

# KENWORTH C510



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## CAB-MOUNTED MIRRORS: ANOTHER STEADY IMPROVEMENT.

It may sound like a small thing, but door-mounted mirrors can vibrate unmercifully. So, on the C510, we mount ours to the cab with stainless steel bracketry for sturdier viewing, better durability, and to keep them in adjustment longer. This attention to detail is also why we put the windshield washer jets on the wiper arms, not on the cowl, so the water can't be blown off the windshield.



## TOUGH FRAME RAILS MEAN BUSINESS.

The continuous straight rails on the C510 are made from heat-treated steel for superior strength. Then the frame is custom drilled to your specs so there are no extra holes to cause weak spots. Next, we install extruded cross-members and forged gussets to add strength, but without adding extra weight. As a final step, the components are *fit fit* bolted to absorb brutal road shocks.

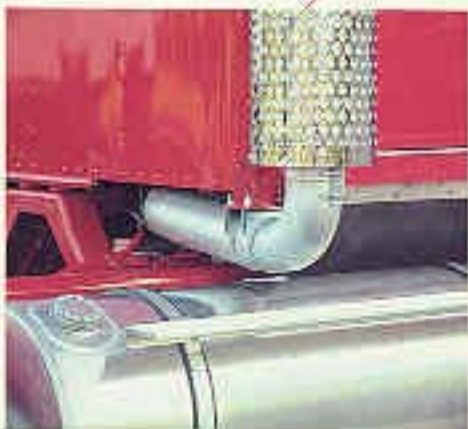


## AIR AND ELECTRICAL LINES STAY OUT OF TROUBLE.

Routing wiring and air lines wasn't an after-thought on the C510. Everything is neatly bundled with corrosion-resistant nylon ties and attached high on the frame rail to stay out of dirt, water and trouble.

## THE BEST ROUTE AN EXHAUST SYSTEM CAN TAKE.

The exhaust system on the C510 runs above the frame to keep ground clearance at a maximum and damage from road salt and dirt to a minimum. The side-mounted muffler and stack then run flush with the back of the cab to stay out of the way of the body.



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## A CAB THAT'S A GREAT PLACE TO WORK.

A truck that's tough on the outside should still be comfortable on the inside. So, at Kenworth, we insulated our cab from sound and drafts with 1-inch thick fiberglass batting in the back panel and roof. Then we put the door seals on the door, not on the sill, so they won't be damaged by dirt, sand or muddy work boots. We also made sure all controls and gauges are easy to see and reach. And everything in a C510 cab is sensibly designed to make clean-up less of a chore.



## MORE CAB FOR YOUR MONEY.

While most other work trucks use old-fashioned all-steel cabs, we use steel only where it's necessary. Instead, we build mainly with fiberglass and aluminum to keep our cabs strong, yet lightweight, and practically corrosion-proof. Using huck-bolts instead of rivets keeps the cab tight, while making repairs easy. And our three-point cab mounting isolates the cab from frame racking for miles of extra life.

## TILT-OUT INSTRUMENT PANEL FOR QUICK SERVICE.

We've done three things to make servicing gauges and switches go smoothly: 1) The panel tilts out for easy access, 2) The wiring is color-coded to help prevent incorrect hookups and to make tracing easier, and 3) Wiring is protected with automatic reset circuit breakers. What's more, we've put the breakers where they're easy to get at for fast repairs.



## FULL TILTING HOOD FOR EXTRA ACCESS.

This engine compartment was made for a mechanic. For instance, water and fuel filters, and the steering gear are mounted outboard where you can get at them. And the plug-in wiring on the firewall is color and number coded for quick identification. Plus, the spring-assisted Unitglas® hood tilts easily without a backbreaking pull.

## SET-BACK FRONT AXLE FOR MANEUVERABILITY.

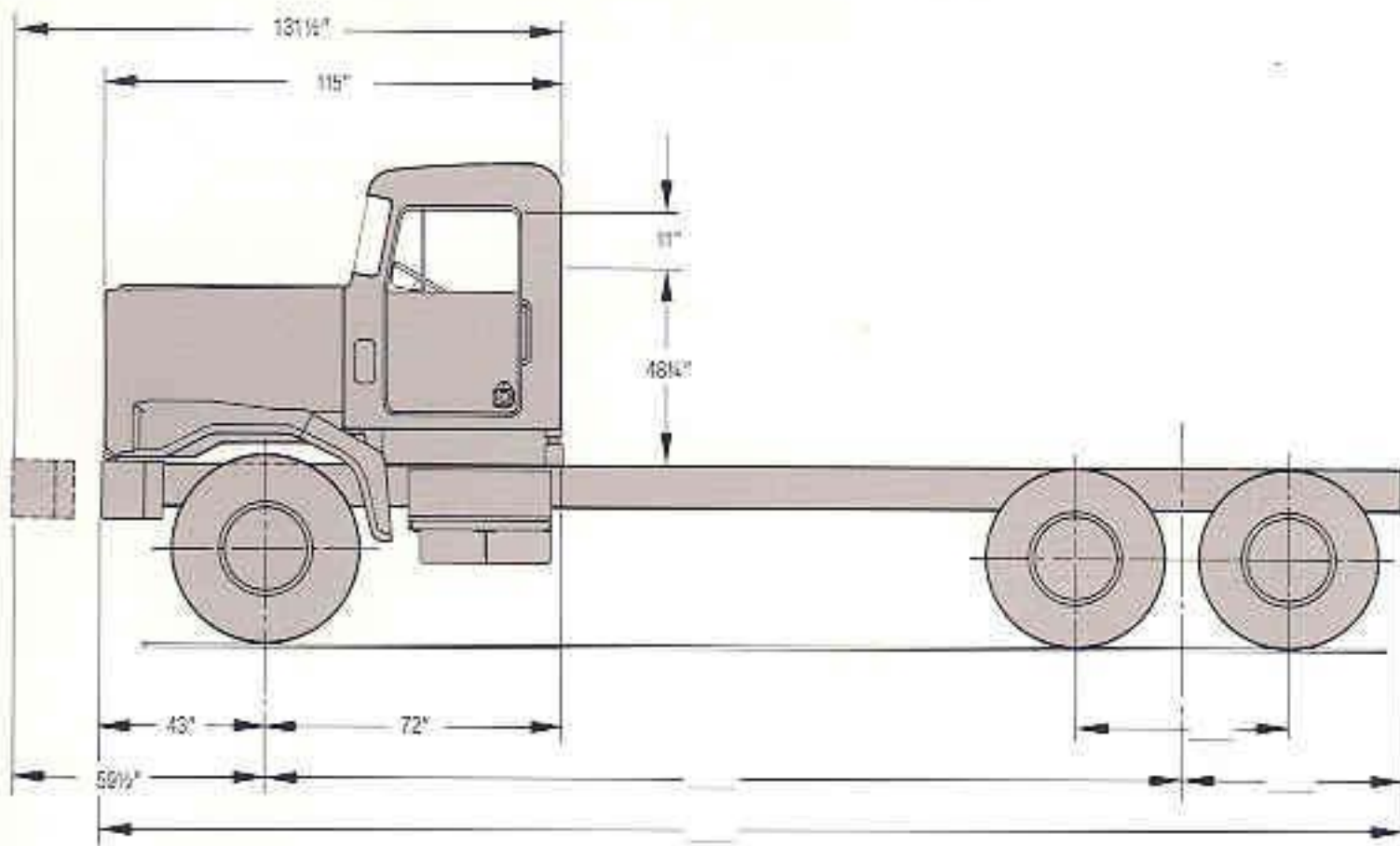
The C510's front axle is set back to give you tight-turning maneuverability and better weight distribution. The heavy-duty front suspension also stands tall for extra ground clearance and it's built with threaded steel spring pins and bushings for five times better lubrication and longer life.



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	Front Axle	Rear Axle	Total
Chassis	_____	_____	_____
Fuel & Tools	_____	_____	_____
Body	_____	_____	_____
Holst	_____	_____	_____
Payload	_____	_____	_____
<b>TOTALS</b>	_____	_____	_____

Engine	_____	Commodity Hauled	_____
Transmission	_____	Commodity Density	_____ lbs/yd
Aux. Trans.	_____	Body Type	_____
Front Axle	_____	Body Mfr.	_____
Front Springs	_____	Body Volume Capacity	_____ yds
Rear Axle	_____	Body Dimensions (Indicate on drawing above)	
Rear Suspension	_____	Length _____" Width _____" Height _____"	
Front Tires	_____	Avg. Trip Length	_____
Front Wheels	_____	% Highway Use	_____
Rear Tires	_____	Max. Road Speed	_____
Rear Wheels	_____	Road Surface Cond.	_____
Frame	_____	Typical Grades	_____
Frame Insert	_____	Max. Grade	_____
Fuel Tank	_____	(Startability)	_____
Date	_____		
Dealer	_____		







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Dealer Services Manager

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