

1977 International (IHC) Scout II

2dr Traveltop Utility • 8-cyl. 345cid/168hp 4bbl

#1 Concours condition

\$45,200

▼ -10%

#2 Excellent condition

\$33,200

▼ -9.8%

#3 Good condition

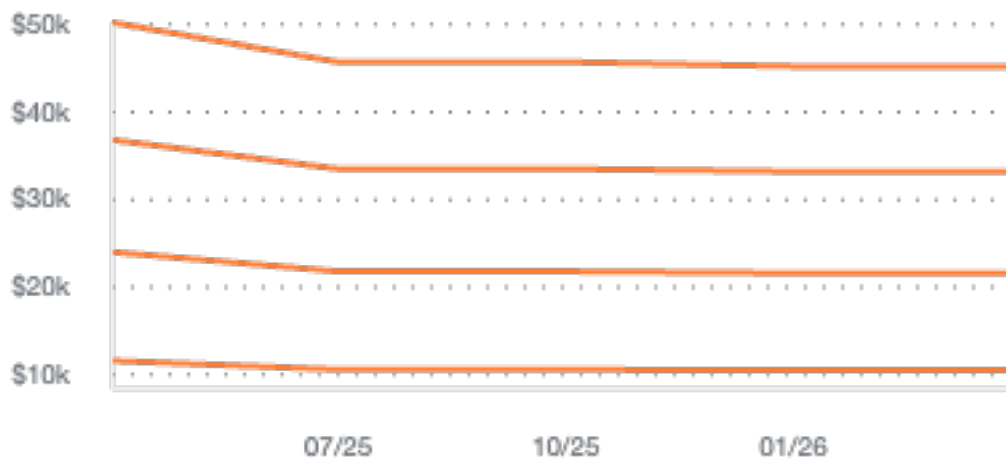
\$21,600*

▼ -10%

#4 Fair condition

\$10,500

▼ -9.5%



NOTE: The chart displays price changes for the last year.

Model description

After the original International Scout proved that four-wheel-drive vehicles are as fashionable on the boulevard as the barnyard, IH totally redesigned their little truck for 1971 to become bigger and potentially more powerful. Introduced early in the year, the Scout II shared design cues and some components with International's line of pickup trucks. The larger Scout II was now more of a competitor to Jeep's Wagoneer and Cherokee rather than the CJ-5.

The Scout II's entry level powertrain was the same as its predecessor—the 152-cid slant-four. With the model's scaled-up size, however, there was now room for optional V-8s up to 345 cid. The Scout II also continued to offer two major types of roofs: a pickup top and a wagon-like TravelTop, which continued to be the preferred choice among buyers.

Most model year changes were minor until 1976, at which point the Scout II's line was expanded to offset lost market share due to the demise of International's Light Line trucks. A longer wheelbase Scout was offered as either the Terra pickup or the Traveler wagon. In 1977, in an attempt to market the Scout closer to the Jeep CJ-5, IH introduced the SS-II. In this first year, it was a very bare bones package—actually more of a stripper Scout. Most notably, it was equipped with Jeep CJ-5 like cut-outs rather than doors. For 1978, the SS-II was equipped more as a serious off-roader, with larger tires, a rollbar, and graphics. The SS-II continued into 1979.

Besides being an important development in what has come to be seen as the emerging SUV market, the Scout was also one a pioneer in the light duty Diesel truck market. Beginning in 1976, a Nissan-built six-cylinder Diesel engine was optional with any transmission, in either two-wheel or four-wheel drive.

Some will argue that the Scout's final year of 1980 was its best. Not only did International back it with one of the best warranties in the industry, but the Diesel was now turbocharged. However, IHC was in the midst of several management and labor problems. Corporate powers more keen on medium and heavy duty trucks, and International elected to shut down Scout II production in October 1980. Today, however, the model is fondly remembered and highly sought after by collectors.

Body styles

2dr Traveltop Utility 2dr Traveltop Utility 4x4

Engine types

4-cyl. 196cid/86hp 1bbl 6-cyl. 198cid/92hp Diesel 8-cyl. 304cid/140hp 2bbl 8-cyl. 345cid/168hp 4bbl

1972-1980 International Scout II stats

Highest sale	Lowest sale	Most recent sale	Sales
\$128,800	\$4,675	\$60,900	62

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.