

MEET THE KENWORTH *HUSTLER*



Kenworth's middleweight truck that gives you the dependability of a heavy-duty Kenworth along with outstanding maneuverability and economy. Whatever your industry, be it refuse, concrete, bulk cement commodities, city delivery, short haul, or over-the-road, the HUSTLER has the flexibility to carry the load.

FUNCTIONAL QUALITY

Like the class 8 trucks developed by Kenworth, the HUSTLER also has the looks and quality of a prestige truck. But quality doesn't happen by accident. Time and thoughtful engineering creates quality—the kind you can rely on for many, many years.

Take a look at functional quality. The full-length piano hinge doors look clean — open wide for easy driver entry — moreover, they will stand up to the punishment of being opened and closed time and time again. It looks good, and it's the kind of engineering that makes a better truck.

The door sill itself is formed steel — not punched or stamped. This gives you extra strength and quality. Similarly, the extruded aluminum bumper is tough enough to take a beating.

The heavy-duty mirrors on the HUSTLER are the same ones we use on the Kenworth COE's. Stainless steel brackets provide a firm, solid mounting. Heated mirrors are available, too.

Walk back and take a look at the HUSTLER's frame. It's heat-treated and is drilled to meet your requirements based on component choice and application. By drilling only the necessary holes, the frame maintains optimum strength — a feature you won't find on competitive trucks.

And, you have a choice of selecting frames with load spaces as required.

FRAME	SECTION MODULUS	RESISTING BENDING MOMENT
10 1/8" x 3 1/4" x 5/16"	14.1 in. ³	1,547,700 in. lb.
11 1/4" x 3/4" x 3/8"	20.80 in. ³	2,354,000 in. lb.

All frames have a yield strength of 110,000 psi., and inserts are available.

You also have the option of choosing from a wide variety of dual and single drive suspensions, like Kenworth's exclusive Torsion Bar, shown here. Or, you can select Air Ride, Glideride, or Hendrickson suspensions.



Check out the brakes, too. Outboard mounted drums provide labor saving maintenance and repair. By removing the wheel, you have direct access to the drums -- without disturbing the bearing assembly. The heavy-duty, single friction lining and the rest of the brake parts are highly interchangeable between Rockwell-Standard and Eaton axles on your current equipment. This is another time and money saving feature. Forged aluminum hubs and steel disc wheels are standard. Spoke wheels are optional.

Time and thoughtful engineering was also incorporated into the battery box. The heavy-duty bracket is designed to withstand road vibration — in fact, it's the same box used on our COE's. The aluminum box has a non-corrosive fiberglass cover and heavy-duty rubber tie-downs. Its position and design makes routine inspection and maintenance a simple task rather than a burdensome chore.

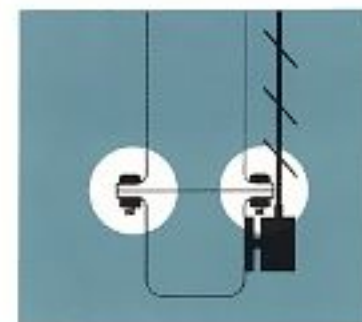


Kenworth builds all its own aluminum fuel tanks. The 50-gallon size is standard, and optional sizes range up to 105-gallons. In all tanks, the fuel line connection and gauge-sending unit is recessed for greater protection. The HUSTLER has aluminum brackets rather than just straps for fuel-tank mounting. This superior design, along with nylon-lined straps, insures proper seating and support for the tanks.

The HUSTLER's outstanding urban maneuverability is the result of Kenworth's steering geometry. A turning angle of up to 40° is achieved by positioning the steering gear forward of the front axle. This makes the HUSTLER easy to handle in a variety of applications.

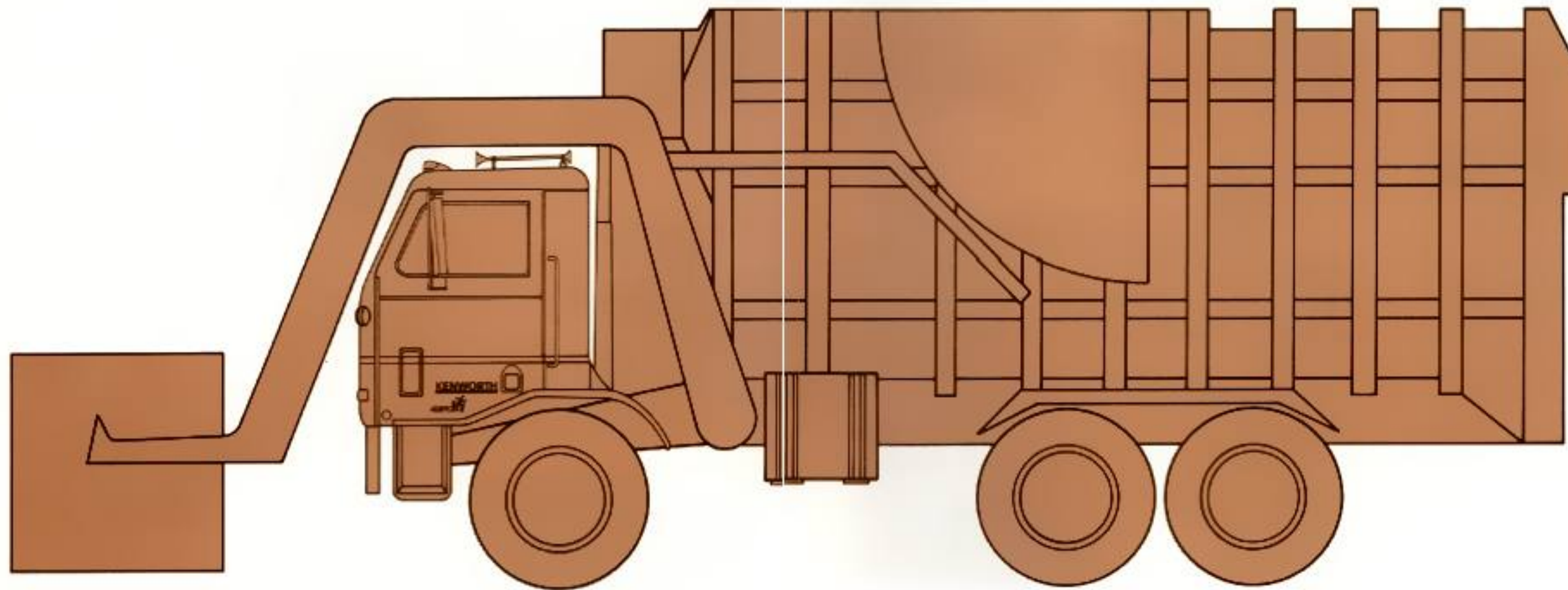
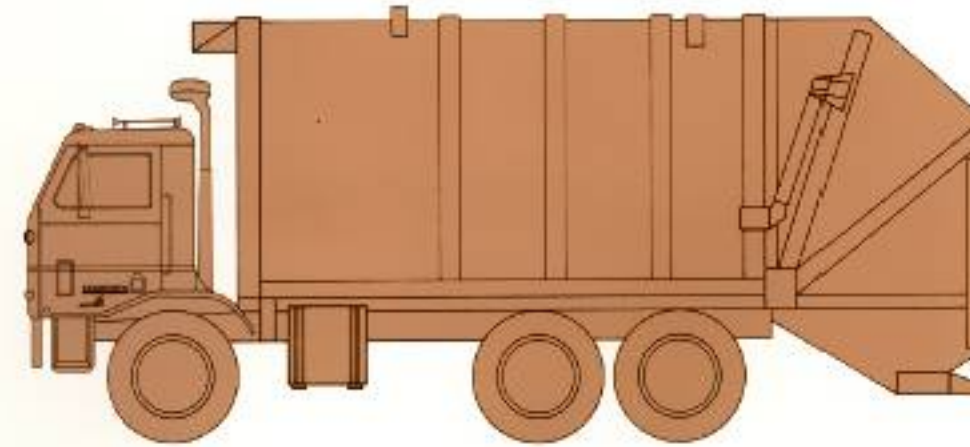
Now take a look up front. Behind the classic grille is more functional quality. The KW emblem lifts up for quick inspection of the water level. And, if you choose Kenworth's Kombo air-conditioning unit, the classic, metal grille becomes a highly efficient air-conditioning condenser. Coupled with the heating system, the Kombo unit provides maximum climate comfort regardless of the season.

The HUSTLER's radiator has a bolted top and bottom tank, like the big Kenworths, to allow longer life, less expensive radiator replacement, and easier maintenance. This is yet another feature you won't find on competitive trucks. It's cast aluminum for lightweight design and durability.



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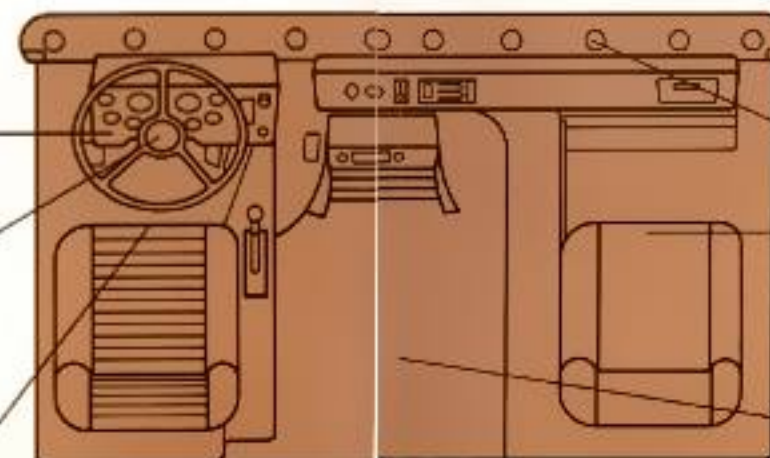
**MEET THE
KENWORTH
HUSTLER!**



Non-glare Cyclolac® dashboard has attractive wood-grained insert.

An electric and single-tone air horn are standard.

Seat position provides ample room between the driver and the 22" steering wheel — the one that gives drivers enough leverage for tight cornering at slow speeds.



10 air vents permit good circulation and quick defrosting.

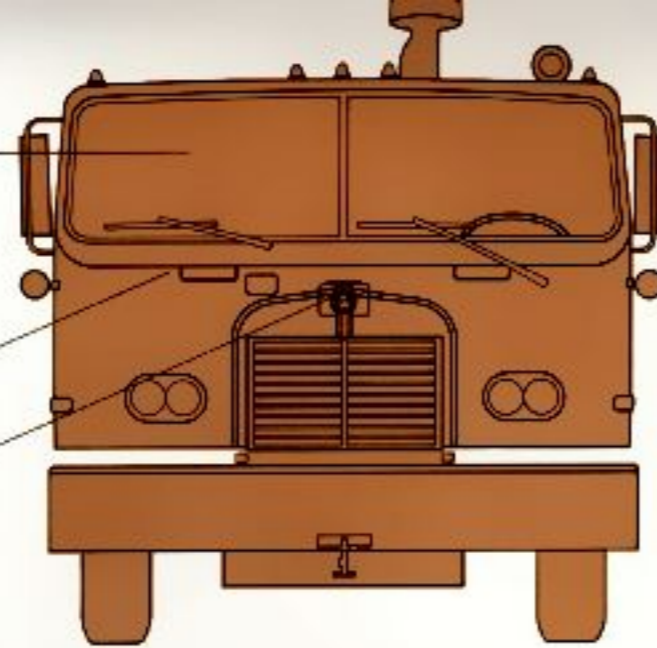
Leatherette seat surfaces wipe clean with a damp cloth.

Single-piece molded fiberglass tunnel, seat riser, and floor is backed with plywood for strength and sound reduction.

Tinted, flat distortion-free windshield is made of safety glass making replacement less expensive.

Handles provide "something to hold onto" while cleaning windshield.

KW emblem lifts up for quick inspection of water level.



Entire cab assembly tilts forward hydraulically for maximum ease of engine inspection and repair. A dash light reminds driver when cab is not securely latched.

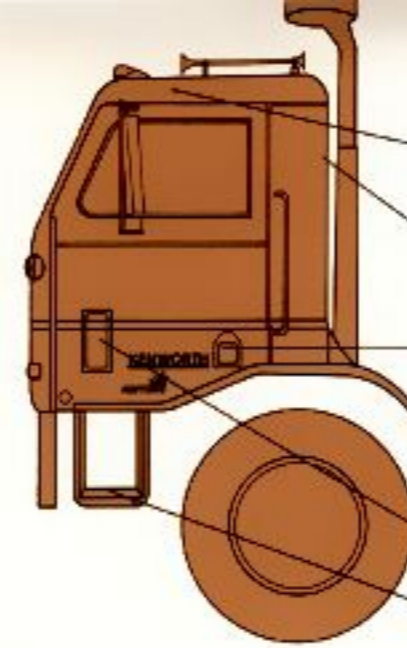
Rear window is standard, or you have the option of choosing three windows or none at all.

Door handle is placed down where it's handy to reach — without stretching.

Fenderettes control splash from tires.

Air vent is standard on driver's side. Standard peeper window on passenger side provides easy visibility of curbs and low-profile cars.

Step provides easy access to cab.



ENGINE SPECIFICATIONS*

MODEL	HORSEPOWER	GOVERNED R.P.M.	MAX. TORQUE	DISPLACEMENT
VT555	225	3000	430 @ 1900	555
6172-T	262	2100	723 @ 1600	426
1673C	250	2200	690 @ 1550	638
V555	225	3300	425 @ 1900	555
6V-53H	210	2800	423 @ 1500	318
6172N65	238	2100	610 @ 1400	426

*S.A.E. horsepower ratings are shown, i.e. 500' above sea level & 85° F.

SUSPENSION

Single drive axles

	GROUND CAPACITY	AXLE APPLICATION
RLS	18 or 22,000	18121
KW Air	18 or 22,000	19121
TBS	18,000	18221
		19221
		R170
		QHR

Dual drive axles

TBB	38 or 44,000	38DS/DS380
RS(A) & RT(E)(A)	34, 38 or 44,000	38DT/DT380
KW Air	38 or 44,000	DS400
Glideride	38 or 44,000	DT400
		SQHD
		SSHD
		44DS
		44DT

SUSPENSION COMBINATIONS

TRANSMISSION SPECIFICATIONS

MODEL	SPEEDS	TORQUE CAP.	RATIOS
RT610	10	600 ft/lbs.	7.02, 5.48, 4.26, 3.43, 2.62, 2.05, 1.60, 1.24, 1.00, 9.00 rev.
RT613	13	600 ft/lbs.	18.00, 14.04, 10.96, 8.62, 6.75, 5.26, 4.09, 3.29, 2.62, 2.05, 1.60, 1.20, 1.00, 19.00 rev., 9.12 rev., 2.77 rev.
RTO613	13	600 ft/lbs.	14.50, 11.31, 8.82, 6.96, 5.43, 4.24, 3.29, 2.65, 2.11, 1.65, 1.29, 1.00, .80, 15.30 rev., 7.35 rev., 2.23 rev.
MT640	4	480 ft/lbs.	3.58, 2.09, 1.39, 1.00, 5.67 rev.
MT650	5	480 ft/lbs.	8.04, 3.58, 2.09, 1.39, 1.09, 5.67 rev.
RT910	10	900 ft/lbs.	8.05, 6.30, 4.99, 3.95, 3.20, 2.51, 1.97, 1.56, 1.24, 1.00, 8.73 rev., 2.73 rev.
RTO910	10	900 ft/lbs.	6.51, 5.10, 4.04, 3.20, 2.59, 2.04, 1.59, 1.26, 1.00, .81, 7.06 rev., 2.21 rev.
RT915	15	900 ft/lbs.	12.00, 9.42, 8.05, 7.45, 6.30, 5.90, 4.99, 4.78, 3.95, 3.20, 2.51, 1.97, 1.56, 1.24, 1.00, 13.03 rev., 8.73 rev., 2.73 rev.
RTO915	15	900 ft/lbs.	9.73, 7.62, 6.51, 6.03, 5.10, 4.78, 4.04, 3.87, 3.20, 2.59, 2.04, 1.59, 1.26, 1.00, .81, 10.55 rev., 7.06 rev.
RTO9513	13	900 ft/lbs.	12.50, 8.35, 6.12, 4.56, 3.38, 2.47, 2.14, 1.81, 1.57, 1.35, 1.17, 1.00, .87, 13.07 rev., 3.87 rev.

MODEL	LOAD CAPACITY	NOMINAL GCW	RATIOS
18221	22,000	55,000	5.57/7.60, 6.14/8.38, 6.50/8.86, 7.17/9.77
19221	23,000	80,000	4.11/5.60, 4.33/5.91, 4.88/6.64, 5.43/7.39
R170	23,000	85,000	3.70, 4.11, 4.33, 4.63, 4.88, 5.29
18121	22,000	55,000	3.70, 4.11, 4.33, 4.56, 4.88, 5.43, 6.16, 6.67
19121	23,000	80,000	3.70, 4.11, 4.33, 4.56, 4.88, 5.43, 6.16, 6.67
QHR	22,000	60,000	3.55, 4.11, 4.33, 4.44, 4.63, 4.88, 5.29, 5.83, 6.17, 6.83, 7.20, 7.80, 8.60
SQHD	38,000	85,000	3.55, 4.11, 4.33, 4.44, 4.63, 4.88, 5.29, 5.83, 6.17, 6.83, 7.20, 7.80, 8.60
SSHD	44,000	120,000	4.11, 4.63, 5.29, 6.14, 6.83, 6.17, 7.40
38DS/DS380	38,000	80,000	3.70, 4.11, 4.33, 4.56, 4.88, 5.29, 5.57, 6.14, 6.50
38DT/DT380	38,000	80,000	3.70/5.05, 4.11/5.61, 4.33/5.91, 4.56/6.21, 4.88/6.65, 5.29/7.21, 5.57/7.60, 6.14/8.38, 6.50/8.86, 7.17/9.77
DS400	44,000	80,000	3.70, 4.11, 4.33, 4.56, 4.88, 5.29, 5.57, 6.14, 6.50
DT400	44,000	80,000	3.70/5.05, 4.11/5.61, 4.33/5.91, 4.56/6.21, 4.88/6.65, 5.29/7.21, 5.57/7.60, 6.14/8.38, 6.50/8.86, 7.17/9.77

AXLE SPECIFICATIONS

MEET THE KENWORTH HUSTLER

HUSTLER



STANDARD EQUIPMENT

AXLE, FRONT

Rockwell Model FF 921-N.
12,000 lb. rated capacity at the ground.
Aluminum hubs for disc-type wheels.
11 $\frac{1}{4}$ " bolt circle.

AXLE, REAR

Rockwell SQHD (Single Speed).
Stemco oil seals.
Suggested ratio of 3.55 thru 8.60.
Forged aluminum hubs for disc-type wheels.
11 $\frac{1}{4}$ " bolt circle.
S-cam service brakes.
Outboard mounted cast brake drums.
Interaxle differential lock out with warning light in dash.

BRAKE, PARKING

MGM spring brakes—one axle.
Spring applied with air release.

BRAKES, SERVICE

Air operated with 13.2 cubic foot compressor.
Rear: 16 $\frac{1}{2}$ "x7" "S" cam.
Total lining area: 868 sq. inches.

BUMPER

Aluminum channel-type.

CAB

C.O.E. style with steel and fiberglass construction.

Steel doors with continuous piano-type hinges.
Safety glass throughout.
Left and right inside door locks.
Roll-down and wing vent door windows.
Full floor mat.
Door vent with bug screen.
Blanket insulation in cab and sound deadening in doors.
Tilt-out instrument panel.
Dual Trico air-powered variable speed windshield wipers with separate motors, heavy-duty non-glare arms and parking controls.
Cab interior lights.
Coat Hook.
Grover single tone chrome air horn.
Dual electric horn.
Dual 16"x6" stainless steel rear view mirrors.
Ash tray.
Cigar lighter.
Inside sun visor.
Grab handle at left door.
Safety window in right door.
Rear cab window.

CLUTCH

14" 2-plate Spicer angle spring with rigid disc.

COOLING SYSTEM

Kenworth Model 860 radiator with 860 sq. inch frontal area.
Bolt-on removable top and bottom

tanks.
Top tank baffled for deaeration.
Copper tubes and fin core.
7 lb. pressure relief cap.
Full fan shroud.
Kysor shutters with air control for accurate engine temperature control.
Kenworth Universal spin-on water filter.
Permanent type anti-freeze.

ELECTRICAL SYSTEM

12-volt lighting system with automatic reset circuit breakers.
Oil and acid resistant plastic wire insulation.
Plastic tape wrapped and tied harnesses.
Quick disconnect terminal block connection.
12-volt starting system with automatic circuit breaker.
4 Kenworth 6-volt batteries.
60 amp Motorola alternator.
Directional signals with Signal-Stat.
#900 switch with all-flash controls.
Dual headlamps.
Five ICC-type marker lights.
Dual stop and tail lights.
Back-up light.
Front-side marker lights and reflectors.

STANDARD EQUIPMENT

ENGINE

Cummins Model V555.
225 Horsepower at 3,300 RPM.
425 ft./lb. maximum torque at 1700 RPM.
555 cubic inch displacement.
Water cooled, 8 cylinder.
Full flow oil filter.
Flexible, aircraft-type oil lines.
Magnetic drain plug in oil pan.
500 C by-pass oil filter.
Single 4" exhaust system.
Vertical muffler and tail pipe.
Donaldson muffler.
Tailpipe for 11'6" exhaust height from ground.
Donaldson dry-type air cleaner.
Heavy-duty free-flow piping and aircraft-type clamps at all connections.

FRAME

Heat-treated (110,000 yield) die quenched steel.
10 $\frac{1}{2}$ " frame depth with 3 $\frac{1}{2}$ " flange width and $\frac{3}{16}$ " thickness web.
Total resisting bending moment per side—1,547,700.
Total Section Modulus—14.1.

FUEL TANK

One 50 gallon 24 $\frac{1}{2}$ " diameter aluminum tank behind the cab.

HEATER-DEFROSTER

Kenworth fresh air heater with adjustable defrosters.

STEERING

Gemmer with malleable housing.

SUSPENSION—FRONT

Constant rate leaf spring 4" wide x 54" long. Second stage—aeon cushion.
Chrome vanadium steel, shot-peened on tension side.
Steel shackle, polyurethane drive pins.
Rated at 12,000 lb. ground load capacity.

SUSPENSION—REAR

Kenworth T.B.B. rear suspension.
Model 38,000 lb. capacity at ground.

TIRES

Front and rear: 10.00x20 (10 furnished).
12-ply, 100 level.

TRANSMISSION

Fuller Model RT-610 with 10 speeds forward and 2 reverse.
Spicer mainshaft 1710 series with needle-bearing universal joints and Glide-Cote spline.
Spicer 1710 inter-axle shaft series with needle-bearing joints and Glide Cote splines.

OPTIONAL EQUIPMENT

AXLES, FRONT

FF-921-RSA
FF-921-TW
FL-901-N, 18,000 lbs. capacity.
FL-901-RDA
FL-901-P

AXLES, REAR

18121 Eaton, 22,000 lbs. capacity.
19121 Eaton, 23,000 lbs. capacity.
38 & 380 Series Eaton, 38,000 lbs. capacity.
SSH D Rockwell, 44,000 capacity.
D-400 Eaton, 44,000 capacity.

BRAKES, PARKING

Captive air reservoir with automatic cab control for emergency release of spring brakes.

BRAKES, SERVICE

Moisture ejection valve.
Wagner-Lockheed alcohol injector.
Bendix-Westinghouse Air System Guard. AD-1 with heat.
Hand control valve to actuate truck brakes.
Flip valve on dash to actuate truck brakes.

CAB

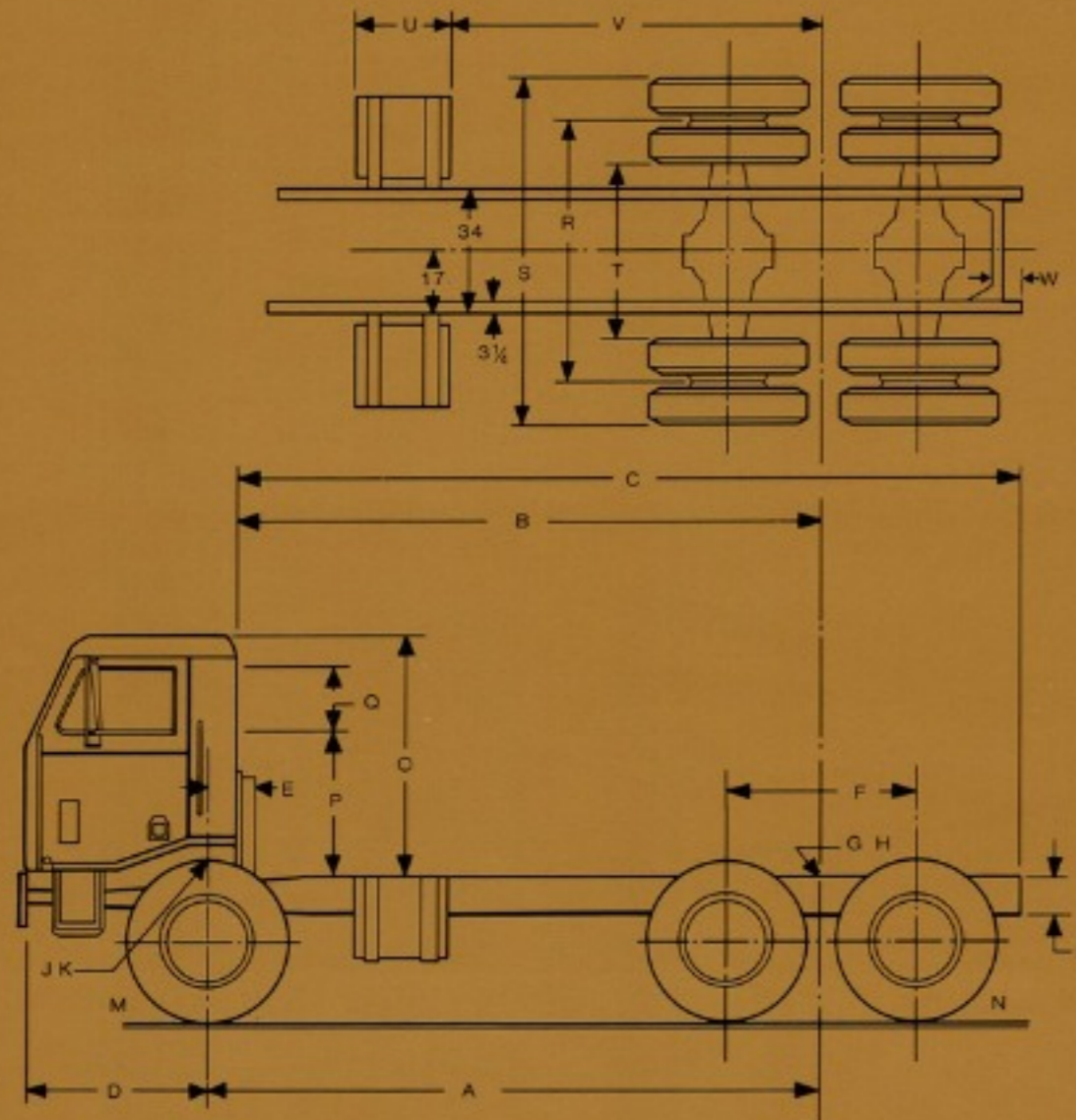
Bostrom driver seat.
Double core heater.
Dual defroster fans.
Heated mirrors.
Additional air horn.
Passenger sun visor.
Radiator bug screen.
Door pads.
Hood blanket.
Winter front.
Combination fresh air heater-air conditioner.
Plus many options for instruments and controls.

CLUTCH

Lipe-Rollway 14" 2-plate pull-type clutch.
Lipe-Rollway cushion and dampened-hub clutch discs.

Continued on back page

THE KENWORTH HUSTLER BODY BUILDERS' DIMENSIONS



A WHEELBASE	Optional	M TIRE SIZE FRONT	Optional
B BACK OF CAB TO C/L BOGIE	Optional	N TIRE SIZE REAR	Optional
C BACK OF CAB TO END OF FRAME	Optional	O CAB HEIGHT	59 1/2"
D FRONT BUMPER TO FRONT AXLE	50 1/2"	P FRAME TO REAR WINDOW	36"
E FRONT AXLE TO BACK OF CAB	10"	Q REAR WINDOW SIZE	Optional
F REAR AXLE SPACING	52"	R TRACK	Optional
G REAR FRAME HEIGHT UNLADEN	Optional	S WIDTH O.A.	Optional
H REAR FRAME HEIGHT LADEN	Optional	T FACE TO FACE INSIDE TIRE	Optional
J FRONT FRAME HEIGHT UNLADEN	Optional	U FUEL TANK LENGTH	Optional
K FRONT FRAME HEIGHT LADEN	Optional	V FUEL TANK LOCATION	Optional
L FRAME CHANNEL DEPTH	Optional	W REAR C.M. LOCATION	Optional

STEP INSIDE

Take a tour of the cab. First off, note how easy it is to get in. Just step up and that's it! Plant yourself in the comfortable driver's seat. An optional air seat is also available for added driver comfort.



The dashboard is molded Cyclocac® that's sturdy and yet attractive with a wood-grained finish insert. Black dial, side-illuminated instruments are easy to read and meet the latest RCCC recommendations—being grouped according to importance and frequency of use.

Even the smart looking leatherette headliner is functional in that it helps deaden sounds — as does the foam insulation above it. The engine tunnel, seat risers, and floor is one piece of molded, reinforced fiberglass backed with plywood for additional strength. Matching leatherette door pads and engine tunnel pads are handsome options and also help deaden sounds.

As you can see, functional quality is what the HUSTLER is all about. It is designed to meet the most rugged demands you can require of a truck and still be comfortable and convenient for the driver. It's difficult to compare the HUSTLER to most other middleweights. First, because the HUSTLER has many heavy-duty features. And secondly, because the HUSTLER you order is put together with the components you "spec" — choices you won't get in all competitive middleweights!

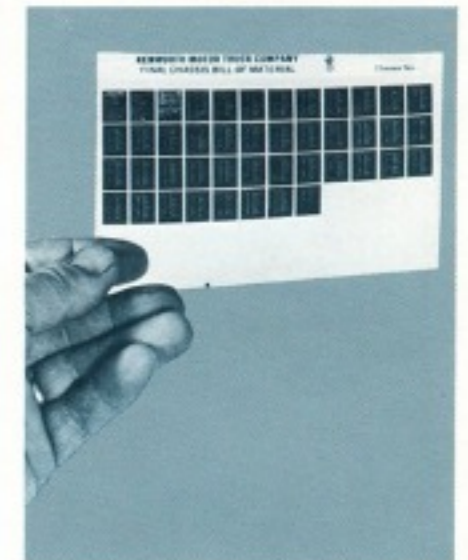
As you know, quality always cost a little more to begin with. And if it's a Kenworth, it's bound to be worth it.

The cost of the HUSTLER is probably a little more than most middleweights. But over the life of the truck, the HUSTLER will most likely be more economical than your second choice!

PARTS & SERVICE

Time and thoughtful engineering also makes the HUSTLER a better truck when it comes to parts and service. While it's still a middleweight, many of the parts on the HUSTLER are interchangeable with class 8 trucks.

But that's not the whole story. For each HUSTLER produced, every KW distributor across the country receives the complete specifications for that truck!



Match this information with the kind of proud mechanics you'll find at a Kenworth distributor and you get more than just service.

After all, you can't produce outstanding trucks for more than 50 years and not keep up with what's going on. And let's be honest — down-time is costly for you in terms of repair as well as time lost on the road. It's costly to us, too, in that we'd prefer to have a Kenworth on the road than in the shop.

That's why we suggest that you follow a well-planned preventative maintenance program, like the one in the maintenance manual that accompanies each new HUSTLER.

KENWORTH
TRUCK COMPANY

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