International Truck Specifications

Model D (1932-1940)
The Model D-1 chassis. Front and rear fenders, running boards, windshield supports, and fender well tire carrier are standard chassis equipment. Front bumper and shock absorbers are available at slight additional cost.

Specifications—International Model D-1

Rated Capacity: 1/2 ton.

Maximum Carrying Capacity: (Cab, body, equipment and payload) 2,000 Pounds

Chassis Dimensions: (in inches) Chassis Weights: (in pounds)
Wheelbase: 113
Overall length: 156
Back of cab to c/l of rear axle: 27
C/l of rear axle to end of frame: 26
Back of cab to end of frame: 54
Back of cowl to c/l of rear axle: 66
Back of cowl to end of frame: 93
Maximum overall body length back of cab: 66
Turning radius with fender clearance (feet): 20
Chassis weight (including fuel, oil and water): 1,950
Chassis weight, front end: 1,050
Chassis weight, rear end: 900
Tread—front wheels, 58\(\frac{1}{2}\) in.; rear wheels, 58\(\frac{1}{2}\) in.
Clearance under front axle: 8\(\frac{1}{4}\) in.; under rear axle: 8\(\frac{1}{4}\) in.
Overall width—front, 69\(\frac{1}{2}\) in.; rear, 69\(\frac{1}{2}\) in.
Loading height (from body floor to ground; panel body, 30 in.; pick-up body, 31 in.

Frame: Pressed steel channel. Double-drop type. Depth, 5\(\frac{1}{2}\) in.; thickness, \(\frac{3}{16}\) in.; width at rear, 43\(\frac{1}{2}\) in.; width of flange, 2\(\frac{1}{2}\) in. Five reinforced cross members.

Engine: Six-cylinder, cast in block, L-head type, 3\(\frac{3}{4}\)-in. bore, 4\(\frac{3}{4}\)-in. stroke; 213.3 cu. in. displacement, compression ratio 5.26 to 1, N.A.C.C. rating, 26.3 h.p.; brake h.p., 70 at 3400 r.p.m. Maximum torque, 138 pound-feet at 1200 r.p.m. Four steel-backed, babbit-lined, removable-shell, interchangeable-type main bearings; total projected area, 16.53 sq. in.; front, 2\(\frac{3}{4}\) x 1.549 in.; No. 2, 2\(\frac{3}{4}\) x 1.549 in.; No. 3, 2\(\frac{3}{4}\) x 1.75 in.; rear, 2\(\frac{3}{4}\) x 2\(\frac{3}{4}\) in. Six removable-shell connecting-rod bearings. Tool steel exhaust valve-seat inserts.

Lubrication: Pressure feed to all main and connecting rod bearings, camshaft and timing chain. Gear type, gear-driven oil pump. Oil capacity, 7 quarts. Pressure gun lubrication throughout on chassis.

Cooling System: Centrifugal pump circulation; fin-and-tube radiator; fan and pump driven by V-type belt. Water capacity, 14 quarts.

Ignition: Battery; semi-automatic type, distributor mounted on block.

Generator: 6-volt, belt driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt, 4-pole type.

Carburetor: Down draft type. Fitted with air cleaner.


Clutch: 9-inch single plate with vibration damper.

Transmission: 3 speeds forward, 1 reverse, sliding gear selective type, mounted in unit with engine.

Transmission Reductions: First, 3.06 to 1; second, 1.6 to 1; third, 1 to 1; reverse, 3.76 to 1.

Propeller Shaft: Heavy steel tubing.

Universal Joints: All-metal, self-contained, flange-type.

Front Axle: Drop-center, 1-beam, heat-treated steel drop forging. Fore and aft steering hook-up, tie rod at rear for protection.


Axle Reduction: 4.18 to 1.

Steering Gear: Semi-reversible worm and gear type.


Springs: Semi-elliptic. Front, 12 x 36\(\frac{1}{2}\) in.; rear, 11 x 51\(\frac{1}{2}\) in.

Self-adjusting spring shackles.

Wheels: Wire, 18-inch, 40-spoke type.

Tires: 5.25-18 balloon tires, front and rear.


Standard Equipment: Cowl, dash and windshield supports; front and rear fenders; running boards; fender well tire carrier; spare wire wheel; license brackets; starter; battery; generator; trumpet-type horn; electric head (tilt beam), tail, and dash lights; air cleaner; jack and tools. Speedometer, ammeter, oil pressure gauge, heat indicator, gasoline gauge, instrument light, and choke mounted in instrument panel on dash.

Special Equipment: The following can be supplied at additional cost: Front bumper; two-way shock eliminators; fully-enclosed, coupe-type two-man cab with one-piece anti-glare windshield; rear vision mirror; and windshield wiper; de luxe panel body, with one-piece windshield; rear vision mirror and windshield wiper; pick-up body; windshield; right hand side fender well tire carrier.

Specifications

INTERNATIONAL MODEL D-2

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

Chassis Dimensions: (in inches) Weights: (in pounds)
Wheelspace length (WB) ... 3.08 to 1.113 125
Overall length, with front bumper (OAL) ... 173% 185
Back of cab to c/l of rear axle (CA) ... 39 91
C/l of rear axle to end of frame (AF) ... 40 40
Back of cab to end of frame (CF) ... 69 61
Bumper to center of front axle (BA) ... 30% 30%
Turning radius with bumper clearance (feet) ... 20% 22%

Chassis weight, including fuel, oil, and water (approximate) ... 2,290 2,315

Tread—front wheels, 58% in.; rear wheels, 58% in.

Clearance under front axle, 6% in.; under rear axle, 7% in.

Overall width—front 78% in.; rear, 67% in.

Frame: Pressed steel channel, 113-in. wheelbase; depth, 6 in.; thickness, 1% in.; width of flange, 2% in.; width, front, 25% in.; rear, 43% in. 125-in.: depth, 6% in.; thickness, 1% in.; width of flange, 2% in.; width, front, 25% in.; rear, 43% in. Six reinforced cross members.

Engine, Model D-2:
Six-cylinder, cast-in-block, L-head type; 3% in. bore, 4% in. stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 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, Model D-5:
Four-cylinder, cast-in-block, L-head type; 3% in. bore, 4% in. stroke. Displacement, 133 cu. in.; compression ratio, 6.0. A.M.A. rating, 10.8 h.p.; maximum brake h.p., 33 at 2,800 r.p.m. Maximum torque, 89.5 lb.-ft. at 1,200 r.p.m. Three steel-backed, babbitt-lined, replaceable-shell main bearings; total projected area, 8.1 sq. in.

Lubrication (D-2): Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 4 qts.

Lubrication (D-5): Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft, and timing gear. Gear-type, gear-driven oil pump. Oil capacity, 4 qts.

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

Ignition: Vacuum control, full-automatic distributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt.

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


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, 3.03 to 1; second, 1.48 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.


Axle Reduction, Model D-2: 4.18 to 1.

Axle Reductions, Model D-5: 4.18 to 1; 5.11 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.


All brakes fully enclosed.

Springs: Semi-elliptical, Pressed-steel, banjo-type drop-forging. Fore and aft steering hook-up, tie rod at rear for protection.

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 fenders; running boards; spare wheel; license brackets; electric head, 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; front bumper; rear bumper; shock absorbers; all-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; panel, pickup, and canopy-top bodies; 7.00-15 balloon and low-pressure tires.

Finish: Frame and wheels, black. Fenders, running boards, and aprons, black banded enamels. Grille, hood, and cowl, a choice of four attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.
INTERNATIONAL

MODELS
D-2 and
D-5

SPECIFICATIONS

Rated Capacity: ¾ ton.
Carrying Capacity:
(cab, lane, and payload) 2,100 Pounds

Chassis Dimensions: (in inches)
Wheelbase: 113 1/4 in.
Front axle to cab end (CA): 30 3/4 in.
Rear axle to end of frame (AF): 30 in.
Back of cab to end of frame (CF): 69 3/4 in.

Weights: (in pounds)
Wheelbase (WB): 113 1/4
Bumper to center of front axle (BA): 30 3/4
Bumper to center of rear axle (BR): 30 3/4

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

Engine, Model D-2:
Four-cylinder, cast-in-block, L-head type; 3 3/4 in. bore, 4 in. stroke. Displacement, 133 cu. in.; compression ratio, 6.3. A.M.A. rating, 31 h.p.; maximum brake h.p., 38 at 2,600 r.p.m. Maximum torque, 89.5 lb.-ft. at 1,200 r.p.m. Three steel-backed, babbitt-lined, replaceable-shell main bearings; total projected area, 8.1 sq. in.

Lubrication (D-2):
Full-pressure feed to all main, connecting-rod bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 6 3/4 qts.

Engine, Model D-5:
Four-cylinder, cast-in-block, L-head type; 3.75 in. bore, 4 in. stroke. Displacement, 133 cu. in.; compression ratio, 6.0. A.M.A. rating, 33 h.p.; maximum brake h.p., 43 at 2,600 r.p.m. Maximum torque, 95 lb.-ft. at 1,200 r.p.m. Three steel-backed, babbitt-lined, replaceable-shell main bearings; total projected area, 8.1 sq. in.

Lubrication (D-5):
Pressure feed to all main and connecting-rod bearings, camshaft, and timing gear. Gear-type, gear-driven oil pump. Oil capacity, 4 qts.

Cooling System:

Ignition:
Vacuum control, full-automatic distributor.

Generator:
6-volt, belt driven.

Battery:
6-volt, 13-plate.

Starting Motor:
6-volt.

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

Fuel System:
Centrifugal fuel pump, 15-gal. tank at rear of frame.

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

Springs:
Semi-elliptic. Front, 7.0 x 15 in.; rear, 11.0 x 15 in.

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

Tires:
6.00-16 balloon.

Steering Gear:
Semi-irreversible cam-and-lever type.

Special Equipment:
The following can be supplied at additional cost: Rear fenders; front bumper; rear bumper; shock absorbers; all-steel cab with one-piece, V-type windshield; rear-vision mirror and windshield wiper; panel, pick-up, and canopy-top bodies; 7.00-15 balloon and low pressure tires.

Axle Reduction, Model D-2: 4.18 to 1.
Axle Reduction, Model D-5: 5.11 to 1.

Specifications subject to change without notice.
**Specifications**

**Models D-2 and D-5**

**Carrying Capacity:** (cab, body, equipment, and payload) 2,100 Pounds

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

<table>
<thead>
<tr>
<th>Component</th>
<th>D-2</th>
<th>D-5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase length (WB)</td>
<td>113</td>
<td>125</td>
</tr>
<tr>
<td>Overall length, with front axle (OAL)</td>
<td>173.5</td>
<td>185.5</td>
</tr>
<tr>
<td>Back of cab to c/1 of rear axle (CA)</td>
<td>39.5</td>
<td>51.5</td>
</tr>
<tr>
<td>C/1 of rear axle to end of frame (AF)</td>
<td>30.5</td>
<td>30.5</td>
</tr>
<tr>
<td>Back of cab to end of frame (CF)</td>
<td>69.5</td>
<td>81.5</td>
</tr>
<tr>
<td>Bumper to end of front axle (BA)</td>
<td>305.5</td>
<td>305.5</td>
</tr>
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</table>

**Weights**

<table>
<thead>
<tr>
<th>Component</th>
<th>D-2</th>
<th>D-5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chassis weight, including fuel, oil, and water (approximate)</td>
<td>2,290</td>
<td>2,315</td>
</tr>
<tr>
<td>Overall width, front 70.5 in.; rear 67.5 in.</td>
<td></td>
<td></td>
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</tbody>
</table>


**Engine, Model D-2:** Six-cylinder, cast-in-block, L-head type; 3 1/4 in. bore, 4 1/4 in. stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 33 at 2,800 r.p.m. Maximum torque, 155 lb.-ft. at 1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 square inches. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

**Engine ("Economy Six"):** Six-cylinder, cast-in-block, L-head type; 3 in. bore, 4 1/4 in. stroke. Displacement, 174.9 cubic inches; compression ratio, 6. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 45.9 at 3,000 r.p.m. Maximum torque, 107 lb.-ft. at 800 r.p.m. Four steel-backed, replaceable-shell, precision-type connecting-rod bearings; total projected area, 16.24 square inches. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

**Transmission Reducions:** 1:  
- First, 3.053 to 1; second, 1.461 to 1; third, 1 to 1; reverse, 3.707 to 1.
- D-2WD-5: 4.18 to 1; D-5: 4.18 to 1; 5.11 to 1.

**Steering Gear:** Semi-irreversible cam-and-lever type.

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

**Springs:** Semi-elliptic. Front, 13 1/2 x 36 in.; rear, 14 1/2 x 51 in.

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

**Axle Reduction, Model D-2:** 4.18 to 1;

**Axle Reductions, Model D-5:** 4.18 to 1; 5.11 to 1.

**Special Equipment:**
- Standard Equipment: Flat-back cowl and dash; front fenders; running boards; spare wheel; license brackets; electric head, 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; front bumper; rear bumper; shock absorbers; all-steel cab with one-piece, V-type windshield, rear-view mirror, and windshield wiper; panel, pick-up, and canopy-top bodies; 7.00-15 balloon and low-pressure tires.
- Finish: Frame and wheels, black. Fenders, running boards, and apron, black baked enamel. Grille, hood, and cowl, a choice of four attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.
**MODEL D-2-M**

- **Gross Vehicle Weight:** 4,600 pounds
- **Wheelbase:** (in inches) 102
- **Turning Radius:** (in feet) with bumper clearance 191/4
- **Tread:** Front wheels, 581/4 in.; rear wheels, 591/8 in.
- **Clearance:** Under front axle, 71/4 in.; under rear axle, 71/4 in.
- **Frame:** Pressed steel channel, depth, 6 in.; thickness, 1/16 in.; width of flange, 2 1/4 in.
- **Engine:** Six-cylinder, cast-in-block, L-head type; 3 1/2 in. bore, 4 3/4 in. stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 lb.-ft. at 1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total area, 51.67 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, 67/4 qt. (U.S.). Gear shift control on steering column.
- **Cooling System:** Centrifugal pump circulation, fin-and-tube radiator; fan and pump driven by V-type belt. Water capacity, 15 sq. ft. (U.S.). Pressor system.
- **Springs:** Semi-elliptic. Front, 13/4 x 36 in.; rear, 13/4 x 51 in.
- **Wheels:** Pressed steel, 16-in., slotted-disc type.
- **Tires:** 6.00-16 balloon.
- **Ignition:** Battery, vacuum control, full-automatic type distributor.
- **Generator:** 6-volt, fan-belt driven.
- **Battery:** 6-volt, 13-plate.
- **Starting Motor:** 6-volt.
- **Carburetor:** Updraft with integral governor. Oil-bath type air cleaner.
- **Motor:** 6-volt.
- **Battery:** 6-volt, 13-plate.
- **Starting Motor:** 6-volt.
- **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. Hotchkis-type final drive. Chromo-molybdenum steel axle shafts. Malleable iron, banjo-type housing. All bearings are tapered rollers.
- **Axle Reductions:** 4.675 to 1; or 5.265 to 1.
- **Steering Gear:** Cam and twin lever type.
- **Brakes:** Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type; fully enclosed. Hand: Propeller shaft.

**MODEL D-15-M**

- **Gross Vehicle Weight:** 7,000 pounds
- **Wheelbase:** (in inches) 102
- **Turning Radius:** (in feet) with bumper clearance 19 1/4
- **Tread:** Front wheels, 58 1/4 in.; rear wheels, 60 in.
- **Clearance:** Under front axle, 8 1/4 in.; under rear axle, 7 7/8 in.
- **Frame:** Pressed steel channel, depth, 6 1/4 in.; thickness, 1/8 in.; width of flange, 2 1/4 in.
- **Engine:** Six-cylinder, cast-in-block, L-head type; 3 3/4 in. bore, 4 3/4 in. stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 lb.-ft. at 1,000 r.p.m. Four steel-backed, babbit-lined, replaceable-shell main bearings; total area, 51.67 sq. in. Six replaceable-shell 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, 67/4 qt. (U.S.). Gear shift lever on steering column.
- **Springs:** Semi-elliptic. Front, 13/4 x 36 in.; rear, 23/4 x 54 in.
- **Wheels:** Steel, ventilated disc type.
- **Tires:** 7.00-16 balloon, front and single rear.
- **Ignition:** Battery, vacuum control, full-automatic type distributor.
- **Generator:** 6-volt, fan-belt driven.
- **Battery:** 6-volt, 13-plate.
- **Starting Motor:** 6-volt.
- **Carburetor:** Updraft with integral governor. Fitted with an oil-bath-type air cleaner.
- **Transmission:** 4 speeds forward, 1 reverse; mounted in unit with engine. Gear shift control on steering column.
- **Transmission Reductions:** First, 6.40 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.62 to 1.
- **Propeller Shaft:** Large-diameter steel tubing.
- **Brakes:** Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type; fully enclosed. Hand: Propeller shaft.
- **Axle Reductions:** 4.975 to 1; or 5.585 to 1.
- **Steering Gear:** Cam and twin lever type.
- **Brakes:** Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type; fully enclosed. Hand: Propeller shaft.
- **Axle Reductions:** 4.875 to 1; or 5.285 to 1.
- **Steering Gear:** Cam and twin lever type.
- **Brakes:** Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type; fully enclosed. Hand: Propeller shaft.
- **Axle Reductions:** 4.875 to 1; or 5.285 to 1.
- **Steering Gear:** Cam and twin lever type.
## Specifications

### INTERNATIONAL MODEL D-3

<table>
<thead>
<tr>
<th>Carrying Capacity:</th>
<th>2,900 Pounds</th>
</tr>
</thead>
</table>

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

<table>
<thead>
<tr>
<th>Wheelbase length (WB)</th>
<th>123</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length, with front bumper (OAL)</td>
<td>183</td>
</tr>
<tr>
<td>Back of cab to c/l of rear axle (CA)</td>
<td>51</td>
</tr>
<tr>
<td>C/l of rear axle to end of frame (AF)</td>
<td>30</td>
</tr>
</tbody>
</table>

| Back of cab to end of frame (CF) | 81 |
| Bumper to center of front axle (BA) | 30 |

| Turning radius with bumper clearance (feet) | 22 |
| Tread—front wheels, 58%; rear wheels, 58% |

| Overall width—front 70%, rear 67% |

**Frame:** Pressed steel channel; depth, 6½ in.; thickness, ½ in.; width of flange, 2½ in.; width, front 2½ in.; rear, 4½ in. Six reinforced cross members.

**Engine:** Six-cylinder, cast-in-block, L-head type; 3½ by 4½ in.; bore, stroke. Displacement, 213 cu. in.; compression ratio, 6.3; A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m.; Maximum torque, 155 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.

**Fuel System:** Fuel pump. 13-gal. tank at rear of 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:** Semi-floating, spiral-bevel gear type. Chromolybdenum steel axle shaft. Pressed-steel, banjo-type housing. Differential and axle-shaft bearings are tapered rollers.

**Axle Reduction:** 4.18 to 1.

**Steering Gear:** Semi-irreversible cam-and-lever type.

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

**Springs:** Semi-elliptic. Front, 1½ x 36 in.; rear, 1½ x 51 in.

**Wheels:** Pressed steel, 16-in. slotted-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; running boards; spare wheel; shock absorbers; license brackets; electric head, 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; 7.00-15 balloon and low-pressure tires.

**Finish:** Frame and wheels, black. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowl, a choice of four attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.
**INTERNATIONAL**

**MODEL D-15**

**SPECIFICATIONS**

**Rated Capacity:** 1/2 to 1 ton.

**Carrying Capacity:** (cab, body, equipment, and payload) 3,600 Pounds

**Chassis Dimensions:** (in inches)

- Wheelbase length (WB): 130 in.
- Overall length (with front bumper) (OAL): 190 in.
- Back of cab to end of frame (AF): 30 in.
- Back of cab to end of frame (CF): 86 in.
- Bumper to center of front axle (BA): 30 in.
- Turning radius with bumper clearance (feet): 23%
- Overall width—front: 70 1/4 in.; rear: 73 in.
- Height from top of frame to ground, loaded: front: 22 in.; rear: 25 3/8 in.
- Tire size: 7.00-16 balloon, front and single rear.

**Frame:** Pressed steel channel; depth: 6 1/2 in.; thickness: 9/16 in.; width of flange: 2 1/2 in.; width, front: 25 3/8 in.; rear: 43 1/4 in. Six reinforced cross members.

**Engine:** Six-cylinder, cast-in-block, L-head type; 3 3/4 in. bore; 4 1/4 in. stroke. Displacement: 213 cu. in.; compression ratio: 6.3. A.M.A. rating: 26.3 h.p.; maximum brake h.p.: 75 at 3,400 r.p.m.; maximum torque: 155 lb.-ft. at 2,000 r.p.m. Four steel-backed, babbitt-lined, replaceable-shell main bearings; total projected area: 16.24 sq. in.; front: 2 1/4 x 1 1/2 in.; No. 2: 2 1/4 x 1 1/2 in.; No. 3: 2 1/4 x 1 1/2 in.; rear: 2 1/4 x 2 1/2 in. Six replaceable-shell, connecting-rod bearings. Exhaust-valve seat inserts.

**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. Hotchkiss type final drive. Chromo-molybdenum steel axle shafts. Malleable iron, banjo-type housing. All bearings are tapered rollers.

**Axle Reductions:** 4.875 to 1; or 5.286 to 1.

**Steering Gear:** Semi-irreversible cam-and-lever type.

**Brakes:** Service: 4-wheel hydraulic, duo-servo, self-energizing, internal-expanding, two-shoe type. Fully enclosed. Hand: Mechanically operated on rear wheels.

**Springs:** Semi-elliptic. Front: 1 1/4 x 36 in.; rear: 2 1/2 x 54 in.

**Wheels:** Steel, ventilated disc type.

**Tires:** 7.00-16 balloon, front and single rear.

**Brake System:** Centrifugal pump circulation, fin-annular tube radiator; pump driven by V-type fan belt. Water capacity, 15 qts.

**Ignition:** Battery: vacuum control, full-automatic type distributor.

**Generator:** 6-volt, fan-belt driven.

**Battery:** 6-volt, 13-cell.

**Starting Motor:** 6-volt.

**Carburetor:** Downdraft type. Fitted with an oil-bath type air cleaner.

**Fuel System:** Fuel pump. 15-gal. tank at rear of frame. Filter for removing impurities.

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

**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. Hotchkiss type final drive. Chromo-molybdenum steel axle shafts. Malleable iron, banjo-type housing. All bearings are tapered rollers.

**Axle Reductions:** 4.875 to 1; or 5.286 to 1.

**Steering Gear:** Semi-irreversible cam-and-lever type.

**Brakes:** Service: 4-wheel hydraulic, duo-servo, self-energizing, internal-expanding, two-shoe type. Fully enclosed. Hand: Mechanically operated on rear wheels.

**Springs:** Semi-elliptic. Front: 1 1/4 x 36 in.; rear: 2 1/2 x 54 in.

**Wheels:** Steel, ventilated disc type.

**Tires:** 7.00-16 balloon, front and single rear.

**Brake System:** Centrifugal pump circulation, fin-annular tube radiator; pump driven by V-type fan belt. Water capacity, 15 qts.

**Ignition:** Battery: vacuum control, full-automatic type distributor.

**Generator:** 6-volt, fan-belt driven.

**Battery:** 6-volt, 13-cell.

**Starting Motor:** 6-volt.

**Carburetor:** Downdraft type. Fitted with an oil-bath type air cleaner.

**Fuel System:** Fuel pump. 15-gal. tank at rear of frame. Filter for removing impurities.

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

**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. Hotchkiss type final drive. Chromo-molybdenum steel axle shafts. Malleable iron, banjo-type housing. All bearings are tapered rollers.

**Axle Reductions:** 4.875 to 1; or 5.286 to 1.

**Steering Gear:** Semi-irreversible cam-and-lever type.

**Brakes:** Service: 4-wheel hydraulic, duo-servo, self-energizing, internal-expanding, two-shoe type. Fully enclosed. Hand: Mechanically operated on rear wheels.

**Springs:** Semi-elliptic. Front: 1 1/4 x 36 in.; rear: 2 1/2 x 54 in.

**Wheels:** Steel, ventilated disc type.

**Tires:** 7.00-16 balloon, front and single rear.

**Brake System:** Centrifugal pump circulation, fin-annular tube radiator; pump driven by V-type fan belt. Water capacity, 15 qts.

**Ignition:** Battery: vacuum control, full-automatic type distributor.

**Generator:** 6-volt, fan-belt driven.

**Battery:** 6-volt, 13-cell.

**Starting Motor:** 6-volt.

**Carburetor:** Downdraft type. Fitted with an oil-bath type air cleaner.

**Fuel System:** Fuel pump. 15-gal. tank at rear of frame. Filter for removing impurities.

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

**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. Hotchkiss type final drive. Chromo-molybdenum steel axle shafts. Malleable iron, banjo-type housing. All bearings are tapered rollers.

**Axle Reductions:** 4.875 to 1; or 5.286 to 1.

**Steering Gear:** Semi-irreversible cam-and-lever type.

**Brakes:** Service: 4-wheel hydraulic, duo-servo, self-energizing, internal-expanding, two-shoe type. Fully enclosed. Hand: Mechanically operated on rear wheels.

**Springs:** Semi-elliptic. Front: 1 1/4 x 36 in.; rear: 2 1/2 x 54 in.

**Wheels:** Steel, ventilated disc type.

**Tires:** 7.00-16 balloon, front and single rear.

**Brake System:** Centrifugal pump circulation, fin-annular tube radiator; pump driven by V-type fan belt. Water capacity, 15 qts.

**Ignition:** Battery: vacuum control, full-automatic type distributor.

**Generator:** 6-volt, fan-belt driven.

**Battery:** 6-volt, 13-cell.

**Starting Motor:** 6-volt.

**Carburetor:** Downdraft type. Fitted with an oil-bath type air cleaner.

**Fuel System:** Fuel pump. 15-gal. tank at rear of frame. Filter for removing impurities.

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

**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. Hotchkiss type final drive. Chromo-molybdenum steel axle shafts. Malleable iron, banjo-type housing. All bearings are tapered rollers.

**Axle Reductions:** 4.875 to 1; or 5.286 to 1.

**Steering Gear:** Semi-irreversible cam-and-lever type.
Specifications

INTERNATIONAL MODEL D-15

Carrying Capacity:
(Cab, body, equipment, and payload) .......... 3,600 Pounds

Chassis Dimensions: (in inches)

Weights: (in pounds)
Wheelbase lengths (WB) .................. 113 130
Overall length (with front bumper) (OAL) 173½ 190½
Back of cab to c/l of rear axle (CA) .... 39 56
Center of rear axle to end of frame (AF) .. 30 30
Back of cab to end of frame (CF) .......... 63 66
Bumper to center of front axle (BA) ...... 30½ 30½
Turning radius with bumper clearance (left) ...... 20¾ 23¾
Chassis weight (including fuel, oil, and water) .......... 2,770 2,800

Tread—front wheels, 58¼ in.; rear wheels, 60 in.

Clearance under front axle, 89½ in.; under rear axle, 7¾ in.

Overall width—front, 70½ in.; rear, 73 in.

Height from top of frame to ground, loaded—front, 22 in.; rear, 25¾ in.

Frame: Pressed steel channel; depth, 6½ in.; thickness, 1¼ in.; width of flange, 2¼ in.; width, front, 25¾ in.; rear, 43¾ in.; six reenforced crossmembers.

Engine: Six-cylinder, cast-in-block, L-head type; 3½ in. bore, 4½-in. stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 lb.-ft. at 1,000 r.p.m. Four steel-backed, babbitt-lined, replaceable-shell main bearings; total projected area, 16.24 sq. in. Six replaceable-shell connecting-rod bearings. Exhaust-valve seat inserts.

Engine ("Economy Six"): Six-cylinder, cast-in-block, L-head type; 3-inch bore, 4½-inch stroke. Displacement, 174.9 cu. in.; compression ratio, 6. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 45.9 at 3,000 r.p.m. Maximum torque, 107 lb.-ft. at 800 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, and pinion-pin bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 6¾ qts. Pressure gun lubrication throughout on chassis.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator; pump driven by V-type fan belt. Water capacity, 15 qts.

Ignition: Battery, vacuum control, full-automatic type distributor.

Generator: 6-volt, fan-belt driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt.

Carburetor: Downdraught type. Fitted with an oil-bath type air cleaner.


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

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

Transmission Reductions: First, 3.033 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. Hotchkiss type final drive. Chrome-molybdenum steel axle shafts. Malleable iron, banjo-type housing. All bearings are tapered rollers.

Axle Reductions: 1.481 to 1; 3.707 to 1; 5.286 to 1 or 6.5 to 1.

Steering Gear: Semi-irreversible con-and-lever type.


Springs: Semi-elliptic. Front, 1½ x 36 in.; rear, 1½ x 54 in.

Wheels: Steel, ventilated disc type.

Tires: 7.00-16 balloon, front and single rear.

Controls: Throttle, light, and choke controls on instrument panel. Horn button on top of steering column. Accelerator, clutch, and service brakes operated by pedals. Gearshift and hand-brake levers located in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; front bumper; short running boards; spare wheel; license plate; windshield, rear-vision mirror, and windshield wiper; shock absorbers; oil filter; governor; 4-speed transmission; rear bumper; rear fenders; large output generator. Bodies and equipment for every need.

Finish: Frame and wheels, black. Fenders, running boards and aprons, black baked enamel. Radiator grille, hood and cowl, a glossy, durable finish in a choice of attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on radiator grille and hood side panels.

Specifications subject to change without notice.
**Model D-30 Specifications**

**Rated Capacity**: 1 1/2 tons.

**Carrying Capacity**: (cab, body, equipment, and payload) 5,500 pounds.

**Chassis Dimensions** (in inches):
- Overall length, with front bumper (OAL): 205
- Back of cab to center of front axle (BA): 33
- Turning radius with bumper clearance (feet): 22
- Wheelbase (WB): 128, 155, 173
- Overall width, front, 76
- Overall width, rear, 74
- Height from top of frame to ground, loaded (front): 26
- Height from top of frame to ground, loaded (rear): 27
- Frame: Pressed steel channel, 128-in. w.b., 8 x 8 x 3/16 in.; 155-in. w.b., 8 1/8 x 8 1/4 x 3 in.; 173-in. w.b., 8 1/8 x 13/16 x 3 in.

**Engine**: 6-cylinder, cast-in-block, L-head type, 3 1/4-in. bore, x 3 1/4-in. stroke, Displacement, 222 cu. in., Compression ratio, 6.0, A.M.A. rating, 26.3 h.p. Maximum brake h.p., 81 at 3,200 r.p.m. Maximum torque, 170 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.

**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, 6 1/2 qts.


**Ignition**: Vacuum control; full-automatic type.

**Generator**: 6-volt, belt-driven.

**Battery**: 6-volt, 13-plate.

**Starting Motor**: 6-volt.

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


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

**Transmission**: 4 speeds forward, 1 reverse. Synchron-type, 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. 155-in. and 173-in. wheelbases, 2-piece shaft with self-aligning center bearing.

**Universal Joints**: All-metal, roller-bearing, unit-fraction type.

**Front Axle**: Drop-center, 1-beam, heat-treated steel drop-forging. Full and aft steering hook-up, tie rod at rear for protection.


**Axle Reductions**: 5.285 to 1; 6.166 to 1 or 6.666 to 1.

**Steering Gear**: Cam-and-rotor type.


**Springs**: Semi-elliptic. Front, 3/4 x 36 in.; rear, 3/4 x 46 in.

**Wheels**: Malleable iron, spoke type.

**Tires**: 30 x 5 T.T. front; 32 x 6 T.T. 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**: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier; license brackets; horn; electric window; manual; stop lights; speedometer; ammeter; oil-pressure gauge; heater; 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; de luxe and sleeper cabs; auxiliary rear springs; governor; shock absorbers; power take-off; bodies and equipment for all purposes; various tire combinations.

**Finish**: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowling, a glossy, durable finish in a choice of four attractive colors. Lamp rims, and hub caps, chromium plated. Polished stainless steel trim on grilles and hood side panels.

**Specifications subject to change without notice.**
SPECIFICATIONS

Carrying Capacity:
(cab, body, equipment, and payload) .................. 5,500 Pounds
With auxiliary springs .................................. 8,000 Pounds

Chassis Dimensions (in inches) Weights (in pounds)
Wheelbase (WB) ................................... 128 143 153 173
Overall length, with front bumper (OAL) .............. 205/8 233/4 244/4 262/4
Back of cab to c/l of rear axle (AF) ................. 57 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) .................. 101 128 140 158
Bumper to center of front axle (BA) ................. 333/4 333/4 333/4 333/4
Turning radius with bumper clearance (left) ........... 22 24 26 28

Wheelchairs, including fuel, oil, and water charge .............................................
(approximate) ........................................ 3,510 3,555 3,595 3,685

Engine ("Economy Six"): Six-cylinder, cast-in-block, L-head type; 3-in. bore, 43/4-in. stroke. Displacement, 174.9 cu. in.; compression ratio, 6:1; A.M.A. rating, 21.6 h.p.; maximum brake h.p., 45.9 at 3,000 r.p.m. Maximum torque, 107 lb.-ft. at 800 r.p.m. Four steel-backed, replaceable-shaft, 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, 0.4 qt.


Ignition: Vacuum control; full-automatic type.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt.

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


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, 4.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.82 to 1. Optional high-speed ratio, 3.82 to 1; low-speed ratio, 8.11 to 1.

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


Springs: Semi-elliptic. Front: 2x36% in.; rear, 2x46 in.

Wheels: Malleable iron, spoke type.

Tires: 30 x 6 T.T. front; 32 x 6 T.T. 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: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier; spare rim; license brackets; horn; electric head and 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-view mirror and windshield wiper; de luxe and sleeper cabs; auxiliary rear springs; governor; shock absorbers; power take-off; bodies and equipment for all purposes; various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, and hub caps, chromium plated. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.
**INTERNATIONAL**

**MODEL D-35**

**SPECIFICATIONS**

- **Rated Capacity:** 1 1/2 to 2 tons.
- **Carrying Capacity:** (cab, body, equipment, and payload) 8,800 lb.
- **Chassis Dimensions:** (in inches)
  - Length: 137
  - Width: 149
  - Height: 161
  - Wheelbase (WB): 179

**Weights:** (in pounds)

- **Frame:** Pressed steel channel with deep center section, 21/2 x 3 in.
- **Rear Axle (BA):** 33 3/4 lb.
- **Ree drum mount (BA):** 25 lb.
- **Bumper to end of frame (OAL):** 267 lb.
- **Chassis weight, including oil, fuel, and water (approximate):** 4,120 lb.

**Fuel System**

- **Fuel System:** Mechanical fuel pump driven from camshaft. Underseat fuel tank of 21-gal. capacity. Oil filter.
- **Ignition:** High-tension battery-type, full-automatic distributor.
- **Fuel: 6-volt, belt-driven generator.**
- **Battery:** 6-volt, 15-plate.
- **Starting Motor:** 6-volt, 4-pole type.

**Cooling System**

- **Cooling System:** Centrifugal pump circulation, thermostat control, fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 183/4 qts.

**Engine**

- **Engine:** International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 35%-in. bore x 4 1/2-in. stroke; 241.54 cu. in. displacement. A.M.A. rating, 273 h.p.; maximum brake h.p., 84 at 3,200 r.p.m. Maximum torque, 175.5 pounds-feet at 600 r.p.m. Four-point mounting with rubber-cushioned front and rear supports. Four steel-backed, replaceable-shaft main bearings. Total projected main bearing area, 14.169 sq. in. Exhaust-valve seat inserts.

**Lubrication**

- **Lubrication:** Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 7 1/4 qts.

**Propeller Shaft**

- **Propeller Shaft:** Large diameter, heavy steel tubing, 3 1/2, 4, 5, or 6 speeds forward, 1 reverse, sliding gear-type, 11-in., single-plate, with vibration damper.
- **Transmission:** 4 speeds forward, 1 reverse, sliding gear-selective type mounted in unit with engine.

**Axle Reductions**

- **Axle Reductions:** First, 5.9 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.22 to 1.

**Tires**

- **Tires:** 6.50-20 balloons, front and dual rear.

**Springs**

- **Springs:** Front and rear, semi-elliptic. Front, 2 x 36 1/4 in.; rear, 2 1/2 x 36 1/4 in.; semi-elliptic auxiliary rear springs, 2 1/2 x 32 in.

**Axle Reductions:** 5.623 to 1, 6.5 to 1, or 7.166 to 1.

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

**Brakes:** Service: 4-wheel, hydraulic, self-energizing, internal-expanding two-shoe type with vacuum booster. Fully enclosed. Hand: External-contracting propeller-shaft type.

**Springs:** Front and rear, semi-elliptic. Front, 2 x 36 1/4 in.; rear, 2 1/2 x 48 in.; semi-elliptic auxiliary rear springs, 2 1/2 x 32 in.

**Wheels:** Malleable iron, 20-in., 6-spoke type.

**Tires:** 6.50-20 balloons, front and dual rear.

**Controls:** Left-hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

**Standard Equipment:** Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; electric headlight; combination stop and tail lights; air cleaner; shock absorbers; and center of driving compartment.

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

**Brakes:** Service: 4-wheel, hydraulic, self-energizing, internal-expanding two-shoe type with vacuum booster. Fully enclosed. Hand: External-contracting propeller-shaft type.

**Springs:** Front and rear, semi-elliptic. Front, 2 x 36 1/4 in.; rear, 2 1/2 x 48 in.; semi-elliptic auxiliary rear springs, 2 1/2 x 32 in.

**Wheels:** Malleable iron, 20-in., 6-spoke type.

**Tires:** 6.50-20 balloons, front and dual rear.

**Controls:** Left-hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

**Standard Equipment:** Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; electric headlight; combination stop and tail lights; air cleaner; jack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, choke, and throttle controls 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; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filter; governor; shock absorbers; bodies and equipment for all purposes. Various tire combinations.

**Finish:** Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.
INTERNATIONAL
MODEL D-35
SPECIFICATIONS

Carrying Capacity:
(cab, body, equipment, and payload) ......... 10,000 lb.

Chassis Dimensions: (in inches) Weights: (in pounds)
Wheelbase (WB) .... 137 149 161 179
Overall length, from bumper to end of frame (CAB) .... 214 238 260 268
Back of cab to center of driving compartment (CF) .... 60 72 84 102
C/1 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) .... 33 33 33 33
Turning radius with bumper clearance (steel) .... 23 25 26 29

Chassis weight, including oil, fuel, and water (approximate) .... 4,120 4,145 4,170 4,205

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 63 1/4 in.; rear wheels, 63 1/4 in.
Bumper clearance—front axle, 8 1/8 in.; rear axle, 8 1/8 in.
Overall width—front, 76 7/16 in.; rear, 78 1/2 in.
Height from top of frame to ground, loaded—front, 28 5/8 in.; rear, 28 3/4 in.

Frame: Pressed steel channel with deep center section, 8 1/4 x 3 1/4 x 3 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 3 1/4 in. bore x 4 1/4 in. stroke; 241.54 cu. in. displacement. A.M.A. rating, 27.3 b.p.; maximum brake h.p., 84 at 3,200 r.p.m. Maximum torque, 175.5 pound-feet at 800 r.p.m.

Axle 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, with self-aligning center bearing.
Universal Joints: All-metal, roller-bearing, anti-friction type.

Transmission: 4 speeds forward, 1 reverse, sliding gear type.
Starting Motor: 6-volt, 4-pole type
Generator: 6-volt, belt-driven.
Battery: 6-volt, 15-plate.
Carburetor: Downdraft type. Oil-bath type air cleaner.
Radiation: High-tension battery-type, full-automatic distributor.
Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 7 1/4 qts.

Springs: Front and rear, semi-elliptic. Front, 2 x 36 1/2 in.; rear, 2 3/4 x 48 in.; semi-elliptic auxiliary rear springs, 2 1/2 x 32 in.

Tires: Malleable iron, 20 in.; 6-spoke type.
Wheels: 6.50-20 balloons, front and dual rear.

Axle: Service: 5.625 to 1, 6.5 to 1, or 7.16 to 1.

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

Springs: Front and rear, semi-elliptic. Front, 2 x 36 1/2 in.; rear, 2 3/4 x 48 in.; semi-elliptic auxiliary rear springs, 2 1/2 x 32 in.
Wheels: Malleable iron, 20 in.; 6-spoke type.
Tires: 6.50-20 balloons, front and dual rear.

Special Equipment:
Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; spare tire; tire carrier; license brackets; horn; electric head and combination stop and tail lights; air cleaner; jack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, choke, and throttle controls 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; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filter; governor; shock absorbers; bodies and equipment for all purposes. Various tire combinations.
Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.
INTERNATIONAL
MODEL
D-40

SPECIFICATIONS

Rated Capacity: 2 to 3 tons.
CARRYING CAPACITY:

(cab, body, equipment, and payload)................9,500 lb.

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

Wheelbase (WB)....134 146 158 176
Overall length, front bumper to end of frame
(OAL)..................2174 2414 2534 2714
Back of cab to c/o of rear axle (CA)........60 72 84 102
Center 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).............3914 3914 3914 3914

Turning radius with bumper clearance (feet, left and right)........2334 2444 2654 2934

Chassis weight, including oil, fuel, and water
(standard)......4,805 4,830 4,855 4,895

The following dimensions (with standard tires) are the same for all wheelbases:

Front...66 in.; rear, 664 in.
Road clearance—front, 81/4 in.; rear, 81/4 in.
Overall width—front, 81/4 in.; rear, 821/4 in.
Height from top of frame to ground—front, 27 in.; rear, 28 in.

Frame: Pressed steel channel with deep center section, 81/4 x 3 in.; 176-in. w.b., 81/4 x 3 in.

Engine: International Harvester, valve-in-head type, 6-cylinder (replaceable cylinders); 31/4-in. bore x 41/4-in. stroke; 259.76 cu.-in. displacement. A.M.A. rating, 29.4 h.p.; maximum brake h.p., 69 at 3,200 r.p.m.

Maximum torque, 192 pound-feet at 800-1,600 r.p.m. 6-cylinder (replaceable cylinders); 31/4-in. bore x 41/4-in. stroke; 259.76 cu.-in. displacement. A.M.A. rating, 29.4 h.p.; maximum brake h.p., 69 at 3,200 r.p.m.

Three-point mounting with rubber-cushioned front and rear supports. Four steel-backed, replaceable-shell main bearings. Total projected main bearing area, 14.169 sq. in. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 71/4 qts.


Ignition: High-tension battery type, full-automatic distributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 15-plate.

Starting Motor: 6-volt, 4-pole type.

Carburetor: Down-draft type. Oil-bath type air cleaner.


Clutch: 11-in., single-plate, with vibration damper.

Transmission: 5 speeds forward, 1 reverse with quiet helical gear third and overdrive (fifth) speeds, mounted in unit with engine.

Axle Reductions: 8.625 to 1, 6.5 to 1, or 7.4 to 1.

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

Springs: Front and rear, semi-elliptic. Front, 21/4 x 421/4 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

Wheels: Malleable iron, 20-in., 6-spoke type. Duals on rear.

Tires: 7.00-20 balloons, front and dual rear.

Standard Equipment:

Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; electric head and combination stop and tail lights; air cleaner; jack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, choke, and throttle controls 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; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filter; governor; shock absorbers; bodies and equipment for all purposes. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.
SPECIFICATION

INTERNATIONAL

MODEL

D-50

SPECIFICATIONS

Rated Capacity: 3 to 4 tons.
Carrying Capacity: (cab, body, equipment, and payload) ... 10,400 lb.

Chassis Dimensions:
Wheelbase (WB)... 137 149 161 179
Overall length, with front bumper (CAL) 226 241 256 270
Back of cab to c/p of rear axle (CA)... 60 72 84 102
Center of rear axle to end of frame (AF)... 50 56 56 56
Beck of cab to end of frame (CF)... 110 128 140 158
Bumper to center of front axle (BA)... 39 39 39 39
Turning radius (feet)... 26 27 28 29

Chassis weight, including oil, fuel, and water (approx.) ... 6,215 6,245 6,275 6,335

The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 70% in.; rear wheels, 70% in.
Road clearance—front axle, 7% in.; rear axle, 6% in.
Overall width—at front, 86% in.; at rear, 87% in.
Height from top of frame to ground, loaded—front, 27% in.; rear, 29% in.

Frame: Pressed steel channel with deep center section, 8% x 3% x 3/4 in.; 179-in. w.b., 9 x 3% x 3/4 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 3% in. bore x 4% in. stroke; 296.2 cu. in. displacement. A.M.A. rating, 33.7 h.p.; maximum brake h.p., 93.7 at 2,600 r.p.m. Maximum torque, 218 pound-feet at 1,600 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders; 2-piece head; machined combustion chambers; 7-bearing crankshaft; drop-forged, statically and dynamically balanced, electrically-hardened bearing journals. Precision-type main

and connecting-rod bearings; total main bearing projected area, 39.1 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 qts.


Ignition: High-tension battery type, full-automatic distributor.

Generator: 6-volt, belt-driven.
Battery: 6-volt, 17-plate.
Starting Motor: 6-volt, 4-pole.

Carburetor: Down-draft type. Oil-bath type air cleaner.
Governor: Velocity type, mounted between carburetor and manifold.

Clutch: 12-in., single-plate, with vibration damper.

Transmission: 5 speeds forward, 1 reverse, with quiet helical gear third and overdrive (fifth) speeds, mounted in unit with engine.

Transmission Reductions:
First... 6.53 to 1; second... 3.72 to 1; third... 1.925 to 1; fourth... 1 to 1; fifth... (overdrive)... 0.823 to 1; reverse... 0.423 to 1.

Propeller Shaft: Front and rear shafts of large diameter steel tubing with self-aligning center bearing.

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


Axle Reductions: 6.43 to 1, or 7.16 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.


Springs: Front and rear, semi-elliptic. Front, 3 x 44% in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

Wheels: Cast, spoke-type, duals on rear.

Tires: 7.50-20 balloons, front and dual rear.

Tires: 7.50-20 balloons, front and dual rear.


Springs: Front and rear, semi-elliptic. Front, 3 x 44% in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

Wheels: Cast, spoke-type, duals on rear.

Tires: 7.50-20 balloons, front and dual rear.

Controls: Left-hand drive. Spark, throttle, choke and light controls on instrument panel. Accelerator, clutch and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment:
Cowl and dash; front fenders; short running boards; front bumper; under-slung tire carrier (long w.b. only); spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure 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; de luxe and sleeper cabs; high-tension magneto ignition; power take-offs; winches; shock absorbers; auxiliary transmission; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

Finish:
Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl—a choice of four attractive colors. Chromium-plated hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.
INTERNATIONAL

SPECIFICATIONS

MODEL D-60

Rated Capacity: 3 1/2 to 4 1/2 tons.
Carrying Capacity: (cab, body, equipment, and payload) ... 12,300 Pounds

Chassis Dimensions: (in inches) Weights: (in pounds)
Wheelbase (WB): ... 149 151 179 197
Overall Length: ... 180 188 207 227
Front bumper (OAL) ... 238 1/4" 268 1/4" 288 1/4" 304 1/4"
Back of cab to c/1 of rear axle (CA) ... 72 84 102 120
Center of rear axle to end of frame (AF) ... 50 68 68 68
Back of cab to end of frame (CF) ... 122 152 170 188
Bumper to center of front axle (BA) ... 39 1/4" 39 1/4" 39 1/4" 39 1/4"
Turning radius (front) ... 26 1/4" 28 28 31 1/4" 34 1/4"
Height from top of frame to ground, loaded—front, 29 in.; rear, 30 in.

Frame: Pressed steel channel with deep center section, 9 1/4 x 6 1/2 x 3 1/2 in.
Engine: International Harvester, valve-in-head type, 6-cylinder, 4 1/4 in. bore x 4 1/2 in. stroke; 360.82 cu. in. displacement. A.M.A. rating 40.8 b.h.p.; maximum brakes h.p., 111.4 at 2,700 r.p.m. Maximum torque, 269 pound-feet at 1,500 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder block cast in one piece, replaceable cylinders; machined combustion chambers; 7-bearing crankshaft, drop-forged, statically and dynamically balanced, electrically hardened, connecting-rod bearings; total main bearing projected area, 32.36 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust- valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, pin, camshaft and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 quarts.

Cold Starting System: Pump circulation, thermostatic control, fan and tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 28 quarts.

Ignition: High-tension battery type, full-automatic distributor.
Generator: 6-volt, belt-driven.
Battery: 6-cell, 17-plated.
Starting Motor: 6-volt, 4-pole.
Carburetor: Downdraft type. Oil-bath type air cleaner.

Governor: 3.33 to 1. Axle Reduction: 6.43 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.
Springs: From and rear, semi-elliptic. Front, 3 x 44 1/4 in.; rear, 3 x 54 in.; semi-elliptic, auxiliary rear springs, 3 x 36 in.

Chassis weight, including oil, fuel, and water (approximate) 7,150 7,190 7,230 7,290

The following dimensions (with standard tires) are the same for all wheelbases:

Front tires—7 1/2 in.; rear wheels, 7 1/4 in.
Road clearance—front axle, 8 1/2 in.; rear axle, 9 3/4 in.
Overall width—at front, 86 1/4 in.; at rear, 99 1/2 in.
Tread—front wheels, 72 1/4 in.; rear wheels, 71 1/2 in.

Height from top of frame to ground—front, 29 in.; rear, 30 in.

Wheelbase (WB) 149 161 179 197
Front bumper (OAL) 238 1/4" 268 1/4" 288 1/4" 304 1/4"
Center of rear axle to end of frame (AF) 50 68 68 68
Back of cab to center of front axle (BA) 39 1/4" 39 1/4" 39 1/4" 39 1/4"
Turning radius (front) 26 1/4" 28 28 31 1/4" 34 1/4"

Special Equipment: Frame and wheels, red. Fenders, running boards, chromed plate hub caps, lamp rims and bumper. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.
CARRYING CAPACITY:

(fuel, body, equipment, and payload) ... 14,600 Pounds

CHASSIS DIMENSIONS:

(in inches) Weights: (in pounds)

Wheelbase (WB) ... 149 161 179 197

Overall length with:

Front bumper (CAL) 238 2 268 2 268 2 304 2

Back of cab to c/l

Back of cab to center of rear axle (CA) ... 72 84 102 120

Center of rear axle to end of frame (AF) ... 50 68 68 68

Frame (CF) ... 122 152 170 180

Bumper to center of front axle (BA) ... 29 2 39 2 39 2 39 2 39 2

Turning radius (beetle) ... 28 28 31 2 34 2

Chassis weight, including:

oil, fuel, and water (approximate) ... 7,150 7,265 7,320 7,375

The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 72 1/2 in.; rear wheels, 71 1/2 in.

Road clearance—front axle, 8 1/2 in.; rear axle, 9 1/2 in.

Overall width—at front, 86 3/4 in.; at rear, 93 3/4 in.

Height from top of frame to ground, loaded—front, 29 in.; rear, 30 3/4 in.

Frame: Pressed steel channel with deep center section, 9 1/4 x 3 3/4 x 3 3/4 in.

ENGINE:

International Harvester, valve-in-head type, 6-cylinder, 41 1/2-in. bore x 4 1/4-in. stroke; 360.82 cu-in. displacement. A.M.A. rating, 40.8 h.p.; maximum brake h.p., 111.4 at 1,500 r.p.m. Maximum torque, 268 pound-feet at 1,500 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder block cast in one piece; replaceable cylinders; machined combustion chambers; 7-bearing crankshaft, drop-forged, statically and dynamically balanced, electrically hardened bearing journals. Precision-type main and connecting-rod bearings; total main bearing projected area, 32.36 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.

LUBRICATION:

Engine pressure feed to all main, connecting-rod, piston-pin, camshaft and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 qts.

COOLING SYSTEM:

Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 28 qts.

IGNITION:

High-tension battery type, full-automatic distributor.

GENERATOR:

6-volt, belt-driven.

BATTERY:

6-volt, 17-plate.

STARTING MOTOR:

6-volt, 4-pole.

CARBURETOR:

Downdraft type. Oil-bath type air cleaner.

FUEL SYSTEM:


GASOLINE FILTER:

Gasoline filter.

GOVERNOR:

Velocity type.

CLUTCH:

12-in., single-plate, with vibration damper.

TRANSMISSION:

5 speeds forward, 1 reverse with quiet helical gear third and overdrive (fifth) speeds, unit mounting.

TRANSMISSION REDUCTIONS:

First, 6.98 to 1; second, 3.57 to 1; third, 1.895 to 1; fourth, 1 to 1; fifth (overdrive), 0.925 to 1; reverse, 6.95 to 1.

PROPELLER SHAFT:

Front and rear shafts of large-diameter steel tubing with a self-aligning center bearing.

UNIVERSAL JOINTS:

All-metal, roller-bearing, anti-friction type.

FRONT AXLE:


REAR AXLE:


AXLE REDUCTION:

6.43 to 1.

REAR AXLE (MODEL DR-60):


AXLE REDUCTIONS (MODEL DR-60):

7.1 to 1, or 8.05 to 1.

STEERING GEAR:

Semi-irreversible cam-and-lever type.

BRAKES:


SPRINGS:

Front and rear, semi-elliptic. Front, 3 x 44 1/4 in. rear, 3 x 34 in.; semi-elliptic, auxiliary rear springs, 3 x 36 in.

WHEELS:

Cast, 6-spoke type, duals on rear.

TIRES:

9.00-20 balloons; front and dual rear.

CONTROLS:

Left-hand drive. Spark, throttle, choke and light controls on instrument panel. Accelerator, clutch and service brakes operated by pedals. Control levers in center of driving compartment.

STANDARD EQUIPMENT:

Cowl and dash; front fenders; short running boards; front bumper; underfender tire carrier (long w.b. only); spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filler; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge and instrument light, mounted in panel on dash. Direct-in-fifth transmission optional in DR-60.

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; de luxe and sleeper cabs; power take-offs; winches; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

FINISH:

Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl—a choice of four attractive colors. Chromium-plated hub caps, lamp rims and bumpers. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.
International Models D-300 and DS-300 Specifications

**Rated Capacity:** 1 1/2 tons.

**Carrying Capacity:** (cab, body, equipment, and payload) 8,100 Pounds

**Chassis Dimensions:** (in inches)

<table>
<thead>
<tr>
<th>Weight (in pounds)</th>
<th>Wheelbase (WB)</th>
<th>Overall length</th>
<th>Back of cab</th>
<th>Center of rear axle</th>
<th>Bumper to center</th>
<th>Weight including fuel, oil, and water (approximate)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>99</td>
<td>107</td>
<td>83 1/4 in.</td>
<td>44 1/4 in.</td>
<td>54 1/4 in.</td>
<td>3,345-3,445 (Model D-300) 3,445-3,550 (Model DS-300)</td>
</tr>
</tbody>
</table>

The following dimensions (with standard tires) are the same for both wheelbases:

- **Tread:** Front wheels 63 3/8 in.; Rear wheels 63 in.
- **Clearance under front axle:** 9 in.; Rear axle 8 1/8 in.
- **Overall width:** Front 75 1/4 in.; Rear 74 1/8 in.
- **Maximum body width between tires:** 50 1/4 in.
- **Height from top of frame to ground:** Loaded—Front 26 5/8 in.; Rear 28 1/4 in.

**Frame:** Pressed steel channel. Depth, 6 1/8 in.; thickness 3/8 in.; width, 32 in.; width of flange, 2 3/8 in.

**Engine:** 6-cylinder, cast-in-block, L-head type, 35/8 in. bore, 4 1/4 in. stroke. Displacement 232 cu. in. Compression ratio, 6.0, A.M.A. rating, 26.3 h.p. Maximum brake h.p., 81 at 3,200 r.p.m. Maximum torque, 170 lbs.-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.

**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, 6 1/2 qts.

**Cooling System:** Centrifugal pump circulation, fin-and-tube radiator. Capacity, 18 qts.

**Ignition:** Vacuum control; full-automatic distributor.

**Generator:** 6-volt, bell-driven.

**Battery:** 6-volt, 15-plate.

**Starting Motor:** 6-volt.

**Carburetor:** Balanced-flow type. Oil-bath type air cleaner.

**Fuel System:** Fuel pump. 18 1/2-gal. side-mounted fuel tank. 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. Gear-type, gear-driven oil pump. Oil capacity, 6 1/2 qts.

**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, Model D-300:** Full-floating, spiral-bevel gear type. Hotchkiss-type final drive. Chrome-molybdenum steel axle shafts. One-piece, forged-steel, heat-treated tubular axle housing. Differential and wheel bearings are tapered rollers. Pinion, straddle-mounted on roller bearings.

**Axle Reductions (D-300):**

- High-speed ratio, 5.14 to 1; low-speed ratio, 2.13 to 1. Optional high-speed ratio, 5.83 to 1; low-speed ratio, 8.11 to 1.

**Steering Gear:** Semi-reversible cam-and-lever type.

**Brakes:** Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type. Hand: External-contracting, propeller-shaft type.

**Springs:** Semi-elliptic. Front, 2 1/4 x 44 in.; rear, 2 1/2 x 30 in.; auxiliary, 2 1/4 x 29 in.

**Wheels:** Malleable iron, spoke type.

**Tires:** 30 x 5 T.T. front; 32 x 6 T.T. 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:** Front bumper; underslung tire carrier; spare rim; license brackets; horn; electric head and 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: Cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; front end assembly; governor; shock absorbers; power take-off; bodies and equipment for every need. Various tire combinations for single and dual rear wheels can be supplied.

**Finish:** Frame and wheels, red. Fenders, running boards, and aprons, black. Cab, a glossy durable finish in a choice of four attractive colors. Hubcaps, bumper and trim, chromium plated.

Specifications subject to change without notice.
**Specifications**

<table>
<thead>
<tr>
<th>Carrying Capacity:</th>
<th>8,100 Pounds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chassis Dimensions:</td>
<td>(in inches)</td>
</tr>
<tr>
<td>Weights:</td>
<td>(in pounds)</td>
</tr>
<tr>
<td>Wheelbase (WB)</td>
<td>87</td>
</tr>
<tr>
<td>Overall length, with front bumper</td>
<td>187(\frac{3}{4})</td>
</tr>
<tr>
<td>Back of cab to 1/4 of rear axle (CA)</td>
<td>71(\frac{1}{4})</td>
</tr>
<tr>
<td>Center of rear axle to end of frame (AF)</td>
<td>44</td>
</tr>
<tr>
<td>Turning radius with fender clearance (ft)</td>
<td>19(\frac{3}{4})</td>
</tr>
<tr>
<td>Chassis weight, including fuel, oil, and water</td>
<td>3,275</td>
</tr>
<tr>
<td>(approximate)</td>
<td>(Model DS-300) 3,375</td>
</tr>
</tbody>
</table>

The following dimensions (with standard tires) are the same for both wheelbases:
- Tread-front wheels: 63\(\frac{3}{4}\) in.; rear wheels: 63 in.
- Clearance under front axle: 9 in.; rear axle: 8\(\frac{3}{4}\) in.
- Overall width: 87\(\frac{1}{4}\) in.; rear: 94\(\frac{3}{4}\) in.
- Maximum body width between tires: 50\(\frac{3}{4}\) in.
- Height from top of frame to ground, loaded: Front: 27\(\frac{3}{4}\) in.; rear: 28\(\frac{3}{4}\) in.
- Rear clearance: 9 in.; rear axle: 8\(\frac{3}{4}\) in.
- Tread—front wheels: 63\(\frac{3}{4}\) in.; rear wheels: 63 in.

**Frame**
- Pressed steel channel, Depth: 6\(\frac{1}{4}\) in.; thickness: 1\(\frac{4}{5}\) in.; width: 32 in.; length: 16\(\frac{2}{3}\) ft.

**Engine**

**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: 6\(\frac{1}{4}\) gals.

**Cooling System**

**Starting Motor**
- 6-volt, 13-plate.

**Axle Reductions (DS-300)**
- 6.66 to 1; 5.83 to 1; Optional high-speed ratio, 5.14 to 1; low-speed ratio, 7.15 to 1.

**Brakes**

**Springs**
- Semi-elliptic, Front, 21\(\frac{1}{4}\) x 44 in.; rear, 21\(\frac{1}{4}\) x 50 in.; auxiliary, 22\(\frac{1}{4}\) x 29 in.

**Tires**
- 30 x 5 T.T. front; 32 x 6 T.T. 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**
- Front bumper; underslung tire carrier; spare rim; license brackets; horn; electric head and combination tail and stop lights; air cleaner; jack and tools. Speedometer, emmeter, 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: Cab with one-piece V-type windshield, rear-view mirror, and windshield wiper; front-end assembly; governor; shock absorbers; auxiliary springs; power take-off; bodies and equipment for every need. Various tire combinations for single or dual rear wheels can be supplied.

**Finish**
- Frame and wheels: red. Fenders, running boards, and aprons, black. Cab, a glossy durable finish in a choice of four attractive colors: Hub caps, bumpers and trim, chromium plated.

Specifications subject to change without notice.
BA-—••** WB

International Harvester, valve-in-head type; Engine:
Frame:
Rated Capacity: [3½ - 7 tons]
Carrying Capacity: (cab, body, equipment and payload) 22,000 lb.
Vehicle Gross Weight: 34,000 lb.
Chassis Dimensions: (in inches) Weights: (in pounds)
Wheelbase (WB) 161 197 215
Overall length (OA) 204 1/4 214 1/4 225 1/4
Back of cab to center of rear axle (CA) 84 120 138
Center of rear axle to end of frame (AF) 54 78 96
Back of cab to end of frame (CF) 138 198 234
Bumper to center of front axle (BA) 39 3/4 39 3/4 39 3/4
Turning radius with bumper clearance (feet) 29 1/2 33 1/2 36 1/2
Chassis weight, including fuel, oil, and water (approximate) 11,215 11,485 11,615
Tread—front wheels, 74 1/4 in.; rear wheels, 75 in.
Clearance under front axle 10 3/8 in.; under rear axle, 8 1/8 in.
Overall width—front, 96 1/2 in.; rear, 95 in.
Height from top of frame to ground, loaded—front, 31 3/4 in.; rear, 37 3/4 in.
Frame: Pressed steel channel with deep center section, 10 1/4 x 3 3/4 x 3 3/4 in.
Engine: International Harvester, valve-in-head type: 6-cylinder, 4 1/4 in. bore x 5 in. stroke, 400.92 cu.-in. displacement. A.M.A. rating, 40.8 h.p.; maximum brake h.p., 114 at 2,600 r.p.m. Maximum torque, 308 lb.-ft. at 800 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Cylinder-block cast in one piece; replaceable cylinders; machine combustion chamber; 7-bearing crankshaft, drop-forged, statically and dynamically balanced, electrically hardened bearing journals. Precision-type main and connecting-rod bearings; total main bearing projected area, 32.36 sq. in. Camshaft drop-forged, case-hardened integral cams. Exhaust-valve seat inserts.

Lubrication: Full-pressure to all main, connecting-rod, piston pin, camshaft, and rocker-臂 shaft bearings. Gear-type oil pump. Oil filter. Oil capacity, 10 qts.

Cooling System: Pump circulation, thermostat control, fin-and-tube-type radiator, 4-blade fan and pump driven by dual V-type belts. Capacity, 31 qts.

Ignition: Battery type, full-automatic distributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 6-pole.

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


Governor: Velocity-type, mounted between carburetor and manifold.

Clutch: 14-in., single-plate, with vibration damper.

Transmission: 5 speeds forward, 1 reverse, with quiet helical gear third and overdrive (fifth) speeds, mounted in unit with engine.

Transmission Reductions: First, 6.98 to 1; second, 3.57 to 1; third, 1.895 to 1; fourth, 1 to 1; fifth (overdrive), 0.825 to 1; reverse, 6.93 to 1.

Power Divider: Combination auxiliary transmission and split-drive transmission.

Auxiliary and Split-Drive Transmission Reductions: Direct drive, 1.107 to 1; underdrive, 1.6 to 1.

Propeller Shaft: Large-diameter, heavy steel tubing. Separate drive to each axle.

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


Rear Axle Group: Six-wheel unit, dual-drive type. Connected by heavy equalizing beams, supported by castings suspended from semi-elliptic springs. Torque rods provided on each axle.


Axle Reduction: 7.16 to 1.

Steering Gear: Semi-reversible cam-and-lever type.

Brakes: Service: 6-wheel, 2-shoe, double-anchored, internal-expanding, air-operated with slack adjusters on each wheel. Hand: External-contacting on each propeller shaft back of split-drive transmission.

Springs: All springs of silico-manganese spring steel.

Wheels: Malleable, 6-spoke type with integral hubs.

Tires: 9.00-20 balloons, front and dual rear.

Controls: Left-hand drive. Spark, throttle, choke, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; tire carrier; spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, and instrument light mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: Standard or deluxe all steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; high-tension magneto ignition; power take-off不及vinches; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.


Specifications subject to change without notice.
## INTERNATIONAL MODELS D-400 AND DS-400

### Carrying Capacity:
- (cab, body, equipment, and payload) 11,200 lb.

### Chassis Dimensions (in inches)

<table>
<thead>
<tr>
<th>Weight</th>
<th>Wheelbase (WB)</th>
<th>Overall length, front bumper to end of frame (OAL)</th>
<th>Back of cab to center of rear axle (BA)</th>
<th>Center of rear axle to end of frame (AF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame</td>
<td>87</td>
<td>198%</td>
<td>72</td>
<td>57%</td>
</tr>
<tr>
<td>Pressed steel channel with deep center section</td>
<td>117</td>
<td>222%</td>
<td>84</td>
<td>57%</td>
</tr>
<tr>
<td>1.11</td>
<td>246%</td>
<td>102</td>
<td>72</td>
<td>57%</td>
</tr>
<tr>
<td>8.3</td>
<td>99</td>
<td>117</td>
<td>102</td>
<td>57%</td>
</tr>
</tbody>
</table>

### Weights (in pounds)
- Overall length, front bumper to end of frame (OAL): 87 lb.
- Back of cab to center of rear axle (BA): 117 lb.
- Center of rear axle to end of frame (AF): 57 lb.

### Overall length, front bumper to end of frame (OAL) 198% 222% 246%

### Chassis weight, including oil, fuel and water (approximate): 5,000 5,025 5,155 lbs.

### Fuel System:

### Clutch:
- 11-in., single-plate, with vibration damper.

### Transmission:
- 5 speeds forward, 1 reverse with quiet helical gear third and overdrive (fifth) speeds, mounted in unit with engine. Direct-in-fifth transmission standard for DS-400.

### Transmission Reductions (Overdrive) D-400:
- First, 6.525 to 1; second, 3.722 to 1; third, 1.925 to 1; fourth, 1 to 1; fifth (overdrive), 0.625 to 1; reverse, 6.38 to 1.

### Transmission Reductions (Direct-in-Fifth) DS-400:
- First, 7.35 to 1; second, 4.30 to 1; third, 2.52 to 1; fourth, 1.52 to 1; fifth (direct), 1 to 1; reverse, 7.20 to 1.

### Propeller Shaft:
- Heavy seamless steel tubing.

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

### Front Axle:

### Rear Axle, D-400:

### Rear Axle, DS-400:

### Axle Reductions, D-400:
- 5.625 to 1, 6.5 to 1, or 7.16 to 1.

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- 5.625 to 1, 6.5 to 1, or 7.16 to 1.

### Propeller Shaft:
- Heavy seamless steel tubing.

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

### Clutch:
- 11-in., single-plate, with vibration damper.

### Transmission:
- 5 speeds forward, 1 reverse with quiet helical gear third and overdrive (fifth) speeds, mounted in unit with engine. Direct-in-fifth transmission standard for DS-400.

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- First, 7.35 to 1; second, 4.30 to 1; third, 2.52 to 1; fourth, 1.52 to 1; fifth (direct), 1 to 1; reverse, 7.20 to 1.

### Propeller Shaft:
- Heavy seamless steel tubing.

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

### Front Axle:

### Rear Axle, D-400:

### Rear Axle, DS-400:

### Axle Reductions, D-400:
- 5.625 to 1, 6.5 to 1, or 7.16 to 1.

### Axle Reductions, DS-400:
- 5.625 to 1, 6.5 to 1, or 7.16 to 1.

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

### Brakes:
- Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type with vacuum booster. Fully enclosed. Total effective service brake area, 738 sq. in. Hand: External-contracting, propeller-shaft type.

### Springs:
- Front and rear, semi-elliptic. Front, 2.9 x 474 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

### Wheels:
- Malleable iron, 20-in., 6-spoke type. Duals on rear.

### Tires:
- 7.00-20 balloons, front and dual rear.

### Controls:
- Left-hand drive. Spark, throttle, and light controls on instrument panel. Control levers in center of driving compartment.

### Standard Equipment:
- Front bumper; front shock absorbers; spare rim; tire carrier; license brackets; horn; electric head and combination stop and tail lights; air cleaner; jack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument panel, light, choke, and throttle controls.

### Special Equipment:
- The following can be supplied at additional cost: Cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; front-end section; high-tension magneto ignition; power tire pump; oil filter; governor; auxiliary transmissions; bodies and equipment for all purposes. Various tire combinations.

### Finish:
- Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Cab a glossy, durable finish in a choice of attractive colors. Lamp rims, hubcaps, and bumper, chromium plated.

### Specifications subject to change without notice.
## INTERNATIONAL MODEL D-500 SPECIFICATIONS

<table>
<thead>
<tr>
<th>Carrying Capacity: (cabin, body, equipment, and payload)</th>
<th>12,300 lb.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chassis Dimensions: (in inches)</td>
<td>Weights: (in pounds)</td>
</tr>
<tr>
<td>Overall length, with front bumper</td>
<td>203 1/2</td>
</tr>
<tr>
<td>Back of cab to center of rear axle</td>
<td>72 3/4</td>
</tr>
<tr>
<td>Center of rear axle to end of frame</td>
<td>54 3/4</td>
</tr>
<tr>
<td>Turning radius with bumper clearance</td>
<td>20 3/4</td>
</tr>
<tr>
<td>Frame and wheels, red</td>
<td>Fenders, running boards and aprons, black</td>
</tr>
<tr>
<td>Engine: International Harvester, valve-in-head type, 6-cylinder, 4 1/2-in. bore x 4 1/2-in. stroke</td>
<td>282 1/2-in. displacement. A.M.A. rating, 33.7 h.p.; maximum brake h.p., 111.4 at 2,700 r.p.m.</td>
</tr>
<tr>
<td>Transmission: 12-in. single-plate, with vibration damper.</td>
<td>6-volt, 17-plate.</td>
</tr>
<tr>
<td>Clutch: Updraft type. Oil-bath type air cleaner.</td>
<td>6-volt, dual belt-driven.</td>
</tr>
<tr>
<td>Governor: Velocity type, integral with carburetor.</td>
<td>6-volt, dual belt-driven.</td>
</tr>
<tr>
<td>Governor: Velocity type, integral with carburetor.</td>
<td>6-volt, dual belt-driven.</td>
</tr>
<tr>
<td>Propeller Shaft: Front and rear shafts of large-diameter steel tubing with self-aligning center bearings.</td>
<td>Front and rear shafts of large-diameter steel tubing with self-aligning center bearings.</td>
</tr>
<tr>
<td>Universal Joints: All-metal, roller-bearing.</td>
<td>High-speed ratio, 6.43 to 1; low-speed ratio, 8.74 to 1.</td>
</tr>
<tr>
<td>Overall length, with front bumper</td>
<td>12,300 lb.</td>
</tr>
<tr>
<td>Turning radius with bumper clearance</td>
<td>20 3/4</td>
</tr>
<tr>
<td>Engine: [Special for highway transport service] International Harvester, valve-in-head type, 6-cylinder, 4 1/2-in. bore x 4 1/2-in. stroke</td>
<td>Controls: Left-hand drive. Spark, throttle, choke, and light controls on instrument panel, Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.</td>
</tr>
<tr>
<td>Transmission: 12-in. single-plate, with vibration damper.</td>
<td>Standard Equipment: Front bumper, tire carrier, spare rim, license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit, Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, choke, and instrument light mounted in panel on dash.</td>
</tr>
<tr>
<td>Universal Joints: All-metal, roller-bearing.</td>
<td>Special Equipment: The following can be supplied at additional cost: All-steel cab with V-type windshield, rear-view mirror, and windshield wiper; direct-in-fifth transmission; power take-off wipers; shock absorbers; auxiliary transmission; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.</td>
</tr>
</tbody>
</table>

Specifications subject to change without notice.
Specifications

Carrying Capacity:
(cab, body, equipment, and payload) 12,000 lb.

Chassis Dimensions: (in inches)
Wheelbase (WB) 197 198 198 200
Overall length 228 229 229 233
Front bumper to c/l of frame (CF) 115 118 118 120
Bumper to center of front axle (BA) 30 30 30 30
Turning radius (feet) 27 27 27 30
Wheelbase (WB) 137 149 161 179
Overall length, with frame 28% 31% 31% 31%
Overall width—at front, 70% in.; rear wheels, 70% in.
Tread—front wheels, 70% in.; rear wheels, 70% in.

Chassis Dimensions: (in inches)
Wheelbase (WB) 197 198 198 200
Overall length 228 229 229 233
Front bumper to c/l of frame (CF) 115 118 118 120
Bumper to center of front axle (BA) 30 30 30 30
Turning radius (feet) 27 27 27 30
Wheelbase (WB) 137 149 161 179
Overall length, with frame 28% 31% 31% 31%
Overall width—at front, 70% in.; rear wheels, 70% in.
Tread—front wheels, 70% in.; rear wheels, 70% in.

Chassis weight, includ­
ing oil, fuel, and
ting oil, fuel, and
water (approx.) 6,215 6,245 6,275 6,335

Rear Axle, Model DR-50:
Full-floating, double-reduction
gear type. Power transmitted through spiral-bevel and
eight-gear type. Power transmitted through spiral-bevel and
herringbone gears. Hotchkiss-type final drive. Differ­
etial mounted on ball bearings, pinion and wheels on
tapered rollers.

Axle Reduction, Model DR-50: 8.5 to 1.

Specifications subject to change without notice.
INTERNATIONAL

MODEL
DR-60

SPECIFICATIONS

Rated Capacity: 4 to 5 tons.
Carrying Capacity:
(cab, body, equipment, and payload) 12,500 pounds

Chassis Dimensions: (in inches) Weights: (in pounds)
Wheelbase (WB) ....... 149 161 179 197
Overall length with front bumper (CAL) 236 1/2 267 1/2 267 1/2 304 1/2
Back of cab to 1/1 of rear axle (CA) .... 72 84 102 120
Center of rear axle to end of frame (AF) .... 50 68 68 68
Back of cab to end of frame (CF) .... 122 152 170 188
Bumper to center of front axle (BA) .... 39 1/2 39 1/2 39 1/2 39 1/2
Turning radius (feet)) 26 9/16 26 9/16 28 31 3/4

Chassis weight, including oil, fuel, and water (approximate) 7,225 7,265 7,305 7,365

The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 72 1/4 in.; rear wheels, 71 1/4 in.
Road clearance—front axle, 8 1/4 in.; rear axle, 9 1/4 in.
Overall width—at front, 86 1/4 in.; at rear, 99 1/4 in.
Height from top of frame to ground, loaded—front, 29 1/4 in.
rear, 30 1/2 in.

Frame: Pressed steel channel with deep center section, 9 1/4 x 3/4 x 3/4 in.

Engine: International Harvester, valve-in-head type, 6-cylinder, 41 1/4 in. bore x 4 1/2 in. stroke, 360.82 cu-in. displacement
A.M.A. rating, 40.8 h.p.; maximum brake h.p., 111.4 at 2,700 r.p.m.; maximum torque, 268 pound-feet at 1,500 r.p.m.

Transmission: 5 speeds forward, 1 reverse with quiet helical gear third and overdrive (fifth) speeds, unit mounted.
Transmission Reductions: First, 6.52 to 1; second, 3.33 to 1; third, 1.77 to 1; fourth, 1 to 1; fifth (overdrive), 0.772 to 1; reverse, 6.5 to 1.

Propeller Shaft: Front and rear shafts of large diameter steel tubing with self-aligning center bearing.
Universal joints: All-metal, roller-bearing, anti-friction type.


Axle Reductions: 7.1 to 1 or 8.05 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service; 4-wheel, hydraulic, duo-servo, self-energizing, internal-expanding shoe type with vacuum booster. Fully enclosed. Hand: Propeller-shaft type.

Springs: Front and rear, semi-elliptic. Front, 3 x 44 1/2 in.; rear, 3 x 54 in.; semi-elliptic, auxiliary rear springs, 3 x 36 in.

Wheels: Cast, 6-spoke type, duals on rear.

Tires: 9.00-20 balloons, front and dual rear.

Controls: Left-hand drive. Spark, throttle, choke and light controls on instrument panel. Accelerator, clutch and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier (long w.b. only); spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge and instrument light, mounted on 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; de luxe and sleeper cabs; high-tension magneto ignition; power take-off; winch; shock absorbers; auxiliary gasoline tanks; bodies and equipment for every need. Various tires.


Specifications subject to change without notice.
## International Harvester, Valve-in-Head Type, 6-Engine:

- **Pressed steel channel with deep center section, frame.**

<table>
<thead>
<tr>
<th>Weights</th>
<th>Chassis Dimensions (in inches)</th>
<th>Carrying Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>149</td>
<td>Overall length with front bumper (OAL): 238% x 10</td>
<td>4 to 5 tons.</td>
</tr>
<tr>
<td>161</td>
<td>Back of cab to end of frame (AF): 122</td>
<td></td>
</tr>
<tr>
<td>179</td>
<td>Back of cab to c/l of frame (CF): 122</td>
<td></td>
</tr>
<tr>
<td>197</td>
<td>Overall width: front, 86% in.; rear, 93% in.</td>
<td></td>
</tr>
<tr>
<td>268</td>
<td>Center of rear axle to end of frame (AF): 80</td>
<td></td>
</tr>
<tr>
<td>268</td>
<td>Center of rear axle to end of frame (CF): 152</td>
<td></td>
</tr>
<tr>
<td>268</td>
<td>Bumper to center of front axle (BA): 39% x 39</td>
<td></td>
</tr>
<tr>
<td>268</td>
<td>Turning radius (feet): 27%</td>
<td></td>
</tr>
<tr>
<td>268</td>
<td>Overall length with standard tires: 238% x 286% x 304%</td>
<td></td>
</tr>
<tr>
<td>268</td>
<td>Overall width: front, 86% in.; rear, 93% in.</td>
<td></td>
</tr>
<tr>
<td>268</td>
<td>Back of cab to end of frame (AF): 50</td>
<td></td>
</tr>
<tr>
<td>288</td>
<td>Center of rear axle to end of frame (CF): 152</td>
<td></td>
</tr>
<tr>
<td>288</td>
<td>Overall length with standard tires: 238% x 286% x 304%</td>
<td></td>
</tr>
<tr>
<td>288</td>
<td>Overall width: front, 86% in.; rear, 93% in.</td>
<td></td>
</tr>
<tr>
<td>288</td>
<td>Back of cab to end of frame (AF): 50</td>
<td></td>
</tr>
<tr>
<td>304</td>
<td>Center of rear axle to end of frame (CF): 152</td>
<td></td>
</tr>
<tr>
<td>304</td>
<td>Overall length with standard tires: 238% x 286% x 304%</td>
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<td></td>
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<td>304</td>
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<td>Overall width: front, 86% in.; rear, 93% in.</td>
<td></td>
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<tr>
<td>304</td>
<td>Back of cab to end of frame (AF): 50</td>
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<tr>
<td>304</td>
<td>Center of rear axle to end of frame (CF): 152</td>
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<tr>
<td>304</td>
<td>Overall length with standard tires: 238% x 286% x 304%</td>
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<td>Overall length with standard tires: 238% x 286% x 304%</td>
<td></td>
</tr>
</tbody>
</table>
**INTERNATIONAL**

**Model DR-70**

**Specifications**

**Carrying Capacity:**
- Cab, body, equipment, and payload: 18,000 lb.

**Chassis Dimensions:**
- Wheelbase (WB): 149 in.
- Chassis weight: 179 lb.
- Overall length, from front bumper to center of rear axle: 329 in.
- Height from top of frame to ground, loaded: 39 in.
- Road clearance:
  - Front axle: 9 in.
  - Rear axle: 33 in.

**Weights:**
- Overall width:
  - Front: 8634 in.
  - Rear: 93 in.

**Engine:**
- Cylinder: 6-cylinder, bore x 5-in. stroke: 400.92 cu.-in.
- Horsepower: 114 at 2,600 r.p.m.
- Torque: 308 pound-ft.

**Lubrication:**
- Engine pressure feed to all main, connecting-rod, piston-pin, camshaft and rocker-arm shaft bearings.

**Cooling System:**
- Pump circulation, thermostat control.
- 4-blade fan and pump driven by dual V-type belts.

**Ignition:**
- High-tension battery type, full-automatic distributor mounted on generator, oil mounted on dash.

**Governor:**
- 6-volt, belt-driven.

**Generator:**
- 6-volt, 17-plate.

**Starting Motor:**
- 6-volt, 6-pole.

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

**Fuel System:**

**Brakes:**
- Service brakes operated by pedals. Control levers in center of driving compartment.

**Springs:**
- Front and rear semi-elliptic.
- Cast, 6-spoke type, duals on rear.

**Wheels:**
- Cast, 6-spoke type, duals on rear.

**Controls:**
- Left-hand drive. Spark, throttle, choke and light controls on instrument panel. Accelerator, clutch and service brakes operated by pedals. Control lever in center of driving compartment.

**Standard Equipment:**
- Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier (long w.h. only); spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil-air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge and instrument light mounted in instrument 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; de luxe safety seat; front seat section; windshield; high-tension magneto ignition; power take-off; winches; shock absorbers; auxiliary gasoline tank; bodies and equipment for every need. Various tire combinations. Direct-in-fifth transmission.

**Finish:**
- Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl — a choice of four attractive colors. Chromium-plated hub caps, lamp rims and bumper. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.
### Chassis Dimensions: (in inches) Weights: (in pounds)

<table>
<thead>
<tr>
<th>Item</th>
<th>Dimensions/Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase (WB)</td>
<td>161</td>
</tr>
<tr>
<td>Overall length (OAL)</td>
<td>254 251 254</td>
</tr>
<tr>
<td>Back of cab to c/r of rear axle (CA)</td>
<td>84 138 156</td>
</tr>
<tr>
<td>Center of rear axle to end of frame (FF)</td>
<td>54 84 102</td>
</tr>
<tr>
<td>Back of cab to end of frame (CF)</td>
<td>138 222 258</td>
</tr>
<tr>
<td>Bumper to center of front axle (BA)</td>
<td>39 1/2 39 1/2 39 1/2</td>
</tr>
<tr>
<td>Turning radius (front)</td>
<td>29 1/2 39 1/2 40</td>
</tr>
</tbody>
</table>
| Height from top of frame to ground, loaded (front, 28 1/2 in.) | 32 1/4 44 1/4 46 1/4 in.
| Height from top of frame to ground, loaded (rear, 6 1/2 in.) | 8 1/2 14 1/2 16 1/2 in.

### Frame:
- Pressed-steel channel with deep center section, 11 1/4 x 5 1/2 x 3 3/4 in.

### Engine:
- International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 4 1/4-in. bore x 3-in. stroke; 451 cu.in. displacement. A.M.A. rating, 45.9 h.p.; maximum brake h.p., 120 at 2,400 r.p.m. Maximum torque, 331 pound-feet at 800 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Seven steel-backed, replaceable-bearing main bearings. Total projected main bearing area, 80.36 sq. in. Exhaust-valve seat inserts.

### Cooling System:

### Ignition:
- Battery type, full-automatic distributor.

### Generator:
- 6-volt, fan-belt-driven.

### Battery:
- 6-volt, 17-plate.

### Starting Motor:
- 6-volt, 6-pole type.

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

### Fuel System:

### Clutch:
- 14-in., single-plate, with vibration damper.

### Transmission:
- 5 speeds forward, 2 reverse, with quiet helical gear third and fourth speeds; direct drive in fifth, mounted in unit with engine.

### Transmission Reductions:
- First, 8.08 to 1; second, 4.67 to 1; third, 2.62 to 1; fourth, 1.36 to 1; fifth (direct) 1 to 1; low reverse, 8.12 to 1; high reverse, 4.74 to 1.

### Power Divider:
- Composed of a third differential and power-dividing gears which divide the input power equally to each rear axle.

### Power Divider Reduction:
- 1.207 to 1.

### Propeller Shaft:
- Large-diameter, heavy steel tubing. Separate drive to each axle.

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

### Front Axle:

### Rear Axle Group:
- Six-wheel unit, dual-drive type. Connected by heavy equalizing beams, supported by castings suspended from semi-elliptic springs. Torque rods provided on each axle.

### Front and Rear Driving Axles:
- Full-floating, double-reduction through spiral-bevel and herringbone gear drive. Combination Hotchkiss-end-torque-rod-type final drive. Malleable, bantam-type housing, Chromo-molybdenum steel drive shafts.

### Axle Reductions:
- 8.05 to 1; 9.03 to 1.

### Steering Gear:
- Semi-reversible cam-and-lever type.

### Brakes:
- Service: 6-wheel, 2-shoe, double-anchored, internalexhausting, air-operated, with slack adjusters on each wheel. Hand: External-contracting, on each propeller shaft back of split-drive transmission.

### Springs:
- All springs of silico-manganese spring steel.

### Wheels:
- Malleable iron, 20-in., spoke type.

### Tires:
- 9.75-20 balloons, front and dual rear.

### Controls:
- Left-hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

### Standard Equipment:
- Cowl and dash; front fenders; short running boards; front bumper; spare rim; fire carriage; license brackets; horn; electric head and combination high and tail lights; air cleaner; jack and tools. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, choke, and throat control switches mounted in panel on dash.

### Special Equipment:
- The following can be supplied at additional cost: Standard or deluxe all-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; high-tension magneto ignition; auxiliary transmission; power divider differential lock; combination auxiliary transmission and power divider; power tire pump; underset gasoline tank; oil filter; governor; shock absorbers; bodies and equipment for all purposes. Various tire combinations.

### Finish:
- Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.
Frame: Pressed steel channel with deep center section. (Special for highway transport service)

Engine: International Harvester, valve-in-head type, 6-cylinder, 3½ in. bore x 4½ in. stroke; 298.2-cu.-in. displacement. A.M.A. rating, 33.7 h.p.; maximum brake h.p., 93.7 at 2,800 r.p.m. Maximum torque, 218 pound-feet at 1,600 r.p.m. Three-point mounting with rubber-mounted, cushioned front and rear supports. Cylinder block cast in one piece, replaceable cylinders; 2-piece head; machined combustion chambers; 7-bearing crankshaft, drop-forged, heat-treated chrome-molybdenum steel. Pinion, straddle-mounted on roller bearings. Oil filter. Oil capacity, 10 gts. (U.S.).


Generator: High-tension battery type, full-automatic distributor.

Brakes: 6-volt, double belt-driven.

Starting Motor: 6-volt, 17-plate.

Axle Reductions, Model D-500: Two-speed, full-floating, spiral-bevel gear type with straddle-mounted pinion. Hotchkiss-type final drive. Chrome-molybdenum steel axle shafts. Cast, banjo-type housings. Pinion bearing is straight roller; differential and wheel bearings are tapered rollers.

Axle Reductions, Model DS-500: High-speed ratio, 6.43 to 1; low-speed ratio, 8.74 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.


Springs: Front and rear, semi-elliptic. Front, 9 x 34 in.; rear, 3 x 34 in.; semi-elliptic auxiliary rear springs, 3 x 34 in.

Wheels: Cast, spoke-type, duals on rear.

Tires: 7.50-20 belted, front and dual rear.

Controls: Left-hand drive. Spark, throttle, choke, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment: Front bumper; tire carrier; spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, choke, and instrument light mounted in panel on dash. Double-acting shock absorbers at front.

Special Equipment: The following can be supplied at additional cost: All-steel cab with V-type windshield, rear-vision mirror, and windshield wiper; direct-in-fifth transmission; power take-offs; winches; shock absorbers; auxiliary transmission; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors.

Chromium-plated hub caps and lamp rims.

Specifications subject to change without notice.
**INTRODUCTION**

**International Model DR-700**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Carrying Capacity:</th>
<th>18,900 lb.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(cab, body, equipment, and payload)</td>
<td></td>
</tr>
<tr>
<td><strong>Chassis Dimensions:</strong> (in inches)</td>
<td><strong>Weights:</strong> (in pounds)</td>
</tr>
<tr>
<td>Wheelbase (WB)</td>
<td>94</td>
</tr>
<tr>
<td>Overall length with front bumper (CAL)</td>
<td>203(\frac{1}{4})</td>
</tr>
<tr>
<td>Back to cab center of rear axle (CA)</td>
<td>72</td>
</tr>
<tr>
<td>Center of rear axle to end of frame (AF)</td>
<td>54</td>
</tr>
<tr>
<td>Back of cab to end of frame (CF)</td>
<td>126</td>
</tr>
<tr>
<td>Bumper to center of front axle (BA)</td>
<td>58(\frac{1}{4})</td>
</tr>
<tr>
<td>Turning radius with bumper clearance (feet)</td>
<td>19</td>
</tr>
<tr>
<td>Chassis weight, including oil, fuel, and water (approximate)</td>
<td>7,795</td>
</tr>
</tbody>
</table>

The following dimensions (with standard tires) are the same for all wheelbases:

- **Road clearance**
  - Front axle: 9 in.
  - Rear axle: 3\(\frac{1}{2}\) in.
- **Height from top of frame to ground**
  - Loaded: front, 13\(\frac{1}{2}\) in.; rear, 13\(\frac{3}{4}\) in.
- **Turning radius** with bumper clearance, same for all wheelbases:
  - Front axle: 33\(\frac{3}{8}\) in.
  - Rear axle: 33\(\frac{1}{2}\) in.

**Engine:**
- International Harvester, valve-in-head type; 6-cylinder; 4\(\frac{1}{2}\)-in. bore x 5-in. stroke; 451-cu.-in. displacement. A.M.A. rating, 45.9 h.p.; maximum brake h.p., 120 at 2,400 r.p.m. Maximum torque, 331 pound-feet at 800 r.p.m.

**Governor:**
- Velocity type, integral with carburetor.

**Ignition:**
- High-tension battery type, full-automatic distributor.

**Transmission:**
- 5 speeds forward, 1 reverse, with quiet helical gear third and overdrive (fifth) speeds, mounted in unit with engine.

**Transmission Reductions:**
- First, 6.98 to 1; second, 3.57 to 1; third, 1.895 to 1; fourth, 1 to 1; fifth (overdrive) 0.825 to 1; reverse, 6.95 to 1.

**Propeller Shaft:**
- Front and rear shafts of large-diameter steel tubing with self-aligning center bearings.

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

**Front Axle:**

**Rear Axle:**

**Axle Reductions:**
- First, 6.98 to 1; second, 3.57 to 1; third, 1.895 to 1; fourth, 1 to 1.

**Steering Gear:**
- Semi-irreversible cam-and-lever type.

**Brakes:**
- Service: 4-wheel, 2-shoe, double-anchored, internal-expanding, heavy-duty air-operated with slack adjusters on each wheel. Fully enclosed. Hand: External-contracting, propeller-shaft type.

**Springs:**
- Front and rear, semi-elliptic. Front, 3 x 54 in.; rear, 3 x 54 in.; semi-elliptic, auxiliary rear springs, 3 x 36 in.

**Wheels:**
- Cast, spoke type, duals on rear.

**Tires:**
- 36 x 8 truck-type, front and dual rear.

**Fuel System:**

**Power Take-Offs:**
- Various transverse, front and auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations. Special Equipment: The following can be supplied at additional cost: All-steel cab with V-type windshield, rear-view mirror, and windshield wiper; front seat section; windshield; direct-in-fifth transmission; auxiliary transmission; power take-offs; winches; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

**Finish:**
- Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors. Chromium-plated hub caps and lamp rims.

Specifications subject to change without notice.
International Harvester, valve-in-head type; 6-cylinder; 4\(\frac{3}{4}\)-in. bore x 5-in. stroke; 451-cu.-in. displacement. A.M.A. rating, 45.9 h.p.; maximum brake h.p., 120 at 2,400 r.p.m. Maximum torque, 331 pound-feet at 800 r.p.m.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft and rocker-arm shaft bearings. No tubes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump.


Ignition: High-tension battery type, full-automatic distributor.

Generator: 6-volt, dual belt-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 6-pole.

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


Governor: Velocity type, integral with carburetor.

Governor: Air-operated, 14-in., single-plate, with vibration damper.

Clutch: Air-operated, 14-in., single-plate, with vibration damper.

Transmission: 5 speeds forward, 1 reverse, with quiet helical gear third and overdrive (fifth) speeds, mounted in unit with engine.

Transmission Reductions: First, 6.98 to 1; second, 3.57 to 1; third, 1.895 to 1; fourth, 1 to 1; fifth (overdrive) 0.825 to 1; reverse, 6.95 to 1.

Propeller Shaft: Front and rear shafts of large-diameter steel tubing with self-aligning center bearings.

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


Axle Reductions: 8.05 to 1, or 9.03 to 1.

Steering Gear: Semi-reversible cam-and-lever type.


Springs: Front and rear, semi-elliptic. Front, 3 x 54 in.; rear, 3 x 54 in.; semi-elliptic, auxiliary rear springs, 3 x 36 in.

Wheels: Cast, spoke type, duals on rear.

Tires: 36 x 8 truck-type, front and dual rear.

Steering Gear: Left-hand drive. Spark, throttle, choke, and light controls on instrument panel. Clutch and service brakes operated by pedal-type pedals. Control levers in center of driving compartment.

Standard Equipment: Front bumper; tire carrier; spare rim; license brackets; horn; electric head and combination stop and tail lights; oil filter; oil air cleaner; jack and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, choke, and instrument light mounted in instrument panel. Double-acting, hydraulic shock absorbers at front.

Special Equipment: The following can be supplied at additional cost: All-steel cab with V-type windshield, rear Vision mirror, and windshield wiper; front seat section; windshield, direct-in-fifth transmission; auxiliary transmission; power take-offs; winches; auxiliary gasoline tanks; bodies and equipment for every need. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black. Cab, a choice of attractive colors. Chromium-plated hub caps and lamp rims.

Specifications subject to change without notice.
**INTERNATIONAL**

**MODEL DS-30**

**SPECIFICATIONS**

**Rated Capacity:** 1 1/2 tons.

**Carrying Capacity:** (cab, body, equipment, and payload) 5,500 Pounds
With auxiliary springs 8,000 Pounds

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

<table>
<thead>
<tr>
<th>Wheelbase (WB)</th>
<th>128</th>
<th>155</th>
<th>173</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length, with front bumper (OAL)</td>
<td>205½</td>
<td>244½</td>
<td>262½</td>
</tr>
<tr>
<td>Back of cab to o/l of rear axle (CA)</td>
<td>57</td>
<td>94</td>
<td>102</td>
</tr>
<tr>
<td>C/l of rear axle to end of frame (AF)</td>
<td>44</td>
<td>56</td>
<td>56</td>
</tr>
<tr>
<td>Back of cab to end of frame (CF)101</td>
<td>140</td>
<td>153</td>
<td></td>
</tr>
<tr>
<td>Bumper to center of front axle (BA)</td>
<td>33½</td>
<td>33½</td>
<td>33½</td>
</tr>
<tr>
<td>Turning radius with bumper clearance (feet)</td>
<td>22</td>
<td>25½</td>
<td>28½</td>
</tr>
<tr>
<td>Chassis weight, including fuel, oil, and water (approximate)</td>
<td>3,610</td>
<td>3,695</td>
<td>3,785</td>
</tr>
</tbody>
</table>

The following dimensions (with standard tires) are the same for all wheelbases:

- Tread—front wheels, 63½ in.; rear wheels, 63½ in.
- Clearance under front axle, 9¼ in.; under rear axle, 8½ in.
- Overall width—front, 76⅛ in.; rear, 74⅞ in.

**Frame:** Pressed steel channel. 128-in. w.b., 8 x ½ x 2 ½ in.; 155-in. w.b., 8½ x ¾ x 3 in.; 173-in. w.b., 8½ x ¾ x 3 in.


**Lubrication:** Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft end 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, 15 qts.

**Ignition:** Vacuum control; full-automatic type.

**Generator:** 6-volt, belt-driven.

**Battery:** 6-volt, 13-plate.

**Starting Motor:** 6-volt.

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


**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. 155-in. and 173-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:** Two-speed, full-floating, spiral-bevel gear type with straddle-mounted pinion. Holzheits-type final drive. Chromo-molybdenum steel axle shafts. Cast, benjo-type housing. Pinion bearing, straight roller; differential and wheel bearings are tapered rollers.

**Axle Reductions:** High-speed ratio, 5.14 to 1; low-speed ratio, 7.15 to 1. Optional high-speed ratio, 5.83 to 1; low-speed ratio, 8.11 to 1.

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

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

**Springs:** Semi-elliptic. Front, 2x36½ in.; rear, 2½x46½ in.

**Wheels:** Malleable iron, spoke type.

**Tires:** 30 x 5 T. T. front; 32 x 6 T. T. 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:** Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier; spare rim; license brackets; horn; electric head and 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; de luxe and sleeper cabs; auxiliary rear springs; governor; shock absorbers; power take-off; bodies and equipment for all purposes; various tire combinations.

**Finish:** Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims and hub caps, chromium plated. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.
MODEL DS-35

SPECIFICATIONS

Rated Capacity: 1 1/2 to 2 tons.
Carrying Capacity:
(oil, battery, equipment, and payload) 8,900 lb.

Chassis Dimensions (in inches) Weights (in pounds)

Wheelbase (WB) 137 149 161 179
Overall length, front bumper to end of frame (OAL) 214 238 250 268
Back of cab to end of frame (CA) 60 72 84 102
C/1 of rear axle to end of frame (AF) 44 56 56 56
Bumper to center of front axle (BA) 33 33 33 33
Turning radius with bumper clearance (left and right) 23 25 26 29
Chassis weight, including oil, fuel, and water (approximate) 4,220 4,245 4,270 4,305

The following dimensions (with standard tires) are the same for all wheelbases:

Tread—front wheels, 63% in.; rear wheels, 63% in.
Road clearance—front axle, 63% in.; rear axle, 81% in.
Overall width—front, 76% in.; rear, 78% in.
Height from top of frame to ground, loaded—front, 27% in.; rear, 28% in.

Frame: Pressed steel channel with deep center section, 8% x 8% x 3 in.

Engine: International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 33/4-in. bore x 41/4-in. stroke; 241.54 cu.-in. displacement. A.M.A. rating, 27.3 h.p.; maximum brake h.p., 84 at 3,200 r.p.m. Maximum torque, 175.5 pound-feet at 800 r.p.m. Four-point mounting with rubber-cushioned front and rear supports. Four steel-backed, replaceable-shell main bearings. Total projected main bearing area, 14.169 sq. in. Exhaust-valve seat inserts.

Lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 71/4 qts.


Ignition: High-tension battery-type, full-automatic distributor.

Generator: 6-volt, belt-driven.
Battery: 6-volt, 15-plate.
Starting Motor: 6-volt, 4-pole type.
Carburetor: Downdraft type. Oil-bath type air cleaner.

Clutch: 11-in., single-plate, with vibration damper.
Transmission: 4 speeds forward, 1 reverse, sliding gear selective type mounted in unit with engine.

Transmission Reductions: First, 5.9 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.22 to 1.

Propeller Shaft: Large diameter, heavy steel tubing, with self-aligning center bearing.
Universal Joints: All-metal, roller-bearing, anti-friction type.

Rear Axle: Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion. Hotchkiss-type final drive. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Pinion bearing, straight roller; differential and wheel bearings are tapered rollers.

Axle Reductions: High-speed ratio, 5.14 to 1; low-speed ratio, 7.15 to 1. Optional high-speed ratio, 8.83 to 1, low-speed ratio, 8.11 to 1.
Steering Gear: Cam-and-twin-lever type.

Springs: Front and rear, semi-elliptic. Front, 2 x 36% in.; rear, 2½ x 48 in.; semi-elliptic auxiliary rear springs, 2½ x 32 in.

Wheels: Malleable iron, 20-in., 6-spoke type.

Tires: 6.50-20 balloons, front and dual rear.

Controls: Left-hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; electric head and combination stop and tail lights; air cleaner; jack and tools; speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument light, choke, and throttle controls 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-view mirror, and windshield wiper; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filter; governor; shock absorbers; bodies and equipment for all purposes. Various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and grill, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless steel trim on grille and hood side panels.

Specifications subject to change without notice.
Specifications

Carrying Capacity:
- Cab, body, equipment and payload: 10,000 lb.

Chassis Dimensions: (in inches)
- Overall length, front bumper to end of frame (CA): 214 1/4, 238 1/4, 250 1/4, 268 1/4
- Back of cab to center of rear axle (CA): 60, 72, 84, 102
- Center 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): 33 1/4, 33 1/2, 33 1/4, 33 1/4
- Turning radius with bumper clearance (fuel, left and right): 23 1/4, 25, 26 1/4, 29 1/4
- Chassis weight, including oil, fuel, and water (approximately): 4,220, 4,245, 4,270, 4,305

The following dimensions (with standard tires) are the same for all wheelbases:
- Tread—front wheels: 63 1/2 in.; rear wheels: 63 1/2 in.
- Road clearance—front axle: 8 1/8 in.; rear axle: 8 1/8 in.
- Overall width—front: 76 1/4 in.; rear: 78 5/8 in.
- Height from top of frame to ground, loaded—front: 78 3/4 in.; rear: 78 3/4 in.

Frame:
- Pressed steel channel with deep center section, 8 1/4 x 1 5/8 x 3 in.

Engine:
- International Harvester, valve-in-head type; 6-cylinder (replaceable cylinders); 3 1/2 in. bore x 4 1/4 in. stroke; 241.94 cu. in. displacement. A.M.A. rating, 27.3 h.p.; maximum brake h.p., 84 at 3,200 r.p.m. Maximum torque, 173.5 pound-feet at 800 r.p.m. Four-point mounting with rubber-cushioned front and rear supports. Four steel-backed, replaceable-shell main bearings. Total projected main bearing area, 14,169 sq. in. Exhaust-valve seat inserts.

Lubrication:
- Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 7 1/4 qts.

Cooling System:

Ignition:
- High-tension battery-type, full-automatic distributor.

Generator:
- 6-volt, belt-driven.

Battery:
- 6-volt, 15-plate.

Starting Motor:
- 6-volt, 4-pole type.

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

Fuel System:

Clutch:
- 11-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, with self-aligning center bearing.

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

Front Axle:

Rear Axle:

Axle Reductions:
- 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:

Springs:
- Front and rear, semi-elliptic. Front, 2 x 36 1/4 in.; rear, 2 1/8 x 48 in.; semi-elliptic auxiliary rear springs, 2 1/4 x 32 in.

Wheels:
- Malleable iron, 20-in., 6-spoke type.

Tires:
- 6.50-20 balloons, front and dual rear.

Controls:
- Left-hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers in center of driving compartment.

Standard Equipment:
- Cowl and dash; front fenders; short running boards; front bumper; spare tire; license brackets; horn; electric head and combination stop and tail light; air cleaner; jack and tools; speedometer, heat indicator, ammeter, fuel gauge, oil-pressure gauge, instrument light, choke, and throttle controls 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; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filter; governor; shock absorbers; bodies and equipment for all purposes. Various tire combinations.

Finish:
- Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.
**CARRYING CAPACITY:**

(cab, body, equipment, and payload) 11,000 lb.

**CHASSIS DIMENSIONS:** (in inches) Weights: (in pounds)

<table>
<thead>
<tr>
<th>Wheelbase (WB)</th>
<th>134</th>
<th>146</th>
<th>158</th>
<th>176</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length, front bumper to end of frame (OAL)</td>
<td>217 1/4</td>
<td>241 1/4</td>
<td>253 1/4</td>
<td>271 1/4</td>
</tr>
<tr>
<td>Back of cab to c/l of rear axle (CA)</td>
<td>60</td>
<td>72</td>
<td>84</td>
<td>102</td>
</tr>
<tr>
<td>Center of rear axle to end of frame (CFP)</td>
<td>44</td>
<td>56</td>
<td>56</td>
<td>56</td>
</tr>
<tr>
<td>Back of cab to end of frame (CF)</td>
<td>104</td>
<td>128</td>
<td>140</td>
<td>158</td>
</tr>
<tr>
<td>Bumper to center of front axle (BA)</td>
<td>39 1/4</td>
<td>39 1/4</td>
<td>39 1/4</td>
<td>39 1/4</td>
</tr>
<tr>
<td>Turning radius with bumper clearance (feet), left and right</td>
<td>23 1/4</td>
<td>24 1/4</td>
<td>26 1/4</td>
<td>29 1/4</td>
</tr>
<tr>
<td>Chassis height, including fuel, oil, water (approximate)</td>
<td>4,805</td>
<td>4,830</td>
<td>4,855</td>
<td>4,895</td>
</tr>
</tbody>
</table>

The following dimensions (with standard tires) are the same for all wheelbases:

- Tread—front wheels, 66 in.; rear wheels, 66 1/4 in.
- Road clearance—front, 8 1/2 in.; rear, 8 1/4 in.
- Overall width—front, 90 1/4 in.; rear, 83 5/8 in.
- Height from top of frame to ground, loaded—front, 27 1/4 in.; rear, 28 in.

**FRAME:** Pressed steel channel with deep center section, 9 1/4 x 9 1/4 x 3 in.; 176-in. w.b., 6 3/8 x 6 3/8 x 3 in.

**ENGINE:** International Harvester, valve-in-head type, 6-cylinder (replaceable cylinders); 3 1/4-in. bore x 4 1/2-in. stroke, 259.75 cu.-in. displacement. A.M.A. rating, 29.4 h.p.; maximum brake h.p., 89 at 3,200 r.p.m. Max. torque, 192 pound-feet. At 800-1,600 r.p.m. Three-point mounting with rubber-cushioned front and rear supports. Four steel-backed, replaceable-shell main bearings. Total projected main bearing area, 14,169 sq. in. Exhaust-valve seat inserts.

**LUBRICATION:** Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings. Gear-type, gear-driven oil pump. Oil capacity, 7 1/4 qts.

**COOLING SYSTEM:** Centrifugal pump circulation, thermostat control, Fin-and-tube type radiator. Pump driven by V-type fan belt. Capacity, 21 1/4 qts.

**IGNITION:** High-tension battery type, full-automatic distributor.

**GENERATOR:** 6-volt, belt-driven.

**BATTERY:** 6-volt, 15-plate.

**STARTING MOTOR:** 6-volt, 4-pole type.

**CARBURATOR:** Downdraft type. Oil-bath type air cleaner.

**FUEL SYSTEM:** Mechanical fuel pump driven from camshaft. Underseat fuel tank of 21-gal. capacity. Gasoline filter.

**CLUTCH:** 11-in., single-plate, with vibration damper.

**TRANSMISSION (DIRECT-IN-FIFTH):** 5 speeds forward, 1 reverse, with quiet helical gear third, fourth and direct (fifth) speeds, mounted in unit with engine.

**TRANSMISSION REDUCTIONS:**

<table>
<thead>
<tr>
<th>High-speed ratio</th>
<th>6.143 to 1</th>
<th>Low-speed ratio</th>
<th>8.523 to 1</th>
</tr>
</thead>
</table>

**STEERING GEAR:** Cam-and-twin-lever type.

**BRAKES:** Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type with vacuum booster. Fully-enclosed. Hand: External-contracting, propeller-shaft type.

**SPRINGS:** Front and rear, semi-elliptic. Front, 21 1/2 x 42 1/2 in.; rear, 3 x 64 in.; semi-elliptic auxiliary rear springs, 3 x 3 1/4 in.

**TIRES:** 7.00-20 balloons, front and dual rear.

**WHEELS:** Malleable iron, 20-in. 6-spoke type. Duals on rear.

**WHEELS:**

<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>134</th>
<th>146</th>
<th>158</th>
<th>176</th>
</tr>
</thead>
<tbody>
<tr>
<td>Back of cab to end of frame (OAL)</td>
<td>217 1/4</td>
<td>241 1/4</td>
<td>253 1/4</td>
<td>271 1/4</td>
</tr>
<tr>
<td>Rear axle (CA)</td>
<td>60</td>
<td>72</td>
<td>84</td>
<td>102</td>
</tr>
<tr>
<td>Front axle (BA)</td>
<td>44</td>
<td>56</td>
<td>56</td>
<td>56</td>
</tr>
<tr>
<td>Overall width—front</td>
<td>80 1/4 in.</td>
<td>82 1/4 in.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overall width—rear</td>
<td>82 1/2 in.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overall length, front</td>
<td>21 1/4 in.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheelbase (WB)</td>
<td>114</td>
<td>128</td>
<td>140</td>
<td>158</td>
</tr>
</tbody>
</table>
| Three-point mounting with rubber-cushioned front and rear supports. Four steel-backed, replaceable-shell main bearings. Total projected main bearing area, 14,169 sq. in. Exhaust-valve seat inserts.

**Axle Reductions:**

- High-speed ratio, 6.143 to 1; low-speed ratio, 8.523 to 1

**STANDARD EQUIPMENT:**

- Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; horn; electric head and combination stop and tail lights; air cleaner; jack and tools.
- Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge; instrument light, choke, and throttle controls operated by pedals. Control levers in center of driving compartment.

**SPECIAL EQUIPMENT:**

- All-steel cab with one-piece V-type windshield, rear-vision mirror, and windshield wiper; de luxe and sleeper cabs; high-tension magneto ignition; power tire pump; oil filter; governor; shock absorbers; bodies and equipment for all purposes. Various tire combinations.

**FINISH:** Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Grille, hood and cowl, a glossy, durable finish in a choice of four attractive colors. Lamp rims, hub caps and bumper; chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.
**INTERNATIONAL**

**MODEL DS-50**

**SPECIFICATIONS**

- **Carrying Capacity:**
  - (cabin, body, equipment, and payload) 12,000 lb.

- **Chassis Dimensions (in inches):**
  - Wheelbase (WB): 137
  - Overall length, with front bumper (OAL): 226
  - Back of cab to end of frame (CBF): 110
  - Center of rear axle to end of frame (AF): 50
  - Bumper to center of front axle (BA): 39
  - Turning radius (feet): 26

- **Weights (in pounds):**
  - Overall: 175
  - Chassis: 161
  - Tires: 70% 102
  - Cylinder: 56
  - Frame: 56

- **Engine:**
  - Type: International Harvester, valve-in-head type, 6-cylinder
  - Displacement: 298.2 cu.-in.
  - Stroke: 4.61 in.
  - Bore: 3.54 in.
  - Compression Ratio: 33.7 to 1

- **Transmission:**
  - Reductions:
    - First: 8.03 to 1
    - Second: 6.43 to 1
    - Third: 2.46 to 1
    - Fourth: 1.41 to 1
    - Fifth: 1 to 1

- **Clutch:**
  - Type: Semi-reversible cam-and-lever type

- **Brakes:**
  - Type: Semi-irreversible cam-and-lever type

- **Tires:**
  - Front: 7.50-20
  - Rear: 7.50-20

- **Springs:**
  - Front: Semi-elliptic
  - Rear: Semi-elliptic auxiliary rear springs

- **Dimensions:**
  - Wheelbase (WB): 137
  - Back of cab to center of driving compartment (OAL): 226

- **Special Equipment:**
  - Options:
    - All-steel cab with one-piece V-type grille
    - Stainless-steel trim on grille and hood side panels

- **Axle Reductions:**
  - High-speed ratio: 6.43 to 1
  - Low-speed ratio: 8.74 to 1

- **Steering Gear:**
  - Type: Full-floating, spiral-bevel

- **Bumpers:**
  - Front: 3 x 34 in.
  - Rear: 3 x 34 in.

- **Brakes:**
  - Operating System: Hydraulic

- **Controls:**
  - Spark: Full-automatic distributor
  - Throttle: Dual V-type belts
  - Ignition: High-tension battery type
  - Oil: Full-automatic distributor

- **Cooling System:**
  - Radiator: Fin-and-tube type
  - Fan: 3-blade

- **Lubrication:**
  - Engine: Pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm shaft bearings
  - Main: 10 qts.

- **Special Equipment:**
  - Options:
    - Various tire combinations

- **Service:**
  - Brake: hydraulic, duo-servo
  - Clutch: Dual-plate, with vibration damper
  - Steering: Gear-and-leaf type

- **Chassis:**
  - Frame: Pressed steel channel with deep center section
  - Weight: 175
  - Overall width: 87 in.

- **Finish:**
  - Frame and wheels: Red.
  - Fenders, running boards, and aprons: Black baked enamel

Specifications subject to change without notice.