

KENWORTH K-100



You have unique operating conditions and problems. We know that. And the scrap yards are full of mass produced rigs by other manufacturers who didn't.

That's why we custom-engineer all of our heavy duty trucks.

The Kenworth K-100. We not only build it to be the best Cab-Over in the industry, but we also build it to be the best for you.

- Dependable...for the fleet that's constantly on the move.
- Strong and durable...for long hauls and tough assignments.
- Lightweight...when profits are in payload, not in dead weight.
- Luxurious...for the man who lives in his rig.
- Economical...because we care about your business and your bottom line.

The Kenworth K-100. It's all of these things and more. Much more.

Balance initial price against operating expenses and maintenance, downtime and cost of repair and resale value. You'll find that in the long run it pays to buy the best.

But don't take our word for it. Ask a Kenworth fleet customer or one of his drivers...or his maintenance man...or an owner/operator. We believe they will all tell you the same thing: Kenworth is one of the best investments you can make. And if it's a Cab-Over that you want, make it a Kenworth K-100.









"We could care less who thinks which truck is best. But we do happen to care about operating costs, and we do know what's best for us here. At the rate we're going, our first 48 Kenworths will save us \$273,600. That's why we bought 336 more."

—Doyle Beatenbough, President, Pacific Intermountain Express,
San Francisco, California

P.I.E. first bought K-100s for hauling liquid bulk, a demanding application that requires a **lightweight**, durable truck.

Kenworth builds one of the lightest trucks in the industry, though never at the expense of strength or quality.

Weight-saving aluminum, used where it counts, can give you what you need in extra payload.

Kenworth's frame, with **aluminum rails, forged aluminum gussets** and **extruded aluminum cross members**—all matched to specific chassis design—provides a rugged backbone with significantly less weight.

Forged aluminum hubs on front and rear axles are extremely strong, yet lightweight.

Fuel tanks on the K-100 are custom made of aluminum, with capacities from 40 to 150 gallons.

Other **weight-saving options** include centrifuse brake drums, air starters and lightweight fabricated fifth wheels. Aluminum bumpers are standard, and of course, our cab is practically all aluminum to begin with.

The **front drive bracket** is a Kenworth exclusive. It's a one-piece aluminum casting that cuts a lot of pounds by mounting springs, tow hook, cab pivot, radiator supports, front engine mounts and steering-gear bracket.

Rear suspension is always a major consideration in a tanker operation. Kenworth's unique **Torsion Bar suspension** saves weight, yet provides excellent frame support. Available in 38,000 lb and 44,000 lb capacities, it's designed for a smooth, stable ride and superior traction. Or, if you prefer, we can supply any of several other excellent systems designed by Kenworth or by other suspension manufacturers.

When your profits are in payload, Kenworth knows how to engineer a truck that makes every pound pay off.





"When you're hauling 108,000 lbs of steel every day from Grand Rapids to Detroit, you need a lot of confidence in your truck. There's no room for flimsy manufacturing shortcuts in my rig. It's a big investment, and it had better hold up. That's why I drive a Kenworth!"

—Al Vantuinen, Owner/Operator, Grand Rapids, Michigan

Al Vantuinen has been driving for 28 years. He's now under contract to Ottawa Steel, and for a "Michigan Train," this is a typical load. As much as you can haul and more.

The K-100 was made for this kind of job...the toughest. And Kenworth's **strength and durability** has been proven around the world under the most severe operating conditions.

Like everything else on a Kenworth, the frame for a "Michigan Special" is designed for the job it has to do. The **rails are steel**, heat-treated and die-quenched with 110,000 psi yield strength for highest quality and optimum life. Inserts can be added for additional strength.

With the latest **high-horsepower engines** available, Kenworth can deliver the muscle you need for hauling the biggest loads. We'll also help you spec a performance matched transmission/axle combination that'll get you through the roughest times.

The standard cab on the K-100 has been engineered for rugged service already. But if your operating conditions are particularly demanding, a **severe service package** is available.

Heavy hauling can be tough on a truck's engine, because at low speeds, there's insufficient air for ram cooling. With radiators matched to horsepower, Kenworth offers **shutterless cooling** which incorporates a reliable, constant-control thermostat to modulate water flow. This provides a system that will keep running cool under all conditions, and assures longer trouble-free engine life. A number of optional viscous and clutch fan drives are available for even greater operating efficiency and economy.

Not everyone has to haul 108,000 lbs every day. But when Al Vantuinen went shopping for a rig that could measure up to his job, he bought a Kenworth. Strength and durability. These have been Kenworth hallmarks for more than 50 years.





"Kenworth makes an excellent fleet truck. They're custom engineered for our application. That means lower operating costs, and less downtime. We may pay a little more for a Kenworth. But in the long run, we believe it'll pay off!"

—Charles Sweet, President, Barber Transportation Co.,
Rapid City, South Dakota

Fleets all over the country are finding the same thing to be true. In the long run, Kenworth pays off. Especially, in **lower maintenance costs.**

No fleet can afford trucks that spend more time in the shop than on the road. And Barber Transportation Co.'s short B.B.C. K-100s, pulling two 27-foot trailers, average 175,000 miles a year. They don't rest.

Kenworths are built precisely to specifications. That means minimum maintenance. But when it's time for the shop, **engineered accessibility** puts this Cab-Over back on the road in a hurry.

Frame construction is a good example. Unlike other manufacturers, Kenworth starts with straight, constant-section frame stock. Then we cut it to length and custom drill it to fit your selected wheelbase, suspension system, power train and other specs. It's engineered to give you the greatest payoff in utility, handling qualities and payload.

You won't find extra holes to weaken a Kenworth frame. We do no frame welding (except for some tractor tapers), and the rails are put together with free-fit, flexible, bolted construction. This means strength, durability and easy maintenance.

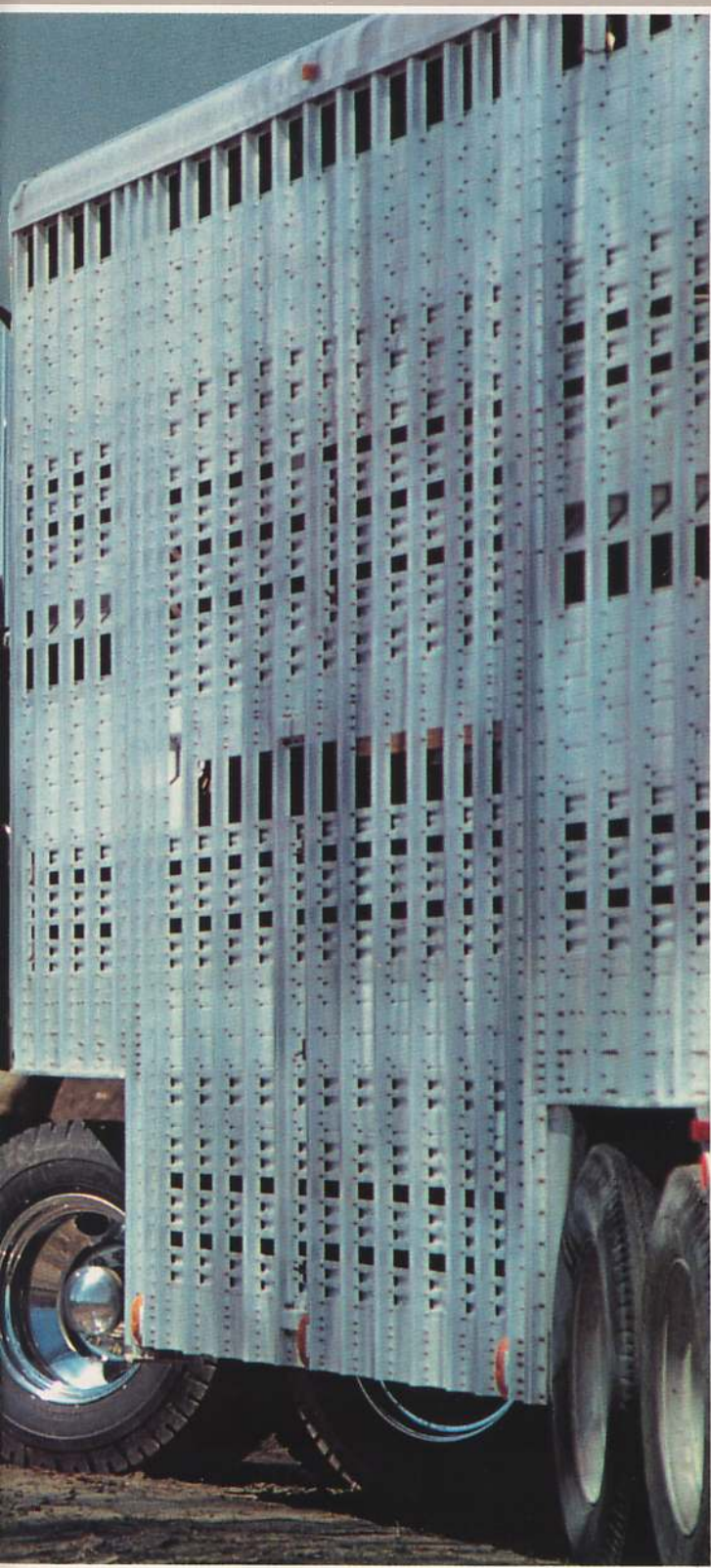
The engine **cooling system** incorporates cast aluminum elbows with straight sections of reinforced rubber hoses. This system gives stronger, more corrosion-resistant plumbing than preformed hoses, and they are easier, less expensive to replace.

Rear axles employ **outboard mounted brake drums** to facilitate brake service without disturbing the wheel bearings and seals.

When it comes time to service gauges or wiring, you'll find Kenworth **instrument panels** are hinged for easy access. Plug-in, **color-coded wiring harnesses** prevent incorrect hookups, and are replaced simply and quickly. We also use automatic reset **circuit breakers** instead of fuses.

Less downtime. More road time. That makes Kenworth different. And it's a difference that can mean lower costs, more profit. When you look at your bottom line, you'll be glad you bought Kenworths.





“Over the past 20 years, I’ve driven them all. And man, if they quit making Kenworths, I’d quit trucking”

—C.F. (Clay) Borchers, Owner/Operator, LeMars, Iowa

Clay Borchers spends a lot of time on the road and a lot of time away from home, logging more than 120,000 miles a year. He hauls cattle. Sometimes, hogs (“but not unless it’s real necessary”).

He drives a Kenworth V.I.T. (Very Important Truck), and the ultimate Cab-Over. It’s for the man who lives behind the wheel, and wants all the **luxury and comfort** he can get.

Check the convenience features on this K-100.

Dual grab handles on the 108-inch B.B.C. cab combine with easy-to-reach steps to make getting in and out of the truck a cinch.

Inside, you’re surrounded by superbly detailed **diamond-tufted upholstery** with button accents in your choice of eight different colors (single or any two in combination). Plush nylon carpeting reaches wall-to-wall.

The bunk contains a full **double-size** inner-spring **mattress**. And there’s more storage space than you can believe. The sleeper even has separate radio speakers and a heating/air conditioning unit.

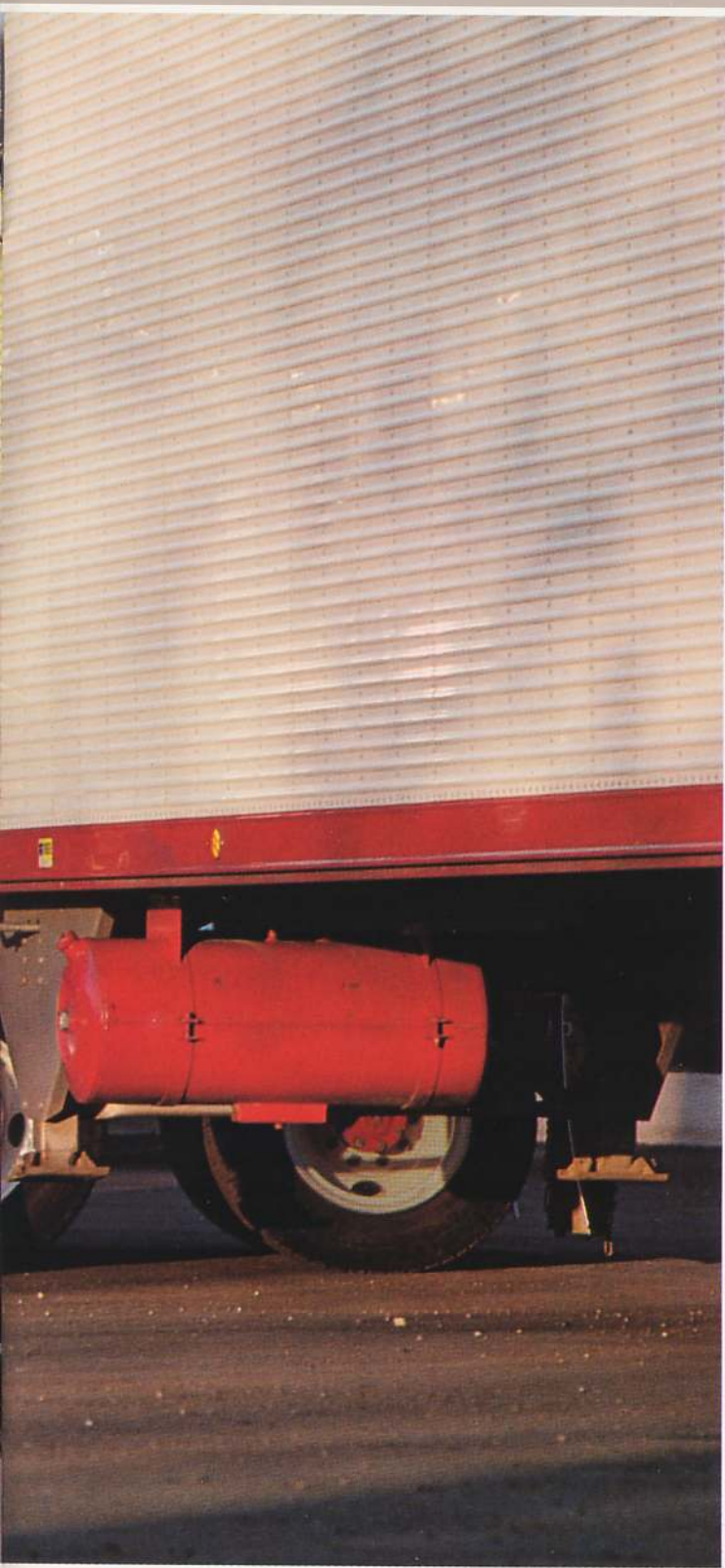
And at the business end of this truck, you have two **high-backed air ride seats** as standard equipment.

Kenworth has also installed an air-over-hydraulic cab tilt system in the V.I.T. that requires only the touch of a button.

For Borchers, **air conditioning** was important. So he selected Kenworth’s optional combination heater/air conditioner, with the exclusive **Grilldenser® unit**. The horizontal bars in the grill are condenser tubes, located out front where they can do the most good. The Grilldenser gives you a more effective air conditioner, it weighs less and it does away with roof top units that may cause roof leaks and unnecessary wind resistance.

Livestock can be a tricky load to handle, and a sturdy suspension system is critical. Kenworth’s new **Airglide 100**, 8-bag air suspension is totally suspended by air. It’s light, stable and maintenance-free and automatically compensates for load distribution. Rated at 44,000 lbs, it’ll also give you a more comfortable ride than anything else on the market. Comfort. Quality. Prestige. Convenience. That’s Kenworth. And those words would describe any K-100. But the V.I.T. is really something special.





"Hauling perishables, we make special demands on a heavy-duty truck. Tough schedules. Coast-to-coast runs. Almost non-stop operation day and night. It takes a tough, durable, dependable truck to hold up. That's why every truck in our fleet is a Kenworth"

—Bill England, Vice President, C.R. England, Salt Lake City, Utah.

In a refer operation like this one, on-time delivery is crucial. And the K-100 is engineered for **dependability**.

Take **Kenworth's cab** as an example. It's built for strength and durability. Aluminum and fiberglass combine in a riveted, semi-monocoque construction. The roof and windshield mask are a one-piece fiberglass unit to insure a water-tight seal. Bulkhead-type doors and door jambs serve as integral reinforcement for the cab structure. Sills and posts are extruded aluminum. The outer skin is stressed aluminum.

Our standard three-point mounting system limits cab flexing, increases cab life and improves ride. Heavy-duty insulation throughout the cab reduces noise and improves temperature control.

Air and light lines are color-coded and numbered for easy circuit tracing, and are bundled with nylon ties every 12 inches. They are attached to the frame with insulated clips to avoid chafing. All plumbing and wiring are clamped high off the flange, away from road salts, grime and washing acid.

Threaded steel shackle pins and bushings prolong front suspension life by holding lubricant longer and by helping to maintain truck front end alignment.

Bolted **radiator** construction resists vibration and simplifies repairs and maintenance. It incorporates a deaeration system to eliminate air pockets which could cause "hot spots" and subsequent engine damage.

And in an application like this one, Kenworth's **Glide Ride®** leaf spring suspension is perfect. Not only is it dependable, but the Glide Ride is light, strong, easy to maintain and engineered for a good ride. It's available in 38,000 lb and 44,000 lb capacities.

Kenworth dependability is hard to beat. It's the result of craftsmanship and special care in design and assembly. And it's this kind of attention to detail in manufacturing that will keep you miles ahead of your competition.

Trucks in this brochure do not necessarily feature standard Kenworth equipment.



There are a lot of little things that can mean big differences between heavy-duty trucks. If you've ever tried to replace a windshield, trace an electrical problem or find a special hose to fit your cooling system, you know what we're talking about.

That's why each K-100 is custom-engineered to your operating conditions and your specifications. And from front bumper to rear taillight, you'll find Kenworth quality. Even in the little things.

Lightweight.

There are ways to custom engineer a weight-saving truck without sacrificing strength or quality. Here's how we do it.

Aluminum rails, forged aluminum gussets and extruded aluminum cross members—all matched to specific chassis design. Combined with Kenworth engineering, the backbone of your truck will have a long, trouble-free life with substantially less weight.

Forged aluminum hubs are mounted on front and rear axles. They're strong, yet lightweight.

We make our own **fuel tanks** out of aluminum, with capacities up to 150 gallons.

And for those customers that really need to trim pounds, we offer a list of weight-saving options including our **cut-off aluminum bumper**.

Strength and durability.

When the only weight you're worrying about is in the load you're carrying, Kenworth knows how to build a truck to withstand that kind of punishment.

In addition to other features already mentioned, we offer a variety of optional **air intake and exhaust systems** to complement your heavy-hauling requirements. These include cab mounted arrangements with breakaway joints, systems independently mounted to the frame for additional strength and reduced cab noise and vibration, or horizontal systems.

There are also a lot of small details built into Kenworth trucks that are designed for added strength. Take our **bulkhead doors**, for instance. They're double sided, and fit snugly inside the **jamb** to add tightness and support to the entire cab. And they're mounted on continuous piano-type hinges.

Comfort.

Over the years, truck manufacturers and owners alike have concluded that driver comfort is not simply a luxury. It's a necessity. Especially when you spend a lot of time on the road.

And no one builds more comfort and convenience features into a truck than Kenworth.

Our one-piece fiberglass **roof and windshield mask** provides both an attractive and weather-tight structure.



The **engine tunnel** is a single fiberglass unit that's insulated to reduce cab noise and improve temperature control.

Kenworth's **cab access package**, with its integral grab handles and step, is a popular option. And the pull-type flush mounted outside **door handle** is placed low so that it can be easily reached from the ground.

The K-100 comes standard with spacious **luggage compartments** on both sides of the cab, locked by latches that can be opened only from inside the truck.

If you need **air conditioning**, check into Kenworth's Kombo, a combination heater/air conditioner in one compact unit. And Kenworth's Grilldenser® does away with roof-top air conditioners by locating condenser tubes in front of the radiator, where they'll do the most good.

Personalize your Kenworth from an almost unlimited accessories list of **chrome and polish options**, including our famous gull-wing bumper, polished aluminum wheels, and chrome muffler shields, just to mention a few.

And no one can **custom paint** your Kenworth better than Kenworth.



Inside, where you spend most of your time, Kenworth really takes care of you. The driver has a fully adjustable **air ride seat** as standard equipment. We think it's the finest available. Also standard, Kenworth offers one of the most plush interiors in the industry. But if you're like many of our customers, you'll order a **Splendor Interior** kit for your K-100. It's available in eight handsome colors.

If you spend nights on the road, spend them in a Kenworth **sleeper**. We give you a 32-inch mattress in our standard cab, and a full 54-inch double-size bunk in our V.I.T. Now that's comfort!

Dependability.

Kenworth trucks are engineered for safe, dependable service mile after mile, year after year. Take the wheel. We think you'll notice some immediate differences. Like Kenworth's large, flat tinted safety-glass **windshields**. Designed for maximum, distortion-free visibility, they're also easy to replace.

Windshield washer jets, located on wiper blades, put cleaning fluid right where it's needed to help keep your eyes clearly on the road.

Note the handsome, wood grained **instrument panel**. Gauges are easy to see, and located exactly where you expect to find them. And there's lots of room for a full range of options, like a pyrometer, air intake restriction gauge, temperature gauges, recording instruments, fuel pressure gauges and electrical meters.

Now we'd like to point out a couple of features that aren't so easily noticed, but are important in keeping you on the road and on time. Like our **radiator**, available in several configurations to meet your engine requirements. Top and bottom tanks are bolted to resist vibration and simplify repair. A deaeration system is incorporated to eliminate air pockets.

Kenworth's multiple leaf or tapered leaf **front suspensions** come standard with double wrapped spring eyes and threaded steel pins and bushings for longer service.

Less Maintenance.

There are many standard features on Kenworth's K-100 designed to keep maintenance downtime to a minimum. Here are some of them.

Kenworth's **frame** is strong and simple. It's a constant-section rail, custom-drilled to your specs, and put together in a free-fit bolted construction to absorb shocks and minimize shearing.



Air and light lines are tightly bundled and mounted high off the flange to avoid moisture, road salts and dirt.

We'll even finish the **rear of the frame** in a tractor taper that will meet your specific needs, and easy trailer connection.

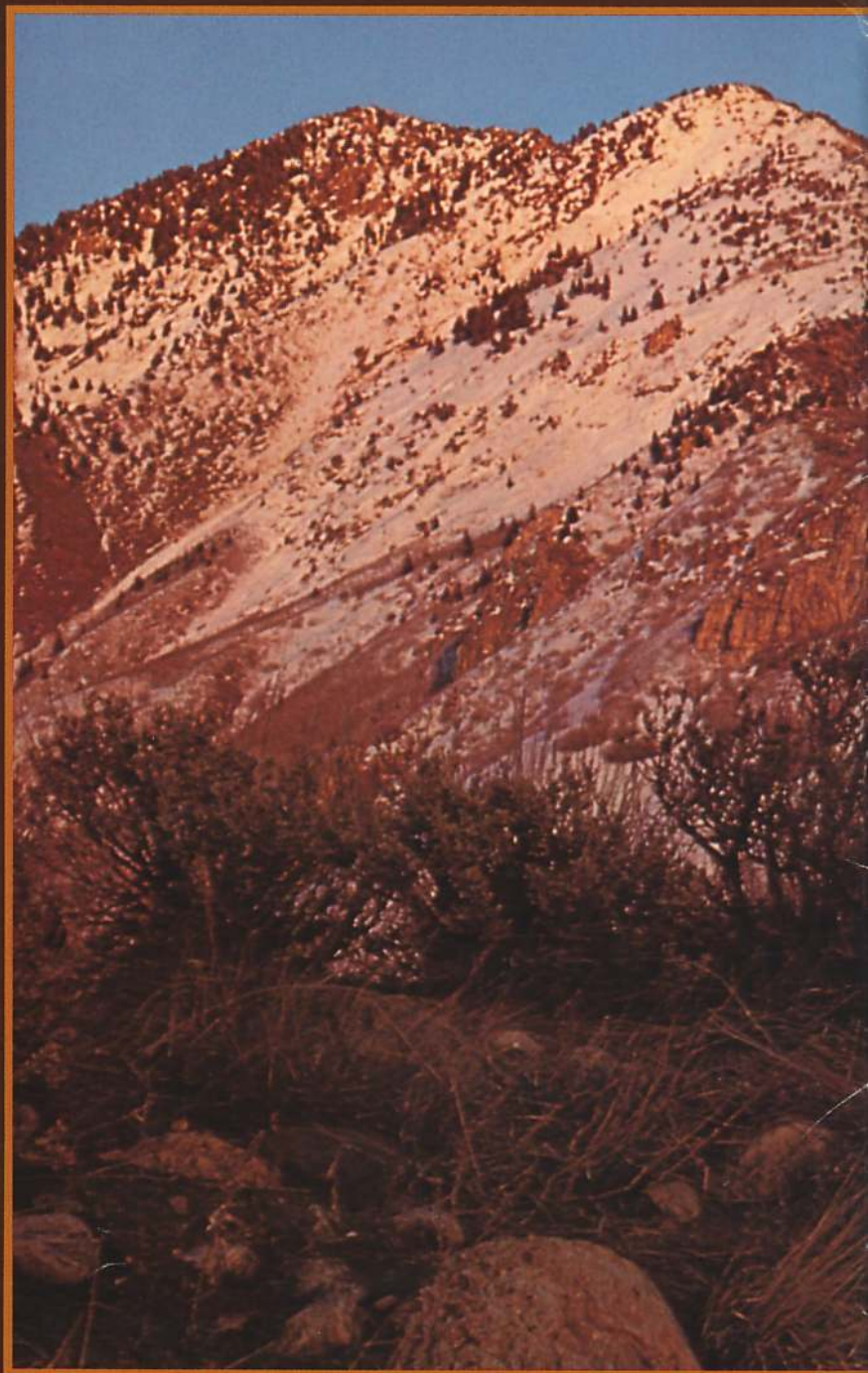
Checking fluid levels takes no time at all with **fill doors** located where you need them.

Fiberglass **fender skirts** are light, and easy to replace or repair.

The K-100's **instrument panel** tilts out for most dash wiring maintenance. Plug-in, color coded wiring harnesses prevent incorrect hook-ups. And we use automatic reset circuit breakers instead of fuses.

If you have to get at the engine, the cab tilts out of the way quickly and easily for **complete access**.

Notice the **water hoses** on Kenworth's cooling system. They're straight. Easy to replace and easy to find. We also use **cast aluminum elbows** for a life-time of trouble free operation.



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