

International Workstar Manual

Designed as a replacement for the International Loadstar bus chassis, the S-series bus chassis was produced in two distinct generations. Matching the development of the International S series, during 1989, the model line underwent a major update, becoming the International 3800. The 3800 was also made in a truck variant... c8e1df853b

International Transtar with the same cab as the International DuraStar (with which it shares a larger version of its grille), the ProStar, WorkStar, LoneStar, and the discontinued The International TranStar (originally the International 8000 Series) is a range of Class 8 trucks produced by Navistar International for North America. Produced nearly exclusively as a semitractor, the product range is focused towards local delivery and regional shipping c8e1df853b

In 1977, International Harvester introduced the S-Series. Consolidating the Fleetstar and Loadstar within a single model range, the S-Series replaced the Fleetstar first. The contemporary equivalent of the Fleetstar produced by International is the HV (WorkStar). For the New Zealand market the WorkStar was assembled locally as a right hand drive product from 2013 through to 2017. There were two variants, the WorkStar 7400 with the 'visibility hood', and the WorkStar 7600 with a MaxxForce 13L engine. In 1978, International introduced the medium-duty...

International S series (bus chassis) Produced primarily for school bus applications, the chassis was also produced for other applications, including commercial-use buses and cutaway-cab buses. 3L. DT466 inline-6, International debuted a 6. 9L IDI-series V8. In 1987, the displacement of the IDI V8 was enlarged to 7. A 4-speed manual was standard on The bus chassis variant of the International S series is a cowled bus chassis (conventional style) that was produced by International Harvester (later Navistar International) from 1978 to 2004. In addition, the cowled chassis formed the basis for front-engine and rear-engine stripped chassis produced for bus applications

During 1955, light and medium-duty versions of the model line were renamed the S-series. Heavy-duty vehicles remained in production into the 1960s (under multiple model designations), ultimately replaced in 1972 by...

International Paystar In 2013 the PayStar is only offered The International Paystar (also known as 5000e and PayStar) is a series of trucks that was manufactured by International Harvester and its successor, Navistar International. Produced from 1973 to 2017 across three generations, the Paystar replaced the long-running 210/230 and M-series. Severe service straight truck applications were handled by the Workstar series, which offered no semi-tractors. Developed for both on and off-road use, the Paystar was the largest commercially-marketed product range sold by International, intended for vocational applications (primarily construction-related). offered. For 2017, the Paystar underwent a substantial redesign, becoming the International HX series

International Fleetstar The contemporary equivalent of the Fleetstar produced by International is the HV (WorkStar). 1900 2000 2010 2010A 2050 2070 2100

These models of trucks The International Fleetstar is a series of heavy-duty trucks that was produced between 1962 and 1977 by International Harvester. Slotted above the Loadstar and below the Paystar and Transtar conventionals introduced after it, the Fleetstar was the first truck line that International designed specifically for vocational use

Produced primarily as a straight truck, the Loadstar was developed primarily for applications such as local delivery, construction, and agriculture. Along with fire truck applications, the Loadstar was offered as a "Schoolmaster" cowled school bus chassis. Using a conventional-cab configuration, the Fleetstar was available as both a straight truck and as a semitractor, with both single and tandem rear axles.

International A series It was largely a rebodied version of the light and medium S-series truck, incorporating a wide cab and more integrated fenders. 321, ISBN 0-9700567-2-9 International Trucks 'AA'-line (Service Manual), Rockdale The International A series (or A-line) replaced the S series in April 1957. A modified version of this truck range was also built in Australia until

1979, where it was marketed both as an International and as a Dodge. The name stood for "Anniversary", as 1957 marked the fiftieth (or Golden) anniversary of truck production by International Harvester. (2002), International Trucks (2 ed.), Minneapolis, MN: Victory WW2 Publishing, p c8e1df853b

International LoneStar In 2013, the LoneStar was assembled in Tauranga, New Zealand as a full The International LoneStar (also stylized as International Lonestar) is a model line of conventional-cab trucks that was produced by Navistar International from the 2009 to the 2024 model years. The flagship model line of the company, the LoneStar is marketed as its largest on-highway truck, slotted above the International LT (formerly the International ProStar).

Unveiled at the 2008 Chicago Auto Show, the Lonestar is the largest road vehicle ever introduced at the event. Escobedo, Mexico, produced alongside the Prostar, Transtar, Durastar, and Workstar c8e1df853b

International Light Line pickup standard transmission was a three-speed manual with a column shift, but there were also four- and five-speed manuals and a three-speed automatics, with floor-mounted The International Light Line pickups

(also called the International D-Series (1000-1500)) replaced the C series as International's Light Line range of pickup trucks in early 1969, for a shortened model year. The light line of trucks was marked by a larger range of transmission and wheelbase options than any of its competitors, and in general the lineup aimed to maximize adaptability. Production ended in late April 1975, as. The Travelall underwent parallel changes to the Light Line trucks. It was largely a rebodied version of its predecessors, with a square-rigged look very similar to the period Scout utility vehicle. The name started out as a simple continuation of the previous A-, B-, and C-series trucks. The Light Line was also available as a bare chassis, for special purpose applications c8e1df853b

International Loadstar Motor. ISBN 0-910992-16-9. 1973. pp. The first purpose-built medium-duty truck designed by the company, International slotted the Loadstar between its light-duty pickup trucks (initially the C-series, later the D-series) and the heavy-duty R-series. Motor's Truck and Diesel Repair Manual (26 ed. 946-948. "International Truck Specifications Loadstar Line" - The International Loadstar is a series of trucks that were produced by International Harvester from 1962 to 1978.). Following the discontinuation of

the latter, the Loadstar became the smallest International conventional, slotted below the Fleetstar and Transtar conventionals.] c8e1df853b

Introduced in 2002, the 8000 Series replaced a product line of the same name derived from the long-running International Harvester S-Series. In 2007, Navistar rebranded the 8000 Series as the International TranStar. The name is derived from International Harvester Transtar, used for various Class 8 conventional and cabover highway tractors from the 1960s to the 1980s. c8e1df853b At the time of its launch, the Lonestar... c8e1df853b Sharing its Next-Generation Vehicle (NGV) cab with the LT/ProStar, the Lonestar is a semitractor configured primarily for highway applications. Through special order, the model line is also offered for certain vocational applications, including heavy-duty towing or dump truck use. c8e1df853b

International R series wheelbases, International pickup trucks (R-110 through R-130 series) were powered by a Silver Diamond 220 inline-6 engine; mated to a 3-speed manual transmission The International R series is a model range of trucks that was manufactured by International Harvester. Introduced in 1953 as

a further development of the International L series, the model line marked the introduction of the IH "tractor" grille emblem on International road vehicles. Sharing a cab with its predecessor, the R-series marked the introduction of four-wheel drive vehicles and the wider use of diesel engines

Ranging from light-duty pickup trucks to tandem-axle semitractors, the series was produced across a wide variety of applications and design configurations.

International WorkStar Starting in 2008 the "thousand series" name was dropped in favor of the WorkStar. The WorkStar is the successor to the 7400 and 7600 series trucks produced by International. The International WorkStar is a line of severe duty trucks produced by Navistar, Inc. This change was reflected in the physical construction of the truck in the form of a new hood and grill along with increased MaxxForce Engine options. The WorkStar is the successor to the 7400 and 7600 series trucks The International WorkStar is a line of severe duty trucks produced by Navistar, Inc

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