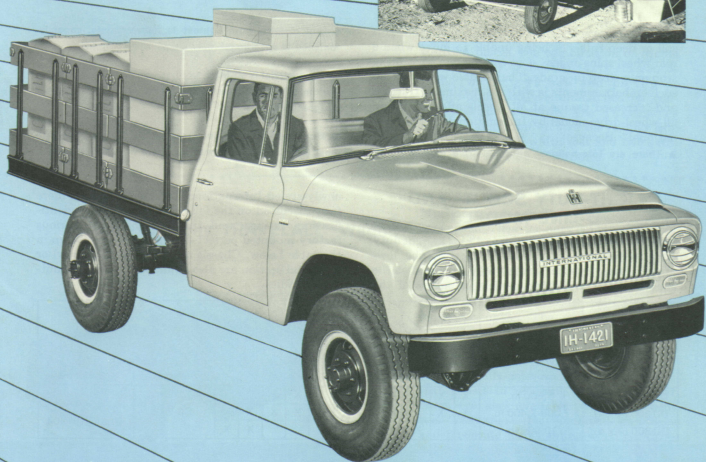
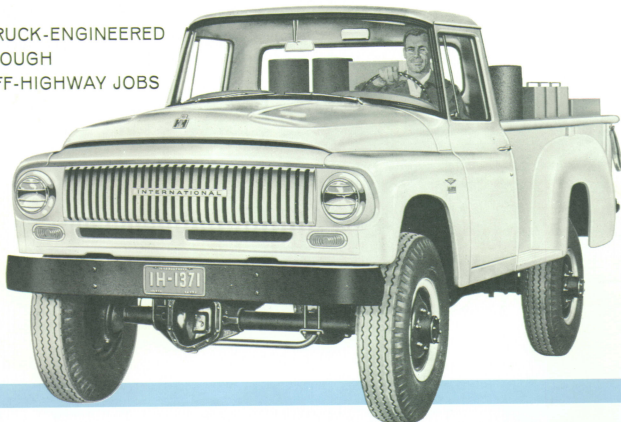


INTERNATIONAL[®] ALL-WHEEL DRIVE LIGHT-DUTY MODELS



INTERNATIONAL® 4x4 MODELS

ALL-TRUCK-ENGINEERED
FOR TOUGH
ON-OFF-HIGHWAY JOBS



Nobody enjoys bogging down in mud, sand, soft soil or deep ruts . . . being unable to move when a rear wheel spins on ice . . . or coming to a frustrating stop on a steep up-grade. The sensible way to avoid such embarrassments is with the maximum traction and increased torque at all wheels afforded by an all-wheel-drive model by International. Why International? Because:

★ There are International all-wheel-drive models in all

weight classes, from lightest to heaviest-duty, capacity-matched to specific job needs.

★ Every model is all-truck engineered and built with ample working power and stamina to handle the roughest, toughest assignments.

★ Modern styling and comfort features are on a par with those of the attractive conventional rear-wheel-drive models.

LIGHT-DUTY SCOUT® AND D-LINE MODELS

This catalog deals mainly with 4x4's in the light-duty gross vehicle weight range. Smallest is the low-priced, ultra-versatile Scout, briefly described on the back cover. Three other models, members of the

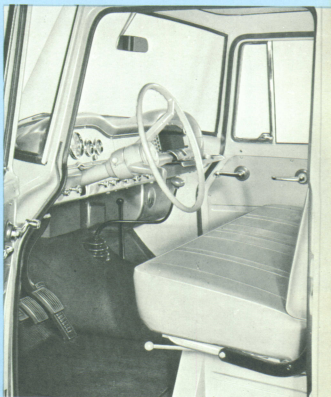
newly-styled International D-Line family, are more fully discussed on the following pages. Their identification, ratings, and the availability of various factory-mounted perfect-fitting bodies are shown in the table below. Chassis and cab, flat-back cowl or front-end section are also available for local mounting of bodies.

All-Wheel-Drive Chassis Model	Gross Vehicle Weight Rating	BODIES											ENGINES	
													Standard	Optional
		7' Regular Pickup	7' Bonus Load Pickup	8 1/2' Regular Pickup	8 1/2' Bonus Load Pickup	Traveler Cab & Pickup	8' Stake or Platform	8' Stake or Platform	7' Traveler Wagon	7' Panel Truck	8' Dump Truck	Service Utility Trucks		
D-1100 (4 x 4)	5,600 lb.	X	X	X	X	X	X	X	X	X	X	X	BG-241	BG-265 V-266 • V-304
D-1200 (4 x 4)	7,000-7,400 lb.	X	X	X	X	X	X	X	X	X	X	X		
D-1300 (4 x 4)	10,000 lb.			X			X			X	X			

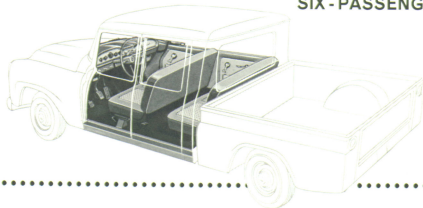
CABS DESIGNED FOR COMFORT AND CONVENIENCE

The 4 x 4 models profit by the new modern styling of all International D-Line models. Outside appearance has been improved, most noticeably by a gleaming modernistic grille insert with multiple vertical bars. Cab inside attractiveness and comfort have been increased by new vinyl-covered polyurethane foam-padded seats, a new two-spoke, deep-dish safety steering wheel, new champagne and antique gold trim colors, and new non-slip pedal pads. For added beauty and luxury an optional Deluxe Trim package is reasonably priced.

The gracefully-curved instrument panel has five individual gauges—no idiot lights—directly in front of the driver. At right is a glove compartment inside which is a handy, protected fuse panel with individually-labeled fuses. Control knobs are chrome-finished and initial-identified. Integral with the steering column are turn signal and gearshift levers except with heavy-duty transmissions which have a floor-mounted shift stick, as seen in the illustration. Pedals are wide-spaced and suspended; the parking brake is pedal-applied and finger-released. Double door seals, acoustical roof headliner and jute-backed floor mat insulate the interior from outside noise, heat, cold and dust. A sweeparound windshield and large side and rear windows assure excellent all-around visibility. In fact, this cab differs from the usual roomy, comfortable and pleasing International light-duty cab only in the presence of the added single lever for controlling the transfer case. And the special rust-inhibiting treatment applied to all exposed cab and sheet metal parts is especially valuable for vehicles which typically operate under less than ideal conditions.

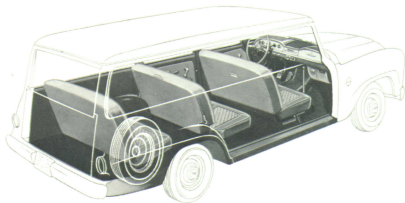


SIX-PASSENGER TRAVELETTE® CAB



When 4 to 6-man crews with tools and equipment go on field assignments to hard-to-reach places, the combination of Model D-1100 (4x4) or D-1200 (4x4) chassis, 6-man TRAVELETTE cab and pickup or service-utility body is unmatched for convenience and economy. The TRAVELETTE has the same front area as the regular cab, plus a second full-width seat and two extra side doors for ease of entrance.

Big-Capacity TRAVELALL® Wagon



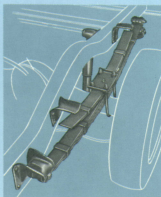
Much more room inside, greater load-carrying capacity, heavier-duty components, and increased traction of driving front wheels distinguish the four-door Model D-1100 (4x4) or D-1200 (4x4) TRAVELALL from other station wagons. It is offered with one, two or three full-width seats for up to nine passengers. The second seat folds forward and the third seat is removable. The standard tailgate has an electric-powered roll-down window, eliminating need for a lift gate, and torsion bar spring that assists in reclosing. Panel type rear doors are also available. You can't beat this TRAVELALL for combined passenger and moderate load hauling wherever driving conditions may overtax the capacity of other vehicles.

COMBINATIONS FIT JOB NEEDS EXACTLY

ALL INTERNATIONAL 4x4 CHASSIS COMPONENTS TO STAND UP UNDER MAXIMUM SEVERITY

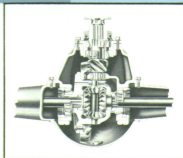
Trustworthy Springs

Long, broad, semi-elliptic steel leaf of proved quality. Shock absorbers standard and auxiliary rear springs optional for all models.



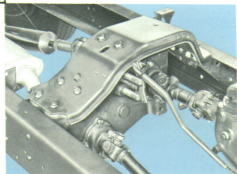
Strong Hypoid Drive Axles

Single-reduction, full-floating, and long-lived. Rated capacities range from 2,800 to 4,000 pounds front and from 3,300 to 6,000 pounds rear.



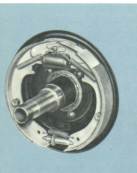
Power-Dividing Transfer Case

For operation of this versatile dual ratio unit with single shift stick control, see page 7. Note the heavy-duty mounting which maintains firm alignment of the drive lines.



Safe Hydraulic Brakes

Internal-expanding, drum type, self-energizing for effective braking forward or reverse. Vacuum cylinder optional.

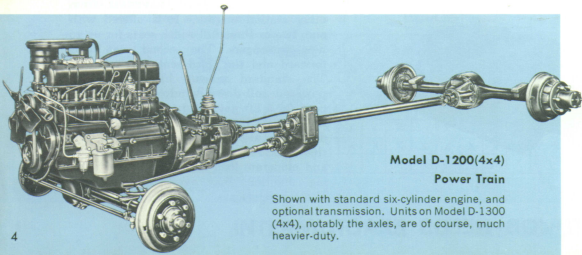


Synchromesh Transmissions

Standard for Models D-1100 (4 x 4) and D-1200 (4 x 4) is this perfected INTERNATIONAL T-4 three-speed unit that provides easier and more positive shifts and longer life than ever before. It has synchronizers on second and third speed gears, helical-cut first and reverse gears, improved bearings, heavier shafts and revised poppets. It is operated by remote control gear-shift lever on the steering column. A heavier-duty three-speed T-7 is standard for Model D-1300 (4x4), and a four-speed T-16 is optional for all models; both have direct floor-mounted shift stick.

Model D-1200(4x4) Power Train

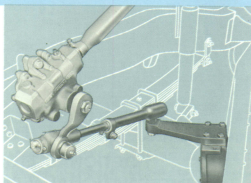
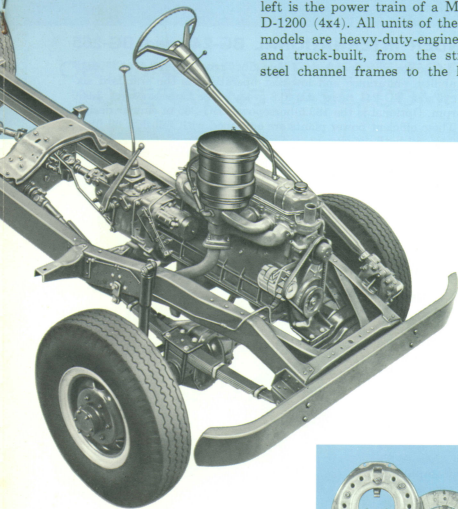
Shown with standard six-cylinder engine, and optional transmission. Units on Model D-1300 (4x4), notably the axles, are of course, much heavier-duty.



AND PARTS ARE DESIGNED AND BUILT ALL-WHEEL-DRIVE SERVICE

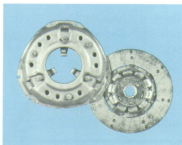
The main illustration at left shows a Model D-1300 (4x4) chassis without cab and sheet metal. At lower left is the power train of a Model D-1200 (4x4). All units of the 4x4 models are heavy-duty-engineered and truck-built, from the strong steel channel frames to the least

noticeable mounting brackets. The components that are separately illustrated are representative of the kind of engineering and manufacture of all components that make INTERNATIONAL all-wheel-drive chassis superior in performance, durability and low long-run costs.



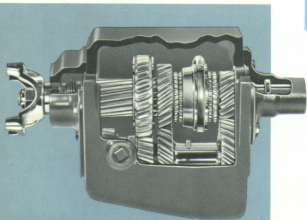
Safe, Easy Steering

Forward position of outboard-mounted gear and coordination of springs with steering geometry promote stability, steering and servicing ease. Illustration includes variable ratio gear of Model D-1300 (4x4). Power steering optional.



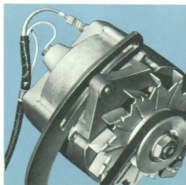
Hydraulically Controlled Clutches

Standard 10-inch, 9-spring, single plate, with hydraulic control and vibration dampener. Optional 11-inch, 9-spring, and 12-inch, 12-spring for V-8 engines. Pedal is low. Mechanical linkage problems are eliminated.



Standard Alternator

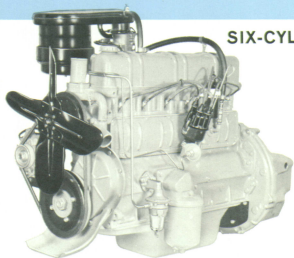
A 37-ampere alternator is standard on all models, and provides charging current at engine idling speeds, prolonging battery life, and reducing servicing needs.



Economical TRUCK ENGINES WITH WORKHORSE Power

Engines designed primarily for automobiles may be fairly satisfactory for light-duty trucks and station wagons operating on improved level highways, but not for the tough jobs that all-wheel-drive vehicles are expected to handle. INTERNATIONAL all-truck engines, though smooth,

responsive, and frugal users of fuel and oil, are heavy-duty engineered to stand up under the hard usage of full-load off-highway assignments. Their great strength and durability are due to factors not readily apparent on the surface. The few features of the engines mentioned below are typical.

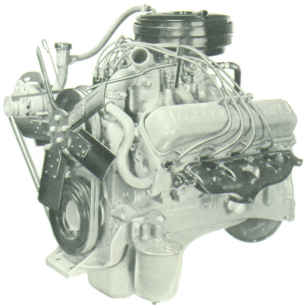


SIX-CYLINDER INTERNATIONAL BG-241 and BG-265

A favorite with operators of light-duty trucks, due to its dependability, endurance and low-cost operation, is the standard six-cylinder BG-241 rated at 140.8 gross brake horsepower at 3,600 rpm. Optional is the 153.5-horsepower BG-265 of similar design. These efficient power plants are equipped with full-flow oil filter, large oil-bath air cleaner, radio-suppressed ignition, and positive crankcase ventilation to minimize exhaust fumes—features also applicable to the V-8's. Heavy-duty-engineered to provide long-lasting working power, the BG-241 or BG-265 and capacity-matched power train components are ideally suited to the tough job assignments of 4 x 4's.

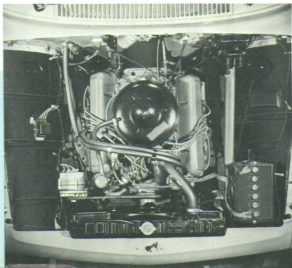
OPTIONAL EIGHT-CYLINDER INTERNATIONAL V-266 AND V-304

An optional engine for all D-Line 4x4 models is the INTERNATIONAL V-266. It is of modern, low-stress, Y-block truck design. It develops 154.8 gross horsepower at 4,400 rpm and 227.1 pound-feet of torque at 2,800 rpm. Its fast acceleration, quiet, flexible and powerful performance, and low consumption of regular grade gasoline make it outstanding on any job. Still more reserve power—193.1 horsepower and 272.5 pound-feet of torque—is available for the 4x4 models in an optional V-304 of similar design. Both of these V-8's incorporate, among others, these performance-improving features: Intake and exhaust valves are alternated, not paired, for better heat control. The intake manifold is water-jacketed for effective control of the fuel-air mixture temperature. The crankshaft, flywheel and front pulley form a balanced unit assembly, making possible a short, rigid crankshaft and a shorter, smoother-running engine.



FINE ENGINE ACCESSIBILITY FOR COST-SAVING SERVICING

Generous proportions of the engine compartment leave ample room for fast, minimum-cost servicing. Engine units requiring regular maintenance operations are reached with ease. Battery, radiator, oil level, distributor, fan belt tension, air cleaner and water pump can all be checked from a position in front of the vehicle.



Shift Pat.



High Range
2-Wheel Drive



High Range
4-Wheel Drive



Neutral



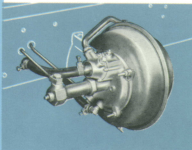
Low Range
4-Wheel Drive

ONE SHIFT STICK CONTROLS THE TRANSFER CASE

Four types of operation are available, determined by the position of the shift stick. When it is pulled back, both axles are engaged and engine torque is increased by a low range set of gears with 1.96 to 1 ratio, thus providing maximum power at all wheels. Pushed forward, high range gears divide the power coming through the transmission

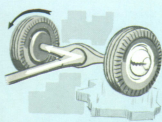
equally between the two axles. In final forward position, the front axle is disengaged — you have high range normal rear-wheel drive. The fourth position, Neutral, permits full engine torque to be applied to an optional power take-off mounted at the rear of the input shaft for operating auxiliary equipment of many types.

OPTIONAL EQUIPMENT FOR GREATEST UTILITY OPERATING EASE, COMFORT AND SAFETY



POWER BRAKES - POWER STEERING

Hydrovac brake booster (above) and semi-integral power steering (not illustrated) increase driving ease, vehicle control and safety—especially important in tough going.



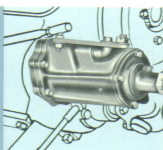
REAR AXLE POWER-LOK FOR MODELS D-1100(4x4), D-1200(4x4)

Assures delivering power to the driving wheel with the most traction, not merely to the wheel that has lost traction, on slippery surfaces.



FRONT WHEEL LOCKING HUBS FOR MODELS D-1100(4x4), D-1200(4x4)

Prevent wear of front axle differential gears by disengaging them from wheels during rear-wheel-drive on-highway operations.

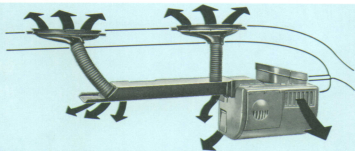


FULL TORQUE POWER TAKE-OFF

Mounted to the transfer case, operates winches, post hole diggers, power saw, snowplows and other equipment utilizing full torque of the vehicle engine.

LARGE-CAPACITY HEATER-DEFROSTER

Provides full circulation of outside fresh air or recirculating inside air, heated as desired, with volume and direction controlled by the driver. Location and shape leave ample leg room for rider on right side.



HEAVY-DUTY INTERNATIONAL ALL-WHEEL DRIVE MODELS

Operators interested in all-wheel-drive trucks in higher weight classes will find models with desired power and capacity among the International heavy-duty chassis listed at right. For complete information, consult any International Truck dealer or branch.

MODEL	GVW (lbs.)	AVAILABLE ENGINES
Loadstar® 1600 (4x4)	19,000-20,000	V-304 • BG-265 • D-354
Loadstar 1700 (4x4)	22,000-25,000	V-304 or 345 • BG-265 • D-354
R-190 (4x4)	29,000-34,000	RD-372, 406, 450 or 501
RF-190 (6x6)	38,000-43,000	RD-406, 450 or 501
M Series (6x6)	52,000-56,000	RD-450 or 501 • V-478 or 549 C-160 or 180 • 6V-53N

See individual specification sheets for each model for information about additional equipment available to satisfy your particular requirements.

ALL-WHEEL DRIVE *Scout*®

This is the jackrabbit of four-wheel-drive vehicles—small, sleek, nimble and sure-footed. Its adaptability is amazing. Sometimes it is a super-economy small load carrier with steel or soft-top cab and integral five-foot pickup box. At other times, with bucket seats in front, walk-thru aisle into the body, extra seats if desired in the body, and full-length hard or soft top, the SCOUT becomes a go-anywhere light delivery unit, personnel carrier or family vehicle. Without a top, it is an open-air roadster that delights the young in heart.

Other applications include a specialized, fully-equipped SCOUT FIRE FIGHTER unit capable of fast and effective action in preventing small blazes from becoming holocausts; and a work vehicle with power take-off for operating winch, snow plow, post hole auger and other auxiliary equipment.

Whatever its form, the SCOUT profits by INTERNATIONAL engineering that assures ample power, capacity and stamina of all components to meet the challenge of severe operating conditions with gross vehicle weights of 3,900 to 4,700 pounds.

The standard four-cylinder 93.4-horsepower

COMANCHE® engine gives the SCOUT command over tough on or off road situations.

For those who require instant response and still more power the optional 111.3-horsepower Turbocharged COMANCHE engine provides peak performance under grueling conditions. Another optional, the synchromesh overdrive transmission gives you top convenience, versatility, economy and highway performance. Other components of this rugged all-wheel-drive wonder include: standard three-speed stick shift transmission; single-reduction hypoid driving axles with identical ratios; dual-ratio power-dividing transfer case with separate shift sticks for



front axle engagement and high or low range selection; 10-inch single plate clutch; strong box section frame; long-life soft-ride steel leaf springs and shock absorbers; hydraulic service brakes, mechanical parking brakes; alternator-equipped 12-volt electrical system; 6.00x16 tires with tubes on disc wheels.

Full descriptions of available equipment will be found in a separate SCOUT catalog.

GET THE FULL STORY OF INTERNATIONAL LIGHT-DUTY 4x4's NOW!

Your near-by International Truck or Scout dealer or company-owned retail outlet will be happy to supply full information or arrange a demonstration at your convenience. You will find that INTERNATIONAL all-wheel-drive models are at once the best-looking, most dependable, comfortable and low-cost 4x4's in their respective weight classes.



In order that product improvements may be introduced from time to time, International reserves the right to change specifications without notice.

INTERNATIONAL HARVESTER COMPANY • NORTH MICHIGAN AVE. • CHICAGO, ILLINOIS

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