TO KEEP YOUR TRUCK ON THE ROAD,

KEEP GENUINE PARTS

UNDER THE HOOD.

International® Works™ Kit

INTERNATIONAL® ENGINES:

BUILT TO LAST. REBUILT TO LAST EVEN LONGER.

International engines are renowned for their performance, reliability and long-term durability. But without intervention, even these legendary engines won't run forever. At the end of normal service life, the accumulated wear begins to show. Oil consumption and engine blowby increase. Performance starts to decline.

One solution: the International® Works™ Kit. This kit contains everything you need to perform engine overhauls – all bundled together in one convenient organized package. This saves time and eliminates the hassle of ordering parts separately and coordinating a package on your own.

Best of all, the International Works Kit extends your engine's service life by at least two-thirds of the original mileage rating.

THE KIT THAT DOES WHAT OTHER KITS CAN'T.

Unlike competitive overhaul kits, the International Works Kit is in compliance with International specifications. After all, it's our engine. So naturally, no one knows better how to ensure its proper operation, performance and longevity following rebuild. Plus, International Works Kit components are the result of thousands of hours of design, engineering and testing. One reason we call it the Works Kit is because we know it works.

Something else you should know: International engines are built to last, yet are always improving. That means your engine has probably been around for a while and missed out on some product improvements along the way. Not to worry.

International Works Kits incorporate component upgrades and enhancements made since your original engine was produced, making your engine even more like new.

FOR OWNERS, DRIVERS AND MAINTAINERS, THIS KIT IS A HIT.

For International truck owners, the International Works Kit delivers real value to the operation by significantly extending the life of the engine and keeping the truck on the road longer. Drivers enjoy the improved performance. Technicians appreciate having everything they need in one convenient package, making an overhaul quick and easy and getting the truck back on the road sooner.

With competitive kits, multiple packages and unnecessary parts can waste a mechanic's valuable time.

INTERNATIONAL POWER CYLINDERS. BUILT TO TAKE THE HEAT… AND THE PRESSURE.

Your power cylinder operates in an extremely severe environment where pressures within the cylinder exceed 1,950 psi and temperatures on the bowl edge of the piston surface reach approximately 600º F. So it's critical that the components used to build it are of the highest quality.

The International balanced pressure system controls both oil consumption and engine blowby while ensuring optimum oil control and consistent crankcase pressures throughout the life of the power cylinder. As a result, the engine will burn the same amount of oil when first rebuilt as it will when it nears the end of its normal service life.

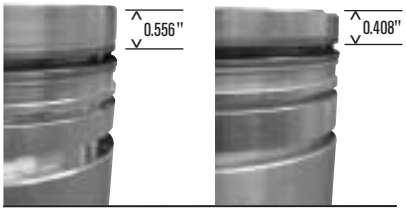
WE PUSH IT TO THE LIMIT SO YOU DON'T HAVE TO.

Additionally, International backs this superior design with rigorous quality assurance procedures to ensure that all power cylinder components meet or exceed our specifications for dimensions, tolerances, materials and quality.

For example, International piston skirts are CNC ground and tapered over their full length so they will expand, creating a perfect fit to the liner at operating temperatures. International has stringent bond requirements between the top ring insert and piston. The bond is ultrasonically tested to ensure critical specifications are met.

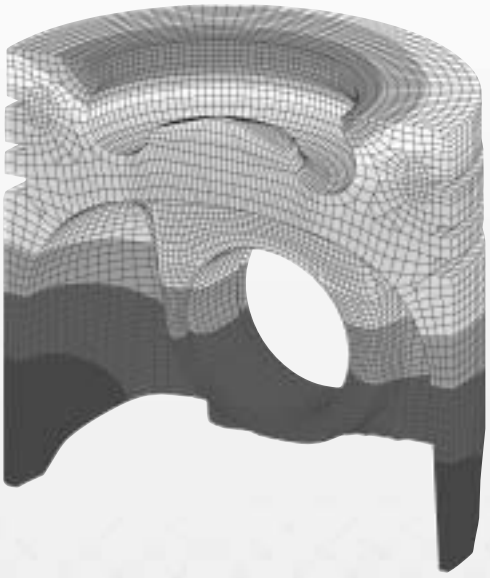
COMPETITIVE VALVE CYLINDER DISADVANTAGES:

- The competitor's positioning of their first ring on the piston can decrease the compression ratio, causing poor performance and higher particulate emissions.



Competitor's Piston International Piston

- The piston from a competitive power cylinder rebuild kit lacks pin bore reliefs and could be subject to cracking.
- The ring of one of our competitors has a positive twist feature which reduces its ability to sit flat through the combustion cycle, creating instability which can cause higher blowby.
- A piston without a proper bond between the top ring insert and piston can lead to failure.
- A competitor's piston showed porosity, which increases the possibility of forming a crack initiation point, which can lead to piston failure under heavy loads.



International knows better than anyone the rigorous environments our engines operate in. After all, we also build the trucks. Our highly trained and experienced engineers work endlessly to enhance the performance of our products.

Finite Element Analysis (FEA) is an analytical technique used to predict the performance level of our components.

After the analysis, components are given a final verification test in dynamometers.

Final performance test of an International® I 530 engine.

INTERNATIONAL® GASKETS. EXTRA STEPS FOR EXTRA PROTECTION.

Poorly designed gaskets are a major cause of oil leaks, higher engine blowby levels and early engine failures. The gaskets in the International® Works™ Kit are designed to offer superior performance and extended service life. Each is made with latest-technology materials specifically formulated to maximize durability and sealing ability when used in International engines.

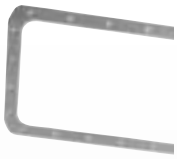
INTERNATIONAL INTAKE MANIFOLD GASKET

The International manifold gasket is designed with an embossed bead to ensure a tight seal. Competitors' gaskets without this sealing ridge can lead to intake leaks. A composite gasket made of proprietary laminate materials is more durable because it resists material movement.

Genuine International

INTERNATIONAL OIL PAN GASKET

The International oil pan gasket is coated with a material that swells when in contact with oil for a tight fit. Competitors' gaskets without this coating can experience premature oil leakage. Some competitors' kits do not include an oil pan gasket.


Genuine International

TURBO GASKET

INTERNATIONAL

A two-hole divided gasket produces superior, sustained turbo performance. The sturdy steel center material dividing the holes is coated with a special ceramic material that protects it from burning away and compromising turbo performance.

Genuine International

COMPETITOR

Turbo performance may be reduced with competitive turbo gaskets, which offer a single-hole design or use an uncoated material that may burn away.

VALVE COVER GASKET

INTERNATIONAL

The elastometric rubber flat-cut gasket is specifically designed to provide increased oil resistance and long-term sealability.

Genuine International

COMPETITOR

This competitive valve cover gasket is made of cork, an outdated material that tends to dry out prematurely and lead to leakage.

EXHAUST MANIFOLD GASKET

INTERNATIONAL

The International exhaust manifold gasket is a sturdy one-piece stamped stainless steel part which is easy to install. It's engineered to be resistant to higher temperatures and can tolerate joint separation through a specially designed sealing ridge.

Genuine International

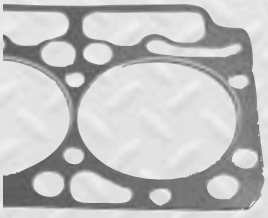
COMPETITOR

This competitor's exhaust manifold gasket is made of graphite. Heat causes a thermal reaction which can cause graphite gaskets to shred, leading to a poor exhaust gas seal. Installation is more difficult with six individual gaskets.

CYLINDER HEAD GASKET

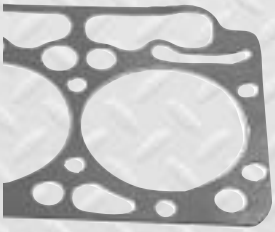
INTERNATIONAL

The cylinder head gasket separates the coolant and oil from the combustion chamber. If it fails, your engine will burn coolant and oil and lose compression. To prevent failure, the ring of the International cylinder head gasket is coated with copper flashing. Our cylinder head – graphite bonded to a steel core – provides excellent chemical resistance and can handle high-temperature applications. In addition, the combustion wire ring and armor are designed to withstand high firing pressures experienced during extreme load conditions.


Genuine International

COMPETITOR

Some of our leading competitors' cylinder head gaskets do not contain the copper flash coating that we require. Without it, the ring may corrode, which may cause premature failure.



International® Works™ Kits

Our convenient International Works Kits listed below include the parts you need to perform in-frame engine overhauls. Because these kits are from International, you can be assured these parts are the latest in engineering design and technology.

Part No.	Engine	Model Years	Additional Description
V8 Engines			
KIT69STD	6.9 L	1984-86	S/N 59208 and above (standard pistons and rings) – standard crankshaft size
KIT69020	6.9 L	1984-86	S/N 59208 and above (.020 O/S pistons and rings) – standard crankshaft size
KIT73STD	7.3 L	1987-93	Except turbo (standard pistons and rings)
KIT73020	7.3 L	1987-93	Except turbo (.020 O/S pistons and rings) – standard crankshaft size
1841379C91	T 444E	1994-96	S/N 500 to 216543 (standard pistons and rings) – replaces 991866C92
1841380C91	T 444E	1994-96	S/N 500 to 216543 (.010 O/S pistons and rings)
1839094C91	T 444E	1994-96	S/N 500 to 216543 (.020 O/S pistons and rings)
1841382C91	T 444E	1994-96	S/N 500 to 216543 (.030 O/S pistons and rings)
1841383C91	T 444E	1996-2000.5	S/N 216544 to 1419276 (standard pistons and rings)
1841384C91	T 444E	1996-2000.5	S/N 216544 to 1419276 (.010 O/S pistons and rings)
1841385C91	T 444E	1996-2000.5	S/N 216544 to 1419276 (.020 O/S pistons and rings)
1841386C91	T 444E	1996-2000.5	S/N 216544 to 1419276 (.030 O/S pistons and rings)
I-6 Engines			
1812645C99	DT 360	1987	S/N 30001 to 39374
1817253C96	DT/DTA 360	1988-92	S/N 39375 and above (plasma ring upgrade)
1825442C92	DT/DTA 466	1975-84	S/N 75000 to 439617 – narrow bearings
1825443C92	DT/DTA 466	1983-95	S/N 439618 to 532983 – wide bearings
1826322C95	DT 408PLN	1993-94	All HP ratings (2 keystone rings)
5010061R92	DT 408PLN	1993-94	Same as 1826322C95 except .010 bearings
1830063C94	DT 466PLN	1993-94	All HPs below S/N 888340
1824824C99	DT 466PLN	1995-97	175 to 210 HP all and 230 ST, S/N 888341 and above (1 keystone ring)
5010059R92	DT 466PLN	1995-97	Same as 1824824C99 except .010 bearings
5010060R92	DT 466PLN	1995-97	Same as 1824824C99 except .020 bearings
1824821C98	DT 466PLN	1995-97	230 HT and all 250 HP, S/N 888341 and above (2 keystone rings)
1833447C94	I 530PLN	1993-97	All HP ratings below 300 HP (1-piece aluminum piston)
1841285C92	I 530PLN	1995-97	300 HP and above, S/N 915841 and above (2-piece steel piston)
1841391C91	DT 466E	1995-99	175 to 210 ST, S/N 980820 to 1194038 (1 keystone ring, 1 rectangular) – replaces 1825691C99
1833446C94	DT 466E	1995-98	210 HT and all 230 and 250 HP, S/N 1126948 and below (2 keystone rings)
1836012C94	I 530E	1995-99	250 HP and 275 HP, S/N 1194038 and below (1-piece aluminum piston)
1833445C95	I 530E	1995-99	300 HP and above, S/N 1194038 and below (2-piece steel crown piston)
1830566C95	DT 466E	1999	230 HT, 250 ST and HT, S/N 1126949 to 1194038
1830718C98	I 530E	2000-current	275 HP and below, S/N 1194039 and above (1-piece aluminum piston)
1841902C91	I 530E	2000-current	300 HP and above, S/N 1194039 and above (2-piece steel crown piston) – replaces 1830719C99
1836195C94	DT 466E	2000-current	215 HT and below, S/N 1194039 and above
1836300C94	DT 466E	2000-current	All 230 and 250 HP, S/N 1194039 and above

Let Us Install Your International® Works™ Kit for You

Our service technicians have been extensively trained and certified by International. Our shop is specially equipped to help you make smart, economical repair decisions. And unlike competitive shops, we eliminate the guesswork about what is included in the repair and what your price will be…we give you all of that up front. And, the International service network is supported by ASE-certified technicians.

COPP®– Customer Overhaul Protection Program

Your engine is the most important part of your vehicle. So it's only natural at overhaul time to protect your International engine. And that's exactly what the Customer Overhaul Protection Program (COPP) does. COPP gives you the opportunity at overhaul to purchase your choice of two overhaul protection plans, using the International Works Kit, to keep your engine running strong:

IN-FRAME – 18 months, 100,000 miles or 3,600 engine hours – whichever comes first
OUT-OF-FRAME – 24 months, 150,000 miles or 5,400 engine hours – whichever comes first

Each of the two COPP plans has a limited warranty* backed by International, covering all new or ReNEWed™ parts installed, as well as the key components inspected. The warranty is fully transferable, increasing the resale value should you decide to sell your vehicle.

*See your International dealer for complete details of this limited warranty.

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For more information on the International® Works™ Kit, see your International dealer or visit our web site at www.InternationalDelivers.com.

THE BRILLIANCE OF COMMON SENSE.™

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