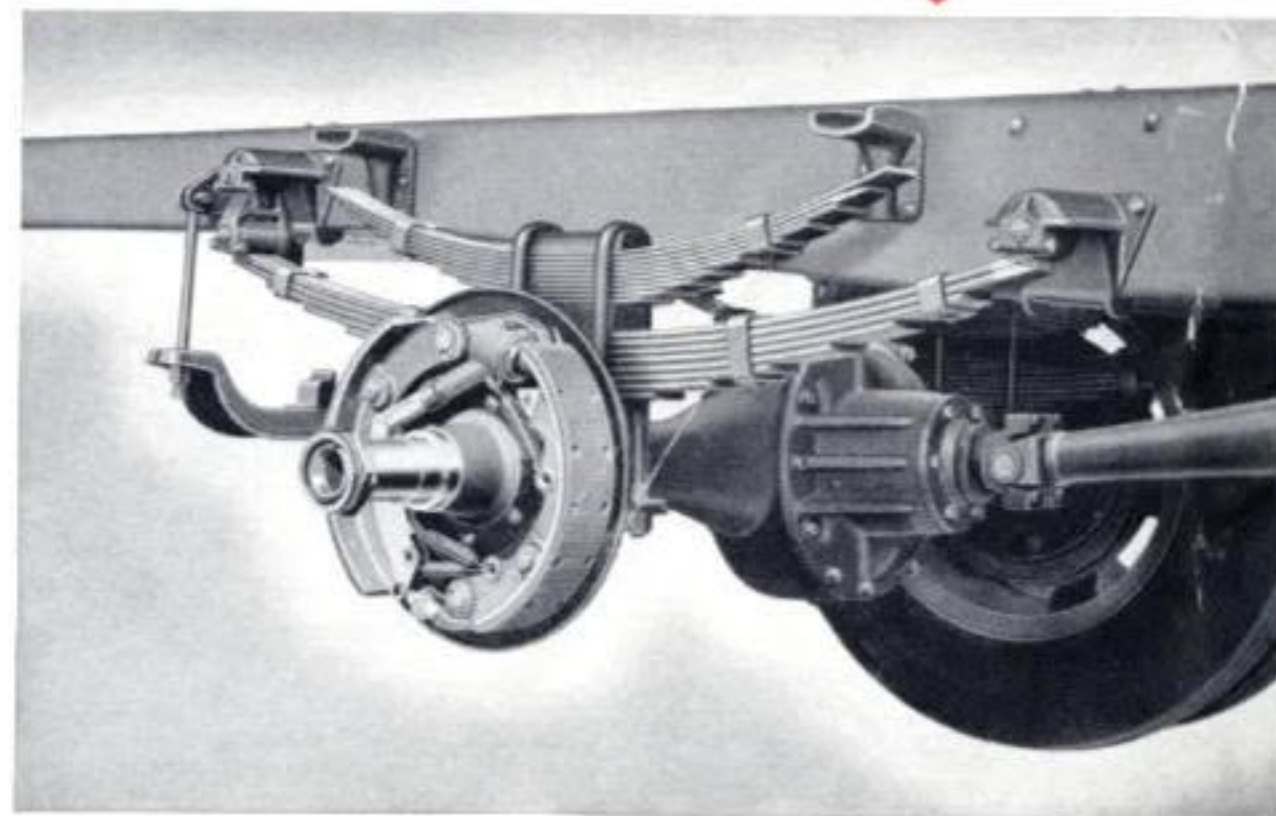
WITH NEW FEATURES OF SAFETY AND LONG LIFE

CONVENTIONAL two-shoe, internal-expanding, double-anchor hydraulic brakes are employed on the front wheels of the Models K-4 and K-5 chassis, while Hi-Tork brakes are used on the rear wheels of both models. These dependable brakes are safe, easily operated, quiet, and long-lived. By means of these effective brakes, smooth, straight-line stops are made with minimum effort.

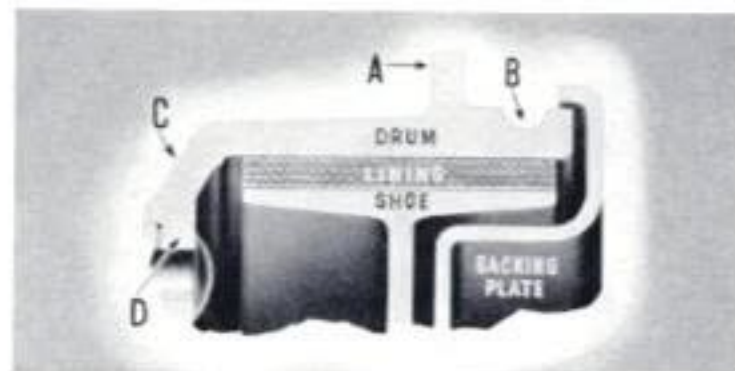


This K-5 chassis has the front wheel removed to show the internal-expanding, two-shoe, double-anchored hydraulic brake. The two braking shoes are supported on the backing plate by two fixed anchor pins at the bottom of the brake.

One of the powerful rear Hi-Tork hydraulic brakes on the K-4 and K-5 chassis. The braking load is equally divided over the entire lining of both brake shoes.



An independent mechanically operated, external-contracting, band-on-drum type brake mounted on the propeller shaft directly back of the transmission serves as hand or parking brake and gives an extra measure of safety.



This sectional view of the heavy brake drum shows: (a) the reinforcing rib which also provides rapid heat dissipation; (b) the self-cleaning dirt slinger; (c) heavy section of back of drum; and (d) drum mounting flange, located close to shoe, giving added rigidity.

2 SPEED RANGES

FORWARD FOR SPEED

When the driver places the shifting lever in the forward position the four planetary gears are in the locked position and turn as a part of the differential. The truck then operates as a high-speed unit in all transmission gears.

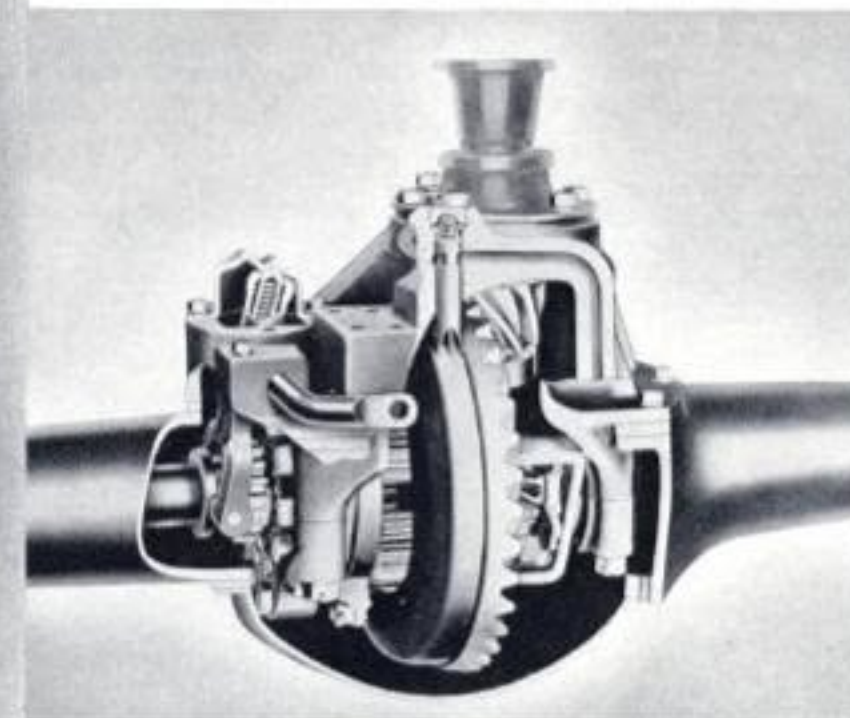


BACK FOR POWER

When the driver places the shifting lever in the back position the four planetary gears are in the unlocked position, which allows them to rotate around the locking gear, making a silent reduction of axle speed. The truck then operates in all transmission gears as a powerful low-speed unit.



The Model K-5 two-speed axle has a heat-treated, one-piece, tubular, drawn-steel, banjo-type housing of great strength and is comparatively light in weight, which means less unsprung weight. In this one-piece housing the greatest wall thickness is at the point of greatest load, making it a unique, springlike structure. Special heat treatment adds tensile strength and rigidity.



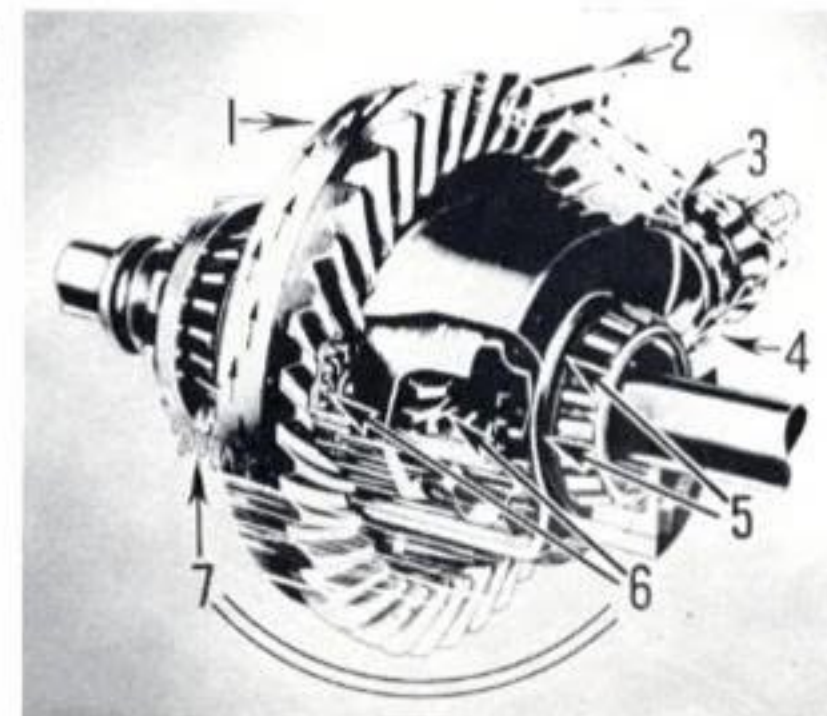
STURDY FULL-FLOATING

2-Speed Axle

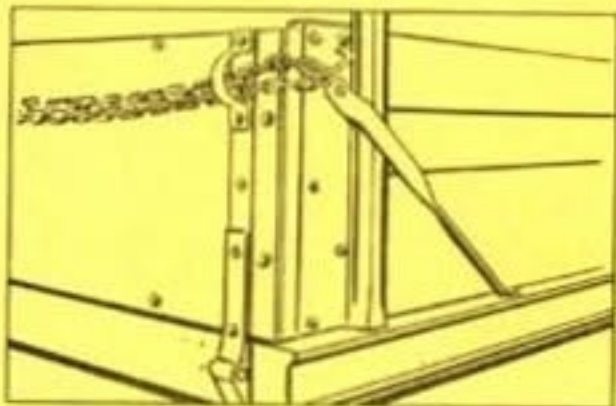
ONLY FOUR ADDITIONAL MOVING PARTS!

Forced-flow oiling assures abundant lubrication even at truck speeds as low as 1/2 mile an hour. In less than one revolution oil begins to flow into the distributor tube. In addition to this instantaneous, positive, and thorough lubrication system the conventional method of splash lubrication is retained.

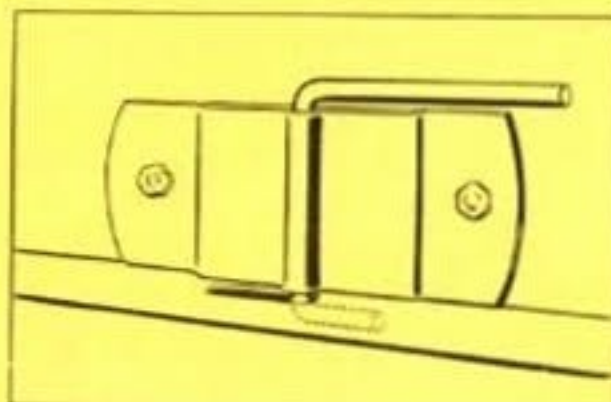
1. Oil is raised from the housing by a revolving drum.
2. A divided wiper-tube removes and distributes the oil.



3. One duct carries oil to the pinion bearing.
4. A second duct delivers oil to the right-hand differential bearing.
5. Oil flows from the bearing through six openings into the gear case.
6. Differential gears and planetary gears dip into oil at each revolution.
7. Oil flows from the gear case into the left-hand bearing—then returns to the housing.



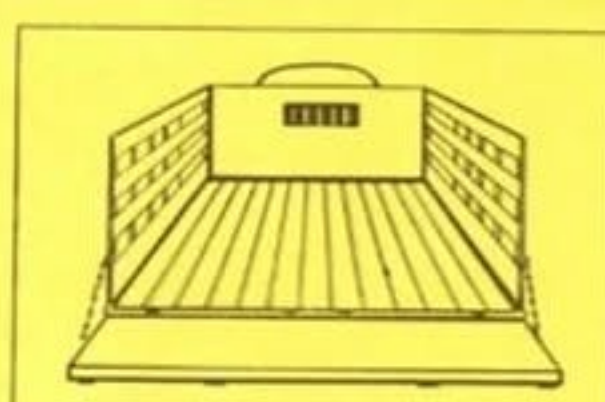
When the 19 $\frac{1}{2}$ -inch-high hinged tailgate is supplied in place of the standard stake section endgate, an angle brace reinforces the tailgate chain anchor.



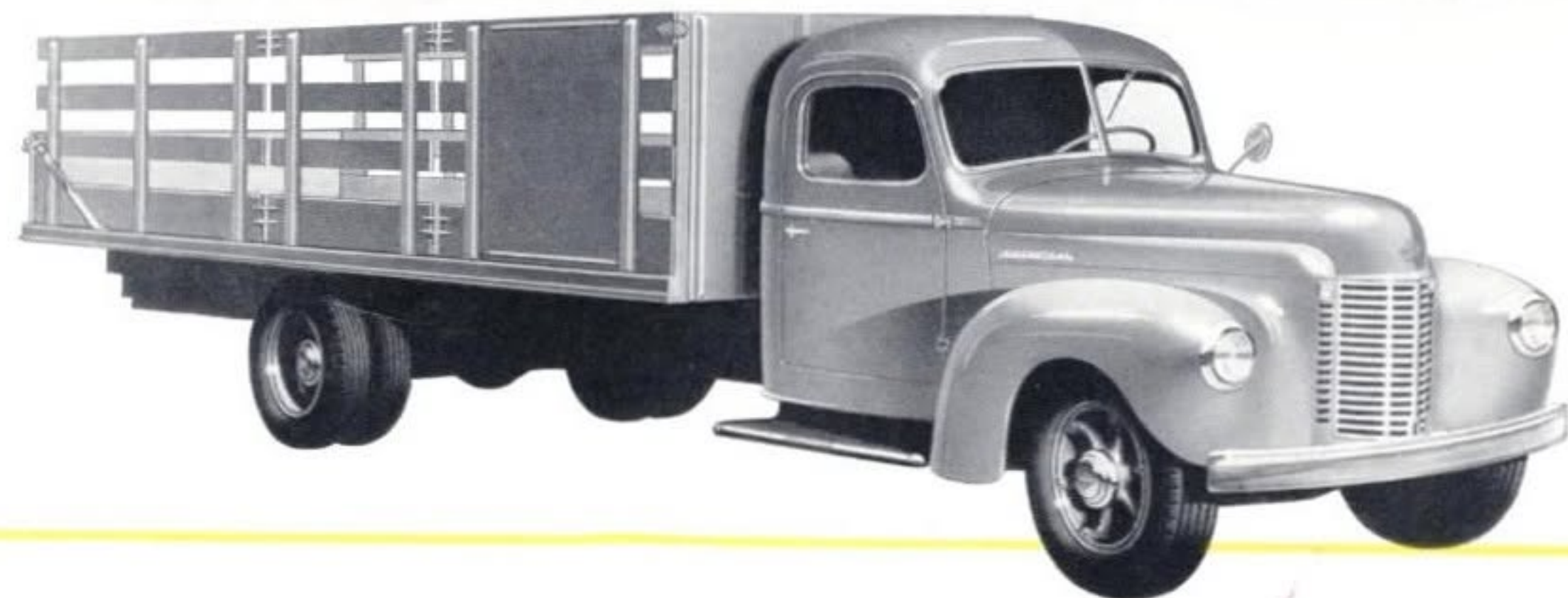
The simple hold-down devices will open in any weather and will positively prevent the loss of the rear panel sections if latched after the sections are in place.



The standard panel-stake body is regularly supplied with a two-piece, removable-stake section endgate, equipped with foolproof hold-down devices.



The oak floor has full-length countersunk wear strips. Stake pockets are riveted to the inside of the strong, beaded, steel rub rail. The tailgate is special equipment.



STANDARD

Panel Stake Bodies

The standard panel-stake body has an all-steel understructure and floorboards of thoroughly seasoned oak with full-length countersunk wear strips. Panel boards are securely riveted to the steel stakes and will not loosen. Side panel sections are removable and the center section, 35 $\frac{1}{2}$ inches wide, is hinged at both ends and can be swung forward or backward or can be quickly and easily removed to facilitate loading and unloading. Bodies are 82 inches wide and 42 inches high inside.



STREAMLINED CHASSIS FOR DELUXE

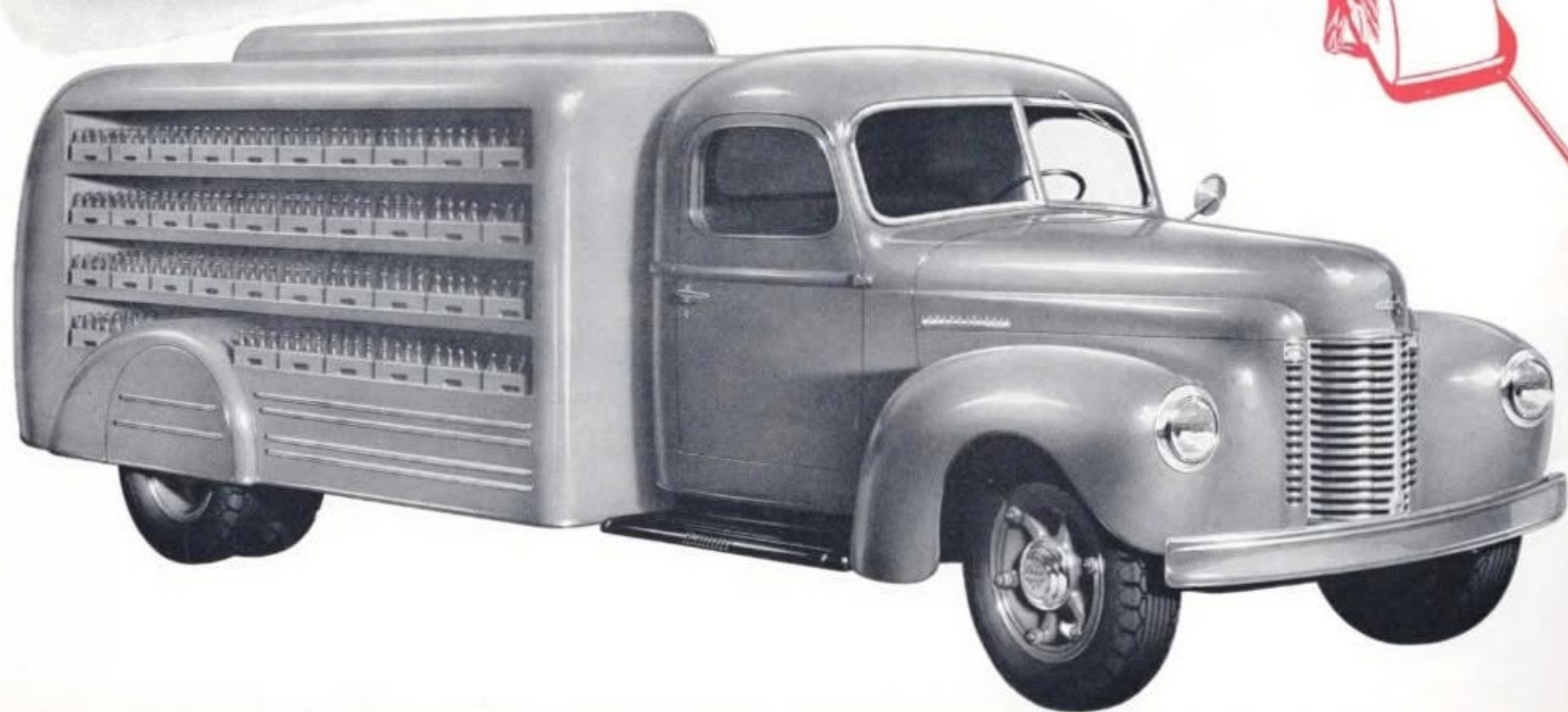
Custom Built Bodies

THE attractive, streamlined, International Models K-4 and K-5 chassis lend themselves to a wide variety of de luxe custom-built bodies which are quickly available through local body builders. If your business calls for a special, distinctive body you will find these chassis entirely satisfactory. Wheelbases, in conjunction with standard S.A.E. cab-to-rear-axle dimensions, so vitally necessary to body interchangeability, are available to accommodate all lengths of bodies with ideal conditions resulting from the use of bodies in even foot lengths.



Bottlers Bodies

ALL-STEEL BOTTLERS' BODIES of many different types and makes are available through International branches and dealers. These extra-strong, lightweight, low-mounted, easily accessible bodies are generally classified as standard, semistreamlined, de luxe streamlined, and sub-deck bodies, both with and without roofs. Bottlers' bodies for International chassis have maximum case capacity, great strength, and correct load distribution and can be supplied with deck clearance to fit any standard case or bottle. Sign display bars and rear panels provide plenty of space for an advertising message.



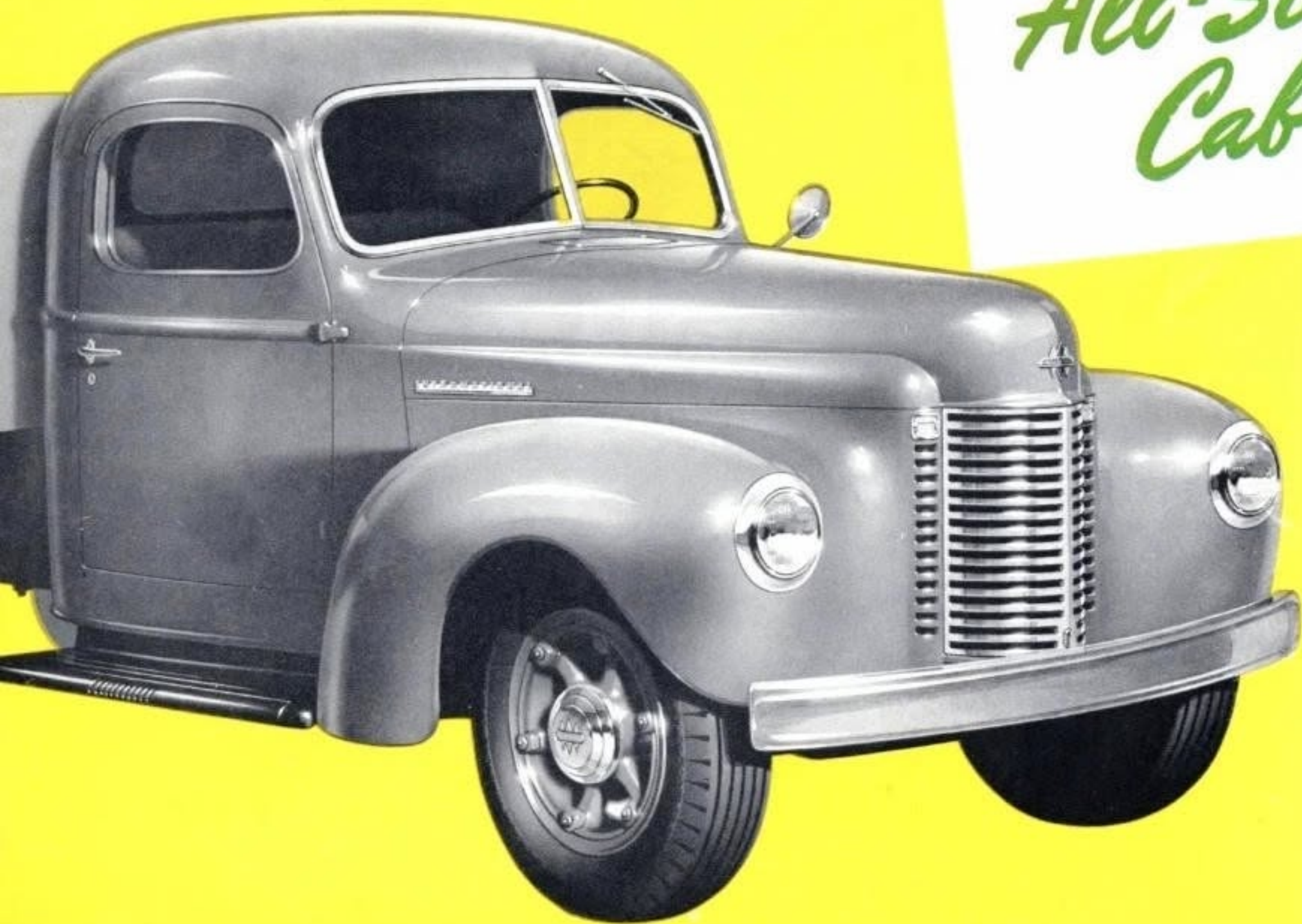
FOR Semi-Trailer Service



FOR cross-country hauling or tractor-trailer shuttle service the Model K-5 truck-tractor has the necessary important requirements of power, speed, fuel economy, and long life. Cooperating semi-trailer manufacturers are ready to mount suitable semi-trailers of all types for any transportation assignment. If your hauling calls for a semi-trailer, investigate how you can save money and do a better job with the Model K-5.



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. Seat and back cushions are adjustable.



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.

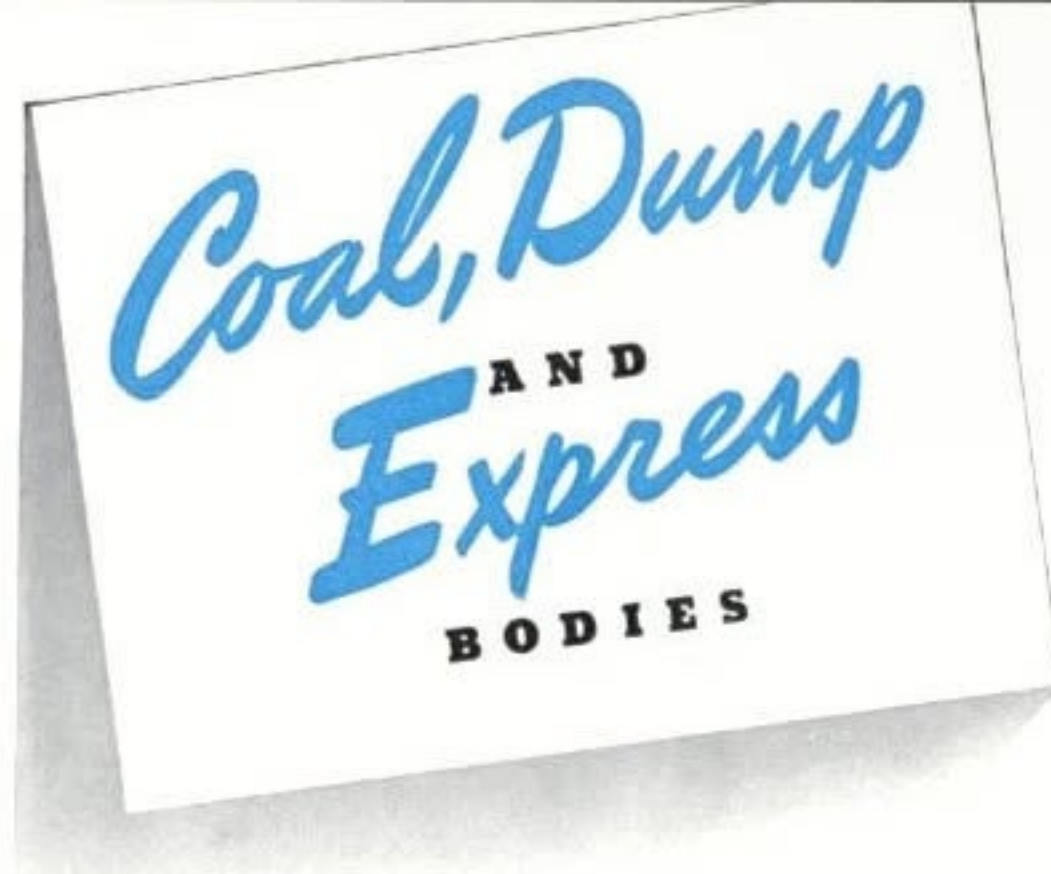


The manually controlled lever allows a three-inch seat adjustment, a feature much appreciated by drivers. In this view the seat is in rear position.



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.

SEVERAL different types of all-steel welded, coal, dump, and express bodies are quickly available. Many of the dump bodies have one-piece bottoms of special-analysis steel, V-type side braces, and castings are guaranteed against breakage. Coal and coke bodies are available in both the shovel-off and dump types. Some coal bodies have double-acting goose-neck style tailgate hinges and specially designed rear corner posts. Express bodies with oak floors and with flares or straight sides are available with or without wheel housings.



S-24 DUMP BODIES are of all-welded construction and have one-piece bottoms of special-analysis sheet steel and self-closing tailgates with gooseneck-type hinges. Front and rear ends are equal in height and are higher than side walls. Double gussets guarantee permanent stability and four-way shock braces add exceptional strength to corner posts and tailgate.



S-25 ALL-WELDED BODIES have one-piece bottoms of special-analysis sheet steel, high front and rear ends, and box-type tailgate with gooseneck hinges. Full-length running boards and V-type braces provide permanent protection against lateral load thrusts. Four-way shock braces rigidly support corner posts and tailgate assembly.



S-26 ALL-STEEL WELDED BODIES have one-piece bottoms of special-analysis sheet steel. The sides of these bodies may be easily removed if desired. A specially formed steel side stake fits into steel stake pockets and holds the sideboards in position, guarding against lateral movement. Rear corners are supported by four-way shock braces.



S-27 WELDED STEEL BODIES have one-piece bottoms of special-analysis sheet steel, high front and rear ends, and sideboards with flares to permit crowning of the load. V-type braces support the side walls and four-way shock braces add exceptional strength and rigidity to corner posts and tailgate assembly. The tailgate may be equipped with doors and chute.



S-115 ALL-STEEL WELDED BODIES have one-piece bottoms of special-analysis sheet steel and are popular with haulers of large, flat, bulky materials. This body is assembled with sides and tailgate. The illustration shows sideboards and rear corner posts removed and tailgate held in position by steel bars.



S-228 ALL-STEEL WELDED GARBAGE AND RUBBISH BODIES have sliding doors on each side and garbage may be loaded from either side. When the doors are lowered the body is fully enclosed. The tailgate is sealed with a special composition rubber gasket to prevent dripping, eliminating the necessity of a scoop-type end.



TUBULAR TAILGATE—Upper, lower, and side members form a steel tube frame around the entire tailgate. The upright tubular reinforcements are properly spaced to permit the installation of a door and chute. This construction provides maximum strength with minimum weight.



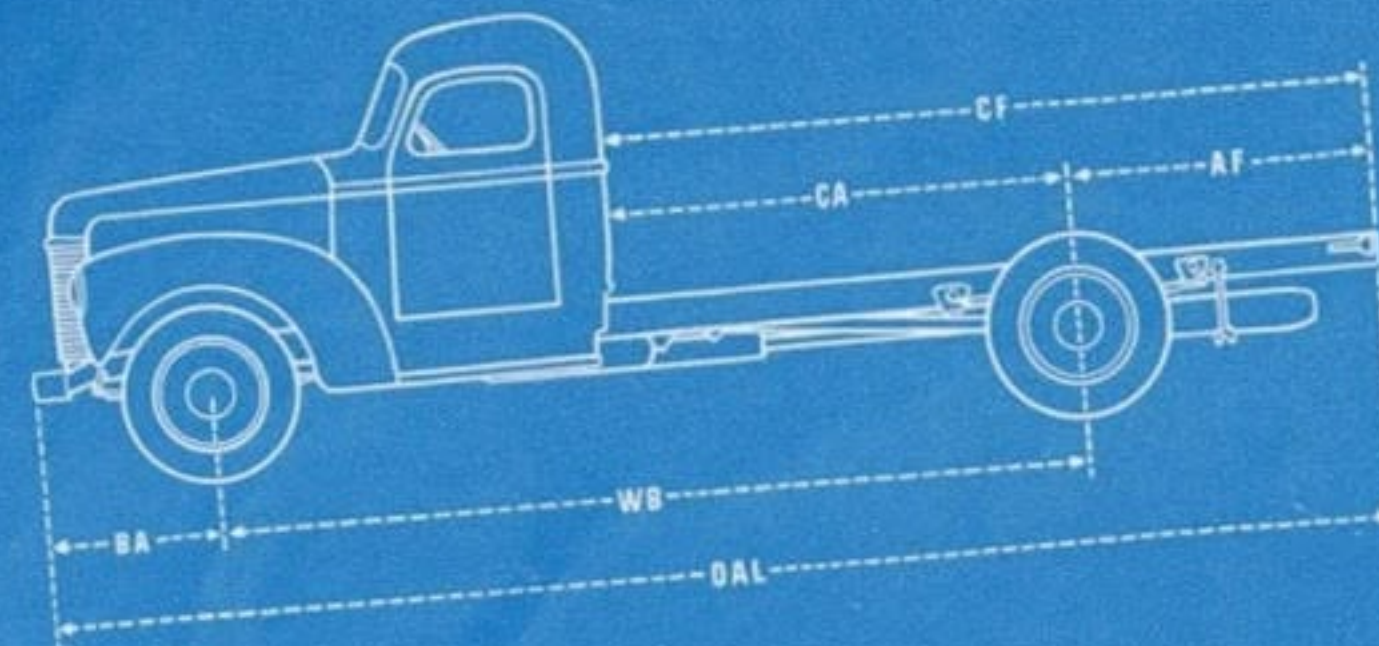
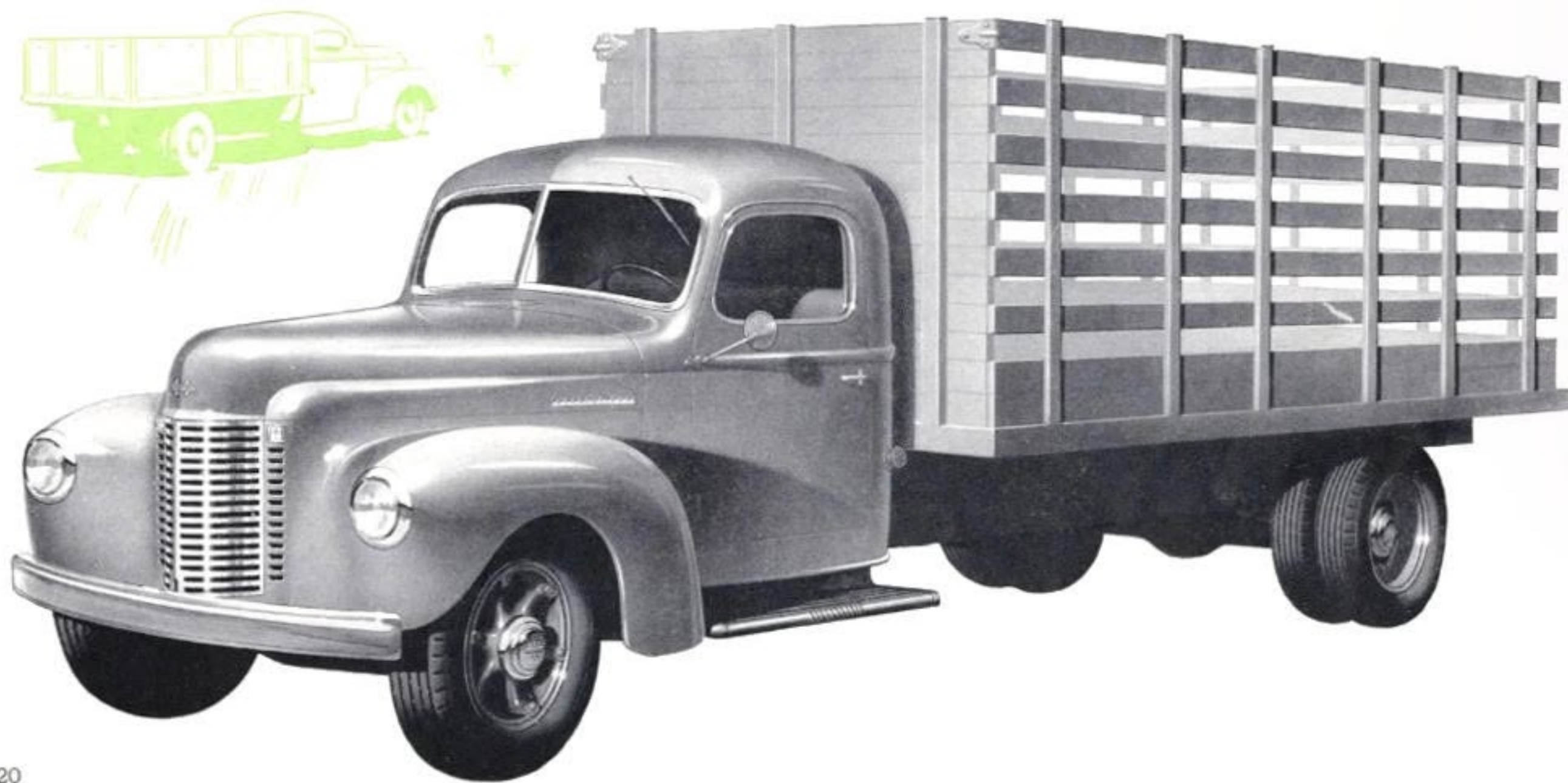
V-SHAPED BRACES—The unique shape and wide spread of these scientifically designed, V-type braces account for their unusual strength. These braces give maximum protection against distortion or damage to side walls and prevent the accumulation of dirt, mud, or moisture commonly encountered with box-type stakes.



CLOSE-FITTING TAILGATE at bottom when in horizontal position prevents loss of material while unloading. Self-cleaning tailgate locking hooks slide instead of pivoting on a bolt or pin. Rigidly braced welded tailgate assembly with chain spreading device is standard equipment.

PRACTICAL BODIES for Farm Use

FARMERS are practical men and demand practical chassis and bodies. That is why Internationals with a wide variety of stake, stock-rack, flat-bed, grain-box, and panel bodies are so popular on American farms. No matter what loads you have to haul, whether it is livestock or fruit, alfalfa or sugar beets, garden produce or poultry, these chassis in the proper wheelbases with a suitable farm body will do the job efficiently and economically.



Specifications INTERNATIONAL MODEL K-4

Carrying Capacity:
(cab, body, equipment, and payload).....6,000 lb.

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

	113	135	147	159
Wheelbase (WB).....	113	135	147	159
Overall length, with front bumper (OAL).....	181½	211½	235½	247½
Back of cab to c/l of rear axle (CA).....	38	60	72	84
C/l of rear axle to end of frame (AF).....	36	44	56	56
Back of cab to end of frame (CF).....	74	104	128	140
Bumper to center of front axle (BA).....	32½	32½	32½	32½
Turning radius with bumper clearance (feet).....	20½	22	26	28½
Chassis weight, including fuel, oil, and water (approximate).....	3,265	3,325	3,370	3,410

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 59½ in.; rear wheels, 63 in.
Clearance under front axle, 11½ in.; under rear axle, 8½ in.

Overall width—front, 74 in.; rear, 69½ in.
Height from top of frame to ground, loaded—front, 26½ in.; rear, 27½ in.

Frame: Pressed steel channel, 113 and 135-in. w.b., 7 x ½ x 3 in.; 147-in. w.b., 7½ x ¾ x 3 in.; 159-in. w.b., 7½ x ¾ x 3 in.

Engine, Green Diamond 214: Six-cylinder, cast-in-block, L-head type; 3½-in. bore, 4½-in. stroke. Displacement, 214 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 82.4 at 3,400 r.p.m. Maximum torque, 160 lb.-ft. at 1,200 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, 4½-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. Oil capacity, 6½ qts.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator. Pump driven by V-type fan belt. Capacity, 14 qts.

Ignition: 6-volt, 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, 15½-gal. tank inside frame. Gasoline filter.

Clutch: 10-in., single-plate, with vibration damper.

Transmission: 4 speeds forward, 1 reverse. Sliding-gear, selective-type, mounted in unit with engine.

Transmission Reductions: First, 6.4 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.82 to 1.

Propeller Shaft: Large-diameter heavy steel tubing, 135, 147 and 159-in. wheelbases, 2-piece shaft with self-aligning center bearing.

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. Hotchkiss-type final drive. Manganese steel axle shafts. Heat-treated, one-piece, tubular, banjo-type steel housing. Differential and wheel bearings are tapered rollers. Pinion, straddle-mounted on roller bearings.

Axle Reductions: 5.28 to 1; 6.166 to 1; or 6.66 to 1.

Axle Reductions (Dual Ratio): 5.14 to 1—7.15 to 1; 5.83 to 1—8.11 to 1.

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

Brakes: Service: 4-wheel, hydraulic, internal-expanding, two-shoe, double anchor type. Hand: Propeller-shaft type, mounted back of transmission.

Springs: Semi-elliptic. Front, 2 x 42 in.; rear, 2½ x 46 in.

Wheels: Malleable iron, spoke type.

Tires: 6.00-20 front; 6.50-20 single rear.

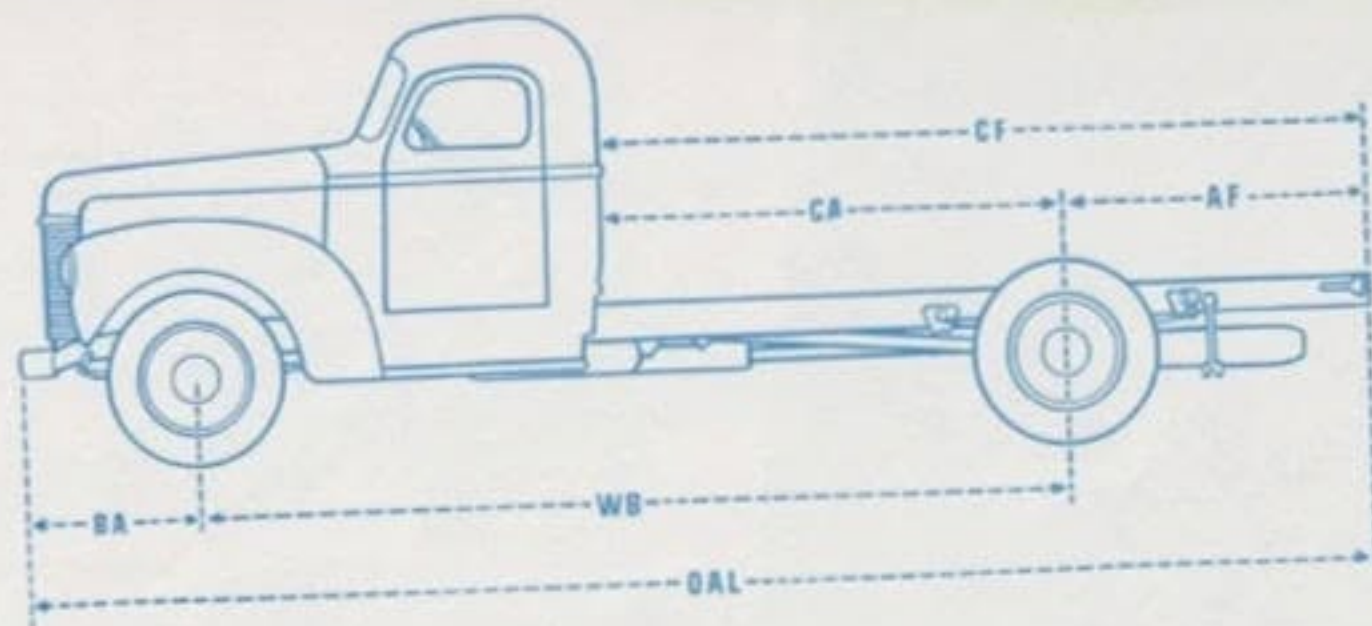
Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

Standard Equipment: Flat-back cowl and dash; front fenders; short running boards; front bumper; underslung fire carrier; spare rim; license brackets; horn; sealed-beam headlights; combination tail and stop lights; air cleaner; jack and tools. Speedometer, ammeter, oil-pressure gauge, heat indicator, gasoline gauge, and instrument light mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; auxiliary rear spring; governor; shock absorbers; bodies and equipment for all purposes; various tire combinations.

Finish: Frame and wheels, black. Grille, hood, cowl and fenders, a glossy, durable finish in a choice of six attractive colors. Lamp rims, hub caps, and grille trim, chromium plated.

Specifications subject to change without notice.



Specifications K-5

INTERNATIONAL MODEL

Carrying Capacity:
(cab, body, equipment, and payload)..... 9,300 lb.

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

Wheelbase (WB).....	135	147	159	177
Overall length, with front bumper (OAL).....	211½	235½	247½	265½
Back of cab to c/l of rear axle (CA).....	60	72	84	102
C/l of rear axle to end of frame (AF).....	44	56	56	56
Back of cab to end of frame (CF).....	104	128	140	158
Bumper to center of front axle (BA).....	32½	32½	32½	32½
Turning radius with bumper clearance (feet).....	22	26	28½	31
Chassis weight, including fuel, oil, and water (approximate).....	3,645	3,690	3,730	3,820

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 59½ in.; rear wheels, 65½ in.
Clearance under front axle, 11½ in.; under rear axle, 8½ in.

Overall width—front, 74 in.; rear, 80 in.
Height from top of frame to ground, loaded—front, 26½ in.; rear, 28½ in.

Frame: Pressed steel channel. 135-in. w.b., 8 x ½ x 3 in.; 147 and 159-in. w.b., 8½ x ½ x 3 in.; 177-in. w.b., 8½ x ½ x 3 in.

Engine, Green Diamond 233: Six-cylinder, cast-in-block, L-head type; 3½-in. bore, 4½-in. stroke. Displacement, 233 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 93 at 3,400 r.p.m. Maximum torque, 181 lb.-ft. at 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.

Engine, Green Diamond 175: Six-cylinder, cast-in-block, L-head type; 3-in. bore, 4½-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. Oil capacity, 6½ qts.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator. Pump driven by V-type fan belt. Capacity, 16½ qts.

Ignition: 6-volt, 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, 18-gal. tank inside frame. Gasoline filter.

Clutch: 10 in., single-plate, with vibration damper.

Transmission: 4 speeds forward, 1 reverse. Sliding-gear, selective-type, mounted in unit with engine.

Transmission Reductions: First, 6.4 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.82 to 1.

Propeller Shaft: Large-diameter heavy steel tubing. 2-piece shafts with self-aligning center bearing.

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. Hotchkiss-type final drive. Chrome-molybdenum steel axle shafts. Heat-treated, one-piece, tubular banjo-type steel housing. Differential and wheel bearings are tapered rollers. Pinion, straddle-mounted on roller bearings.

Axle Reductions: 5.28 to 1; 6.166 to 1; or 6.66 to 1.

Axle Reductions (Dual Ratio): 5.14 to 1—7.15 to 1; 5.83 to 1—8.11 to 1; 6.33 to 1—8.81 to 1.

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

Brakes: Service: 4-wheel, hydraulic, internal-expanding, two-shoe, double-anchor type. Hand: Propeller-shaft type, mounted back of transmission.

Springs: Semi-elliptic. Front, 2 x 42 in.; rear, 2½ x 46 in.; auxiliary, 2½ x 30 in.

Wheels: Malleable iron, spoke type.

Tires: 6.00-20 balloons, front and dual rear.

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 fenders; short running boards; front bumper; underslung tire carrier; spare rim; license brackets; horn; sealed-beam headlights; combination tail and stop lights; air cleaner; auxiliary rear springs; jack and tools. Speedometer, ammeter, oil pressure gauge, heat indicator, gasoline gauge, and instrument light in dash panel.

Special Equipment: The following can be supplied at additional cost: All-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; sleeper cab; governor; shock absorbers; power take-off; bodies and equipment for all purposes; various tire combinations.

Finish: Frame and wheels, black. Grille, hood, cowl, and fenders, a glossy, durable finish in a choice of six attractive colors. Lap rim, hub caps, and grille trim, chromium plated.

Specifications subject to change without notice.

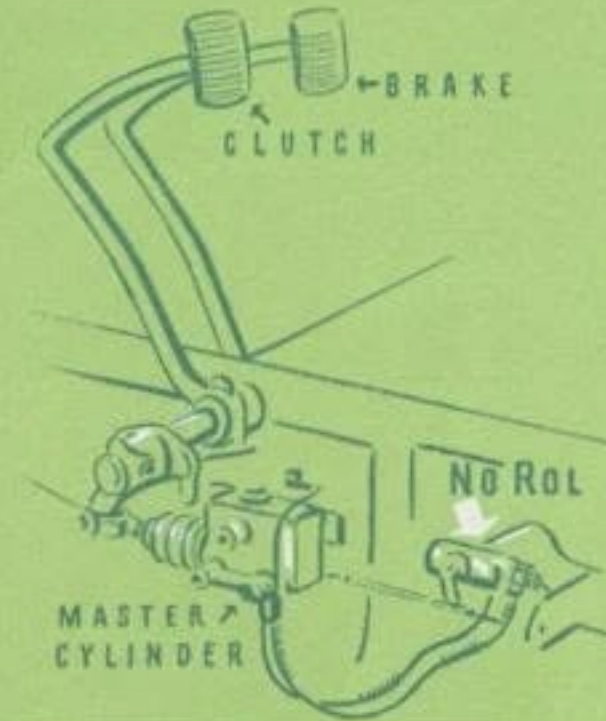
INTERNATIONAL TRUCK

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 nozzle on each side of the windshield.

The "NoRol" safety device keeps a truck from rolling backwards on steepest hills as well as on gentle 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, ½ 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.
Algonia, Iowa
Alicetown, Pa.
Alhambra, Pa.
Amarillo, Tex.
Asheville, N. C.
Ashland, Ohio
Atlanta, Ga.
Auburn, N. Y.
Augusta, Ga.
Aurora, Ill.
Austin, Tex.
Baltimore, Md.
Bangor, Maine
Baton Rouge, La.
Beaumont, 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.
Canton, N. Y.
Canton, Ohio
Grand Rapids, Iowa
Charleston, S. C.
Charlotte, N. C.
Chattanooga, Tenn.

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

Grand Rapids, Mich.
Great Falls, Mont.
Green Bay, Wis.
Gower, Mo.
Greenville, Ohio
Grinnell, Iowa
Hagerstown, Md.
Harrisburg, Pa.
Hepkinstown, Ky.
Houston, Tex.
Huron, S. Dak.
Hutchinson, Kans.
Indianapolis, Ind.
Ipswich, Mass.
Jackson, Mich.
Jackson, Miss.
Jackson, Tenn.
Jacksonville, Fla.
Jamestown, N. Dak.
Jewett City, N. J.
Kalamazoo, Mich.
Kankakee, Ill.
Kansas City, Kans.
Kansas City, Mo.
Knoxville, Tenn.
La Fayette, Ind.
Lansing, Mich.
Lawton, Idaho
Lexington, Ky.
Lincoln, Nebr.
Linton, N. Dak.
Little Rock, Ark.
Logansport, Ind.

Long Island City, N. Y.
Los Angeles, Calif. (2)
Louisville, Ky.
Macon, Ga.
Madison, Wis.
Manhattan, Kans.
Mankato, Minn.
Marion, Ohio
Marshall, Tex.
Mason City, Iowa
McCook, Nebr.
Memphis, Tenn.
Meridian, Miss.
Milwaukee, S. Dak.
Milwaukee, Wis.
Minneapolis, Minn.
Minot, N. Dak.
Mitchell, S. Dak.
Montgomery, Ala.
Morrison, Ill.
Mt. Pleasant, Iowa
Mt. Vernon, N. Y.
Muncie, Ind.
Muscatine, Iowa
Nashville, Tenn.
Newark, N. J.
New Orleans, La.
New York, N. Y.
Norfolk, Va.
Oakland, Calif.
Oklahoma City, Okla.
Omaha, Nebr.
Ontonagon, Ohio

Ottawa, Ill.
Ottumwa, Iowa
Owensboro, Ky.
Parkersburg, W. Va.
Paterson, N. J.
Peoria, Ill.
Philadelphia, Pa. (2)
Pittsburgh, Pa.
Portland, Maine
Portland, Oreg.
Portsmouth, Ohio
Pottsville, Pa.
Poughkeepsie, N. Y.
Prairie View, Kansas
Providence, R. I.
Pueblo, Colo.
Quincy, Ill.
Racine, Wis.
Reading, Pa.
Richmond, Ind.
Richmond, Va.
Riverside, Va.
Rockford, 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.
Selma, Kans.

Salt Lake City, Utah
San Antonio, Tex.
San Diego, Calif.
San Francisco, Calif.
Savannah, Ga.
Scranton, 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.
Tarkenton, Mo.
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.
Wooster, Ohio
Worcester, Mass.
York, Nebr.
York, Pa.
Youngstown, Ohio

BRANCHES IN CANADA

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

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

INTERNATIONAL HARVESTER COMPANY

180 NORTH MICHIGAN AVE.

CHICAGO, ILLINOIS