

FREE SAMPLE

The opening pages of

1978 International Scout II Restoration Guide

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so you can judge the depth before you spend a dollar.

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RESTORATIONESSENTIALS

Factory-Correct Restoration Reference

1978 International Scout II Restoration Guide

Model Years 1978

Model	International Scout II + Terra/Traveler + SS-II
Platform	100-in Scout II; 118-in Terra/Traveler
Engines	196 I4; IH 304/345 V8; Nissan SD33 diesel
Grille	1977 design, slight modification
Notable	SS-II equipped as a serious off-roader

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

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How This Guide Works

This is a **single-year restoration** guide for the 1978 International Scout II — one year of the Fort Wayne-built Scout II (1971–1980), covered on its own because grilles, engines, ratings, and equipment changed every year, and a factory-correct restoration matches the year and the Line Setting Ticket, not the decade average. Specifications were checked against the range guide's base material, marque references (Crismon's International Trucks among them), and period histories. Where sources disagree, this guide prints the disagreement instead of guessing.

Scope. Covers 1978 Scout II in Traveltop, CabTop (half-cab), and soft-top form, 2WD and 4WD, plus the 118-inch Terra/Traveler where the year offers them. The Scout 80/800 predecessors have their own guides.

Where 1978 sits in the run

- Coming in: 1977 introduced the SS II and the two-bar grille.
- Leaving: 1979 is the last SS-II year and another mechanical carryover; the turbo diesel does NOT arrive until 1980 (see the 1979/1980 guides' printed conflict).

Year-Change Register — 1978

What makes a 1978 a 1978. Fit anything on this list from another year and the truck stops being factory-correct for its year.

- No major mechanical changes (period history): the year is tape treatments and a slight grille modification.
- SS-II leans harder off-road: larger tires, roll bar, and graphics (Hagerty).
- The Nissan diesel option lists at \$2,581 (period history) — a major-ticket option that makes a documented 1978 diesel a deliberately ordered truck.

Identity: VIN and the Line Setting Ticket

- The VIN is a 13-character string: series/engine prefix, body and series code, a model-year letter, the plant letter (G = Fort Wayne, Indiana), and the sequential serial. Record it from the plate and verify it against the frame stamping before anything else.
- The VIN tells you the series, not the equipment. The Line Setting Ticket — IH's build sheet listing engine, transmission, axle ratios, paint, and options as ordered — is the equipment authority.
- Tickets sometimes survive with the truck; if yours is gone, Light Line dealers (Super Scout Specialists, IH Parts America) can pull a reproduction ticket from the VIN. Order it before you buy parts.
- Cross-check every ticket line against the truck: engine code vs. casting, transmission vs. the tunnel, axle code vs. the differential tag, paint code vs. what is under the weatherstripping. Discrepancies are priced into the deal and written on the build sheet.



Engines — the 1978 Menu

Engine	Type	Notes
196 I4	IH four	Standard
304 V8	IH SV V8	Standard V8
345 V8	IH SV V8	Top gasoline option
SD33	Nissan diesel	\$2,581 option (period list)

Carryover is the story: restore a 1978 to its ticket and its year-correct tape/trim set. The expensive mistake in a carryover year is assuming any late-run part fits — stripes, trim, and small fittings are exactly what changed.

Chassis, Axles, and Brakes

Chassis and brakes carry over from 1977. Diesel trucks: the \$2,581 option price means few were built casually — a factory diesel 1978 should have full ticket support.

- Frame and running gear are IH-industrial: leaf springs, solid axles, and (on 4WD) a two-speed transfer case with a single-speed unit standard in the early years — the ticket says which.
- Steering and brake work is system work: renew hydraulics, hoses, and wear items together, and verify axle ratios against the ticket and the differential tags.

Body, Rust, and the Tub Decision

- Scout bodies rust in predictable patterns: rockers, floor pans, body mounts, rear quarters, tailgate area, windshield frame, and the inner fenders. Budget for steel before budgeting for paint.
- Probe the body mounts and the tub structure first — a tub with sound mounts is restorable; a tub whose mounts have collapsed is a body-off decision.
- Replacement panels exist through the Light Line specialist network; complete tubs are the scarce item. A tub swap with the original VIN plate transferred is a title question, not a restoration detail.
- Check the frame stamping against the VIN plate before any bodywork; photograph the plate in place.

Tops, Interior, Paint, and Stripes

The removable-top system defines the Scout II: the steel Traveltop, the half-cab CabTop, or a soft top (plus, from 1976, the fiberglass Terra/Traveler tops). Seals and top hardware are restoration items, water-tested before the interior is finished. Paint and stripe/decal sets are year-specific — a stripe set from another year is a modification, not a restoration. Interior plaids and pads follow the ticket's trim line.

Restoration Sequence

1. Document: VIN plate (photographed in place), frame stamping, and the Line Setting Ticket — ordered from the VIN if it does not survive.
2. Rust triage before any purchase of trim or paint: mounts, floors, rockers, quarters, windshield frame.
3. The tub decision: repair in place, body-off, or (rare, documented) tub replacement — decided on the mounts and structure, not the cosmetics.
4. Drivetrain: engine, transmission (manual or TorqueFlite A727), transfer case, axles — IH mechanicals are overbuilt and machine-shop friendly.