

'75 International Recreational Vehicles.

Built for families who love the great outdoors.



INTERNATIONAL HARVESTER



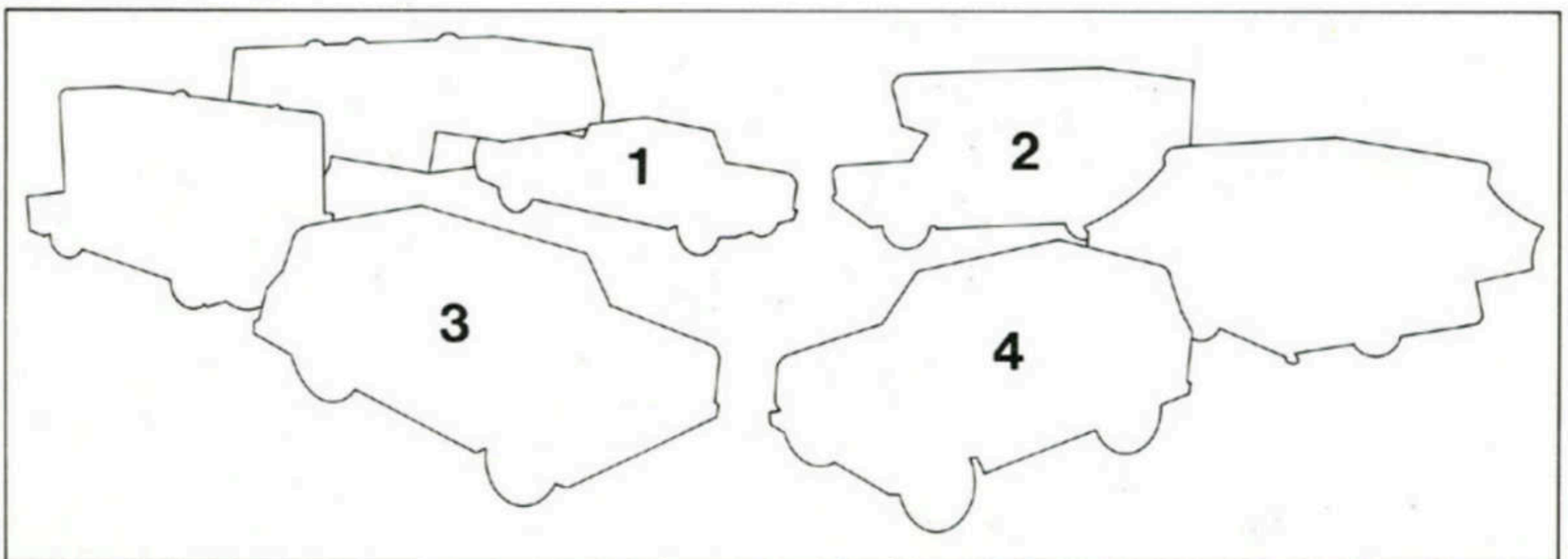
Four ways to look at family fun.

International® Pickup. Rugged, durable, comfortable, it's built to take you deep into the backwoods, far up into the mountains, close to your favorite stretch of water. Wherever you go, you'll appreciate the carlike ride that's made possible by its wider track—67 inches (a wider track than any 4x2 pickup on the road), independent front coil spring suspension, staggered shocks, and big rear leaf springs. And whether you carry a camper or a cap, tow a trailer or a boat, or just haul a couple of motorcycles or a snowmobile, we have a pickup that's just right for your family's requirements. International Pickups are available with a gross vehicle weight (GVW) rating from 6200 pounds to 9000 pounds. You can choose from two series, 150 and 200.

International® Travelall. Truly one of the most versatile recreational vehicles you can buy. Tow a horse trailer, a camper, or a boat. Tote lots of hunting, fishing, and camping gear. Carry a big family, and still have plenty of space for luggage. Travelall is the ideal vehicle for family vacationing. It seats a large family and pulls a big trailer at the same time. Add selective 4-wheel drive to its wagon-type body and rugged truck frame and suspension, and you have a vehicle that can take your family into recreation areas with some pretty tough terrain. Comfortably. Smoothly. Safely. The Travelall has a cargo area of 124 cubic feet, can haul up to 2500 pounds of cargo, and can pull a trailer weighing 7000 pounds.

International® Scout. If you're out for fun and adventure, the spirited Scout is the machine for you. Quick, trim, and with plenty of muscle, the Scout dashes up mountain roads, skims through sandy beaches, charges through back country to reach your favorite hunting and fishing spots. And it's roomy enough to stow plenty of camping, hunting, fishing, or scuba diving gear. With the rear seat folded, you have up to 82 cubic feet of cargo space. There's just no end to what you can do with a Scout. Add towing options, and you can pull a light trailer or small camper into some pretty inaccessible places. Your reliable International dealer is trained to help you select the Scout and towing options that are just right for your family's recreational requirements.

International® Travelette. Versatile, tough, durable, it's built for families who like to weekend and vacation in the great outdoors. It's part truck, part wagon, and you get the best parts of both. On top of a powerful truck frame and suspension, we placed a wagonlike body that holds up to six adults comfortably plus a pickup box. And you can order a pickup box in a size that's just right for your needs. With a Travelette, you can pull a big fifth-wheel trailer, or carry a class I, II, III, or IV camper. You can even carry a cap and pull a trailer at the same time. Travelette . . . a very practical recreational vehicle.



1. Travelette with fifth-wheel trailer.

2. Model 200 Series Pickup with cab-over slide-in camper.

3. Travelall with horse trailer.

4. Scout with camping trailer.

**The versatile International Pickup...
built to take you the way you want to go.**




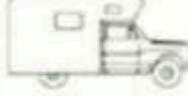


There are lots of ways you can go in an International Pickup. Carry a camper or cap. Tow a regular trailer or a fifth-wheel trailer. Or carry a cap, and pull a trailer at the same time. Which means we have to build them plenty tough to stand up to all kinds of recreational use.

Model 200 Series Pickup with cab-over slide-in camper.

Put a camper on The Other Pickup, and get away for a weekend, a week, as long as you like. It's built to take extra-heavy cargo over the roughest kind of terrain. It has high-capacity axles, suspension, and tires, and you can get up to 9000-GVW rating. The pickup box has double-sidewall strength, and the hood is double-paneled for rigidity and resistance to flutter.





Pickup camper requirements and recommendations.

1975 International Pickup Camper Requirements & Recommendations				
Camper Type:				
	Shell with Topper	Over-Cab	Over-Cab with Overhang	Chassis Mounted
Body, Passenger and Equipment Weight	750 lb.	2300 lb.	3000 lb. to 3700 lb.	
Model	150	200	200	
Length Pickup	8'	8'	8'	
Length Wheelbase	132"	132"	132"	
GVW Rating	6200 lb.	7500 lb.	8200 lb.	9000 lb.
Front GAWR	3150 lb.	3450 lb.	3450 lb.	3800 lb.
Rear GAWR	3220 lb.	4460 lb.	4880 lb.	6300 lb.
Engine	V-345	V-345	V-392	
Transmission Manual	T-331	T-427	T-427	
Transmission Automatic	T-407	T-407	T-407	
Axle Ratio:				
Moderate Terrain	3.31	3.73	4.10	4.30
Mountainous Terrain	3.54	4.10	4.10	4.30
Tires (Load Range)	H78x15 (B)	8.00x16.5 (E)	7.50x16 (D)	9.50x16.5 (E)
				8.00x16.5 (D) Dual Rear Wheels
Power Brakes:				
Front (Disc)	11.75	12.75	12.75	
Rear (Drum)	11 x 2 1/4	12 x 2 1/4	12 x 3	
Battery-Amp.	73	73	73	
Alternator-Amp.	61	61	61	

Model 200 Series Pickup with a fifth-wheel trailer.

The advantage of a fifth-wheel trailer is that instead of the pickup towing the whole trailer, a fifth wheel carries part of the trailer over the pickup box. More of the trailer's weight is placed over the rear axle and spring centers which makes handling easier. The towing requirements below for regular trailers also apply to fifth-wheel trailers with the exception of the conventional hitch. For fifth-wheel trailers, a fifth-wheel mount must be used.

Pickup trailer towing requirements and recommendations.

1975 International Pickup Towing Requirements and Recommendations				
Trailer Specifications				
	I	II	III	IV
Class	I	II	III	IV
Maximum Loaded Trailer Weight	Up to 2000 lb.	2000 lb. to 3500 lb.	3500 lb. to 5000 lb.	Over 5000 lb.
Tongue Load Limit	200 lb. 300 lb.	15% OF GROSS TRAILER WEIGHT		
Recommended Equipment:	4 x 2 4 x 4	4 x 2 4 x 4	4 x 2 4 x 4	4 x 2 4 x 4
Model	150	150	150	200
Hitch	Step Bumper	Equalizer	Equalizer	Equalizer
GVW Rating	6200 lb. 6500 lb.	6200 lb. 6500 lb.	6200 lb. 6500 lb.	6600 lb. 6800 lb.
Front GAWR	3150 lb. 3220 lb.	3150 lb. 3220 lb.	3150 lb. 3300 lb.	3450 lb. 3500 lb.
Rear GAWR	3220 lb. 3220 lb.	3220 lb. 3220 lb.	3300 lb.	4000 lb.
Engine	V-345	V-345	V-392	V-392
Transmission Manual	T-331	T-428	T-428	T-428
Transmission Automatic	T-407	T-407	T-407	T-407
Axle Ratio:				
Moderate Terrain	3.54	3.54	3.54	3.73
Mountainous Terrain	3.73	3.73	3.73	4.10
Tires (Load Range)	H78x15 (B)	H78x15 (B)	L78x15 (B)	8.00x16.5 (D)
Power Brakes:				
Front (Disc)	11.75	11.75	11.75	12.75
Rear (Drum)	11 x 2 1/4	11 x 2 1/4	11 x 2 1/4	12 x 2 1/4
Auxiliary Oil Cooler	Recommended	Recommended	Required	Required
Battery-Amp.	73	73	73	73
Alternator-Amp.	61	61	61	61
Recommended Maximum Gross Combined Weight with Braked Trailer	8300 lb.	9600 lb.	11,000 lb.	12,000 lb.

Model 150 Series Pickup with selective 4-wheel drive and cap.

Add International's selective 4-wheel drive, and you're set for some rugged off-road driving and towing. And you're also able to increase control on iced or rain-slicked highways. It's the economical and long-lasting 4-wheel drive system because you use it only when you need it.

The cap on the pickup in the photograph to your left is exclusively designed for International 8-foot Bonus-Load Pickups. It features an extended-height roof for extra headroom and a front skylight. Available in standard and deluxe models.

Choice of Comanche 304-cubic-inch V-8 engine; 345-cubic-inch V-8 engine; 392-cubic-inch V8 engine.

Large window area gives driver excellent visibility.

Anti-penetration, collapsible steering column increases your safety in case of collision.

All-steel gas tank is outside cab for safety.

Double-wall pickup box construction for extra strength.

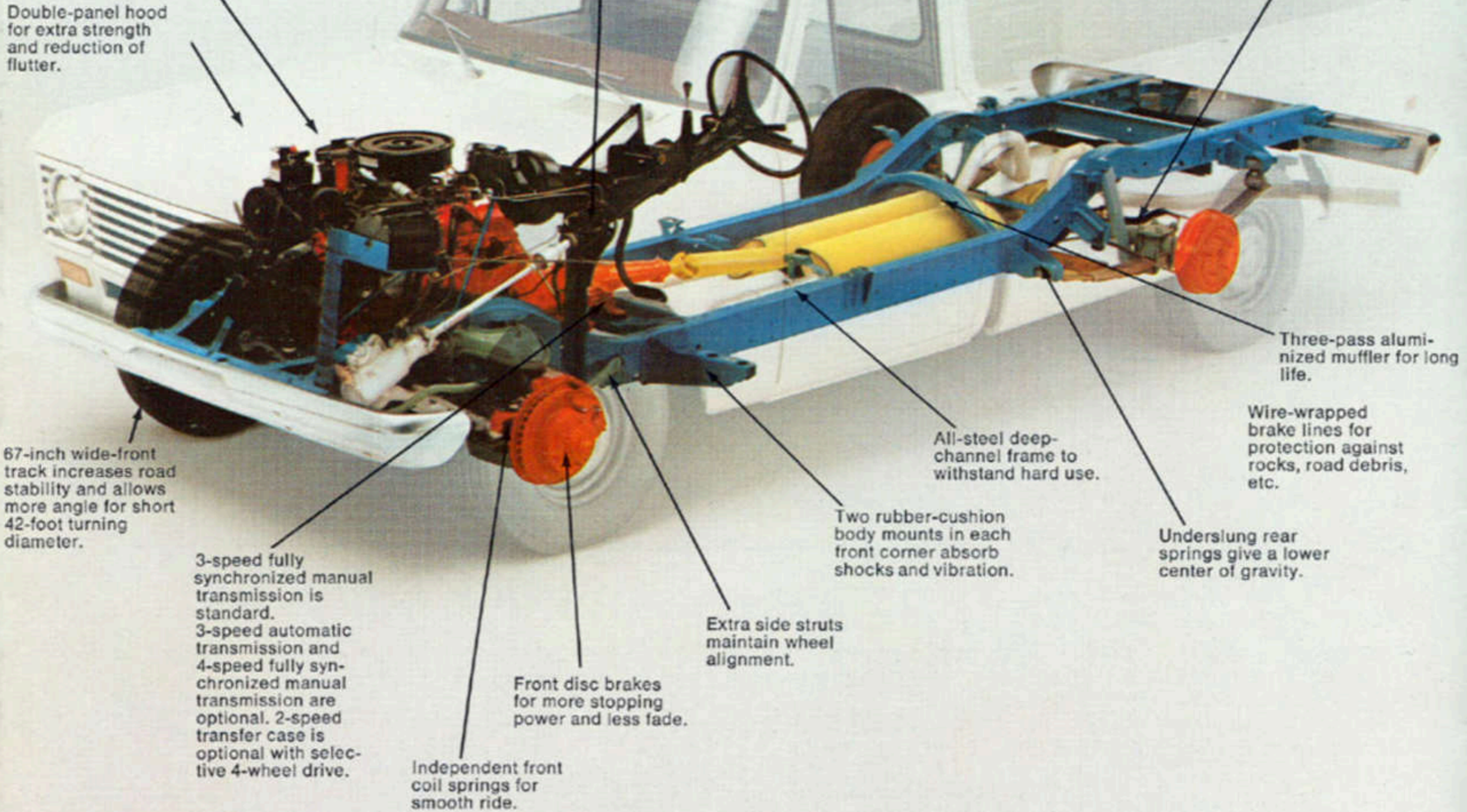
Single paddle release on tailgate for easy, one-hand operation.

Staggered rear shocks to reduce "power hop."

Electronic ignition system eliminates points and condensers and increases spark plug life.

Setback engine for better cooling, less fan noise.

Double-panel hood for extra strength and reduction of flutter.



67-inch wide-front track increases road stability and allows more angle for short 42-foot turning diameter.

3-speed fully synchronized manual transmission is standard. 3-speed automatic transmission and 4-speed fully synchronized manual transmission are optional. 2-speed transfer case is optional with selective 4-wheel drive.

Independent front coil springs for smooth ride.

Front disc brakes for more stopping power and less fade.

Extra side struts maintain wheel alignment.

Two rubber-cushion body mounts in each front corner absorb shocks and vibration.

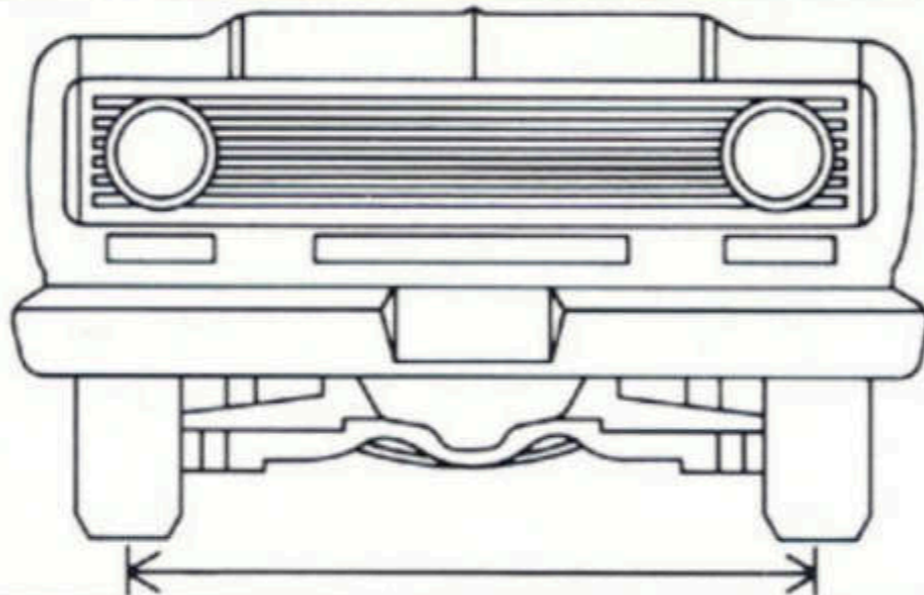
All-steel deep-channel frame to withstand hard use.

Underslung rear springs give a lower center of gravity.

Wire-wrapped brake lines for protection against rocks, road debris, etc.

Three-pass aluminized muffler for long life.

Widest-riding Pickup. A 67-inch front track gives The Other Pickup the widest track of any pickup on the road. The wider wheel location allows more angle for short 42-foot turning diameter. We combine the wider track with independent coil spring suspension for improved roll stability, handling, and riding performance.



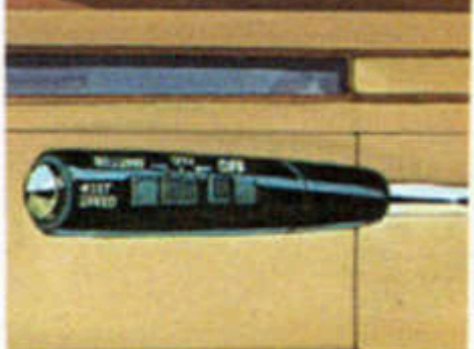
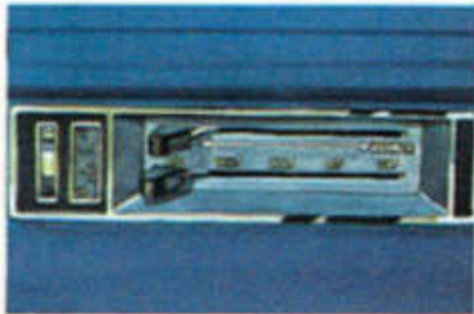
Engineered for the tough life. The Other Pickup is engineered for performance, endurance, and reliability. Whether you drive in-town, on-highway, or off-road, it's built to take lots of punishment. Standard features include heavy-duty components in chassis and engine. Tough U-channel steel frame. Heavy-duty springs, axles, shocks, and brakes. Precision-balanced crankshaft and hydraulic lifters. Oil pumps with cast iron housings. A close look at the photographic illustration will show you why The Other Pickup is truck-tough yet rides like a car.

Nobody knows better than you how much utility, convenience, and luxury you want in a pickup. We have all the options you need to customize your pickup to your requirements.

After you decide on the personal options, like exterior and interior colors, type of radio, air conditioning, selective 4-wheel drive, power steering, auto-cruise control, etc., your International truck specialist is ready to help you select the proper V-8 engine, transmission, axle ratio, and GVW package.

At International, we believe in matching the pickup to the man. We put the right truck in the right hands—yours.

Air conditioning. Relieve summer heat. The Other Pickup's air conditioning system provides fast, quiet, constant cooling.



Rear step bumper. Heavy-duty step bumper with trailer-hitch mounted trailer wiring. Makes it easier to get in and out of cargo bed when loading and unloading.

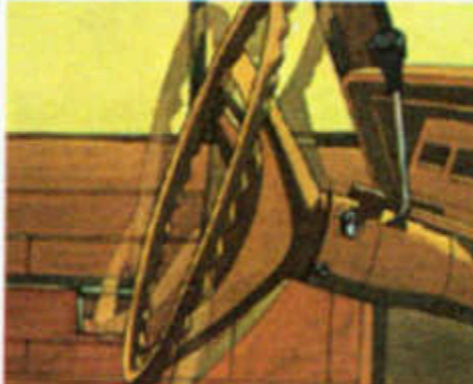
Auto-cruise speed control. Automatically maintains speed at rate you prefer. Ideal for thruway driving. Gas-saver on long trips.

Anti-skid brakes. If you start to skid when you apply brakes, anti-skid system automatically takes over and keeps the wheels from locking to assure a safer, straight line stop.



Camper special package. Just the thing when you want to get away from the crowd. A complete package that includes heavy-duty cooling and electrical components. Rear sway bars. Underslung tire carrier. Auxiliary fuel tank. 61-amp alternator and 73-amp/hr battery. Dual exhaust with long tail pipes. Sliding rear window. Dual low profile mirrors. 7-way camper wiring (less connector). Camper decal.

AM or AM/FM radio. Take your choice of great sounding AM or AM/FM factory-installed radios. For added enjoyment, ask your dealer to install an 8-track stereo tape player.



Tilt steering wheel. Seven positions for true driving comfort. Just flip a lever, and you can adjust your steering wheel to your most comfortable driving position. Adjust it again for easy entry and exit.

Auxiliary fuel tank. Extend the range of your pickup by ordering an auxiliary fuel tank.

Selective 4-wheel drive/2-speed transfer case.

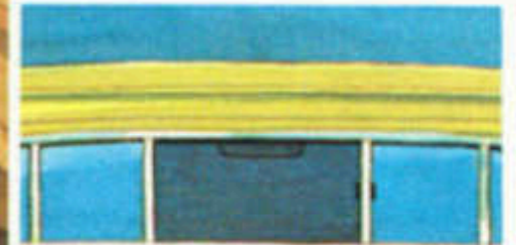
We believe selective 4-wheel drive with locking hubs is the most practical and economical all-wheel drive system you can buy. You use it only when you need it. Which means less wear and tear on front driving components plus gas savings when you're not in 4-wheel drive because the engine doesn't have to turn mechanical parts in the front axle. 2-speed transfer case gives you the slow-speed deep-reduction capability you need for climbing steep grades, snowplowing, hauling heavy loads over rough terrain, or driving through deep mud, sand, snow, or ice.



Slide-in toolbox. Add the convenience of this weather-resistant, made-to-fit toolbox. Built-in paddle locks. Dealer installed.

Cargo light. Now you can load or unload at night with perfect safety. Part of lighting package included with Custom interior.

Sliding rear window. Not only do you get more ventilation when you want it, but it makes communications between cab and camper much easier. Included in camper special package.



Camper insert stabilizer. Maximizes control of side-sway and forward- and backward-lurching motions. Attaches permanently to overhang of camper, and swings up and locks out of the way for storage. Adjustable length of 26 inches to 38 inches. Dealer installed.

Other options and accessories. Underslung tire carrier. Chrome bumpers. Optional axle ratio. Automatic transmission. Power steering. Trailer-towing package. Trac-Lok rear axle. Your dealer installs tonneau covers, pickup rails, bumper guards.

Standard interior. (Not shown here.) The front seat and stationary second seat are foam-padded and covered with a tough, durable, yet pliable vinyl. Fully instrumented padded dash. And you get padded full-sized armrests on the doors, padded and clipped swingaway sunshades, wide-angle breakaway inside mirror, spacious glove compartment, acoustical headliner. Plus Travelall's efficient heater/defroster system. Bucket seats are optional.



Custom interiors. (Above two photos.) Big-car luxury. Thick nylon carpet for floor and kick panels. Electric clock. Day/night mirror. Dual electric horns. Padded horn button. Parking brake warning light. Plus a lighting package that's tops in convenience and utility: underhood light, map light, glove box light, lighted control knobs, lighted ash tray, and rear cargo area light.



Deluxe interior. Add a touch of class with color-keyed vinyl floor coverings. Seats are covered with long-wearing, soil-resistant nylon trimmed with rich vinyl and door panels are covered with soft padded vinyl. Rear quarter panels are also covered with vinyl. And you get the convenience of an electric tail-gate window, cigar lighter, door-operated dome lights, and glove compartment lock. Bucket seats are optional.



Interior trim.



Sage.



Dark Red.



Dark Blue.



Jet Black.

Exterior colors.



Bimini Blue Metallic.



Burnished Gold Metallic.



Red.



Flame Red.



Dark Green Affair.



Gold Metallic.



Omaha Orange.



Glacier Blue.



Winter White.



Sunburst Yellow.



Pewter Metallic.



Grenoble Green.



Dark Brown Metallic.



School Bus Yellow.



Buckskin.



Fire Orange.



Terra Cotta.

Alternative color accents.



Deluxe exterior. Bright-finish side trim molding with inset black trim; bright-finish windshield, vent wings, drip molding; chrome front and rear bumpers; stainless steel wheel covers on Model 150 and bright-finish hub caps on Model 200.



Custom exterior. Highlight your Travelall with fashionable wood-grain side panels or distinctive white vinyl panels.



Optional roof. Top off your Travelall with a rich black or white simulated vinyl roof. Or if you prefer, get a roof painted in the color of your choice.

Specifications, descriptions, photographic and illustrative material in this literature are as accurate as known at time of publication, but are subject to change without notice. Photographs and illustrations may include optional equipment and accessories and may not include all standard equipment.

The International Scout.[®] More than fun.



Scout. The family's best traveling companion. Compact, tough, versatile, it's built to travel over rough terrain. Hills. Mountains. Backwoods. Gullies. Almost any remote recreation area.

The Scout is a whole lot of vehicles wrapped up into one great machine. It has the rugged, good looks of a sports/utility vehicle, the riding comfort of a family sedan, the cargo space of a compact station wagon, and the powerful frame and durable engine of a small truck. Standard GVW is 6200 pounds. It's a lot more than you ever expected from one vehicle.




A great ride. The Scout gives you a smooth riding performance. With its 100-inch wheelbase, rugged leaf springs, and sturdy front suspension, it holds the road beautifully. With its short turning radius, good center ground clearance, short hood length, and heavy-duty frame, it's the ideal vehicle for off-road driving.

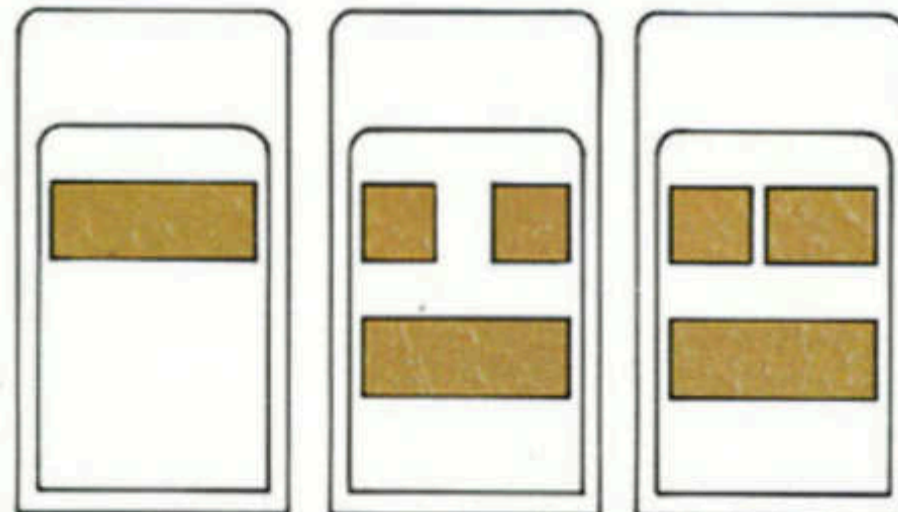
Selective 4-wheel drive to use when you need it. Add selective 4-wheel drive, and you have all the traction power you need for off-road driving plus increased control on iced or rain-slicked highways.

The beauty of selective 4-wheel drive with locking hubs is that you use it only when you need it. Which means there's less wear and tear on front drive components. And you save on gas when you're not using your 4-wheel drive because the engine doesn't have to turn mechanical parts in the front axle.

You can order selective 4-wheel drive with automatic or manual locking hubs. It all depends on the way you like to drive. With automatic 4-wheel drive, you can engage the front driving axle from inside your Scout.

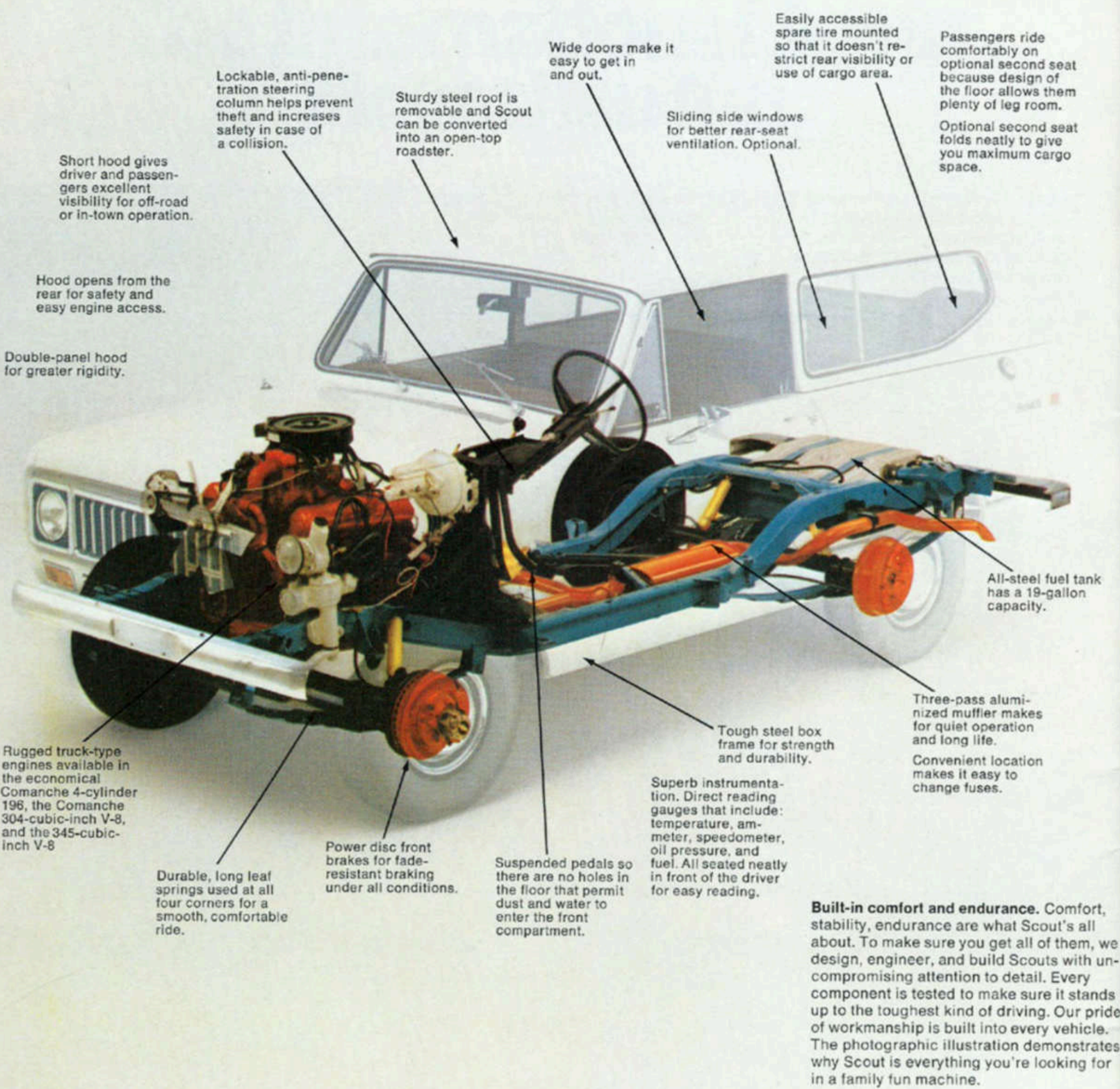
Trailering with Scout. There's no end to what you can do with a Scout. Add towing options and you're all set for year-round recreational fun. A Scout can be equipped to pull a 5000-pound trailer plus people and gear. Your reliable International dealer is trained to help you select the Scout and towing options that are just right for your trailer.

1975 International® Scout® XLC Towing Requirements and Recommendations				
Trailer Specifications				
Class	I	II	III	
Maximum Loaded Trailer Weight	Up to 2000 lb.	2000 lb. to 3500 lb.	3500 lb. to 5000 lb.	
Tongue Load Limit	200 lb.	300 lb.	15% OF GROSS TRAILER WEIGHT	
Recommended Equipment:	4 x 2	4 x 4	4 x 2	4 x 4
Hitch	Step Bumper	Equalizer	Equalizer	
GVW Rating	6200 lb.	6200 lb.	6200 lb.	
Front GAWR	3100 lb.	3100 lb.	3100 lb.	
Rear GAWR	3100 lb.	3100 lb.	3100 lb.	
Engine	V-304	V-345	V-346	
Transmission Manual	T-332	T-44	T-45	T-428
Transmission Automatic	T-407	T-407		T-407
Axle Ratio:				
Moderate Terrain	3.07	3.54		3.54
Mountainous Terrain	3.54			
Tires (Load Range)	H78x15 (B)	H78x15 (B)		H78x15 (B)
Power Brakes:				
Front (Disc)	11.75	11.75		11.75
Rear (Drum)	11 x 2 1/4	11 x 2 1/4		11 x 2 1/4
Auxiliary Oil Cooler	Recommended	Recommended		Required
Battery-Amp.	73	73		73
Alternator-Amp.	61	61		61
Recommended Maximum Gross Combined Weight with Braked Trailer	7200 lb.	8800 lb.		10,000 lb.



Scout seating options.

1. Basic seating in a Scout is an all-vinyl full-width bench seat.
2. Optional bucket seats with a full-width fold-down bench seat in the back.
3. 1/3-2/3 split-back front seat. For more information on Scout interiors, see page 17A.



Short hood gives driver and passengers excellent visibility for off-road or in-town operation.

Hood opens from the rear for safety and easy engine access.

Double-panel hood for greater rigidity.

Lockable, anti-penetration steering column helps prevent theft and increases safety in case of a collision.

Sturdy steel roof is removable and Scout can be converted into an open-top roadster.

Wide doors make it easy to get in and out.

Easily accessible spare tire mounted so that it doesn't restrict rear visibility or use of cargo area.

Passengers ride comfortably on optional second seat because design of the floor allows them plenty of leg room.

Optional second seat folds neatly to give you maximum cargo space.

Sliding side windows for better rear-seat ventilation. Optional.

All-steel fuel tank has a 19-gallon capacity.

Three-pass aluminized muffler makes for quiet operation and long life.

Convenient location makes it easy to change fuses.

Tough steel box frame for strength and durability.

Superb instrumentation. Direct reading gauges that include: temperature, ammeter, speedometer, oil pressure, and fuel. All seated neatly in front of the driver for easy reading.

Suspended pedals so there are no holes in the floor that permit dust and water to enter the front compartment.

Power disc front brakes for fade-resistant braking under all conditions.

Durable, long leaf springs used at all four corners for a smooth, comfortable ride.

Rugged truck-type engines available in the economical Comanche 4-cylinder 196, the Comanche 304-cubic-inch V-8, and the 345-cubic-inch V-8

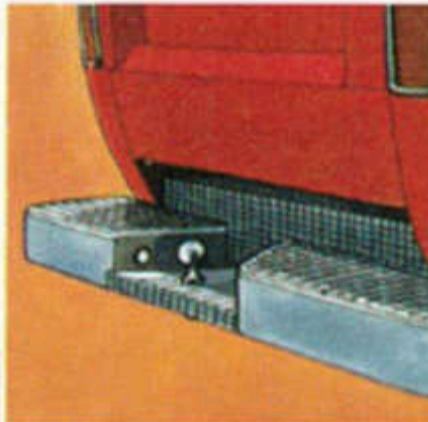
Built-in comfort and endurance. Comfort, stability, endurance are what Scout's all about. To make sure you get all of them, we design, engineer, and build Scouts with uncompromising attention to detail. Every component is tested to make sure it stands up to the toughest kind of driving. Our pride of workmanship is built into every vehicle. The photographic illustration demonstrates why Scout is everything you're looking for in a family fun machine.

Engine. Scout engines are truck-tough. We build them where we build the engines for our big trucks. So you know they're engineered to handle lots of hard work. We use heavy-duty components that are precisely machined to work perfectly with each other. And we don't use a cheaper component when a more expensive one does a better job. That's why Scout uses all-steel timing gears instead of chains on crankshafts. Chains can stretch or break. We use full-circle crankshaft oil seals with neoprene lip on front and rear to reduce possibility of oil leakage. At 4000 rpm our water pumps pump 85 gallons of water a minute which means faster and better cooling with less chance of hotspots. And to assure longer life, we use cast-iron housings for our oil pumps instead of aluminum. Scout engines work equally well on no-lead, low-lead, or regular gasoline.

Engine Specifications	Comanche H-196	Comanche V-304	V-345
Displacement (cu. in.)	196	304	345
Bore & Stroke (in.)	4 $\frac{1}{8}$ —3 $\frac{3}{8}$	3 $\frac{3}{8}$ —3 $\frac{3}{8}$	3 $\frac{3}{8}$ —3 $\frac{3}{8}$
Compression Ratio	8.02 to 1	8.19 to 1	8.05 to 1
SAE Net Horsepower @ RPM	92 @ 3600	141 @ 4000	158 @ 3600
SAE Net Torque (lbs./ft.) @ RPM	164 @ 2000	243 @ 2400	288 @ 2000

Options for extra comfort, convenience, and utility.

Step bumper. Built for heavy duty, this rear step bumper comes with trailer hitch for towing camper trailers up to 2000 pounds. For larger trailers up to 5000 pounds, your dealer can install an equalizer hitch receiver.



Automatic transmission. Enjoy shiftless driving with Scout's 3-speed automatic transmission. Smooth, dependable, perfectly synchronized gear changes. Comes with throttle kickdown for optimum performance in traffic.



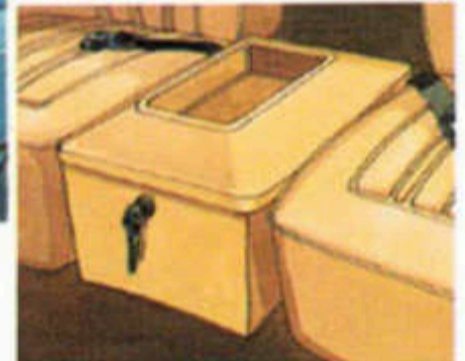
Electric winch. Your dealer will install this handy work/utility option. Up to 8000 pounds of pull. Comes with 150 feet of steel cable with hook.



Dual low-profile mirrors. Below-eye-level mirrors that mount on doors so you can see back and behind without obscuring driving vision. Ideal when you're pulling a camper or trailer. Shock-proof glass set in stainless steel.



Adjustable roof luggage rack. Attractive, durable chrome rack adapts to load size easily.



"Mag" wheels and radial tires. Combine beauty and economy. Have your dealer dress up your Scout with sporty spun-aluminum wheels and add a set of steel-belted radial tires for gas saving and long tire life.

Selective four-wheel drive. We believe selective 4-wheel drive with automatic locking hubs is the most convenient, practical, and economical 4-wheel drive system you can buy. It gives you instant response to road and weather conditions. When you need 4-wheel drive, you stop momentarily, pull out the convenient control knob on the dashboard, then take off again. And you never have to leave the safety and comfort of your Scout. You use selective 4-wheel drive only when you need it. Which means less wear and tear on front driving components plus gas savings.

AM or AM/FM radios. A choice of several factory-installed great-sounding radios. All designed to fit perfectly into your instrument panel. For added enjoyment, ask your dealer to install an 8-track stereo tape player.

"Mini-shelter." Turn your Scout into a camper, and get into the fun. Compact, weather resistant, it sets up in minutes and comes packed in its own travel bag.

Floor console. Here's a good-looking console that fits all Scout models with bucket seats without any modification. Stock food, beverages, or whatever. This versatile unit includes a convenience tray, lockable storage compartment, and an ashtray for rear-seat passengers. Available in a choice of four decorative colors.

Other options available. Air conditioning. Sliding rear quarter windows. Trac-Lok rear axle. Rear quarter windows. Chrome front and rear bumpers. Heavy-duty front shock absorbers. Optional axle ratio. Increased cooling or electrical system. Trailer wiring. Electric clock. Dual exhaust. Skid plates. For more information, see International Vehicles Accessories Catalog.

Bucket seats. If you like the sporty look, bucket seats are available as an option with standard, deluxe and custom interiors. Scout bucket seats have thick foam padding on seat and back for sheer comfort. Front buckets both tilt forward for easy access from either side. And for added convenience, you can order a factory or dealer installed console between seats. The console includes a convenience tray, lockable storage compartment, and an ash tray for rear-seat passengers.



Custom interior. A real luxury interior. Everything you get in the deluxe model plus durable nylon carpet in the passenger area, color-keyed carpet on the kick panels, and padded vinyl trim on the rear quarter panels. And with automatic transmission, you get a color-keyed shift tower and transmission cover with wood-grain insert on shift console. Also, dual electric horns and tinted glass.



Deluxe interiors. (Bottom two photos.) Seat upholstery for front split-bench seat is hard wearing, easy-to-clean nylon trimmed with supple vinyl. Choose from four inspired decorative colors. (Bucket seats available in a fifth color, saddle.) Deluxe trim includes wood-grain insert for instrument panel, color-keyed vinyl padded door panels with wood-grain inserts, color-keyed vinyl floor coverings, insulated headliner and rear side panels. Plus rear dome light, parking brake warning light, courtesy lamps, cigar lighter, and color-keyed spare tire cover. And more.



Standard interior. (Not shown here.) The front seat and stationary second seat are foam-padded and covered with a tough, durable, yet pliable vinyl. Fully instrumented padded dash. And you get padded full-sized armrests on the doors, padded and clipped swingaway sunshades, wide-angle breakaway inside mirror, spacious glove compartment, acoustical headliner with metal rib. Plus Travelall's efficient heater/defroster system. Bucket seats are optional.



Interior trim.



Saddle.



Tanbark.



Parchment.



Wedgwood Blue.



Ivy Green.

(Bucket seats only)

Exterior colors.



Glacier Blue.



Winter White.



Sunburst Yellow.



Pewter Metallic.



Grenoble Green.



Dark Brown Metallic.



Buckskin.



Fire Orange.



Terra Cotta.

Exterior accents.

Deluxe exterior. Optional. Adds bright front and rear bumpers, wheel covers, window moldings, mirrors, side trim and grille treatment.



White or simulated wood-grain side panels. Optional. Add the rich look of vinyl side panel appliques to the body color of your choice.



White stripe decor. Optional. Give your Scout a racy look with a zippy white vinyl stripe applique.



**INTERNATIONAL
TRUCKS**

Specifications, descriptions, photographic and illustrative material in this literature are as accurate as known at time of publication, but are subject to change without notice. Photographs and illustrations may include optional equipment and accessories and may not include all standard equipment.