

FREE SAMPLE

The opening pages of

1961-1980 International Scout Buyer's Guide

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Factory-Correct Restoration Reference

1961-1980 International Scout Buyer's Guide

Model Year 1961-1980

Models	Scout 80 / 800 / 800A / 800B / Scout II
Years	1961-1980, Fort Wayne, Indiana
Smart money	Scout II, straight tub, ticketed
Watch for	Body mounts, tub corners, paperwork
Parts	Mechanical good; trim thin; Light Line dealers

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor cars. Where sources disagree or the record is silent, this guide says so rather than guessing.

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Chapter 1 — Which Scout: 80 vs 800 vs Scout II

Three Scouts, three personalities, one family. The Scout 80 (1961–1965) is the primitive original: 152ci four, sliding side windows, fold-down windshield, spartan everything. Buy it for charm and simplicity; accept that parts are the thinnest in the family and highway driving is an aspiration. The Scout 800 series (1965–1971, through 800A and the 8-month 800B) is the civilized middle child: better interiors, the 196 four, V8 options late, and the classic Scout look. The Scout II (1971–1980) is the one to buy if you want to actually use the truck: real engine choices, better parts support, and the biggest market.

The honest hierarchy for a first-time buyer: a Scout II in good structural condition is the smart money. An 800 is the enthusiast's choice — prettier to many eyes, thinner parts. A Scout 80 is a commitment — buy the most complete, most original example you can find, because every missing piece is a hunt. All three rust in the same places (Chapter 6); the Scout II just has the best aftermarket for fixing it.

Model	Years	Base engine	Character
Scout 80	1961-65	152 I4	Primitive, charming, thinnest parts
Scout 800	1965-68	152/196 I4	Classic look, civilized
Scout 800A/B	1969-71	196 I4 / V8s	Refined; 800B only 8 months
Scout II	1971-80	196 I4 → V8s/diesel	The usable one; best support

Budget reality across the three: the purchase price is the down payment. A Scout 80 project at \$4,000 with missing trim can cost more to complete than a \$15,000 Scout II driver that needs only maintenance. Parts thinness is a cost multiplier — every salvage-only part adds search time and shipping, and search time is the hidden tax on thin-parts trucks. Before you fall for a body style, price three things: the truck, the steel it needs (Chapter 6), and the trim it's missing (Chapter 8). If any of the three is unknowable, the truck is unbuyable at that



price.

Use-case matching: a Scout 80 is a parade and show truck — charming at 55 mph, punishing above it. An 800 is a weekend driver with vintage character and real limitations. A Scout II — especially a 304 or 345 truck with the A727 — is the only Scout you can realistically daily-drive in modern traffic, and even then it's a 50-year-old truck. Buy the truck for the life you'll actually live, not the life in the listing photos.

Chapter 2 — Scout 80 (1961-1965): The Original

The Scout 80 is the genesis — the truck that proved a farm-equipment company could sell a recreational 4x4. The 152ci four is half a 304 V8, dead simple and nearly indestructible. Sliding side windows, fold-down windshield, minimal trim. Roughly 101,000 built across the run — not rare in absolute terms, but survivors in good shape are scarce because they were used up.

What to check beyond the standard Scout rust map: the sliding-window hardware (irreplaceable — if it's gone, it's gone), the fold-down windshield frame and hinges, and the early bulkhead and tub details that differ from the 800. The 80's charm is its primitiveness; a Scout 80 that's been 'upgraded' with later parts has lost the thing that makes it special. Buy originality, and budget for the parts hunt — 80-specific trim is salvage-only.

Pricing: Scout 80s trail Scout IIs in the market. A straight, complete, running 80 is a five-figure truck in today's market; a project is a low-four-figure truck that will eat five figures in parts hunting. The math only works if the truck is complete.

The 80's market is thin and story-driven. Survivors with documentation — original sales paperwork, service history, ownership chain — command real premiums because so few exist. A modified 80 (later engine, later axles, custom interior) is worth less than a straight original, which is the opposite of the Scout II market where thoughtful mechanical upgrades are tolerated. On an 80, originality is the entire value proposition.

Inspection specifics for the 80: the fold-down windshield hinges seize and the frames rot at the lower corners — check operation, don't force it. The sliding side windows should slide; seized tracks mean disassembly and usually fabrication. The bulkhead between cab and bed rots at its base. And the 152's simplicity is real — points ignition, manual choke, no emissions equipment — which makes it the easiest Scout engine to keep running and the slowest Scout to drive.

Chapter 3 — Scout 800, 800A, 800B (1965-1971): The Refinement

The 800 is the pretty one — the Scout with the classic grille and the proportions collectors love. Improvements over the 80: bucket seats, better interiors, the 196 four, and later V8 availability. The 800A (1969–1970) and 800B (August 1970–March 1971, eight months) are cosmetic evolutions; the 800B's claim to fame is the Comanche package (special paint, decals, chrome trim, sliding Traveltop windows, roof rack) and the Sno-Star snowplow package.

The 800's market position: more desirable than its production numbers suggest, because the styling hits the sweet spot. Comanche and Sno-Star trucks carry premiums — verify the packages with documentation, not decals; anyone can buy decals. The 800 shares the Scout II's rust patterns and adds its own parts-thinness: 800-specific grilles, trim, and the Sportop/Aristocrat options are salvage hunts.

Mechanical note: the 800's drivetrain is pure early Scout — simple, durable, and supported by the same Light Line dealers as the Scout II for mechanical parts. The V8 800s are particularly appealing drivers: classic looks with real power.

Package verification on the 800B: the Comanche package's special paint and decals are reproduced, which means decals alone prove nothing. Look for the chrome trim, the sliding Traveltop windows, the roof rack, and the