International Truck Specifications

Model C
(1934-1937)
Comparison Will Convince You of International Quality

The sturdy 3/4-ton International Model C-1 is available in 113 and 125-inch wheelbases. The 113-inch wheelbase chassis is shown here.

Specifications

International
Model C-1


Axle Reductions: 4.18 to 1.

Steering Gear: Irreversible cam and lever type.

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

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

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

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

Control: Left-hand drive. Horn control on top of steering column. Throttle, light, choke, and heat controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and hand brake levers located in center of driving compartment.

Standard Equipment: Cowl and dash; front and rear fenders; running boards; right front fender well tire carrier; spare wire wheel; license brackets; starter; battery; generator; electric head (tilt beam), combination tail and stop light, and dash lights; 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: Front bumper; rear bumperettes; two-way shock eliminators; fully-enclosed, coupe-type two-man cab with one-piece anti-glare windshield, rear vision mirror and windshield wiper; 6 and 7-foot panel bodies; pick-up body; station wagon or canopy-top express bodies (113-in. chassis only); windshield; left front fender well tire carrier; 5.30-18 balloon tires and low pressure tires.

Finish: Frame and wheels, black. Fenders, running boards, and aprons, black baked enamel. Radiator shell, hood, cowl, and windshield supports, a choice of five attractive colors. Lamp rims, radiator trim, and bumper, polished stainless steel. Radiator grille, satin-finished aluminum.
Specifications
International
Model C-1

Rated Capacity: 1/2 ton.
Maximum Carrying Capacity:
(cab, body, equipment, and payload) 2,100 Pounds

Chassis Dimensions:
(in inches)
Wheelbase: 113
Back of cab to c/l of rear axle: 29 1/4
C/l of rear axle to end of frame: 26 1/4
Back of cab to end of frame: 58 1/4
Back of cowl to c/l of rear axle: 74 1/4
Back of cab to end of frame: 100 1/4

Maximum overall body length back of cab: 68 1/2

Turning radius with fender
Clearance (front): 21 ft. 2 in.
Chassis shipping weight: 2,095


Springs: Semi-elliptic. Front, 1 3/4 x 36 1/2 in.; rear, 1 3/4 x 51 in.

Wheels: Wire, 16-in., 40-spoke type.

Tires: 6.00-16 balloon tires, front and rear.

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

Control: Left-hand drive. Horn control on top of steering column. Throttle, light, choke, and heat controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and hand brake levers located in center of driving compartment.

Standard Equipment: Cowl and dash; front and rear leaders; running boards; right front fender well tire carrier; spare wire wheel; license brackets; starter; battery; generator; electric head (tilt beam), combination tail and stop light, and dash lights; 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: Front bumper; rear bumperettes; two-way shock eliminators; fully-enclosed; coupe-type two-man cab with one-piece anti-glare windshield, rear vision mirror and windshield wiper; panel bodies; pick-up bodies; canopy-top express bodies; station wagon body (13-in. chassis only); windshield; left front fender well tire carrier; 7.00-15 balloon tires and low pressure tires.

Finish: Frame and wheels, black. Fenders, running boards, and aprons, black baked enamel. Radiator shell, hood, cow, and windshield supports, a choice of four attractive colors. Lamp rims, radiator trim, and bumper, polished stainless steel. Radiator grille, satin finish.

Comparison Will Convince You of International Quality
Specifications
Model C-1 De Luxe
Panel Bodies

Body Dimensions (inside or loading space):

Length: For 113-inch chassis, 76\frac{1}{2} inches; for 125-inch chassis, 88\frac{1}{2} inches (at floor).

Width: Between wheel housings, 47\frac{1}{4} inches; in front of and behind wheel housings, 51\frac{3}{4} inches; at belt line, 55 inches.

Height: 52 inches at center.

Rear Door Opening: 44\frac{3}{4} inches wide; 43\frac{3}{4} inches high.

Weight: 76\frac{1}{2}-inch body, 934 pounds; 88\frac{1}{2}-inch body, 955 pounds.

Capacity: 76\frac{1}{2}-inch body, 109 cubic feet; 88\frac{1}{2}-inch body, 126\frac{3}{4} cubic feet.

Frame: Model C-1 panel body frames and sills are of selected first-grade hardwood. The cowl unit is of welded, all-steel construction. The rear end of the body floor is fully covered by a steel sill plate which runs the full width of the body, and there are steel corner braces on each side.

Floor: Floors are of matched lumber, painted on both sides to prevent moisture absorption.

Sidings: Each side panel, including the rear corner and the curved-roof quarter, is a single stamping of heavy-gauge sheet steel, painted on both sides and applied over \frac{3}{4}-inch insulating board to eliminate drumming and provide protection against excessive heat and cold. Wheel housings are of steel, and the interior of the body is lined with steel up to the belt.

Doors: Front and rear doors have large clear-vision windows. Insides of both front and rear doors are covered with steel panels. Weather stripping on sides, tops, and bottoms of the doors provides a complete dust seal and prevents rumble.

Hardware: Hardware is of modern design. Extra-heavy, self-latching door locks are used. The same key locks both front and rear doors.

Roof: Roof bows are rigidly secured to the top side rails and covered with insulating board; over this is a layer of padding which is in turn covered by heavy-duty black top material.

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

Standard Body Equipment: Both panel bodies have one adjustable seat, rear-vision mirror which is conveniently located on the upper door hinge, windshield wiper, dome light with switch on the left-hand door pillar, combination stop and tail light, tool compartment under seat, swing-out windshield, cowl ventilator.

Special Equipment: An extra front seat and cushion are provided for either body at small additional cost.

The double rear doors in Model C-1 panel bodies have large clear-vision rear windows. Extra-heavy, self-latching rear door locks are used and the same key fits the locks of both front and rear doors.

The body is lined to the belt with corrugated steel which forms a stiff, noiseless, and rigid panel.
**International Model C-5**

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**Rated Capacity:** 1½ ton.

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

**Chassis Dimensions:** (in inches)

<table>
<thead>
<tr>
<th>Description</th>
<th>Length</th>
<th>Width</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase</td>
<td>113</td>
<td>125</td>
<td></td>
</tr>
<tr>
<td>Overall length (with front bumper)</td>
<td>164½</td>
<td>181½</td>
<td></td>
</tr>
<tr>
<td>Back of cab to c/l of rear axle</td>
<td>29½</td>
<td>41½</td>
<td></td>
</tr>
<tr>
<td>C/l of rear axle to end of frame</td>
<td>26½</td>
<td>26½</td>
<td></td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>59½</td>
<td>67½</td>
<td></td>
</tr>
<tr>
<td>Back of cowl to end of frame</td>
<td>100½</td>
<td>112½</td>
<td></td>
</tr>
</tbody>
</table>

**Clearance under front axle:** 3 inches; under rear axle, 5 inches.

**Tread—front wheels:** 58½ inches; **rear wheels:** 59 inches.

**Chassis weight (including fuel, oil, and water):**
- Rear end: 925 pounds
- Overall: 1,930 pounds

**Overall length (with front bumper):**
- 169 inches
- 181 inches

**Back of cowl to end of frame:**
- 74½ inches
- 86½ inches

**Back of cab to c/l of rear axle:**
- 29½ inches
- 41½ inches

**Back of cab to end of frame:**
- 55½ inches
- 67¼ inches

**Chassis weight, rear end:**
- 930 pounds

**Chassis shipping weight:**
- 1,975 pounds

**Specifications subject to change without notice.**
The double rear doors in Model C-5 panel bodies have large clear-vision rear windows. Extra-heavy, self-latching rear door locks are used and the same key fits the locks of both front and rear doors. The body is lined to the belt with corrugated steel which forms a stiff, noiseless, and rigid panel.

Body Dimensions (inside or loading space):

Length: For 113-inch chassis, 76¼ inches; for 125-inch chassis, 88½ inches (at floor).

Width: Between wheel housings, 47½ inches; in front of and behind wheel housings, 51½ inches; at belt line, 55 inches.

Height: 52 inches at center.

Rear Door Opening: 44½ inches wide; 43½ inches high.

Weight: 76½-inch body, 934 pounds; 88½-inch body, 955 pounds.

Capacity: 76½-inch body, 109 cubic feet; 88½-inch body, 126¾ cubic feet.

Frame: Model C-5 panel body frames and sills are of selected first-grade hardwood. The cowl unit is of welded, all-steel construction. The rear end of the body floor is fully covered by a steel sill plate which runs the full width of the body, and there are steel corner braces on each side.

Floor: Floors are of matched lumber, painted on both sides to prevent moisture absorption.

Sides: Each side panel, including the rear corner and the curved-roof quarter, is a single stamping of heavy-gauge sheet steel, painted on both sides and applied over ¼-inch insulating board to eliminate drumming and provide protection against excessive heat and cold. Wheel housings are of steel, and the interior of the body is lined with steel up to the belt.

Doors: Front and rear doors have large clear-vision windows. Insides of both front and rear doors are covered with steel panels. Weather stripping on sides, tops, and bottoms of the doors provides a complete dust seal and prevents rumble.

Hardware: Hardware is of modern design. Extra-heavy, self-latching door locks are used. The same key locks both front and rear doors.

Roof: Roof bows are rigidly secured to the top side rails and covered with insulating board; over this is a layer of padding which in turn covered by heavy-duty black top material.

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

Standard Body Equipment: Both panel bodies have one adjustable seat, rear-vision mirror which is conveniently located on the upper door hinge, windshield wiper, dome light with switch on the left-hand door pillar, combination stop and tail light, tool compartment under seat, swing-out windshield, cowl ventilator.

Special Equipment: An extra front seat and cushion are provided for either body at small additional cost.
International
Model C-10
Specifications

Specifications subject to change without notice.

Axle Reductions Available: 5.285 to 1 or 6.166 to 1.

Steering Gear: Irreversible cam-and-lever type.

Brakes: Service: 4-wheel, mechanical, self-energizing, internal expanding shoe type. Fully enclosed. Emergency: rear wheels, internal-expanding type.

Springs: Semi-elliptic. Front: 2 x 40 in.; rear: 2½ x 46 in.

Wheels: Cast, spoke type.

Tires: 6.00-20 balloon tires, front and rear.

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

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier; spare tire; license brackets; starter; battery; generator; horn; electric head and combination stop and tail lights; gasoline gauge; oil pressure gauge; oil filter; electric headlight and combination stop and tail lights; engine oil; and gasoline tank mounted on right side rail back of cab. Gasoline filter for removing impurities. Spring suspensions; all-metal, roller-bearing; anti-friction type universal joints; chrome-molybdenum steel drive shafts; malleable iron, banjo-type housing. Differential and wheel bearings are tapered rollers.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Hood and cowls, a glossy durable finish in a choice of four attractive colors; hub caps and trim, chromium-plated. Radiator grille, satin finish aluminum.

INTERNATIONAL HARVESTER COMPANY
606 S. MICHIGAN AVE.  OF AMERICA  CHICAGO, ILL.
**International Model C-15 Specifications**

<table>
<thead>
<tr>
<th><strong>Rated Capacity</strong></th>
<th>3/4 to 1 ton</th>
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</thead>
<tbody>
<tr>
<td><strong>Maximum Carrying Capacity:</strong></td>
<td>(cab, body, equipment, and payload) 3,600 lb.</td>
</tr>
<tr>
<td><strong>Chassis Dimensions:</strong> (in inches)</td>
<td></td>
</tr>
<tr>
<td>Wheelbase length</td>
<td>136</td>
</tr>
<tr>
<td>Overall length (with front bumper)</td>
<td>203 1/8</td>
</tr>
<tr>
<td>Back of cab to center of rear axle</td>
<td>52 1/4</td>
</tr>
<tr>
<td>Center of rear axle to end of frame</td>
<td>42</td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>94 1/4</td>
</tr>
<tr>
<td>Back of cowl to center of rear axle</td>
<td>97 1/16</td>
</tr>
<tr>
<td>Back of cowl to end of frame</td>
<td>139 1/16</td>
</tr>
<tr>
<td>Maximum recommended body length back of cab (feet)</td>
<td>8</td>
</tr>
<tr>
<td>Turning radius with fender clearance (feet)</td>
<td>24 1/4</td>
</tr>
<tr>
<td>Chassis weight (including fuel, oil, and water)</td>
<td>2746</td>
</tr>
<tr>
<td>Chassis weight, front end</td>
<td>1563</td>
</tr>
<tr>
<td>Chassis weight, rear end</td>
<td>1183</td>
</tr>
<tr>
<td>Tread—front wheels, 58 1/8 in.; rear wheels, 60 in.</td>
<td></td>
</tr>
<tr>
<td>Clearance under front axle, 8 1/8 in.; under rear axle, 7 1/8 in.</td>
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</tr>
<tr>
<td>Overall width—front, 69 3/8 in.; rear, 73 in.</td>
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<tr>
<td>Height from top of frame to ground, loaded—front, 20 1/8 in.; rear, 21 3/16 in.</td>
<td></td>
</tr>
<tr>
<td>Frame: Pressed steel channel, depth, 6 1/2 in.; thickness, 1/16 in.; width of flange, 2 1/2 in.; width, front, 24 1/16 in.; rear, 43 1/16 in.</td>
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</tr>
<tr>
<td>Six reinforced cross members</td>
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<tr>
<td>Engine: Six-cylinder, cast in block L-head type, 3 1/4-in. bore, 4 1/8-in. stroke. Displacement, 213.2 cu.in.; compression ratio, 6.4. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78.5 at 3,400 r.p.m. Maximum torque, 151 lb. ft. at 800-1,400 r.p.m. Four steel-backed, babbit-lined, replaceable-shell main bearings; total projected area, 16.33 sq. in.; front, 2 3/4 x 1 3/8 in.; No. 2, 2 3/8 x 1 1/16 in.; No. 3, 2 1/16 in.; rear, 2 1/8 x 2 5/16 in. Six replaceable-shell, connecting-rod bearings. Exhaust-valve seat inserts.</td>
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</tr>
</tbody>
</table>

Lubrication: Pressure feed to all main and connecting-rod bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 6 1/2 qts. Pressure gun lubrication throughout on chassis.


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

Generator: 6-volt, belt-driven.

Battery: 6-volt, 13-plate.

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

Carburetor: Downdraft type. Fitted with 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, 3.053 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.


Steering Gear: 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 3/4 x 36 1/4 in.; rear, 2 1/4 x 54 in.

Wheels: Steel, ventilated disc type.

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

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

Standard Equipment: Cowl and dash; front fenders; front bumper; short running boards; front fender-well wheel carrier; spare wheel; license brackets; battery; starter; generator; horn; electric headlights (tilt beam); combination stop and tail light; air cleaner; jack and tools. Speedometer, oil pressure gauge, ammeter, heat indicator, fuel gauge, instrument light, and choke mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: Fully-enclosed, coupe-type cab with one-piece anti-glare windshield, rear-vision mirror, and windshield wiper; windshield; shock absorbers; oil-type air cleaner; oil filter; governor; larger capacity radiator; left front fender-well wheel carrier; rear bumper; rear fenders; large output generator; long running boards. Bodies and equipment for every need.


Specifications subject to change without notice.
International Model C-15 Specifications

Rated Capacity ........................................... 3/4 to 1 ton
Maximum Carrying Capacity:
(cab, body, equipment, and payload) ........... 3,600 lb.
Chassis Dimensions: (in inches)
Wheelbase length ........................................ 136
Overall length (with front bumper) .............. 202 3/4
Back of cab to center of rear axle................... 52 3/4
Center of rear axle to end of frame............... 42
Back of cab to end of frame ......................... 94 1/2
Back of cowl to center of rear axle ............... 97 3/4
Back of cowl to end of frame ....................... 139 1/4
Maximum recommended body length back of
cab (feet) .................................................. 8
Turning radius with fender clearance (feet) ....... 24 3/4
Chassis weight (including fuel, oil, and water) ... 2746
Chassis weight, front end ............................... 1563
Chassis weight, rear end ............................... 1183
Tread—front wheels, 58 3/4 in.; rear wheels, 60 in.
Clearance under front axle, 8 1/2 in.; under rear axle, 7 3/4 in.
Overall width—front, 69 1/2 in.; rear, 73 in.
Height from top of frame to ground, loaded—front,
20 3/4 in.; rear, 21 1/4 in.
Frame: Pressed steel channel, depth, 6 1/4 in.; thickness,
3/4 in.; width of flange, 2 3/4 in.; width, front, 24 3/8 in.;
rear, 43 3/8 in. Six reinforced cross members.
Engine: Six-cylinder, cast in block L-head type, 33 cu.-in.
bore, 4 3/4-in. stroke. Displacement, 213.2 cu. in.; compression
ratio, 6.4. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78.5 at 3,400 r.p.m.
Maximum torque, 151 lb.-ft. at 800-1,400 r.p.m. Four steel-backed,
hubbard-lined, replaceable-shell main bearings; total projected area, 15.53 sq. in.; front, 2 3/8 x 1 3/4 in.;
Exhaust valve seal inserts.

Lubrication: Pressure feed to all main and connecting-rod
bearings, camshaft, and timing chain. Gear-type, gear-
driven oil pump. Oil capacity, 6 1/2 qts. 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, 15 1/2 qts.

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

Generator: 6-volt, belt-driven.

Battery: 6-volt, 13-plate.

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

Carburetor: Downdraft type. Fitted with air cleaner.

Fuel 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.

Final Drive: 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.

Specifications subject to change without notice.


Steering Gear: Irreversible cam-and-lever type.

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

Springs: Semi-elliptic. Front, 1 3/8 x 36 1/2 in.; rear, 2 1/4
x 54 in.

Wheels: Steel, ventilated disc type.

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

Frame: Pressed steel channel, depth, 6 1/4 in.; thickness,
3/4 in.; width of flange, 2 3/4 in.; width, front, 24 3/8 in.;
rear, 43 3/8 in. Six reinforced cross members.

Engine: Six-cylinder, cast in block L-head type, 33 cu.-in.
bore, 4 3/4-in. stroke. Displacement, 213.2 cu. in.; compression
ratio, 6.4. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78.5 at 3,400 r.p.m.
Maximum torque, 151 lb.-ft. at 800-1,400 r.p.m. Four steel-backed,
hubbard-lined, replaceable-shell main bearings; total projected area, 15.53 sq. in.; front, 2 3/8 x 1 3/4 in.;
Exhaust valve seal inserts.
**International Model C-2C Specification**

**Rated Capacity:** 1-1½ tons.

**Maximum Carrying Capacity:**
- (cab, body, equipment and payload) ... 5,000 Pounds

**Chassis Dimensions:**
- (in inches) Chassis Weights: (in pounds)
  - Wheelbase: 133 157
  - Overall length: 199 205
  - Back of cab to c/l of rear axle: 593 706
  - C/l of rear axle to end of frame: 42 44
  - Back of cab to end of frame: 94 100
  - Back of cab to front of frame: 97 101
  - Back of cab to end of frame: 139 165
  - Overall maximum body length: 2945 3070
  - Chassis weight (including oil, fuel and water): 1625 1710
  - Chassis weight, front end: 1500 1550
  - Chassis weight, front end: 1625 1710
  - Chassis weight, rear end: 1320 1360
  - Chassis weight, rear end: 1900 2000

**Clearance:**
- Under front axle: 10½ in.
- Under rear axle: 8½ in.

**Frame:**
- Heavy, large diameter, 3 piece: 7 in. depth; 3 in. thickness.
- Pressed steel channel: 3 in.; width, 32½ in.; width of flange, 2½ in.

**Engine:**
- Four-cylinder, cast in block, L-head type, 3½-in. bore, 4½-in. stroke, 185.7 cu. in. displacement, N.A.C.C. rating, 91 h. p.; maximum brake h. p., 118 at 2400 r.p.m.; maximum torque, 194.8 pound-feet at 1000-1200 r.p.m.
- Three-point mounting with rubber-cushioned rear supports.
- Three bronze-backed, babbit-lined main bearings; total projected area, 13.75 sq. in.; front, 2 x 1½ in.; center, 2 x 2½ in.; rear, 2 x 3½ in.; connecting rod bearings, 2 x 1½ in.

**Cooling System:**
- Pump circulation, large fin-and-tube radiator, fan and pump driven by V-type belt.
- Water capacity, 17½ quarts.

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

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

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

**Starting Motor:**
- 6-volt, 2-pole type.

**Fuel System:**
- Vacuum feed.
- Gasoline tank mounted on left side, all back of cab: 133-in. chassis, 18-gallon tank, 157-in. chassis, 31-gallon tank.
- Gasoline filter for removing impurities.

**Clutch:**
- 9-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. 157-in. wheelbase, 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.

**Final Drive:**
- Full-floating spiral-bevel gear drive type.
- Chrome-molybdenum steel drive shafts.
- Malleable iron, banjo-type housing.
- Differential and wheel bearings are tapered rollers.

**Axle Reductions Available:**
- 5.285 to 1 or 6.166 to 1.

**Steering Gear:**
- Reversible cam-and-lever type.

**Brakes:**
- Service: 4-wheel, mechanical, self-energizing, internal expanding shoe type.
- Fully enclosed. Emergency: rear wheels, internal-expanding type.

**Springs:**
- Semi-elliptic.
- Front, 2 x 40 in.; rear, 2½ x 46 in.

**Wheels:**
- Cast, spoke type.

**Tires:**
- 6.00-20 balloon tires, front and rear.

**Control:**
- Left-hand drive, spark, throttle and light controls on instrument panel.
- Accelerator, clutch, and service brakes operated by pedals.
- Gear shift and emergency brake 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; starter; battery; generator; horn; electric head and combination stop and tail lights; air cleaner; jack and tools; speedometer, ammeter, gasoline gauge, oil pressure gauge, heat indicator, instrument light, and choke mounted in instrument panel.

**Special Equipment:**
- The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; governor; oil type air cleaner; oil filter; transmission brake; shock absorbers; power take-off; auxiliary rear springs; 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 baked enamel.
- Hood and cowl, a glossy durable finish in a choice of three attractive colors; hub caps and trim, chromium-plated.

**Specifications subject to change without notice.**

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**International Harvester Company**

606 South Michigan Avenue
Chicago, Illinois

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**OF AMERICA**
### International Model C-20 Specifications

**Rated Capacity:** 1-1½ tons.

**Maximum Carrying Capacity:**
- (cab, body, equipment and payload) ... 5,000 Pounds.

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

<table>
<thead>
<tr>
<th>Item</th>
<th>133</th>
<th>157</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>199</td>
<td>225</td>
</tr>
<tr>
<td>Deck of cab to c/o. of rear axle</td>
<td>521</td>
<td>761</td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>48</td>
<td>444</td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>944</td>
<td>1001</td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>976</td>
<td>1016</td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>1398</td>
<td>1058</td>
</tr>
<tr>
<td>Maximum overall body length</td>
<td>5981</td>
<td>145</td>
</tr>
</tbody>
</table>

**Turning radius (feet):** 19½; 22½

**Maximum overall body length:**
- Front of cab, 99⅞ in.
- Rear of cab, 145⅞ in.

**C/l of rear axle to end of frame:** 42; 44½

**Chassis weight:**
- Rear end, 1320; 1360
- Front end, 1625; 1710

**Wheelbase:**
- 133 in.; 157 in.

**Back of cowl to end of frame:**
- 139⅝ in.; 165½ in.

**Back of cowl to c/l of rear axle:**
- 97⅞ in.; 121⅝ in.

**Back of cab to end of frame:**
- 94⅞ in.; 120⅞ in.

**Back of cab to c/l of rear axle:**
- 52½ in.; 76⅜ in.

**Overall length:**
- 199⅝ in.; 225⅝ in.

**Frame:**
- Pressed steel channel. Depth, 7 in.; thickness, ⅜ in.
- In. width, 32⅞ in.; width of range, 21 in.

**Engine:**
- Four-cylinder, cast in block, L-head type, 3½-in. bore, 4½-in. stroke; 185.7 cu. in.; displacement; N.A.C.C. rating, 21 h. p.; maximum brake h. p., 41.5 at 2400 r.p.m.; maximum torque, 125.9 ft. lbs. at 1000-1200 r.p.m.; 124.8 pounds-feet at 1000-1200 r.p.m.; three-point mounting with rubber-cushioned rear supports. Three bronze-backed, ball-bearing main bearings; total projected area, 13.75 sq. in.; front, 2 x ⅜ in.; center, 2 x 3⅞ in.; rear, 2 x 7⅛ in.; connecting rod bearings, 2 x 1⅛ in.

**Lubrication:**
- Pressure feed to main, camshaft, connecting rod and piston-pin bearings. Gear-type, gear-driven oil pump. Oil capacity, 4 quarts. Pressure gun lubrication on chassis.

**Cooling System:** Pump circulation, large fin-and-tube radiator; fan and pump driven by V-type belt. Water capacity, 17⅛ quarts.

**Ignition:**
- Battery, semi-automatic type, distributor mounted on generator.

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

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

**Starting Motor:**
- 6-volt, 2-pole type.

**Carburetor:**
- Vertical type, compound jet. Fitted with air cleaner.

**Fuel System:**

**Clutch:**
- 9-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, 5.285 to 1 or 6.166 to 1.

**Axle Reductions Available:**
- 5.285 to 1 or 6.166 to 1.

**Steering Gear:**
- Reversible cam-and-lever type.

**Brakes:**
- Service: 4-wheel, mechanical, self-energizing, internal expanding shoe type. Fully enclosed. Emergency: rear wheels, internal-expanding type.

**Springs:**
- Semi-elliptic. Front, 2 x 40 in.; rear, 2½ x 46 in.

**Wheels:**
- Cast, spoke type.

**Tires:**
- 6.00-20 balloon tires, front and rear.

**Control:**
- Left-hand drive, spark, throttle and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and emergency brake 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; starter; battery; generator; horn; electric head and combination stop and tail lights; air cleaner; jack and tools. Speedometer, ammeter, gasoline gauge, oil pressure gauge, heat indicator, instrument light, and choke mounted on instrument panel.

**Special Equipment:**
- All-metal, roller-bearing anti-friction type.

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

**Final Drive:**
- Full-floating spiral-bevel gear drive type. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential and wheel bearings are tapered rollers.

**Axle Reductions Available:**
- 5.285 to 1 or 6.166 to 1.

**Frame:**

**Finish:**
- Frame and wheels red. Fenders, running boards and aprons, black baked enamel. Hood and cowling: glossed finish in a choice of three attractive colors; hub caps and trim, chrome plated.

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**International Harvester Company**

**International Model C-20 Specifications**

<table>
<thead>
<tr>
<th><strong>Rated Capacity:</strong></th>
<th>1-1/4 tons.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Carrying Capacity:</strong></td>
<td>(cab, body, equipment and payload) ... 5,000 Pounds</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Dimension</th>
<th><strong>133-in. Chassis</strong></th>
<th><strong>157-in. Chassis</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chassis length</td>
<td>133 in.</td>
<td>157 in.</td>
</tr>
<tr>
<td>Cowl to rear axle</td>
<td>90 in.</td>
<td>113 in.</td>
</tr>
<tr>
<td>Cowl to end of frame</td>
<td>136 in.</td>
<td>159 in.</td>
</tr>
<tr>
<td>Front seat section</td>
<td>90 in.</td>
<td>113 in.</td>
</tr>
<tr>
<td>Windshield</td>
<td>20 in.</td>
<td>26 in.</td>
</tr>
</tbody>
</table>

### Performance Specifications

<table>
<thead>
<tr>
<th>System</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Engine</strong></td>
<td>Four-cylinder, cast in block, L-head type, 38-in. bore, 43-in. stroke, 185.7 cu. in. displacement, N.A.C.C. rating, 21 h. p., maximum brake h. p. 415 at 2400 r.p.m. maximum torque, 192.8 pound-feet at 1000-1200 r.p.m. Three-point mounting with rubber-cushioned rear supports. Three bronze-backed, babbitt-lined main bearings; total projected area, 13.75 sq. in.; front, 2 x 11/2 in.; center, 2 x 2 in.; rear, 2 x 2 1/2 in.</td>
</tr>
<tr>
<td><strong>Transmission</strong></td>
<td>4 speeds forward, 1 reverse, sliding gear selective type, mounted in unit with engine. First, 6.4 to 1; second, 3.09 to 1; third, 1.69 to 1; fourth, 1 to 1; reverse, 7.82 to 1.</td>
</tr>
<tr>
<td><strong>Axle Reductions Available</strong></td>
<td>5.285 to 1 or 6.166 to 1.</td>
</tr>
<tr>
<td><strong>Steering Gear</strong></td>
<td>Irreversible con-ender-lever type.</td>
</tr>
<tr>
<td><strong>Brakes</strong></td>
<td>Service: 4-wheel, mechanical, self-energizing, internal expanding shoe type, fully enclosed. Emergency: rear wheels, internal-expanding type.</td>
</tr>
<tr>
<td><strong>Springs</strong></td>
<td>Semi-elliptic. Front, 2 x 40 in.; rear, 2 1/4 x 46 in.</td>
</tr>
<tr>
<td><strong>Wheels</strong></td>
<td>Cast, spoke type.</td>
</tr>
<tr>
<td><strong>Tires</strong></td>
<td>6.00-20 balloon tires, front and rear.</td>
</tr>
<tr>
<td><strong>Control</strong></td>
<td>Left-hand drive, spark, throttle and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and emergency brake levers located in center of driving compartment.</td>
</tr>
<tr>
<td><strong>Standard Equipment</strong></td>
<td>Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier; spare rim; license brackets; starter; battery; generator; horn; electric head and combination stop and tail lights, air cleaner, jack and tools; speedometer, ammeter, gasoline gauge, oil pressure gauge, heat indicator, instrument light, and choke mounted in instrument panel on dash.</td>
</tr>
<tr>
<td><strong>Special Equipment</strong></td>
<td>The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; governor; oil type air cleaners; oil filter; transmission brake; shock absorbers; power take-off; auxiliary rear springs. Bodies and equipment for every need. Various tire combinations for single and dual rear wheels can be supplied.</td>
</tr>
<tr>
<td><strong>Finish</strong></td>
<td>Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel. Hood and cowl, a glossy durable finish in a choice of four attractive colors; hub caps and trim, chromium-plated.</td>
</tr>
</tbody>
</table>

**Specifications subject to change without notice.**

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**INTERNATIONAL HARVESTER COMPANY**  
**606 S. MICHIGAN AVE.**  
**CHICAGO, ILL.**
Maximum Carrying Capacity:
Rated Capacity: 1 1/2 tons.

Chassis Dimensions: (in inches)
6-cylinder, cast in block, L-head type, Engine:
Frame:
Pressed steel channel. Depth, 7 in.; thickness, 
Chassis weight (including fuel, 

Turning radius with fender 

Maximum recommended body 
Back of cowl to end of frame . . 139 165 190 
Back of cowl to c/l of rear axle . . 97 121 146 
Back of cab to end of frame.... 94 120 135 
Wheelbase 133 157 172 

Propeller Shaft: 
Corner, 10-in., single-plate, with vibration damper. 

Clutch: 
6-volt, 13-plate.
Starting Motor: 6-volt, 4-pole type.

Carburetor: Downdraft type, fitted with 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, 1.0 to 1; reverse, 7.82 to 1.

Universal Joints: All-metal, roller-bearing, anti-friction 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 Reductions Available: 5.285 to 1; 6.166 to 1; and 6.60 to 1.

Steering Gear: Irreversible cam-and-lever type.


Springs: Semi-elliptic. Front, 2 x 40 in.; rear, 2 1/4 x 46 in.

Wheels: Malleable iron, spoke type.

Tires: 30 x 5 T.T. front; 32 x 6 T.T. rear.

Control: Throttle, light and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and hand brake levers located in center of driving compartment. Horn control on top of steering column.

Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier; spare rim; license brackets; starter; battery; generator; 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: Fully-enclosed, coupe-type cab with one-piece windshield, rear vision mirror, and windshield wiper, sleeper cab; auxiliary rear springs; oil-type air cleaner; 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 baked enamel. Radiator shell, hood and cowl, a glossy durable finish in a choice of four attractive colors. Hub caps and trim, chromium plated. Radiator grille, satin finish.

Specifications subject to change without notice.

The 133-inch wheelbase Model C-30 chassis with dual rear tires which are available as special equipment.
Specifications—International Model C-35

Rated Capacity: 1 1⁄2—2 tons.

Gross Vehicle Weight Rating: (cabin, body, equipment, chassis and payload) 11,000 Pounds

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

<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>Overall length (front bumper to end of frame)</th>
<th>Back of cab to c/c of rear axle</th>
<th>C/c of rear axle to end of frame</th>
<th>Back of cab to end of frame</th>
<th>Back of cowl to c/c of rear axle</th>
<th>Back of cowl to end of frame</th>
<th>Maximum body length back of cab</th>
<th>Turning radius with fender clearance</th>
<th>Chassis weight, including oil, fuel and water</th>
<th>Chassis weight, front end</th>
<th>Chassis weight, rear end</th>
</tr>
</thead>
<tbody>
<tr>
<td>136</td>
<td>202²</td>
<td>52 ²</td>
<td>42 ²</td>
<td>94 ²</td>
<td>97 ²</td>
<td>139 ²</td>
<td>99 ²</td>
<td>20 ²</td>
<td>1862</td>
<td>1982</td>
<td>1647</td>
</tr>
</tbody>
</table>

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

- Tread—front wheels, 60 in.; rear wheels, 60 in.
- Road clearance—front axle, 10 1⁄2 in.; rear axle, 8 1⁄2 in.
- Overall width—front, 71 1⁄2 in.; rear, 72 in.
- Maximum body width between tires, 47 1⁄2 in.
- Height from top of frame to ground, loaded—front, 24 1⁄4 in.; rear, 26 1⁄2 in.

Frame: Pressed steel channel with deep center section. Thickness, in.; width, front, 26 1⁄2 in.; rear, 32 1⁄2 in.; width of flange, 2 1⁄2 in.; depth, 7 in.

Engine: International Harvester valve-in-head type; 6-cylinder (movable cylinders); 3 1⁄4 in. bore x 4 in. stroke; 222.7 cu.-in. displacement. N.A.C.C. rating, 28.3 h.p.; maximum brake h.p. at 3,400 r.p.m. Maximum torque, 160 pound-feet at 800 r.p.m. Three-point mounting with rubber-cushioned rear supports. Four steel-backed removable shell main bearings. Total projected main bearing area, 14.175 sq. in. Bearing dimensions—diameter and length, front, 2 1⁄4 in. x 1 1⁄2 in.; No. 2, 2 1⁄2 in. x 1 1⁄2 in.; No. 3, 2 1⁄4 in. x 1 1⁄4 in.; rear, 2 1⁄2 in. x 1 1⁄2 in.; connecting-rod bearings—diameter and length, 2 1⁄4 in.

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 3⁄4 quarts. Pressure gun lubrication throughout on chassis.


Ignition: High-tension battery-type, semi-automatic distributor. Distributor mounted on generator, very accessible.

Generator: 6-volt, gear-driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt, 2-pole type.

Carburetor: Down-draft type, fitted with a wire-wool oil-saturated air cleaner.

Fuel System: Mechanical fuel pump driven from camshaft; gasoline tank mounted on generator; 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, starter, and throttle controls mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost:

- Fully-enclosed cab with one-piece windshield, rear vision mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power tire pump; oil filter; oil-type air cleaner; governor; booster-brakes; shock absorbers; bodies and equipment for all purposes; various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards and aprons, black painted enamel; hood and cowl, a glossy durable finish in a choice of three attractive colors; hub caps, bumper and trim, chrome-plated.
International Model C-35 Specifications

Rated Capacity: 1 1/2 to 2 tons.

Maximum Carrying Capacity: (cab, body, equipment, and payload) 8,350 pounds.

Chassis Dimensions: (in inches)
- Overall length (front bumper to end of frame): 206 1/4, 232 1/4, 247 1/4
- Back of cab to c/l of rear axle: 97 3/4, 121 1/4, 136 1/4
- Back of cab to end of frame: 139 1/2, 165 1/2, 180 1/2

Chassis Weights: (in pounds)
- Overall length: 136, 160, 175
- Back of cab to end of frame: 94 3/4, 120 1/4, 135 1/4
- Back of cab to end of frame: 139 1/2, 165 1/2, 180 1/2
- Maximum recommended body length: 8, 11, 13
- Turning radius with fender clearance: 20 1/4, 23 1/4, 25 1/4


Starting Motor: 6-volt, 2-pole type.

Brakes: Service: 4-wheel, hydraulic, dual-servo self-energying, rear, 2-shoe, front; clutch, 6-in., single plate, with built-in vibration damper.

Axle Reductions Available: 5.625 to 1, 6.5 to 1 and 7.4 to 1.

Steering Gear: Irreversible cam-and-lever type.

Brakes: Service: 4-wheel, hydraulic, dual-servo self-energying, rear, 2-shoe, front; clutch, 6-in., single plate, with built-in vibration damper.

Springs: All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 2 1/4 x 46 in. Differential, 27 x 40 in.; semi-elliptic auxiliary rear springs, 2 1/4 x 29 in.


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


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


Special Equipment: The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power tire pump; oil filter; oil-type air cleaner; generator; booster-brakes; shock absorbers; and equipment for all purposes; various tire combinations.

Finish: Frame and wheels, red. Fenders, running boards, and aprons, black baked enamel; hood and cowl, a glossy, durable finish in a choice of four attractive colors; hub caps, bumper and trim, chromium plated.

Specifications subject to change without notice.
International
Model C-40
Specifications

Rated Capacity: 2 to 3 tons.
Maximum Carrying Capacity: (cab, body, equipment, and payload) 8,000 lb.
Chassis Dimensions: (in inches)

Wheelbase: 145 155 170 185
Overall length (front bumper to end of frame): 213\frac{1}{4} 229\frac{1}{4} 244\frac{1}{4} 263\frac{1}{4}
Back of cab to c/1 of rear axle: 61\frac{3}{8} 71\frac{3}{8} 86\frac{3}{4} 103\frac{3}{4}
C/1 of rear axle to end of frame: 40 46 46 50
Back of cab to end of frame: 101\frac{3}{4} 117\frac{3}{4} 132\frac{3}{4} 151\frac{3}{4}
Back of cab to c/1 of rear axle: 106\frac{3}{8} 116\frac{3}{8} 131\frac{3}{4} 146\frac{3}{8}

Chassis Weights: (in pounds)

Wheelbase: 4366 4421 4473 4525
Overall length (front bumper to end of frame): 2147 2189 2252 2315
Chassis weight, front end: 2239 2232 2221 2210
Chassis weight, rear end: 2147 2189 2252 2315
Chassis weight (including oil, fuel, and water): 4386 4421 4473 4525
Chassis weight, front end: 2147 2189 2252 2315
Chassis weight, rear end: 2239 2232 2221 2210
Chassis weight, cab: 116\frac{3}{8} 135\frac{3}{4} 164 192\frac{3}{4}

Turning radius with fender clearance (feet) 23\frac{3}{8} 25 26\frac{3}{8} 28\frac{3}{4}

Chassis Weights: (in tons)

Wheelbase: 3 3\frac{1}{4} 3\frac{3}{4} 4
Overall length (front bumper to end of frame): 213\frac{1}{4} 229\frac{1}{4} 244\frac{1}{4} 263\frac{1}{4}
Back of cab to c/1 of rear axle: 61\frac{3}{8} 71\frac{3}{8} 86\frac{3}{4} 103\frac{3}{4}
C/1 of rear axle to end of frame: 40 46 46 50
Back of cab to end of frame: 101\frac{3}{4} 117\frac{3}{4} 132\frac{3}{4} 151\frac{3}{4}
Back of cab to c/1 of rear axle: 106\frac{3}{8} 116\frac{3}{8} 131\frac{3}{4} 146\frac{3}{8}

Chassis Weight, Front End: 2242 2232 2221 2210
Chassis Weight, Rear End: 2147 2189 2252 2315
Chassis Weight (Including Oil, Fuel, and Water): 4386 4421 4473 4525
Chassis Weight, Cab: 116\frac{3}{8} 135\frac{3}{4} 164 192\frac{3}{4}

Turning radius with fender clearance (feet) 23\frac{3}{8} 25 26\frac{3}{8} 28\frac{3}{4}

Frame: Pressed steel channel with deep center section.
Thickness: \frac{1}{8} in.; width: front, 26\frac{1}{4} in.; rear, 34 in.; depth: 34 in.; 8 in.

Engine: International Harvester valve-in-head type, 6-cylinder (removable cylinders): \frac{3}{4} in. bore x 4 in. stroke; 222.7 cu.-in. displacement. A.M.A. rating, 28.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 160 pound-feet at 800-1,500 r.p.m. Three-point mounting with rubber-cushioned rear supports. Four steel-backed removable shell bearings. Total projected main bearing area, 14.175 sq. in. Bearing dimensions—diameter and length: front, 2\frac{3}{8} x 1\frac{3}{8} in.; No. 2, 2\frac{3}{4} x 1\frac{3}{8} in.; No. 3, 2\frac{3}{4} x 1\frac{3}{8} in.; No. 4, 2\frac{3}{4} x 1\frac{3}{8} in.; connecting rod bearings—diameter and length, 2\frac{3}{4} x 1\frac{3}{8} in.

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 quarts. Pressure gun lubrication throughout on chassis.

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator and fan. Equipped with centrifugal, centrifugal pump driven by V-type fan belt. Water capacity, 19\frac{1}{4} quarts.

Ignition: High-tension battery type, semi-automatic distributor. Distributor mounted on generator, very accessible.

Generator: 6-volt, gear-driven.
Battery: 6-volt, 15-plate.
Starting Motor: 6-volt, 2-pole type.
Carburetor: Down-draft type, fitted with a wire-wool, oil-saturated air cleaner.
Fuel System: Mechanical fuel pump driven from camshaft; underseat fuel tank of 22 gallons capacity. Gasoline filter for removing impurities.
Clutch: 11-in. single plate with built-in vibration damper.
Transmission: 5-speeds forward, 1 reverse with quiet helical gear third and fourth speeds, mounted in unit with engine.
Transmission Reductions: First, 7.525 to 1; second, 4.3 to 1; third, 2.52 to 1; fourth, 1.414 to 1; fifth, 1 to 1; reverse, 7.38 to 1.
Propeller Shaft: Large diameter, heavy steel tubing. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential and wheel bearings are tapered rollers. Pinion is straddle-mounted on ball bearings.

Axle Reductions Available: 5.625 to 1, 6.5 to 1 or 7.4 to 1.
Steering Gear: Irreversible cam-end-lever type.
Springs: All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 38 in.
Wheels: Malleable iron, 20-in. 6-spoke type. Duals on rear.
Tires: Standard, 6.50-20 balloons front and dual rear.

Specifications subject to change without notice.
International
Model C-40
Specifications

Rated Capacity: 2 to 3 tons.

Maximum Carrying Capacity: (cab, body, equipment, and payload) 9,000 lb.

Chassis Dimensions: (in inches)

<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>145</th>
<th>155</th>
<th>170</th>
<th>185</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length (front bumper to end of frame)</td>
<td>213 1/4</td>
<td>229 1/4</td>
<td>244 1/4</td>
<td>263 1/4</td>
</tr>
<tr>
<td>Back of cab to center of rear axle</td>
<td>61 1/4</td>
<td>71 1/4</td>
<td>86 1/4</td>
<td>101 1/4</td>
</tr>
<tr>
<td>Center of rear axle to end of frame</td>
<td>40</td>
<td>46</td>
<td>46</td>
<td>50</td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>101 1/4</td>
<td>117 1/4</td>
<td>132 1/4</td>
<td>151 1/4</td>
</tr>
<tr>
<td>Back of cab to center of rear axle</td>
<td>106 1/4</td>
<td>116 1/4</td>
<td>131 1/4</td>
<td>146 1/4</td>
</tr>
</tbody>
</table>

Chassis Weights (in pounds)

<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>2147</th>
<th>2189</th>
<th>2252</th>
<th>2315</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall width (front, 71 1/4 in.; rear, 80 1/4 in.)</td>
<td>40 1/4</td>
<td>46 1/4</td>
<td>46 1/4</td>
<td>50</td>
</tr>
<tr>
<td>Turning radius with tender clearance (feet), left and right</td>
<td>23 1/4</td>
<td>25</td>
<td>26 1/4</td>
<td>28 1/4</td>
</tr>
<tr>
<td>Chassis weight (including oil, fuel, and water)</td>
<td>4362</td>
<td>4397</td>
<td>4449</td>
<td>4501</td>
</tr>
<tr>
<td>Chassis weight, front end</td>
<td>2147</td>
<td>2189</td>
<td>2252</td>
<td>2315</td>
</tr>
<tr>
<td>Chassis weight, rear end</td>
<td>2215</td>
<td>2208</td>
<td>2197</td>
<td>2186</td>
</tr>
</tbody>
</table>

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

| Frame: Pressed steel channel with deep center section. Thickness, 3/16 in.; width, front, 26 1/4 in.; rear, 34 in.; width of flange, 3/8 in.; depth, 8 in. |
| Engine: International Harvester, valve-in-head type, 6-cylinder (replaceable cylinders); 35/8 in. bore x 4 in. stroke; 222.7-cu. in. displacement. A.M.A. rating, 28.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 150 pound-feet at 800-1,500 r.p.m. Three-point mounting with rubber-cushioned rear supports. Four steel-backed, replaceable-shell main bearings. Total projected main bearing area, 14,175 sq. in. Bearing dimensions—diameter and length: Front, 2 1/8 x 1 1/2 in.; No. 2, 2 1/8 x 1 1/2 in.; No. 3, 2 1/8 x 1 1/2 in.; rear, 2 1/8 x 1 1/2 in.; connecting-rod bearings—diameter and length, 2 1/8 x 1 1/2 in. |

**Specifications subject to change without notice.**
International Model C-40-F
Specifications

Rated Capacity: 2 to 3 tons.
Gross Vehicle Weight: 22,000 lb.
Maximum Carrying Capacity: (cab, body, equipment, and payload) 14,500 lb.

Chassis Weights: (including fuel, oil, and water)
- Front: 6780 lb.
- Rear: 6780 lb.
- Total: 13,560 lb.

Turning Radius with Fender Clearance: (left or right)
- 168-in. wheelbase: Front 2710 in., Rear 2710 in., Total 5420 in.
- 186-in. wheelbase: Front 2750 in., Rear 2750 in., Total 5500 in.
- 204-in. wheelbase: Front 2790 in., Rear 2790 in., Total 5580 in.

The following dimensions (with standard tires) are the same for all wheelbases:
- Tread: front wheels, 81 in.; rear wheels, 65 in.
- Road clearance: front axle, 11 1/4 in.; rear axle, 8 3/4 in.
- Overall width: front, 71 1/2 in.; rear, 83 3/4 in.
- Maximum body width between tires, 40 3/4 in.
- Height from top of frame to ground, loaded: front, 26% in.; rear, 21 1/2 in.

Frame:
- Pressed steel double channel. Rail center section, 3 3/4 x 6 x 3 1/8 in. Tapers to 6 x 3 1/2 x 3 1/2 in. at end. Frame width at front, 26 1/4 in.; at rear, 34 1/4 in. Number of cross members including bumper and rear engine mounting, all wheelbases, 5.

Engine:
- International Harvester valve-in-head type, 6-cylinder (removable cylinders), 3 3/4 b.o.p. x 4 in. stroke, 222.7 cu.-in. displacement. A.M.A. rating, 28.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 160 pound-feet at 600-1,500 r.p.m. Three-point mounting with rubber-cushioned rear supports. Four steel-located, removable-shelf main bearings. Total projected main bearing area, 14,178 sq. in. Bearing dimensions: Diameter and length, front, 2 3/4 x 1 7/8 in.; No. 2, 2 3/8 x 1 13/16 in.; No. 3, 2 3/8 x 1 13/16 in.; rear, 2 3/8 x 1 13/16 in.; connecting-rod bearings—diameter and length, 3 1/2 x 3 1/2 in.

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 quarts. Pressure gun lubrication throughout on chassis.

Cooling System:
- Pump circulation, thermostat control, fin-and-tube type radiator and fan. Equipped with centrifugal oil pump driven by V-type fan belt. Water capacity, 19 1/4 quarts.

Ignition:
- High-tension, battery type; semi-automatic distributor. Distributor mounted on generator, very accessible.

Generator:
- 6-volt, gear-driven.

Battery:
- 6-volt, 15 plate.

Starting Motor:
- 6-volt, 2-pole type.

Carburetor:
- downdraft type, fitted with a wire-wool, oil-saturated air cleaner.

Fuel System:
- Mechanical fuel pump driven from camshaft; 22-gallon tank mounted under seat; 32-gallon side-mounted tank available. Gasoline filter for removing impurities.

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

Transmission:
- 5 speeds forward, 1 reverse with quiet helical gear third and fourth speeds, mounted in unit with engine.

Transmission Reductions:
- First, 7.525 to 1; second, 4.3 to 1; third, 2.52 to 1; fourth, 1.414 to 1; fifth, 1 to 1; reverse, 5.957 to 1.

Power Divider Unit:
- Split-drive transmission with three-speed auxiliary transmission.

Auxiliary Transmission Gear Ratios:
- Direct drive, 1.070 to 1; underdrive, 1.665 to 1; overdrive, 0.808 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 Unit:
- Six-wheel, dual drive type. Connected by heavy equalizing beams supported by castings suspended from semi-elliptic springs. Torque rods provided on each axle.

Rear Axles:

Generator:
- 6-volt, gear-driven.

Battery:
- 6-volt, 15 plate.

Starting Motor:
- 6-volt, 2-pole type.

Carburetor:
- downdraft type, fitted with a wire-wool, oil-saturated air cleaner.

Fuel System:
- Mechanical fuel pump driven from camshaft; 22-gallon tank mounted under seat; 32-gallon side-mounted tank available. Gasoline filter for removing impurities.

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

Transmission:
- 5 speeds forward, 1 reverse with quiet helical gear third and fourth speeds, mounted in unit with engine.

Transmission Reductions:
- First, 7.525 to 1; second, 4.3 to 1; third, 2.52 to 1; fourth, 1.414 to 1; fifth, 1 to 1; reverse, 5.957 to 1.

Power Divider Unit:
- Split-drive transmission with three-speed auxiliary transmission.

Auxiliary Transmission Gear Ratios:
- Direct drive, 1.070 to 1; underdrive, 1.665 to 1; overdrive, 0.808 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 Unit:
- Six-wheel, dual drive type. Connected by heavy equalizing beams supported by castings suspended from semi-elliptic springs. Torque rods provided on each axle.

Rear Axles:

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

Steering Gear:
- Reversible cam-and-lever type.

Brakes:
- Duo-servo, single-anchored, 6-wheel hydraulic with vacuum booster, two-shoe, self-energizing type.

Handler:
- External contracting propelle; shaft type; mounted back of transmission.

Springs:
- All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 3/4 x 40 in.; rear, 3 x 30 in.

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

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

Control:
- Left-hand drive; spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

Standard Equipment:
- Cab and dash, front fenders, booster brakes, short running boards, front bumper, spare tire, tire carrier, license brackets, starter, battery, generator, horn, electric head and combination stop and taillights, air cleaner, jack, and tool kit. Speedometer, heat indicator, ammeter, gasoline gauge, oil-pressure gauge, instrument panel, choke, starter, and throttle controls mounted in panel on dash.

Special Equipment:
- The following can be supplied at additional cost. Fully-enclosed cab with one-piece windshield, rear-vision mirror, and windshield wiper; front seat section; windscreen; high-tension magneto ignition; power take-off; oil filter; oil-type air cleaner; governor; bodied and equipment for all purposes; various fire combinations.

Finish:
- Frame and wheels, red; fenders, running boards, and aprons, black baked enamel; hood and grill, a glossy durable finish in a choice of four attractive colors; hub caps, bumper and trim, chromium plated; radiator grille, satin finish.

Specifications subject to change without notice.
**International Model C-50 Specifications**

**ENGINE:** 6-cylinder, valve-in-head type. 3½ x 3½ x 3½ in. Camshaft drop-forged, case-hardened integral cam.

**LUBRICATION:** Engine pressure feed to all main, connecting rod, piston-pin, camshaft, and rocker-arm shaft bearings. No pipes are used. The main oil distribution artery being drilled in the crankcase. Gear type, oil pump. Oil filter. Oil capacity, 10 quarts. Pressure gun lubrication throughout on chassis.

**COOLING SYSTEM:** Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan, water pump driven by V-type belt. Water capacity, 28½ quarts.

**IGNITION:** High-tension battery type, semi-automatic distributor mounted on generator, coil mounted on dash. High-tension magneto ignition supplied at additional cost.

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

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

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

**FUEL SYSTEM:** Fuel pump; gasoline tank mounted on left side of cab, 145-in. chassis, 22-gallon tank; 156, 170 and 185-in. chassis, 32-gallon tank.

**GOVERNOR:** Velocity type, mounted between carburetor and manifold.

**IGNITION:** 12-in. single plate with built-in vibration damper.

**TRANSMISSION Reductions:** First, 7:35 to 1; second, 5 to 1; third, 3:13 to 1; fourth, 1:75 to 1; fifth, 1 to 1; reverse, 9:04 to 1.

**PROPELLER SHAFT:** Front and rear shafts of large diameter, spiral-bevel gear type. Chrome-molybdenum steel drive shafts. Malleable iron, banjo-type housing. Differential bearings are tapered rollers. Pinion straddle-mounted on ball bearings.

**AXLE REDUCTIONS AVAILABLE:** 6:5 to 1; 6:143 to 1 and 5:625 to 1.

**STREETCAR GEAR:** Irreversible cam-and-lever type.

**BRAXER:** Service: 4-wheel, mechanical, self-energizing, internal-expanding shoe type. Fully enclosed. Emergency: external contracting, propeller shaft type.

**SPRINGS:** All leaves of alloy steel. Front and rear semi-elliptic.

**TIRES:** Standard, 32 x 6 front, 32 x 6 dual rear, truck type pneumatic.

**WHEELS:** Cast, spoke type, duals on rear.

**TUBES:** Standard, 32 x 6 front, 32 x 6 dual rear, truck type pneumatic.

**CONTROL:** Left-hand drive. Spark, throttle, choke and light controls on instrument panel. Horn control on top of the steering column. Accelerator, clutch and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

**STANDARD EQUIPMENT:** Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier; bodies and equipment for every need. Various tire combinations.

**SPECIAL EQUIPMENT:** The following can be furnished at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power take-offs; winches; shock absorbers; booster brakes; auxiliary gasoline tank; bodies and equipment for every need. Various tire combinations.

**FINISH:** Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Hood and cowl—a choice of four attractive colors. Chromium-plated hub caps.

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**Specifications subject to change without notice.**

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**RATED CAPACITY:** 3 to 4 tons.

**MAXIMUM CARRYING CAPACITY:** (cab, body, equipment and payload) 10,000 Pounds

**FRAME DIMENSIONS (IN INCHES) CHASSIS WEIGHTS (IN POUNDS)**

<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>145</th>
<th>156</th>
<th>170</th>
<th>185</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>216 ¼</td>
<td>234 ¾</td>
<td>252 ¾</td>
<td>271 ¼</td>
</tr>
<tr>
<td>Back of cab to center of rear axle</td>
<td>39 ¾</td>
<td>70 ¾</td>
<td>86 ¼</td>
<td>99 ¾</td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>103 ¾</td>
<td>116 ¾</td>
<td>136 ¾</td>
<td>155 ¾</td>
</tr>
<tr>
<td>Back of cab to end of rear axle</td>
<td>104 ¼</td>
<td>118 ¾</td>
<td>129 ¼</td>
<td>144 ½</td>
</tr>
</tbody>
</table>

**CHASSIS WEIGHTS:** (In Pounds)

<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>145</th>
<th>156</th>
<th>170</th>
<th>185</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chassis weight, front end</td>
<td>2735</td>
<td>2750</td>
<td>2810</td>
<td>2870</td>
</tr>
<tr>
<td>Chassis weight, rear end</td>
<td>2570</td>
<td>2600</td>
<td>2600</td>
<td>2605</td>
</tr>
</tbody>
</table>

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

- **Tread—front wheels, 62 ½ in.; rear wheels, 66 ½ in.**
- **Road clearance—front axle, 10 ¼ in.; rear axle, 8 in.**
- **Overall width—at front, 76 in.; at rear 81 ½ in.**
- **Maximum body width between tires, 45 ¼ in.**
- **Height from top of frame to ground, loaded—front, 25 ½ in.; rear, 27 ¾ in.**

**FRAME:** Pressed steel channel with deep center section. Thickness—3/4 in. Depth, 8 in. Width, 34 ½ in. Width of flange, 3/4 in. Number of cross members including bumper and engine rear mount: 145-in. chassis, 6; 156-in. chassis, 7; 170 and 185-in. chassis, 8.

**ENGINE:** International Harvester, valve-in-head type, 6-cylinder. 3½ x 3½ x 3½ in. Cast, spoke type, duals on rear.

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**Specifications subject to change without notice.**
Chassis weight (including frame): Pressed steel channel with deep center section.

Engine: International Harvester, valve-in-head type, 6-cylinder, 3%-in. bore x 4%-in. stroke, 278 cubic inches displacement. A.M.A. rating, 31.54 h.p.; maximum brake h.p., 52.5 at 2800 r.p.m. (governed speed, 2800 r.p.m.).

Maximum torque, 191 pound-feet at 800 to 1600 r.p.m.

Rated Capacity: 3 to 4 tons.

Maximum Carrying Capacity: 3 to 4 tons.

Chassis Dimensions: (in inches)

<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>145</th>
<th>136</th>
<th>170</th>
<th>185</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>218</td>
<td>242</td>
<td>242</td>
<td>271</td>
</tr>
<tr>
<td>Back of cab to/1 of rear axle</td>
<td>59</td>
<td>73</td>
<td>73</td>
<td>94</td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>102</td>
<td>113</td>
<td>134</td>
<td>134</td>
</tr>
<tr>
<td>Back of cowl to c/1 of rear axle</td>
<td>104</td>
<td>119</td>
<td>129</td>
<td>144</td>
</tr>
<tr>
<td>Back of cowl to end of frame</td>
<td>147</td>
<td>153</td>
<td>161</td>
<td>188</td>
</tr>
<tr>
<td>Turning radius (feet)</td>
<td>24</td>
<td>26</td>
<td>28</td>
<td>30</td>
</tr>
</tbody>
</table>

Chassis Weights: (in pounds)

| Chassis weight, front end | 2830 | 2886 | 2958 | 3034 |
| Chassis weight, rear end | 2720 | 2738 | 2760 | 2784 |
| Chassis Dimension, (in inches) | 2720 | 2738 | 2760 | 2784 |

Maximum body width between tires, 45%-in.

Road clearance—front axle, 10%-in.; rear axle, 8 in.

Turning radius (feet) 24%-in. 26%-in. 28%-in. 30%-in.

Governor: Velocity type, mounted between carburetor and manifold.

Ignition: High-tension, battery type, semi-automatic distributor mounted on engine, coil mounted on dash.


Axle Reductions Available: 7.2 to 1; 6.5 to 1; 6.143 to 1 and 5.525 to 1.

Steering Gear: Irreversible cam-and-lever type.


Springs: All leaves of alloy steel. Front and rear semi-elliptic. Front, 3 x 42 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 40 in.

Wheels: Cast, spoked type, duals on rear.

Tires: Standard, 32 x 6 front, 32 x 6 dual rear, truck type pneumatic.

Control: Left-hand drive. Spark, throttle, choke and light controls on control panel. Horn control on top of the steering column. Accelerator, clutch and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

Standard Equipment:
- Cowl and dash: front fenders; short running boards; front bumper; underslung tire carrier (170 and 185-in. w.b. only); spare rim; license brackets; starter; battery; 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 switch in center of instrument panel.
- Instrument panel on dash.

Special Equipment: The following can be furnished at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, and windshield wiper; front seat cushion; windshield; high-tension magneto ignition; power take-off; winches; shock absorbers; booster brakes; three-speed auxiliary transmission; auxiliary gasoline tank; bodies and equipment for every need.

Various tire combinations:
- Finished: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Hood and cowl—choice of four attractive colors. Chromium-plated hub caps.
International Model C-50-T
Specifications

Rated Capacity: 3 to 6 tons.
Gross Vehicle Weight: 26,500 lb.
Maximum Carrying Capacity: (cab, body, equipment, and payload) . . . . . 18,000 lb.
Chassis Weights: (including fuel, oil, and water)

<table>
<thead>
<tr>
<th>Front</th>
<th>Rear</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>170 in. wheelbase</td>
<td>3283</td>
<td>2410</td>
</tr>
<tr>
<td>206 in. wheelbase</td>
<td>3100</td>
<td>2584</td>
</tr>
</tbody>
</table>

Turning Radius with Fender Clearance: 3 to 6 tons.

Frame: Pressed steel double channel. Rail center section, International Harvester valve-in-head type, 6-engine lubrication: Engine pressure feed to all main, connecting-rod, piston-pin, camshaft, and rocker-arm-shaft bearings. No pipes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil filter. Oil capacity, 10 quarts. Pressure gun lubrication throughout on chassis.

Cooling System: Pump circulation, thermostat control, fin-and-tubes type radiator, 4-blade fan, water pump driven by V-type belt. Water capacity, 28½ quarts.

Ignition: High-tension, battery type; semi-automatic distributor mounted on generator coil mounted on dash. High-tension magneto ignition supplied at additional cost.

Generator: 6-volt, gear-driven.

Battery: 6-volt, 17-plate.

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

Carburetor: Vertical type, fitted with an oil-type air cleaner.

Fuel System: Fuel pump; 23-gallon tank mounted under seat; 32-gallon side-mounted tank available.

Governor: Velocity type, mounted between carburetor and manifold.

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

Transmission: 5 speeds forward, 1 reverse, sliding-gear, selective type (operated by 1 control lever), mounted in unit with engine.

Transmission Reductions: First, 7.35 to 1; second, 5 to 1; third, 3.13 to 1; fourth, 1.75 to 1; fifth, 1 to 1; reverse, 9.04 to 1.

Propeller Shaft: Front and rear shafts of large diameter and precision type.

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


Rear Axle Unit: Six-wheel unit, trailing-axle type. Driving axle forward, trailing axle, rear. Connected by heavy equalizing beams supported by castings suspended from semi-elliptic springs. Torque rods provided on each axle.


Rear or Trailing Axle: Seamless-steel tubing, 37 in. long, 4½-in. outside diameter, 3½-in. inside diameter. Wheel spindles welded into tube.

Axle Reductions Available: 7.2 to 1, 6.5 to 1, and 6.143 to 1.

Steering Gear: Inoperable cam-and-lever type.


Springs: All leaves of alloy steel. Front and rear semi-elliptic. Front, 3 x 42 in.; rear, 3 x 30 in.

Wheels: Cast, spoke type, duals on rear.

Tires: Standard, 8.25-20 front and dual rear.

Control: Left-hand drive. Spark, throttle, choke, and light controls on instrument panel. Horn control on top of steering column. Accelerator, clutch, and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

Standard Equipment: Cowl and dash, front fenders, breather boxes, short running boards, front bumper, undercarriage tire carrier, spare rim, license brackets, starter, battery, horn, electric head and combination stop and taillights, 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 furnished at additional cost: Fully enclosed cab with one-piece windshield, rear-view mirror, and windshield wiper; front seat section, windshield; high-tension magneto ignition; power take-offs; winches; air brakes; auxiliary gasoline tank; bodies and equipment for every need; various tire combinations.

Finish: Frame and wheels, red; fenders, running boards, aprons, black baked enamel. Hood and cowl, choice of four attractive colors. Chromium-plated hub caps. Radiator grille, satin finish.

Specifications subject to change without notice.
## Specifications

**CHASSIS DIMENSIONS** (IN INCHES)  
**CHASSIS WEIGHTS** (IN POUNDS)  

<table>
<thead>
<tr>
<th>Chassis Dimensions</th>
<th>Chassis Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length: 150</td>
<td>555 kg</td>
</tr>
<tr>
<td>Back of cab to end of fender: 115.5</td>
<td>352 kg</td>
</tr>
<tr>
<td>Back of cab to end of frame: 94.5</td>
<td>272 kg</td>
</tr>
<tr>
<td>Back of cab to end of front axle: 90.5</td>
<td>272 kg</td>
</tr>
<tr>
<td>Turning radius (front): 34</td>
<td>5.5 m</td>
</tr>
<tr>
<td>Turning radius (rear): 54</td>
<td>8.5 m</td>
</tr>
<tr>
<td>Overall width at front: 65.5</td>
<td>2.69 m</td>
</tr>
<tr>
<td>Height from top of frame to ground, loaded: 280</td>
<td>7.65 m</td>
</tr>
</tbody>
</table>

**FRAME**  
Pressed steel channel with deep center section.  

**MAXIMUM CARRYING CAPACITY**  
17% 19%  
3305 3355  
3275  
3245  
3160 3195 3310 3330 3495  

**TRANSMISSION**  
Sliding gear selective type, 5 speeds forward, 1 reverse (operated by 1 control lever), mounted in unit with engine.  

**FINAL DRIVE**  

**GENERATOR**  
6-volt, 17-plate.  

**COOLING SYSTEM**  
Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and water pump driven by V-type belt. Water capacity, 29.5 gallons.  

**COOLING SYSTEM**  
Thermostat control, fin-and-tube type radiator, 4-blade fan and water pump driven by V-type belt. Water capacity, 29.5 gallons.  

**CUSHIONS**  
Rear wheel, 30.5% in.  
Front wheel, 11.5% in.  

**EQUIPMENT**  
The following can be supplied at additional cost.  

**GASOLINE FILTER**  
For all wheelbases: front and rear shafts of large diameter steel tubing with 2 self-aligning bearings.  

**END BELTS**  
For tractor-truck or other service where unusually short turning radius is required, a special 69-inch tread front axle will be supplied at additional cost.  

**LUBRICATION**  
Engine pressure feed to all main, connecting rod, piston-pin, camshaft and rocker-arm shaft bearings. No pipes are used, the main oil distribution artery being drilled in the crankcase. Gear type oil pump. Oil filter. Oil capacity, 10 quarts. Pressure gun lubrication throughout on chassis.  

**ENGINE**  
International Harvester valve-in-head type, 6 cylinders.  
3.5-in. bore x 4.5-in. stroke.  
236.2 cubic inches displacement.  
N.A.C.C. rating, 33.7 h.p.; maximum brake h.p., 90.4 at 2800 r.p.m. (governed speed 3000 r.p.m.). Maximum torque, 235.3 pound-feet at 800 r.p.m. Three-point mounting with rubber-cushioned rear supports. Cylinder block cast in one piece, removable cylinders, 2-piece head, machined combustion chambers, 7-bearing crankshaft, drop-forged of chrome-nickel steel, heat-treated, statically and dynamically balanced. Precision type main bearings, total projected area, 32.37 square inches. Connecting rod bearings, 2½ x 3½ in. Camshaft drop-forged, case-hardened integral cams.

**INTERNATIONAL**  
Model C-55  
Specifications  

Specifications subject to change without notice.
International Model C-55 Specifications

Rated Capacity: 3 1/2 to 4 1/2 tons.

Maximum Carrying Capacity:
(laft, body, equipment and payload) ... 14,000 Pounds

Chassis Dimensions: (in inches)

<table>
<thead>
<tr>
<th>Width of flange</th>
<th>3% in.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depth, 8% in.</td>
<td>140, 156, 170, 180, 210</td>
</tr>
<tr>
<td>Thickness, %</td>
<td>190, 210</td>
</tr>
<tr>
<td>Number of cross members in-</td>
<td>210-in. chassis</td>
</tr>
<tr>
<td>Chassis weight, front end.</td>
<td>3,162</td>
</tr>
<tr>
<td>Chassis weight, rear end.</td>
<td>3,444</td>
</tr>
<tr>
<td>Turning radius (feet)</td>
<td>24</td>
</tr>
<tr>
<td>Back of cowl to end of frame</td>
<td>140</td>
</tr>
<tr>
<td>Back of cowl to end of rear axle</td>
<td>99 in.</td>
</tr>
<tr>
<td>Back of cowl to c/l of rear axle</td>
<td>9.5 in.</td>
</tr>
<tr>
<td>Back of cowl to end of frame</td>
<td>120 in.</td>
</tr>
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<td>Back of cowl to end of rear axle</td>
<td>158 in.</td>
</tr>
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<td>Back of cowl to front of cab</td>
<td>131 in.</td>
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<td>Back of cowl to c/l of front axle</td>
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| Number of cross members in- | 210-in. chassis |
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| Turning radius (feet)       | 24 |
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Specifications subject to change without notice.

INTERNATIONAL HARVESTER COMPANY
600 S. Michigan Ave. (INCORPORATED) CHICAGO, ILLINOIS

A-246-Z. 3-19. Printed in U.S.A.
International Model C-55-F
Specifications

Rated Capacity: 3 1/2 to 7 tons.
Gross Vehicle Weight: 33,700 lb.
Maximum Capacity 
(Cab, body, equipment, and payload) ... 23,000 lb
Chassis Weight: (including fuel, oil, and water)
Front Rear Rear Total
170-in. wheelbase .... 3361 3172 3172 5705
206-in. wheelbase .... 3586 3137 3137 6650
224-in. wheelbase .... 3725 3163 3163 6051

Turning Radius with Fender Clearance: (left or right)
170-in. wheelbase, 25 ft.; 206-in. wheelbase, 29 ft. 8 in.;
224-in. wheelbase, 32 ft. 2 in.
The following dimensions (with standard tires) are the same for all wheelbases:
Tread—front wheels, 57 3/4 in.; rear wheels, 71 1/4 in.
Road clearance—front axle, 13 in.; rear axle, 10 3/4 in.
Overall width—at front, 76 3/8 in.; at rear, 92 in.
Maximum body width between tires, 44 1/2 in.
Height from top of frame to ground, loaded—front, 28 1/4 in.; rear, 29 1/4 in.
Frame: Pressed steel double channel with deep center section. Thickness, 5/8 in. Width at front, 29 3/4 in.; at rear, 34 1/2 in. Width of flange, 4 1/8 in.
Number of cross members including bumper and engine rear mounting: 170-in. chassis, 5; 206-in. chassis, 6; 224-in. chassis, 7.
Engine: International Harvester valve-in-head type; 6 cylinder (removable cylinders); 334 in. b.c. x 4 3/4 in. stroke, 298 2 cu. in. displacement, A.M.A. rating, 33.7 h.p.; maximum brake h.p. 90.4 at 2500 r.p.m. (governed speed, 2,500 r.p.m.). Maximum torque, 213.5 pound-feet at 800 r.p.m. Three-point mounting with rubber-cushioned rear supports. Cylinder block cast in one piece; 2-piece head; machined combustion chambers; 7-bearing crankshaft; drop forged of chrome-molybdenum steel, heat treated, statically and dynamically balanced. Precision-type main bearings; total projected area, 32.37 sq. in. Connecting-rod bearings, 2 1/4 x 1 1/4 in. Camshaft drop forged; case-hardened integral cam.

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan, and water pump driven by V-type belt. Water capacity, 29 1/2 quarts.
Ignition: High-tension, battery-type; semi-automatic distributor mounted on generator; coil mounted on distributor. High-tension magneto ignition supplied at additional cost.
Generator: 6-volt, gear-driven.
Battery: 6 volt, 17 plate.
Starting Motor: 6 volt, 4 pole, back geared type.

Governor: Velocity type, mounted between carburetor and manifold.
Clutch: 12 in. single-plate with built-in vibration damper.
Transmission: Sliding gear, selective type, 5 speeds forward, 1 reverse (operated by 1 control lever), mounted in unit with engine.
Transmission Reductions: First, 7.35 to 1; second, 5 to 1; third, 3.13 to 1; fourth, 1.75 to 1; fifth, 1 to 1; reverse, 9.04 to 1.

Power Divider Unit: Split-drive transmission with auxiliary transmission.
Auxiliary Transmission Gear Ratios: Direct drive, 1.07 to 1; underdrive, 1.66 to 1; overdrive, 0.508 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 Unit: Six-wheel, 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: Reversible cam-and-lever type.

Brakes: Service; duo-servo double anchored. 6-wheel hydraulic, with vacuum booster, two-shoe, self-balancing type. Hand: External contracting propeller shaft type, mounted back of transmission.

Springs: All leaves of alloy steel. Front and rear, semi-elliptic. Front, 3 x 43 in.; rear, 4 x 34 in.

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

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

Control: Left-hand drive. Spark, throttle, choke, and light controls on instrument panel. Horn control on top of the steering column. Accelerator, clutch, and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

Standard Equipment: Cowl and dash, front fenders, booster brakes, short running boards, front bumper, underslung tire carrier, spare rim, license brackets, starter, battery, horn, electric head and combination stop and taillights, 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: Fully-enclosed cab with one-piece windshield, rear-vision mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power take-offs; winches; air brakes; auxiliary gas tanks; bodies and equipment for every need; various tire combinations.

Finish: Frame and wheels, red; fenders, running boards, and aprons, black baked enamel. Hood and cowl, a choice of four attractive colors. Chromium-plated hub caps. Radiator grilles, satin finish.

Specifications subject to change without notice.
International Model C-55-T
Specifications

Rated Capacity: 3% to 7 tons.
Gross Vehicle Weight: 33,000 lb.
Maximum Carrying Capacity: (cab, body, equipment, and payload) ... 23,000 lb.
Chassis Weights: (including fuel, oil, and water)

<table>
<thead>
<tr>
<th>Chassis Weights</th>
<th>Front</th>
<th>Rear</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>170-in. wheelbase</td>
<td>3:190</td>
<td>3:175</td>
<td>6660</td>
</tr>
<tr>
<td>206-in. wheelbase</td>
<td>3:420</td>
<td>3:140</td>
<td>6265</td>
</tr>
<tr>
<td>224-in. wheelbase</td>
<td>3:561</td>
<td>3:30</td>
<td>7230</td>
</tr>
</tbody>
</table>

Turning Radius with Fender Clearance: (left or right)

- 170-in. wheelbase, 25 ft. 206-in. wheelbase, 29 ft. 8 in.; 224-in. wheelbase, 32 ft. 2 in.

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

- Tread—front wheels, 67% in.; rear wheels, 71% in.
- Road clearance—front axle, 13 in.; rear axle, 10% in.
- Overall width—at front, 76% in.; at rear, 92 in.
- Maximum bcyd width between tires, 44% in.
- Height from top of frame to ground, loaded—front, 28% in.; rear, 34% in.

Frame: Pressed steel double channel with deep center section. Thickness, 3% in. Width at front, 29% in.; at rear, 34% in. Width of flange, 4% in. Number of cross members including bumper and engine rear mounting: 170-in. chassis, 5; 206-in. chassis, 6; 224-in. chassis, 7.

Engine: International Harvester valve-in-head type; 6 in. cylinder pressure feed to all main, connect-ings. No pipes are used, the main oil distribution artery being drilled in the crankcase. Gear-type oil pump. Oil

Cooling System: Pump circulation, thermostat control, fin-and-tube type radiator, 4-blade fan and water pump driven by V-type belt. Water capacity, 29.4 quarts.

Ignition: High-tension, battery type; semi-automatic distributor mounted on generator; coil mounted on dash. High-tension magneto ignition supplied at additional cost.

Generator: 6-volt, gear-driven.

Battery: 6-volt, 17-plate.

Starting Motor: 6-volt, 4-pole; back-geared type.

Carburetor: Vertical type fitted with an oil-type air cleaner.


Governor: Velocity type, mounted between carburetor and muffler.

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

Transmission: Sliding-gear, selective type, 5 speeds forward, 1 reverse (operated by 1 control lever), mounted in unit with engine.

Transmission Reductions: First, 7.33 to 1; second, 5 to 1; third, 3.13 to 1; fourth, 1.75 to 1; fifth, 1 to 1; reverse, 9.04 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.


Rear Axle Unit: Six-wheel unit, trailing-axle type. Drive axle forward; trailing axle, rear. Connected by heavy equalizing beams, supported by castings suspended from semi-elliptic springs. Torque rods provided on each axle.

Front or Driving Axle: Full-floating, spiral-bevel gear drive. Chromo-molybdenum steel drive shafts. Malle-
International
Model C-60
Specifications

RATED CAPACITY: 4 to 5 tons

MAXIMUM CARRYING CAPACITY:
(cabin, body, equipment and payload)......... 14,000 Pounds

CHASSIS DIMENSIONS: (IN INCHES) CHASSIS WEIGHTS: (IN POUNDS)

Wheelbase .... 140 156 170 190 210
Overall length .... 213 229 241 257 290
Back of cab to rear axle .... 144 150 166 192 214
Back of cab to center of frame .... 97 113 133 163 183
Back of cab to end of frame .... 97 113 133 163 183
Back of cab to end of frame .... 97 113 133 163 183
Maximum overall body length .... 214 234 254 276 306
Turning radius (front) .... 24 27 29 32 35
Turning radius (rear) .... 24 27 29 32 35
Chassis weight (including oil, fuel and water) .... 6400 6950 7100 7800 8450
Chassis weight, front end .... 3400 3600 3800 4200 4500
Chassis weight, rear end .... 3000 3000 3000 3000 3000

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

Tread—front wheels, 62 1/4 in.; rear wheels, 71 1/4 in.
Road clearance—front axle, 11 3/8 in.; rear axle, 9 in.
Overall width—at front, 76 1/4 in.; at rear, 89 3/4 in.
Maximum body width between tires, 47 3/4 in.
Height from top of frame to ground, loaded—front, 27 3/4 in.; rear, 30 3/4 in.

FRAME: Pressed steel channel with deep center section. Thickness, 1/8 in. Depth, 8 5/8 in., 140, 156 and 170-in. chassis; 9 3/4-in., 190 and 210-in. chassis. Width, 34 3/4 in. Width of flange, 5/16 in. Number of cross members including bumper and engine rear mounting: 140 and 156-in. chassis, 6; 170 and 190-in. chassis, 8; 210-in. chassis, 9.

ENGINE: International Harvester, valve-in-head type, 6 cylinders, 6 3/4-in. bore x 4 3/4-in. stroke. 288.2 cubic inches displacement. N.A.C.C. rating, 33.7 h.p.; maximum brake h.p., 30.4 at 2600 r.p.m. (governed speed 2800 r.p.m.). Maximum torque, 213.3 pound-feet at 800 r.p.m. Three-point mounting with rubber-cushioned rear supports. Cylinder block cast in one piece, removable cylinders, 2-piece head, machined combustion chambers, 7-bearing crankshaft, drop-forged of chrome-nickel steel, heat-treated, statically and dynamically balanced. Precision type main bearings, total projected area, 32.57 square inches. Connecting rod bearings, 3 1/4 x 1 3/8 in. Camshaft drop-forged, case-hardened integral cams.

LUBRICATION: Engine pressure feed to all main, connecting rod, piston-pin, camshaft, and rocker-armed shaft bearings. No pipes are used, the main oil distribution artery being drilled in the crankcase. Gear type oil pump. Oil filter. Oil capacity, 10 quarts. Pressure gun lubrication throughout on chassis.

COOLING SYSTEM: Pump circulation, thermostat control, fin- and-tube type radiator, 4-blade fan and water pump driven by V-type belt. Water capacity, 29 1/2 quarts.

IGNITION: High-tension battery type, semi-automatic distributor mounted on generator, coil mounted on dash. High-tension magneto ignition supplied at additional cost.

GENERATOR: 6-volt, gear-driven.

BATTERY: 6-volt, 17-plate.

STARTING MOTOR: 6-volt, 4-pole; back-gear type.

CARBURETOR: Vertical type, fitted with an oil-air cleaner.

FUEL SYSTEM: Fuel pump, gasoline tank mounted on left side rear rail back of cab; 140-in. chassis, 22-gallon tank; 156, 170, 190 and 210-in. chassis, 32-gallon tank. Gasoline filter for removing impurities.

GOVERNOR: Velocity type, mounted between carburetor and manifold.

CLUTCH: 12-in. single plate with built-in vibration damper.

TRANSMISSION: Sliding gear selective type, 5 speeds forward, 1 reverse (operated by 1 control lever), mounted in unit with engine.

TRANSMISSION REDUCTIONS: First, 7.35 to 1; second, 5 to 1; third, 3.13 to 1; fourth, 1.75 to 1; fifth, 1 to 1; reverse, 9.04 to 1.

PROPELLER SHAFT: 140-in., 156-in., 170-in., and 190-in. wheelbases; front and rear shafts of large diameter steel tubing with a self-aligning center bearing. 210-in. wheelbase; 3-piece shaft with 2 self-aligning bearings.

UNIVERSAL JOINTS: All-metal, roller bearing anti-friction type.

FRONT AXLE: Drop-center, I-beam, steel drop-forging, heat-treated, reverse Elliott type. Steering knuckles of drop-forged, heat-treated, chrome-molybdenum steel. Tapered roller bearings in wheels. Ball bearings for vertical king-pin load. For tractor-truck or other service where unusually short turning radius is required, a special 69-inch tread front axle will be supplied at additional cost.


AXLE REDUCTIONS AVAILABLE: 7.1 to 1, 8.5 to 1, or 9.43 to 1.

STEERING GEAR: Irreversible cam-and-lever type.


SPRINGS: All leaves of alloy steel. Front and rear semi-elliptic. Front, 3 x 42 in.; rear, 3 x 56 in.; semi-elliptic, auxiliary rear springs, 3 x 42 in.

WHEELS: Cast, spoke type, duals on rear.

TIRES: Standard, 34 x 7 front, 34 x 7 dual rear, heavy-duty pneumatic.

CONTROL: Left-hand drive. Spark, throttle, choke and light controls on instrument panel. Horn control on top of the steering column. Accelerator, clutch and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

STANDARD EQUIPMENT: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier (170, 190 and 210-in. w.b. only); spare rim; license brackets; starter; battery; horn; electric head, 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 on dash.

SPECIAL EQUIPMENT: The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear vision mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power take-off; winches; shock absorbers; booster brakes; auxiliary gas tanks; bodies and equipment for every need. Various tire combinations.

FINISH: Frame and wheels, red. Fenders, running boards and aprons, black baked enamel. Hood and cowl—a choice of four attractive colors. Chromium-plated hub caps.

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

**Model C-60**

- **Engine:**
  - Chassis weight, rear end: 3523 to 3625 lbs.
  - Chassis weight (including oil, fuel and water): 6685 to 7011 lbs.
  - Turning radius (feet): 24 to 28.
  - Back of cab to end of frame: 142 to 169 ft.
- **Transmission:**
  - Gear ratio: 7.35 to 1 for first, 3.13 to 1 for second, 1.75 to 1 for third, 1 to 1 for fourth, 5 to 1 for fifth.
  - Transmission reduction: 7.1 for front, 8.5 for rear.
- **Final Drive:**
  - Full-floating, double-reduction gear type.
  - Final Drive Ratio: 12-in. single plate with built-in vibration damper.
  - Clutch: 6-volt, 4-pole, back-geared type.
- **Steering Gear:**
  - Irreversible cam-and-lever type.
  - Steering column: 606 S. Michigan Ave., Chicago, Ill.
- **Lubrication:**
  - Engine pressure feed to all main, connecting-rod bearings, integral cams.
  - Projected area, 32.57 sq. in.
  - Connecting-rod bearings, 3/4 x 19/32 in.
  - Camshaft: Drop-forged, case-hardened, 234 x 19/32 in.
  - Molybdenum steel. Tapered roller bearings in wheels.
- **Springs:**
  - All leaves of alloy steel. Front and rear semi-floating, antifriction type.
  - Standard: 3 x 7 front, 3 x 7 dual rear.
  - Auxiliary: 3 x 42 in.
- **Brakes:**
  - Drum: Self-adjusting, internal-expanding shoe type. Fully energizing.
  - Service: 4-wheel, hydraulic, duo-servo, self-balancing.
  - Emergency: 4-wheel, hydraulic, lock-up type.
- **Final Drive:**
  - Power transmitted through spiral-bevel and herringbone type gears. Differential mounted on ball bearings, pinion on tapered rollers.
  - Oil capacity: 10 quarts. Pressure cup lubrication.
- **Universal Joints:**
  - All-metal, roller-bearing anti-friction type.
  - 3-piece shaft with 2 self-aligning bearings.
- **Carburetor:**
  - High-tension battery type, semi-automatic distributor mounted on generator, coil mounted on dash.
  - Hi-tension magneto ignition supplied at additional cost.
- **Battery:**
  - 6-volt, 17-plate.
  - 6-volt, gear-driven generator.
- **Cooling System:**
  - High-tension battery type, semi-automatic distributor mounted on generator, coil mounted on dash.
  - Water and radiator: Fin-and-tube type radiator, 4-blade fan and water pump.
- **Final Drive:**
  - Power transmitted through spiral-bevel and herringbone type gears. Differential mounted on ball bearings, pinion on tapered rollers.
- **Power:**
  - Horsepower rating: 33.7 at 2800 r.p.m. (governed speed at 2800 r.p.m.).
  - Maximum torgue: 213.5 pound-feet at 2800 r.p.m.
- **Transmission Reductions:**
  - First, 7.35 to 1; second, 3.13 to 1; third, 1.75 to 1; fourth, 1 to 1; fifth, 5 to 1; reverse, 9.04 to 1.
- **Service:**
  - 4-wheel, hydraulic, duo-servo, self-balancing type.
- **Tires:**
  - Standard: 34 x 7 front, 34 x 7 dual rear.
  - Heavy-duty: 8-spoke type, duals on rear.
  - Cast, 8-spoke type, duals on rear.
- **Wheels:**
  - Rear: 6.50 x 16 tires.
  - Special Equipment:
    - Front: 606 S. Michigan Ave., Chicago, Ill.
    - License brackets; starter; battery; horn; electric head, short running boards; front bumper; under slung tire.
    - Horns; windshield; high-tension magneto ignition; oil pressure; gas indicator.
    - Front: 606 S. Michigan Ave., Chicago, Ill.
    - Jack and tool kit. Speedometer, heat indicator, ammeter, power take-offs; winches; shock absorbers; booster.
    - Lift truck; tow truck; truck crane; forklift truck; semi-trailer truck. Various tire combinations.
    - Electric and air-operated controls for all special equipment.
    - Standard: 3 x 7 front, 3 x 7 dual rear.
- **Transmission:**
  - Power transmitted through spiral-bevel and herringbone type gears. Differential mounted on ball bearings, pinion on tapered rollers.
- **Power:**
  - Horsepower rating: 33.7 at 2800 r.p.m. (governed speed at 2800 r.p.m.).
  - Maximum torgue: 213.5 pound-feet at 2800 r.p.m.
- **Transmission Reductions:**
  - First, 7.35 to 1; second, 3.13 to 1; third, 1.75 to 1; fourth, 1 to 1; fifth, 5 to 1; reverse, 9.04 to 1.
- **Service:**
  - 4-wheel, hydraulic, duo-servo, self-balancing type.
- **Tires:**
  - Standard: 34 x 7 front, 34 x 7 dual rear.
  - Heavy-duty: 8-spoke type, duals on rear.
  - Cast, 8-spoke type, duals on rear.
- **Wheels:**
  - Rear: 6.50 x 16 tires.
  - Special Equipment:
    - Front: 606 S. Michigan Ave., Chicago, Ill.
    - License brackets; starter; battery; horn; electric head, short running boards; front bumper; under slung tire.
    - Horns; windshield; high-tension magneto ignition; oil pressure; gas indicator.
    - Front: 606 S. Michigan Ave., Chicago, Ill.
    - Jack and tool kit. Speedometer, heat indicator, ammeter, power take-offs; winches; shock absorbers; booster.
    - Lift truck; tow truck; truck crane; forklift truck; semi-trailer truck. Various tire combinations.
    - Electric and air-operated controls for all special equipment.
    - Standard: 3 x 7 front, 3 x 7 dual rear.
Specifications

Rear or Trailing Axle: Seamless-steel tubing, 563/4 in. long, 5-in. outside diameter, 4-in. inside diameter. Wheel spindles welded into tube.

Axle Reductions Available: 7.1 to 1, 9.5 to 1, or 9.43 to 1.

Steering Gear: Irreversible cam-and-lever type.


Springs: All leaves of alloy steel. Front and rear semi-elliptic. Front, 3 x 42 in.; rear, 4 x 34 in.

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

Control: Left-hand drive. Spark, throttle, choke, and light controls on instrument panel. Horn control on top of the steering column. Accelerator, clutch, and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment.

Standard Equipment: Cab and dash, front fenders, booster brakes, short running boards, front bumper, underfender tire carrier, spare rim, license brackets, starter, battery, horn, electric head and combination stop and taillights, 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 on dash.

Special Equipment: The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear-vision mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power take-off; winch; air brakes; auxiliary gas tank; bodies and equipment for any need; various tire combinations.

Finish: Frame and wheels, red; fenders, running boards, and aprons, black baked enamel. Hood and cowl, a choice of four attractive colors. Chromium-plated hub caps. Radiator grille, satin finish.

Specifications subject to change without notice.
**C-300 Chassis and Cab Specifications**

**Rated Capacity:** 11½ tons.

**Maximum Allowable Gross Weight:** 12,000 Pounds.

**Maximum Carrying Capacity:** (cabin, body, equipment, and payload) ... 8,100 Pounds.

**Chassis Dimensions:** (in inches)
- Wheelbase: 99 117
- Maximum body length recommended: 11 14
- Turning radius with tender clearance (feet): 19½ 21½

**Chassis Weight:**
- Framed end: 1255 1310
- Frameless front end: 2090 2140

**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.

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

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

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

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

**Fuel System:**
- Fuel pump: Side-mounted fuel tank of 18½ gallons capacity.
- Carburetor: Balanced flow type, fitted with air cleaner.
- Fuel System Type: 6-volt, 4-pole type.

**Cooling System:**
- Water temperature thermostat: 18% gallons capacity. Gasoline filter for removing impurities.

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

**Springs:** Semi-elliptic. Front: 2½x44 in.; rear: 2½x50 in.; auxiliary: 2½x35 in.

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

**Tires:** 30 x 5 T.T. front; 32 x 6 T.T. rear.


**Axle Reductions Available:** 5.285 to 1; 6.166 to 1; and 6.60 to 1.

**Steering Gear:**Irreversible cam-and-lever type.

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

**Springs:** Semi-elliptic. Front: 2½x44 in.; rear: 2½x50 in.; auxiliary: 2½x35 in.

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

**Tires:** 30 x 5 T.T. front; 32 x 6 T.T. rear.

**Engine Controls:** Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and hand brake levers located in center of driving compartment.

**Standard Equipment:**
- Front bumper; underslung tire carrier; spare ring; license brackets; starter; battery; generator; 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: Fully-enclosed cab with two-piece windshield, rear vision mirror, and windshield wiper; oil-type air cleaner; 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. Hub caps and trim, chromium plated.
International
Model CS-30
Specifications

Rated Capacity: 11½ tons.

Maximum Carrying Capacity:
(coach, body, equipment, and payload) 5,000 Pounds
With auxiliary springs 6,250 Pounds

Chassis Dimensions: (in inches)

| Height from top of frame to ground—front | 74% in. | 84% in. |
| Height from top of frame to ground—rear | 77% in. | 88% in. |
| Overall width—front | 71% in. | 73% in. |
| Overall length | 139% in. | 165% in. |
| Overall width (including fuel, oil, and water) | 137% in. | 148% in. |
| Chassis weight, front end | 1730 lbs. | 1840 lbs. |
| Chassis weight, rear end | 1563 lbs. | 1628 lbs. |

Chassis Weights: (in pounds)

| 133 lbs. | 157 lbs. |
| 196% lbs. | 226% lbs. |

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

| Axle Reductions: High-speed ratio, 5.14 to 1; low-speed ratio, 7.15 to 1. |
| Steering Gear: Irreversible cam-and-lever type. |
| Springs: Semi-elliptic. Front, 2 x 40 in.; rear, 2½ x 46 in. |
| Wheels: Malleable iron, 6-spoke type. |
| Tires: Standard, 30 x 5 T.T. front; 32 x 6 T.T. rear. |
| Control: Left-hand drive. Horn control on top of steering column. Throttle, light, choke, and heat controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and hand brake levers located in center of driving compartment. Two-speed shifting lever at left. |
| Standard Equipment: Cowl and dash; front fenders; short running boards; front bumper; underslung tire carrier; spare rim; license brackets; starter; battery; generator; 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: Fully-enclosed coupe-type cab with one-piece windshield, rear vision mirror, and windshield wiper; sleeper cab; auxiliary rear springs; oil-type air cleaner; governor; shock absorbers; power take-off; bodies and equipment for every need. Various tire combinations for single and dual rear wheels can be supplied. |

Specifications subject to change without notice.
# International Model CS-35 Specifications

**Rated Capacity:** 1½—2 tons.
**Maximum Carrying Capacity:** (cab, body, equipment, and payload) 6,250 Pounds

<table>
<thead>
<tr>
<th>Chassis Dimensions: (in inches)</th>
<th>136</th>
<th>160</th>
<th>175</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase (in inches)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overall length (front bumper to end of frame)</td>
<td>206½</td>
<td>232½</td>
<td>247½</td>
</tr>
<tr>
<td>Back of cab to c/l of rear axle</td>
<td>52½</td>
<td>76½</td>
<td>91½</td>
</tr>
<tr>
<td>C/1 of rear axle to end of frame</td>
<td>42</td>
<td>44½</td>
<td>44½</td>
</tr>
<tr>
<td>Back of cab to end of frame</td>
<td>94½</td>
<td>120½</td>
<td>133½</td>
</tr>
<tr>
<td>Back of cowl to c/l of rear axle</td>
<td>97½</td>
<td>121½</td>
<td>136½</td>
</tr>
<tr>
<td>Back of cowl to end of frame</td>
<td>139½</td>
<td>165½</td>
<td>180½</td>
</tr>
<tr>
<td>Maximum body length (in inches)</td>
<td>99½</td>
<td>145</td>
<td>162</td>
</tr>
</tbody>
</table>

| Turning radius with fender clearance (feet) | 20½ | 23½ | 26 |

<table>
<thead>
<tr>
<th>Chassis Weights: (in pounds)</th>
<th>3712</th>
<th>3887</th>
<th>3922</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chassis weight (including oil, fuel, and water)</td>
<td>3712</td>
<td>3887</td>
<td>3922</td>
</tr>
<tr>
<td>Chassis weight, front end</td>
<td>1982</td>
<td>2097</td>
<td>2152</td>
</tr>
<tr>
<td>Chassis weight, rear end</td>
<td>1730</td>
<td>1790</td>
<td>1770</td>
</tr>
</tbody>
</table>

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

- Tread: front wheels, 60 in.; rear wheels, 62½ in.
- Road clearance—front axle, 10¼ in.; rear axle, 7½ in.
- Overall width—front, 71½ in.; rear, 73½ in.
- Maximum body width between tires, 50½ in.
- Height from top frame to ground, loaded—front, 24½ in.; rear, 29 in.

**Frame:** Pressed steel channel with deep center section.
- Thickness, 1½ in.; width, front, 26½ in.; rear, 32½ in.; width of flange, 2¾ in.; depth, 7 in.

**Engine:** International Harvester valve-in-head type; 6-cylinder (removable cylinders); 3½ in. bore x 4 in. stroke; 222.7 cu. in. displacement. A.M.A. rating, 28.3 h.p.; maximum brake h.p., 28 at 3,400 r.p.m. Maximum torque, 160 pound-feet at 900-1,500 r.p.m. Three-point mounting with rubber-cushioned rear supports. Four steel-backed removable main bearings. Total projected main bearing area, 14.175 sq. in. Bearing dimensions—diameter and length, front, 2½ x 1⅛ in.; No. 2, 2½ x 1⅛ in.; No. 3, 2½ x 1⅛ in.; rear, 2½ x 1⅛ in.; connecting-rod bearings—diameter and length, 2½ x 1⅛ in.

**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 quarts. Pressure gun lubrication throughout on chassis.

**Cooling System:** Pump circulation, thermostat control, fin-and-tube type radiator and fan. Equipped with centrifugal-type fan driven by V-type fan belt. Water capacity, 19½ quarts.

**Ignition:** High-tension battery-type, semi-automatic distributor. Distributor mounted on generator, very accessible.

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

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

**Starting Motor:** 6-volt, 2-pole type.

**Carburetor:** Down-draft type, fitted with a wire-wood, oil-saturated air cleaner.

**Fuel System:** Mechanical fuel pump driven from camshaft; undersize fuel tank of 22 gallons capacity. Gasoline filter for removing impurities.

**Clutch:** 11-inch single plate with built-in 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; 160 and 175-in. wheelbases have a two-piece shaft with self-aligning center bearing.

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

**Front Axle:** Drop-center I-beam, steel drop forging, heat treated, reverse Elliott type spring knuckles of drop-forged, heat-treated, chrome-molybdenum steel. Tapered roller bearings in wheels. Ball bearings for vertical kingpin load.

**Final Drive:** Two-speed, full-floating, spiral-bevel gear drive type with straddle-mounted pinion. Chrome-molybdenum steel drive shafts. Cast, bonnet-type housing. Pinion, differential and wheel bearings are tapered rollers.

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

**Steering Gear:** Reversible cam-and-lever type.

**Brakes:** Service: 4-wheel, hydraulic, duo-servo, self-energizing, internal-expanding two-shoe type. Emergency: external-contracting, propeller-shaft type.

**Springs:** All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 2½ x 26 in.; semi-elliptic auxiliary rear springs, 2½ x 26 in.

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

**Tires:** Standard, 30 x 5 T.T. front and 32 x 6 T.T. rear.

**Control:** Left-hand drive; spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedal. Gear shift and emergency brake levers in center of driving compartment. Two-speed shifting lever at left.

**Standard Equipment:** Cowl and dash; front fenders; short running boards; front bumper; spare rim; tire carrier; license brackets; starter; battery; generator; 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, starter, and throttle controls mounted on panel on dash.

**Special Equipment:** The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear-vision mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power tire pump; oil filter; oil-type air cleaner; governor; booster-brakes; shock absorbers; bodies and equipment for all purposes; various tire combinations.

**Finish:** Frame and wheels, red. Fenders, running boards and aprons, black baked enamel; hood and cowl, a glossy durable finish in a choice of four attractive colors; hub caps, bumper and trim, chromium-plated.

Specifications subject to change without notice.
Engine: International Harvester valve-in-head type; 6-cylinder (removable cylinders); 3\%\times 4.5\text{ in.} \times 4\text{ in.} bore x 4\text{ in.} stroke; 222.7 cu.-in. displacement. A.M.A. rating, 28.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 160 pound-feet at 800-1,500 r.p.m. Three-point mounting with rubber-cushioned rear supports. Four steel-backed, removable-shell main bearings. Total projected main bearing area, 14,757 sq. in. Bearing dimensions—diameter and length, front, 2\%\times 1\%\text{ in.}; rear, 2\%\times 1\%\text{ in.}; connecting-rod bearings: diameter and length, 2\%\times 1\%\text{ in.}.

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 quarts. Pressure gun lubrication throughout on chassis.

Turnings: Gear-type, gear-driven oil pump. Oil capacity, 7 quarts. Pressure gun lubrication throughout on chassis.


Ignition: High-tension, battery-type; semi-automatic distributor. Distributor mounted on generator, very accessible.

Generator: 6-volt, gear-driven.

Battery: 6-volt, 15-plate.

Starting Motor: 6-volt, 2-pole type.

Carburetor: Downdraft type, fitted with a wire-wound, oil-saturated air cleaner.

Fuel System: Mechanical fuel pump driven from camshaft; 22-gallon gasoline tank mounted under seat. Gasoline filter for removing impurities.

Clutch: 11-in. single-plate with built-in 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.

Axle Reductions: High-speed ratio, 5.14 to 1; low-speed ratio, 7.15 to 1.

Steering Gear: Irreversible cam-and-lever type.


Springs: All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 3 x 30 in.

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

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

Control: Left-hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment. Two-speed shifting lever at left.

Standard Equipment: Cowl and dash, front fenders, short running boards, front bumper, spare rim, tire carrier, license brackets, starter, battery, generator, 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, starter, and throttle controls mounted in panel on dash.

Special Equipment: The following can be supplied at additional cost: Fully-enclosed cab with one-piece windshield, rear-view mirror, and windshield wiper; front seat section; windshield; high-tension magneto ignition; power tire pump; oil filter; oil-type air cleaner; governor; booster brakes; shock absorbers; bodies and equipment for all purposes; various tire combinations.

Finish: Frame and wheels, red; fenders, running boards, and aprons, black baked enamel; hood and cowl, a glossy durable finish in a choice of four attractive colors; hub caps, bumper, and trim, chromium-plated. Radiator grille, satin finish.

Specifications subject to change without notice.
**International Model CS-40 Specifications**

**Rated Capacity:** 2 to 3 tons.

**Maximum Carrying Capacity:** (cab, body, equipment, and payload) 9,500 lb.

**Chassis Dimensions:**
- (in inches)
  - Wheelbase: 145
  - Overall length (front bumper to end of frame): 213¼
  - Center of rear axle to end of frame: 61½
  - Back of cab to end of frame: 40
  - Back of cab to center of rear axle: 101¾
  - Back of cab to center of front axle: 106½
  - Back of cab to end of frame: 146½
  - Overall body length: 116½
  - Maximum body length: 116½
  - Turning radius with fender clearance (feet): 23½
  - Chassis weight (including oil, fuel, and water): 4448
  - Chassis weight, front: 219
  - Chassis weight, rear: 2301
  - Front springs: 2 x 40
  - Rear springs: 3 x 38
  - Front bumper: 71¼
  - Rear bumper: 80¼

**Frame:** Pressed steel channel with deep center section. Thickness, ½ in.; width, front, 26¼ in.; rear, 34 in.; width of flange, 3½ in.; depth, 8 in.

**Engine:** International Harvester valve-in-head type, 6-cylinder (removable cylinders); 3½ in. bore x 4 in. stroke; 222.7-cu. in. displacement. A.M.A. rating, 28.3 hp; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 160 pound-feet at 800-1,500 r.p.m. Three-point mounting with rubber-cushioned rear supports. Four steel-backed removable-shell main bearings. Total projected main bearing area, 14 17/32 sq. in. Bearing dimensions—diameter and length: front, 2⅛ x 3½ in.; No. 2, 2⅛ x 3½ in.; No. 3, 2⅛ x 3½ in.; No. 4, 2⅛ x 3½ in.; No. 5, 2⅛ x 3½ in.; rear, 2⅛ x 3½ in.; connecting-rod bearings—diameter and length, 2⅛ x 3½ in.

**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 quarts. Pressure gun lubrication throughout on chassis.

**Cooling System:** Pump circulation, thermostat control, fan-and-tube type radiator and fan. Equipped with centrifugal pump driven by V-type fan belt. Water capacity, 19¼ quarts.

**Ignition:** High-tension battery type, semi-automatic distributor. Distributor mounted on cylinder block.

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

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

**Starting Motor:** 6-volt, 2-pole type.

**Fuel System:** downdraft type, fitted with a wire-wool line filter for removing impurities.

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

**Springs:** All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 38 in.

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

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

**Steering Gear:** Irreversible cam-and-lever type.

**Final Drive:** Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Pinion, 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, 8.10 to 1.

**Steering Gear:** Irreversible cam-and-lever type.

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

**Springs:** All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 38 in.

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

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

**Steering Gear:** Irreversible cam-and-lever type.

**Final Drive:** Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Pinion, 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, 8.10 to 1.

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

**Springs:** All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 38 in.

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

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

**Steering Gear:** Irreversible cam-and-lever type.

**Final Drive:** Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Pinion, 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, 8.10 to 1.

**Steering Gear:** Irreversible cam-and-lever type.

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

**Springs:** All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 38 in.

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

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

**Steering Gear:** Irreversible cam-and-lever type.

**Final Drive:** Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Pinion, 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, 8.10 to 1.

**Steering Gear:** Irreversible cam-and-lever type.

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

**Springs:** All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 38 in.

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

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

**Steering Gear:** Irreversible cam-and-lever type.

**Final Drive:** Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Pinion, 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, 8.10 to 1.

**Steering Gear:** Irreversible cam-and-lever type.

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

**Springs:** All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 38 in.

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

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

**Steering Gear:** Irreversible cam-and-lever type.

**Final Drive:** Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Pinion, 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, 8.10 to 1.

**Steering Gear:** Irreversible cam-and-lever type.

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

**Springs:** All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 x 40 in.; rear, 3 x 54 in.; semi-elliptic auxiliary rear springs, 3 x 38 in.

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

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

**Steering Gear:** Irreversible cam-and-lever type.

**Final Drive:** Two-speed, full-floating, spiral-bevel gear-drive type with straddle-mounted pinion. Chrome-molybdenum steel drive shafts. Cast, banjo-type housing. Pinion, 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, 8.10 to 1.
**International Model CS-40-T Specifications**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rated Capacity</strong></td>
<td>2 to 5 tons</td>
</tr>
<tr>
<td><strong>Gross Vehicle Weight</strong></td>
<td>21,300 lb.</td>
</tr>
<tr>
<td><strong>Chassis Weights</strong></td>
<td>(cab, body, equipment, and payload) 14,500 lb.</td>
</tr>
<tr>
<td><strong>Front or Driving Axle</strong></td>
<td>Two-speed, full-floating, spiral-bevel gear-drive type</td>
</tr>
<tr>
<td><strong>Rear or Trailing Axle</strong></td>
<td>Seamless-steel tubing, 574 in. long, 4 inches inside diameter</td>
</tr>
<tr>
<td><strong>Turning Radius with Fender Clearance</strong></td>
<td>Left and right</td>
</tr>
<tr>
<td><strong>Cooling System</strong></td>
<td>Pump circulation, thermostat control, fin-and-tube type radiator and fan, equipped with centrifugal pump driven by V type fan belt. Water capacity, 19¾ quarts.</td>
</tr>
<tr>
<td><strong>Engine</strong></td>
<td>International Harvester valve-in-head type; 6-cylinder (left and right)</td>
</tr>
<tr>
<td><strong>Transmission</strong></td>
<td>First, 7.525 to 1; second, 4.3 to 1; third, 2.525 to 1; fourth, 1.414 to 1; fifth, 1 to 1; reverse, 7.38 to 1.</td>
</tr>
<tr>
<td><strong>Fuel System</strong></td>
<td>Mechanical fuel pump driven from camshaft; 22-gallon tank mounted under seat; 32-gallon side-mounted tank available. Gasoline filter for removing impurities.</td>
</tr>
<tr>
<td><strong>Ignition</strong></td>
<td>High-tension, battery-type; semi-automatic distributor. Distributor mounted on cylinder block.</td>
</tr>
<tr>
<td><strong>Transmission Reductions</strong></td>
<td>First, 7.525 to 1; second, 4.3 to 1; third, 2.525 to 1; fourth, 1.414 to 1; fifth, 1 to 1; reverse, 7.38 to 1.</td>
</tr>
<tr>
<td><strong>Brakes</strong></td>
<td>Service: duo-serve, single-anchored, 6-wheel hydraulic, with vacuum booster, two-shoe, self-energizing type. Hand: External-contracting, propeller-shaft type, mounted back of transmission.</td>
</tr>
<tr>
<td><strong>Springs</strong></td>
<td>All leaves of alloy steel. Front and rear, semi-elliptic. Front, 2 ¼ x 40 in.; rear, 3 x 30 in.</td>
</tr>
<tr>
<td><strong>Wheels</strong></td>
<td>Malleable-iron, 20-in., 6-spoke type. Duals on rear.</td>
</tr>
<tr>
<td><strong>Tires</strong></td>
<td>Standard, 7.50-20 balloons front and dual rear.</td>
</tr>
<tr>
<td><strong>Control</strong></td>
<td>Left-hand drive. Spark, throttle, and light controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Gear shift and emergency brake levers in center of driving compartment. Two-speed shifting lever at left.</td>
</tr>
<tr>
<td><strong>Special Equipment</strong></td>
<td>Cowl and dash, front fenders, booster brakes, short running boards, front bumper, spare rim, tire carrier, license brackets, starter, battery, generator, 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, starter, and throttle controls mounted in panel on dash.</td>
</tr>
<tr>
<td><strong>Finish</strong></td>
<td>Frame and wheels, red; fenders, black baked enamel; hood and cowl, a glossy finish.</td>
</tr>
</tbody>
</table>

Specifications subject to change without notice.