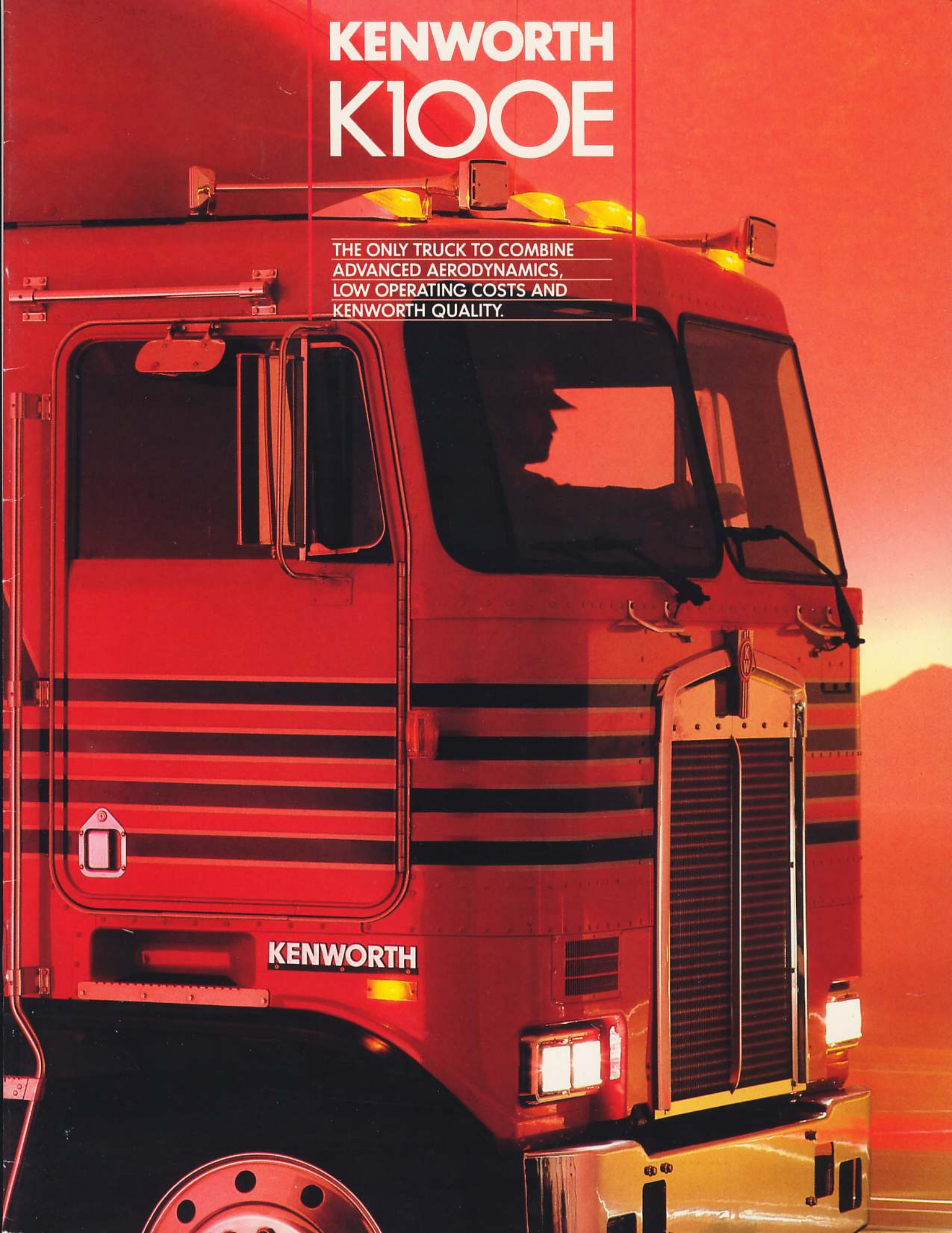


KENWORTH K1000E

THE ONLY TRUCK TO COMBINE
ADVANCED AERODYNAMICS,
LOW OPERATING COSTS AND
KENWORTH QUALITY.

KENWORTH







K100E

THE NEXT STEP IN THE EVOLUTION OF AMERICA'S GREATEST COE.

Kenworth has never been one to follow prevailing fashions in truck design. Leaning instead toward setting the standard. And watching other manufacturers adapt decidedly Kenworth-like features and proclaim them as advancements in their product.

Meanwhile, Kenworth quietly proceeds year after year to refine and improve the original, always retaining the essential qualities that embody the Kenworth philosophy: innovative design, reliability, driver comfort, low maintenance and higher resale value.

It's one thing to *look* like the leader and quite another to *perform* like one.

That's why Kenworth remains out front—the qualities that add up to leadership are built in, not added on; they're part of the concept, the spirit behind the product, and can't be applied to the surface like so much trim.

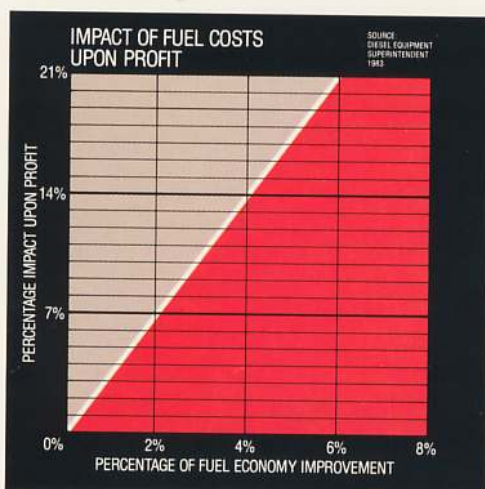
And with the K100E the margin of Kenworth leadership just got wider. Because it's the new standard for heavy-duty Cabover trucks.

The K100E didn't come easy. It's the result of two decades of technological exploration—of countless refinements in the K100 series, plus some totally new ideas.

That makes the K100E one of the most highly evolved, most efficient trucks ever to roll off an assembly line—an innovative, yet proven tool that offers the industry a new and higher level of profit potential.

The K100E. Kenworth's latest original.

BEAUTY AND STYLING THAT CHEATS THE WIND.



Kenworth's K100E has been designed to begin paying off its investment from the time you put it to work. Over a five-year period, the money it saves on fuel consumption alone can add up to over \$15,000.* Savings made possible through advanced aerodynamics.

It's a fact that almost 50 percent of the energy needed to move a truck down the road at legal speed is spent overcoming wind resistance. Improve aerodynamics, and you reduce horsepower requirements and fuel consumption. It's as simple as that.

And every dollar you save on fuel flows directly to the bottom line.

Thousands of engineering manhours ago, Kenworth undertook the task of creating the most aerodynamically efficient Cabover practically possible—without cutting corners, reducing driver comfort, or affecting safety and durability.

Using one of America's most distinguished aerodynamics research laboratories and computer aided design technology, Kenworth engineers tested hundreds of design options and configurations, experimenting with scale models in sophisticated wind tunnel testing.

DECEPTIVELY SIMPLE CHANGES LEAD TO BIG GAINS.

Air resistance is determined primarily by the size and shape of the front surface of a vehicle. In fact, the front of a typical tractor-trailer combination accounts for about 75 percent of the total aerodynamic drag. Air turbulence at the rear of the trailer accounts for another 15 percent, and skin friction the remaining 10 percent.

It follows that one of the most straightforward strategies in reducing aerodynamic drag is to streamline the shape of the front—round the corners.

The corner radii on the K100E have been increased to 11 inches, which has proven to be aerodynamically optimum. The cab is further streamlined and lengthened three inches, reducing drag. And the windshield is angled back an additional three degrees (to 13° from perpendicular)—enough to ease the airflow smoothly over the top of the cab.

Subtle changes such as these in the fundamentally sound K100 design have cut wind resistance by as much as 14 percent in the K100E, and significantly increased the ability of the truck to slip through, instead of continually push, that frontal column of air.

OPTIONS CAN INCREASE FUEL EFFICIENCY OF THE K100E EVEN FURTHER.

Aerodynamic options include a roof fairing that was specifically designed for the new cab—it maintains a low drag coefficient in a variety of wind conditions. Much more effective than conventional wind deflectors, it incorporates an adjustable trim tab on top which can be tuned to different height trailers.

Other elements of the K100E fairing system include cab extenders and side trim tabs to help close the gap between tractor and trailer, thereby reducing turbulence and related drag.

Because each K100E is custom-built, you can select from an extensive list of other efficiency options. Like special power trains, low profile tires and hundreds of lightweight components that can help you haul more pounds of payload per gallon.

ADVANCED, MORE PRODUCTIVE DESIGN LOOKS GREAT, TOO.

Every line, angle, curve, component and material has been carefully selected to make the K100E the leanest and best looking COE on the market. A new front end design for the cab and a new roof shape with aerodynamic visor help the flow of air up and to the sides. New rectangular headlights and chrome-plated grill shell complement the advanced styling.

And the sleek beauty of the K100E is more than skin deep—reduced air turbulence outside is more than a passing comfort inside. The ride is smoother and quieter.

ROAD TESTS CONFIRM K100E FUEL SAVINGS.

For the skeptics who want over-the-road experience to back up their engineering data and laboratory analyses, here's the proof.

SAE Type II road trials prove that this COE—the K100E with aerodynamic options—can cut fuel consumption up to 14 percent compared to the basic K100.

That's a fact you can use to calculate a real-world price tag. Assuming a typical number of miles logged and average fuel prices, you can pencil it out yourself. Using reasonably conservative numbers, you can come up with savings in the neighborhood of \$3,000 a year.

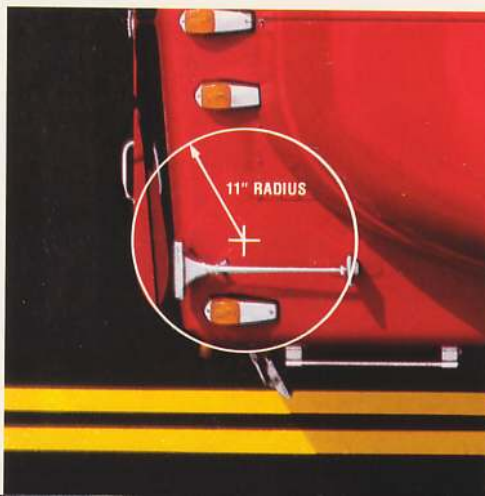
And whether you own one truck or a hundred, the money you *don't* pay out in fuel can find a comfortable home in your profit margin.

You can't buy success. Never could. But a Kenworth K100E sure can help you earn it.

*Compared with Kenworth's previous K100, comparably equipped, but without roof fairing and cab extenders. Based on 100,000 miles per year and \$1.25 per gallon for fuel.

ALMOST 50 PERCENT OF THE ENERGY NEEDED TO MOVE A TRUCK DOWN THE ROAD AT LEGAL SPEED IS SPENT OVERCOMING WIND RESISTANCE.

THE FRONT OF A TYPICAL TRACTOR-TRAILER COMBINATION ACCOUNTS FOR ABOUT 75 PERCENT OF THE TOTAL AERODYNAMIC DRAG.



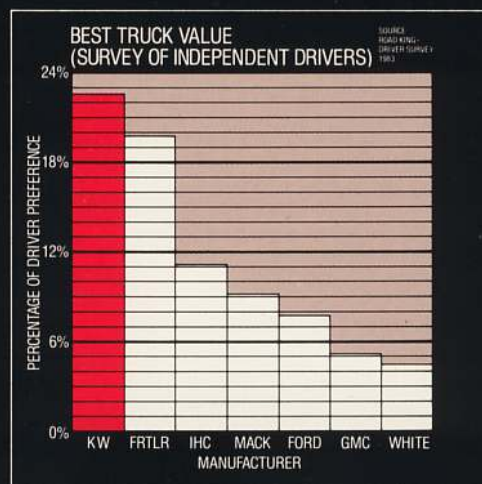
RESEARCH HAS PROVEN THAT THE AERODYNAMIC OPTIMUM CORNER RADIUS IS EQUAL TO 12 PERCENT OF THE WIDTH OF THE BODY.







MAKING GOING TO WORK A WELCOME THOUGHT—NOT A PUNISHING EXPERIENCE.



While advanced aerodynamic design is very important, there's another factor that is far more influential in managing overall operating costs, including fuel consumption.

That's the driver.

And that's why every system in the K100E is calculated to help the person behind the wheel perform at peak efficiency.

KENWORTH ENGINEERS WORK AT THE DRAFTING TABLE, BUT THEY LEARN ON THE ROAD.

Kenworth designers have spent time on the road, either at the wheel themselves or in the right-hand seat, talking with professional drivers.

As a result, they engineer trucks drivers appreciate.

Take a tour through the interior of a Kenworth K100E and you'll be convinced that it's true, that Kenworth pays more than lip service to ergonomics—the science that integrates man and machine.

Here's one Cabover that's a convenient place to work no matter what the driving situation—from long distance hauling to navigating through dense city traffic.

And it's quiet and comfortable. Something you'd expect from a Kenworth.

**DON'T JUST STAND THERE.
CLIMB ABOARD.**



Reach for the full-length, cab-mounted grab handles and mount the traction grip steps. Try the low-mounted, pull-type door handle. Climb in and close the solid bulkhead door—it swings true and easy on full-length, piano-style stainless steel hinges. The seal is positive and tight, and it sets you and the rest of the world a little bit apart.

Settle into Kenworth's new Air Cushion seat. It's orthopedically shaped and padded to properly support a human body at work. It's infinitely adjustable and centered behind the steering wheel for better control and optimum visibility.

THE NEXT BEST THING IS ANOTHER KENWORTH.

Look around. You're in a cab that offers more luxury, convenience and efficiency than any other Cabover, anywhere.

Even if you're accustomed to Kenworths, you'll notice the spaciousness of the K100E—more knee and leg room and more elbow room than its predecessors. Thanks in part to Kenworth's innovative tunnel-mounted shifter. It eliminates the old mechanical shifter and its cumbersome shift tower.

A major improvement over other shifters on the market, it's been positioned to "feel" right, with a short, positive throw for accurate shifts.

And when the cab tilts, so does the shifter, remaining connected to the transmission through a special cable system. The result is more room for the driver and a special bonus: with the cable connection, there's no hole in the floor—sealing out engine heat in the summer, cold air in the winter, and dirt and noise all year around.

**K100E OFFERS THE DRIVER
MORE KNEE AND LEG ROOM
AND AN OPTIONAL TILT
STEERING WHEEL FOR
FLEXIBILITY AND COMFORT.**



**EVERYTHING'S IN ITS PLACE.
EXACTLY WHERE YOU EXPECT TO FIND IT.**

All switches and controls on the steering column, the instrument panel and the wrap-around console are clearly marked and within easy reach.

Gauges are grouped according to function and frequency of use. And there's plenty of room on the K100E's instrument panel for all the options you need.

Warning indicators are included for low air, oil and coolant levels and excessive coolant temperature.

In all positions of the steering wheel and seat, the non-glare gauges remain comfortably visible. Instrument illumination is continuously adjustable to compensate for ambient lighting conditions.

**UNIFORM TEMPERATURE AND
A DRAFT-FREE ENVIRONMENT.**

Heavy-duty insulation throughout the cab combines with a high performance heater/air conditioner to keep the interior comfortable in all seasons. The fan system and vents are designed to move air without creating drafts and provide even, uniform temperature throughout the cab. And the air intake is mounted high, above the headlights, assuring you a constant breath of fresh air.

Your field of vision from the driver's seat is unobstructed. The K100E has a large, flat, distortion-free, two-piece windshield and wide-sweep wipers.

When it comes to interior materials and trim, there's a broad choice among luxurious packages—elegant and comfortable hand-sewn vinyls and fabrics in six handsome colors. All created for professional drivers who appreciate comfort and appearance in the trucks they drive. All with coordinated soft headliners. All selected to keep their good looks with minimum maintenance.



**THE CABLE SHIFTER HAS
BEEN POSITIONED TO
"FEEL" RIGHT, WITH A
SHORT, POSITIVE THROW
FOR ACCURATE SHIFTS.**

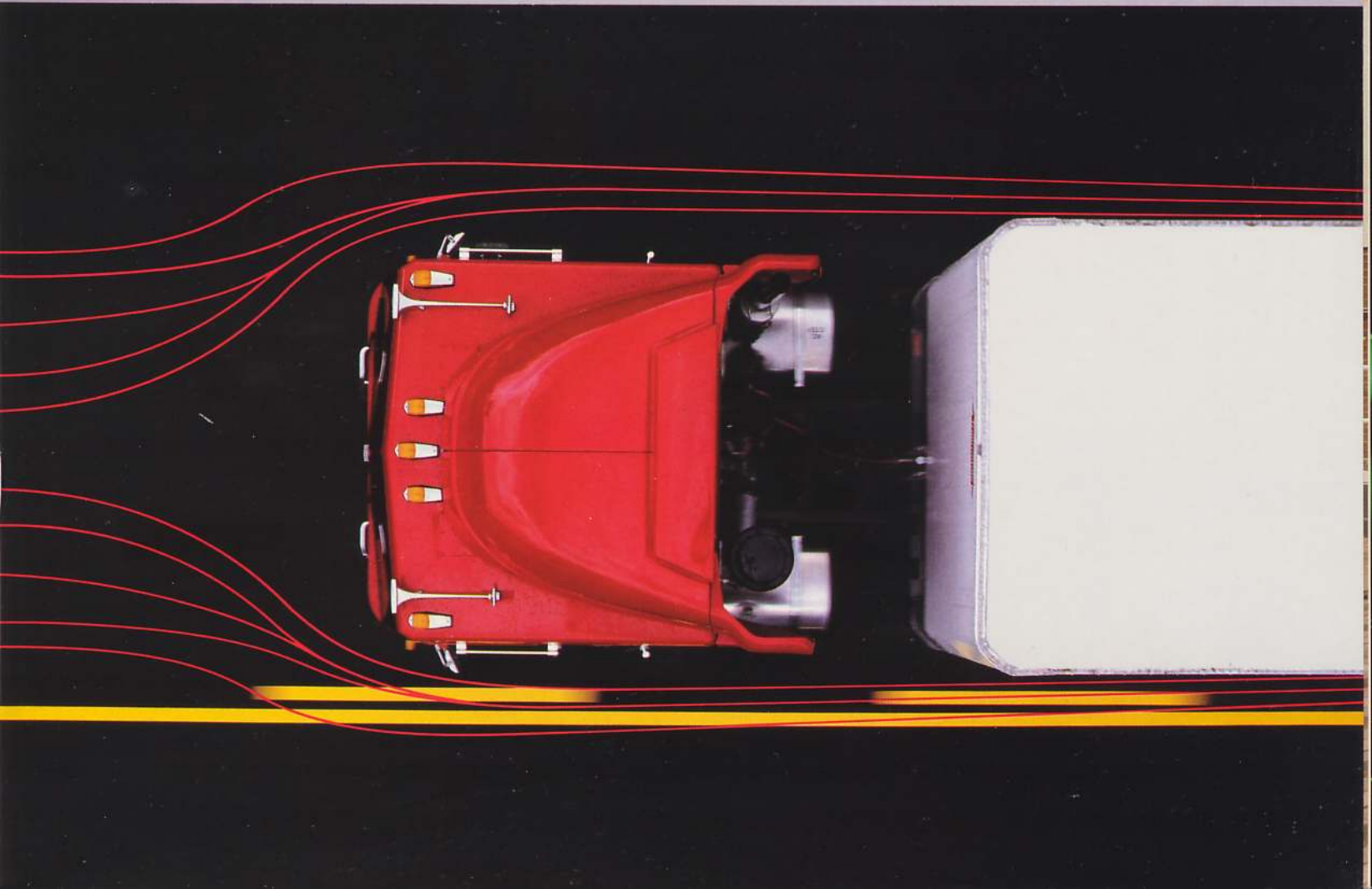


**KENWORTH'S NEW CABLE
SHIFTER ELIMINATES THE
SHIFT TOWER AND THE
HOLE IN THE FLOOR,
SEALING THE CAB.**

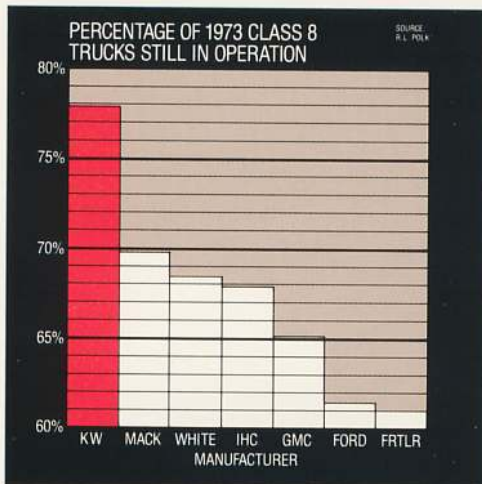


**RIGHT: ALL GAUGES ARE
GLARE-FREE, WITH
ADJUSTABLE ILLUMINATION
FOR ALL LIGHTING
CONDITIONS.**

**LEFT: AIR INTAKE IS
MOUNTED HIGH ABOVE THE
HEADLIGHTS TO ASSURE
CLEAN, FRESH AIR.**



RELIABILITY. KENWORTH'S MOST DISTINGUISHING CHARACTERISTIC.



Kenworth has earned its reputation as the builder of the world's most dependable heavy-duty trucks. So it is not surprising that when Kenworth designed its K100E to be a more efficient vehicle, it succeeded without compromising the integrity of the most proven Cabover in the industry.

At Kenworth, reliability is a result of the way things are done, of the philosophy behind the process. And it begins by custom engineering the truck you specify for your type of operation. The drive train is computer-analyzed to assure compatibility and peak performance.

And every single K100E is built by expert craftspeople who use only proven, Kenworth-quality materials and components.

The basic soundness of this Cabover begins at its backbone. With a custom-drilled frame—not a standard, off-the-shelf frame with extra holes that could weaken the structure. And a Kenworth frame is free-fit bolted to take road shock and vibration in stride.

HERE'S A CAB THAT'S BUILT TO LAST THE LIFE OF THE TRUCK.

The life of a COE often is measured by the life of the cab. The K100E's cab is meant to go the distance. Aluminum and fiberglass combine in a construction that's huckbolted—not riveted. That means a cab that's stronger, tighter and more rattle-free.

The roof and windshield mask is a one-piece fiberglass unit to help insure a weather-tight seal.

Bulkhead-type doors serve as integral reinforcement for the cab structure. Sills and posts are extruded aluminum. The outer skin is stressed aluminum.

New flanged gussets tied to aluminum extrusions reinforce the floor and engine tunnel.

And Kenworth's three-point mounting system limits cab flexing, increases cab life and improves the ride.

It costs more to build trucks this way, but it's worth it in the long run. Worth it to you.

A TRUCK IS THE SUM OF COUNTLESS DETAILS AND ALL INFLUENCE PERFORMANCE.

Dependable power is provided by four, 12-volt, maintenance-free batteries securely housed in a corrosion-resistant tray. The battery box is mounted on the left-hand side to keep battery-to-engine cable length short. And to reduce voltage drop. Battery posts are threaded for positive contact and terminal ends are sealed. It's a better system than it has to be, perhaps. But it's as good as it should be to assure Kenworth reliability over the long haul.

Kenworth radiators are bolted to resist vibration and simplify repair and maintenance. They incorporate a deaeration system to eliminate air pockets which could cause "hot spots" and subsequent engine damage.

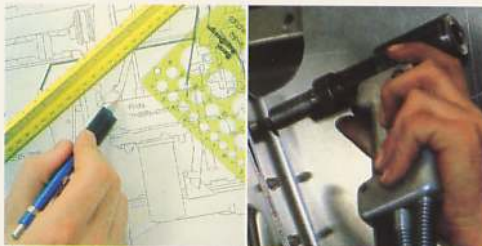
Excellence in engineering, quality materials and expert craftsmanship are components of Kenworth reliability. And so are hundreds of details you may never notice—the little things that keep the big things from going wrong. Such as magnetic drain plugs that trap metal particles and prolong major component life. Like air piping and wiring in tough, nylon tubing and braided hose, all mounted high in the frame away from road salts, grime and washing acids.

Like threaded steel shackle pins and bushings to prolong suspension life and improve steering. Optional on other trucks. Standard on Kenworth.

INTEGRITY KEEPS KENWORTH TRUCKS ON THE JOB.

And there's one other factor that has helped build Kenworth's longstanding reputation for reliability. That's integrity throughout the system. Look at it this way. The K100E requires something like 50,000 individual parts. For most of them, there's a cheaper alternative. That means there were thousands of choices to be made in creating this remarkable truck, choices involving price, quality and value.

At Kenworth, each of those decisions are weighted toward quality and long-term performance.



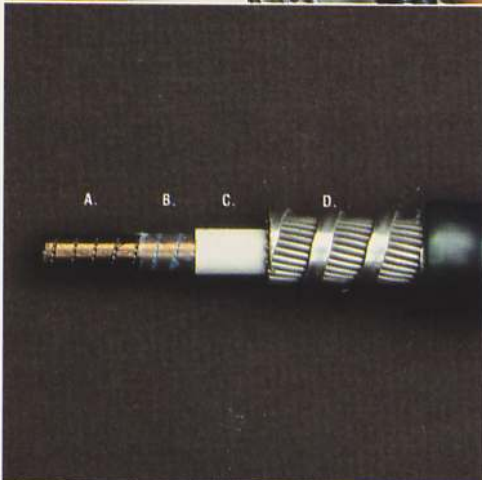
DESIGN OF THE K100E CAB STARTED WITH THE MOST PROVEN STRUCTURE IN THE INDUSTRY AND INCORPORATED REFINEMENTS THAT WERE THOROUGHLY TESTED TO ASSURE RELIABILITY.

LEFT: KENWORTH TRUCKS ARE CUSTOM ENGINEERED PRECISELY TO YOUR SPECIFICATIONS.

RIGHT: HUCKBOLTS OFFER SIX TIMES THE CLAMPING FORCE OF NORMAL RIVETS, RESULTING IN A STRONGER, MORE DURABLE CAB.

CABLE TECHNOLOGY HAS EVOLVED SUBSTANTIALLY OVER THE PAST 20 YEARS. AND THE K100E'S CABLE SHIFT SYSTEM IS DESIGNED FOR RELIABILITY AND A LONG, TROUBLE-FREE LIFE.

A. INNER OPERATING MEMBER
B. BONDED TEFLON COVER
C. NYLON LINER
D. CONDUIT STRAND
E. SWIVEL SEAL
F. WIPER SEAL





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SERVICEABILITY.
KENWORTH ENGINEERING
HELPS YOU MAKE MONEY,
INSTEAD OF SPENDING IT.



Ask just about any heavy-duty diesel mechanic, and he'll tell you he'd rather work on a Kenworth than just about any other truck on the road.

Why? Because Kenworth engineers have done everything possible to help him get a Kenworth in and out of the shop in a hurry.

And the K100E is no exception.

Its full-tilt cab makes access easy, encouraging regular, preventive maintenance. Fuel, oil and water filters are up where you can reach them. And a new cable shift system on the K100E has eliminated the shift tower. So there's nothing to get in the way of getting at the engine.

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

Brake drums are outboard mounted so you don't have to disturb the wheel bearings to maintain the brakes.

WINDSHIELDS ARE EASY ON YOUR EYES,
EASY TO KEEP CLEAN, EASY TO REPLACE.

K100E windshields are flat, distortion-free and simple to replace.

The lefthand wiper motor—difficult to reach and expensive to work on, on most trucks—is a cinch to work on through a new access door on the K100E.

Air and light lines are color-coded and numbered for easy circuit tracing.

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.

A small matter? On paper, maybe. But something you'll appreciate if you've ever lost a custom-shaped, preformed hose while driving something else in a remote corner of North America—and then sat there with a load worth thousands, waiting for a \$20 hose to arrive.

ADVANCED ELECTRICAL SYSTEM
SIMPLIFIES REPAIRS.

The electrical system on the K100E is significantly improved. It takes most of the hard work, and virtually all of the guessing out of electrical maintenance. Electric components are centrally located and protected behind a hinged dash panel—they're easy to reach and you don't have to have the hands of a dentist to work on them.

A printed circuit board—the first in an American Class 8 truck—simplifies the wiring package considerably. It saves weight, makes troubleshooting easy and quick, and reduces downtime due to electrical problems.

The ease of service that's designed into every K100E helps keep you competitive, with your truck on the road making money instead of in the shop spending it. Over time, that's a difference that'll take a big load off your mind, not your wallet.

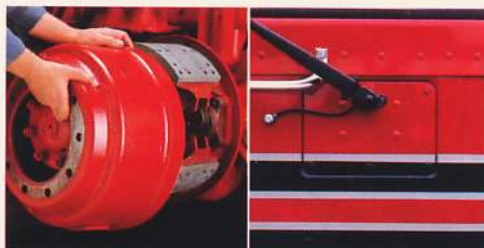
PROTECT A GOOD INVESTMENT.

At Kenworth, the idea of a truck being a long-term investment isn't something new. The first Kenworth ever built was created around that philosophy. And every Kenworth since.

Your Kenworth dealer understands this tradition and takes pride in upholding it. At each of Kenworth's 130 dealers across the nation you'll find factory-trained service technicians, warranty experts and parts managers who are heavy-duty truck specialists.

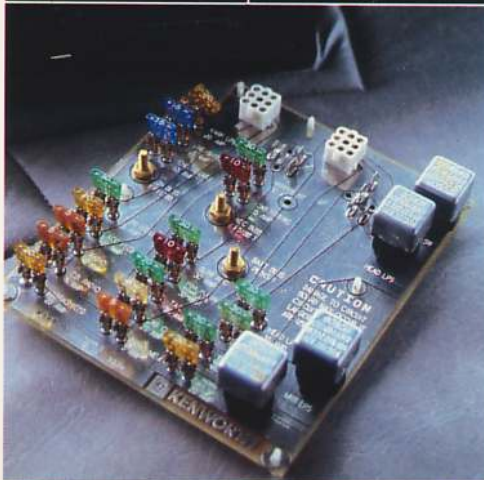
Another important benefit of the dealer system is ready availability of genuine Kenworth parts when and where you need them. Kenworth dealers are linked to Kenworth's regional distribution system which inventories \$100 million in parts for all truck makes. What you need is in stock or available fast.

When you invest in Kenworth, take it to your Kenworth dealer for maintenance and servicing. It's the sensible way to protect your investment. Year after year after year.



LEFT: BRAKE DRUMS ARE
OUTBOARD MOUNTED SO
YOU DON'T HAVE TO
DISTURB THE WHEEL
BEARINGS TO MAINTAIN
THE BRAKES.

RIGHT: A NEW ACCESS
DOOR DRAMATICALLY
REDUCES THE TIME
REQUIRED TO SERVICE THE
WIPER MOTOR.



PRINTED CIRCUIT BOARD
SIMPLIFIES WIRING,
MAKES TROUBLESHOOTING
EASY AND QUICK AND
REDUCES DOWNTIME.



HINGED DASH PANELS
MAKE CENTRALIZED
ELECTRIC COMPONENTS
EASY TO REACH.

FUEL, OIL AND WATER
FILTERS ARE UP WHERE
YOU CAN REACH THEM. AND
THE NEW CABLE SHIFTING
SYSTEM ELIMINATES THE
SHIFT TOWER, IMPROVING
ENGINE ACCESS.

**KENWORTH SLEEPERS—ON THE ROAD,
THEY'RE THE CLOSEST THING TO BEING HOME.**

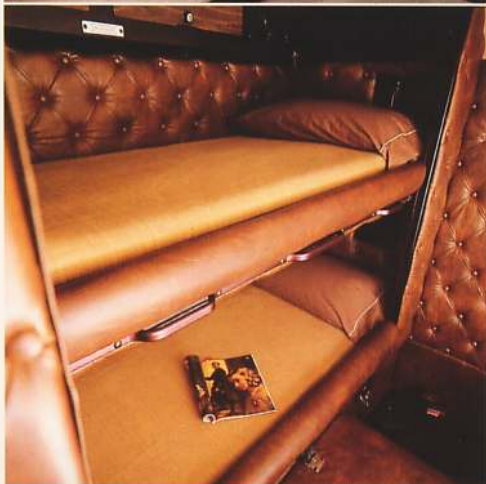
If you spend a lot of time on the road, a Kenworth sleeper can sure make those rest stops more comfortable. Access from the business end of the cab is easy.

K100E sleepers are available in two sizes and several configurations. From a roomy single mattress to the luxurious double bunk AERODYNE®, a truck that tells the world you're good enough to afford the very best. Foam or inner spring mattresses—your choice.

Kenworth sleepers come with loads of storage and many luxury features. Upholstery and trim are fully coordinated and tailored to the rest of the cab. Spacious luggage compartments are standard. So are separate air vents, full-length clothes closet and storage compartments. A wall-mounted console next to your bunk controls all of the conveniences in the sleeper including optional sound system speakers and heater/air conditioner.

No wonder more drivers prefer to go to work in a Kenworth than just about anything else on the road!

**KENWORTH SLEEPERS ARE
AVAILABLE IN TWO SIZES
AND SEVERAL
CONFIGURATIONS FROM A
SINGLE MATTRESS TO THE
LUXURIOUS DOUBLE BUNK
AERODYNE.**



**FULL LENGTH CLOTHES
CLOSET AND STORAGE
COMPARTMENTS ARE
STANDARD ON KENWORTH
SLEEPERS.**



**DISTINCTLY KENWORTH.
UNIQUELY YOURS.**

Every Kenworth is unique. Each one is an expression of the individual tastes and desires of demanding, enthusiastic owners. When you invest in a Kenworth, you get it exactly the way you want it. From custom paint to power train, Kenworth has more ways to make your Kenworth uniquely yours.

Personalize your K100E from an almost unlimited accessories list of chrome and polish options, including polished aluminum wheels . . . Kenworth's famous gull-wing bumper . . . and stainless muffler shields, just to mention a few.

The K100E comes in three cab sizes: a non-sleeper version with a BBC dimension of 64 inches and two sleeper cabs with BBC lengths of 90 and 112 inches. The sleeper cabs are also available in Kenworth's exclusive AERODYNE with its integral aerodynamic roofline.

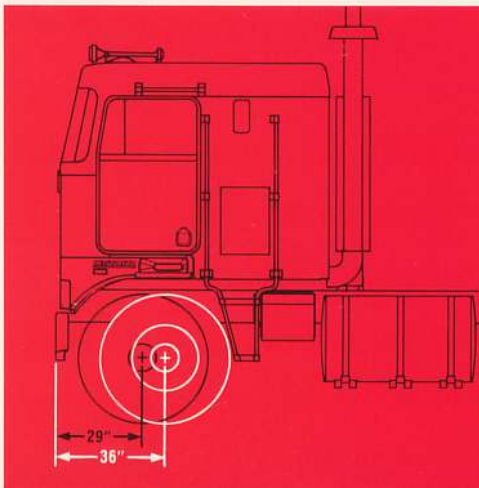
And because every Kenworth is custom-engineered from the ground up, the options you choose are integrated naturally into the truck, never tacked on. That's the way you'd want it.

SET-BACK FRONT AXLE OPTION.

Kenworth's K136 set-back front axle option takes advantage of the easing of overall length limits to offer several significant benefits. With the set-back configuration, up to 5 percent more weight can be transferred to the front axle, a distinct advantage in legally attaining the full 80,000 lb. gross weight. No other high COE offers this capability.

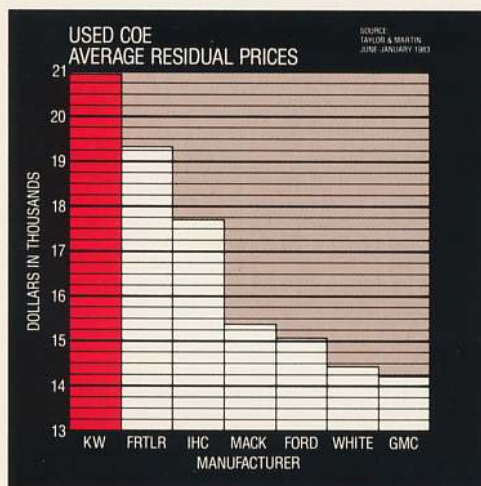
Moving the front axle rearward permits a 40° steering angle, which translates to a 24 percent smaller turning radius—a real plus for driving in congested loading areas and on city streets.

And the 36-inch bumper setting allows installation of long, 64-inch front springs, improving ride significantly.



**K136 SET-BACK AXLE
OPTION OFFERS IMPROVED
RIDE, SMALLER TURNING
RADIUS AND BETTER
WEIGHT DISTRIBUTION.**

KENWORTH QUALITY. IT'S STANDARD.



The Class 8 truck has become one of the most memorable symbols of our time, a familiar, contemporary and essential element of life in these United States.

And Kenworth is the symbol of excellence for heavy-duty trucks, the standard of an industry.

Look at any corner of America—from the nation's shopping centers to its space centers, and you'll recognize the familiar shape of a Kenworth at work.

Kenworth quality. It's legendary.

Even in today's world, where mass production has largely displaced craftsmanship, every Kenworth begins as a set of criteria—a specific response to a unique set of customer needs.

Your truck is custom-tailored to do your job. In engineering, it is built in theory and specified in detail with components that meet stringent design requirements—Kenworth standards.

The single-minded objective is to create the best answer possible to each customer's needs—a truck that will perform as economically and as efficiently as possible mile after mile, year after year.

In the plant, the drive for Kenworth quality is purposeful and intent, every step of the way. It's the product of experience, teamwork, attention to detail, and a dedication to doing things right the first time.

Every Kenworth is thoroughly inspected to make certain it measures up to its own unique specifications and that the fit and finish are worthy of the Kenworth nameplate.

Following final assembly, the truck is thoroughly dyno-tested. And after that, it goes out on the road to see how it does in the real world. Kenworth inspectors put the first few miles on your Kenworth so you can drive the rest of them with confidence.

The continuing emphasis on excellence throughout the Kenworth organization is part of the company's philosophy—but the results are down to earth and practical. Buying premium quality trucks from Kenworth makes good economic sense, because you're buying trucks that have been designed to help keep your productivity high and your operating costs low.

That's a fact that value-conscious truck operators appreciate. They know that quality lives on even when the miles add up. And in the end, the value of any truck is determined by the price it brings used. This is where the final vote of confidence is cast.

While Kenworth can't guarantee what your truck will sell for on the open market several years from now, history proves the K100 consistently brings higher resale than any other Cabover in the world!

KENWORTH TRUCKS HAVE ALWAYS BEEN ENTRUSTED WITH AMERICA'S TOUGHEST, MOST CRITICAL HAULING ASSIGNMENTS. THAT'S BECAUSE KENWORTH BUILDS TRUCKS OF UNCOMPROMISING QUALITY. TRUCKS YOU CAN DEPEND ON.





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KENWORTH OCCUPIES A VERY
SPECIAL PLACE IN THE WORLD.
ITS TRUCKS ARE A BLENDING
OF ART AND MACHINE.
THEY ARE THE SUM OF MANY
SKILLS AND THE PRODUCT OF
A LEVEL OF CRAFTSMANSHIP
THAT IS HARD TO FIND.
OWNERSHIP OF KENWORTH
BRINGS WITH IT THE ASSURANCE
OF HIGH QUALITY, LUXURY,
ADVANCED TECHNOLOGY PLUS
ONE MORE THING THAT IS
ALSO VERY SPECIAL —
THE PLEASURE OF DRIVING A
VEHICLE WHOSE PERFORMANCE
DISTINGUISHES IT FROM ANY
OTHER TRUCK ON THE ROAD.



KENWORTH

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