



**AUSTIN**

**WE K100** *Tipper*

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## *The* **AUSTIN WE K100** *Hydraulic Tipper*

The Austin WE K100 tipper is a well-designed truck, soundly built for hard work. With its ten-foot wheelbase it is extremely manoeuvrable in confined spaces and in its standard form is equipped with a timber end-tipping body.

However, the chassis and cab are ideally suited to other types of specialised bodywork, being available for this purpose either with or without EDBRO tipping gear.

Driver and crew of the three-man cab have also been given every consideration. All-steel construction and the extensive use of toughened glass in windscreen and windows are considerable safety factors in their favour. Provision for the inclusion of numerous items of optional equipment, such as heater and demister, forced cold fresh air blower and an additional windscreen wiper for the passenger side of the double-opening windscreen, make for better working conditions in whatever climate the vehicle operates.

With a choice of petrol or diesel engine and a single speed or two-speed axle, this vehicle is a dependable and profitable investment.

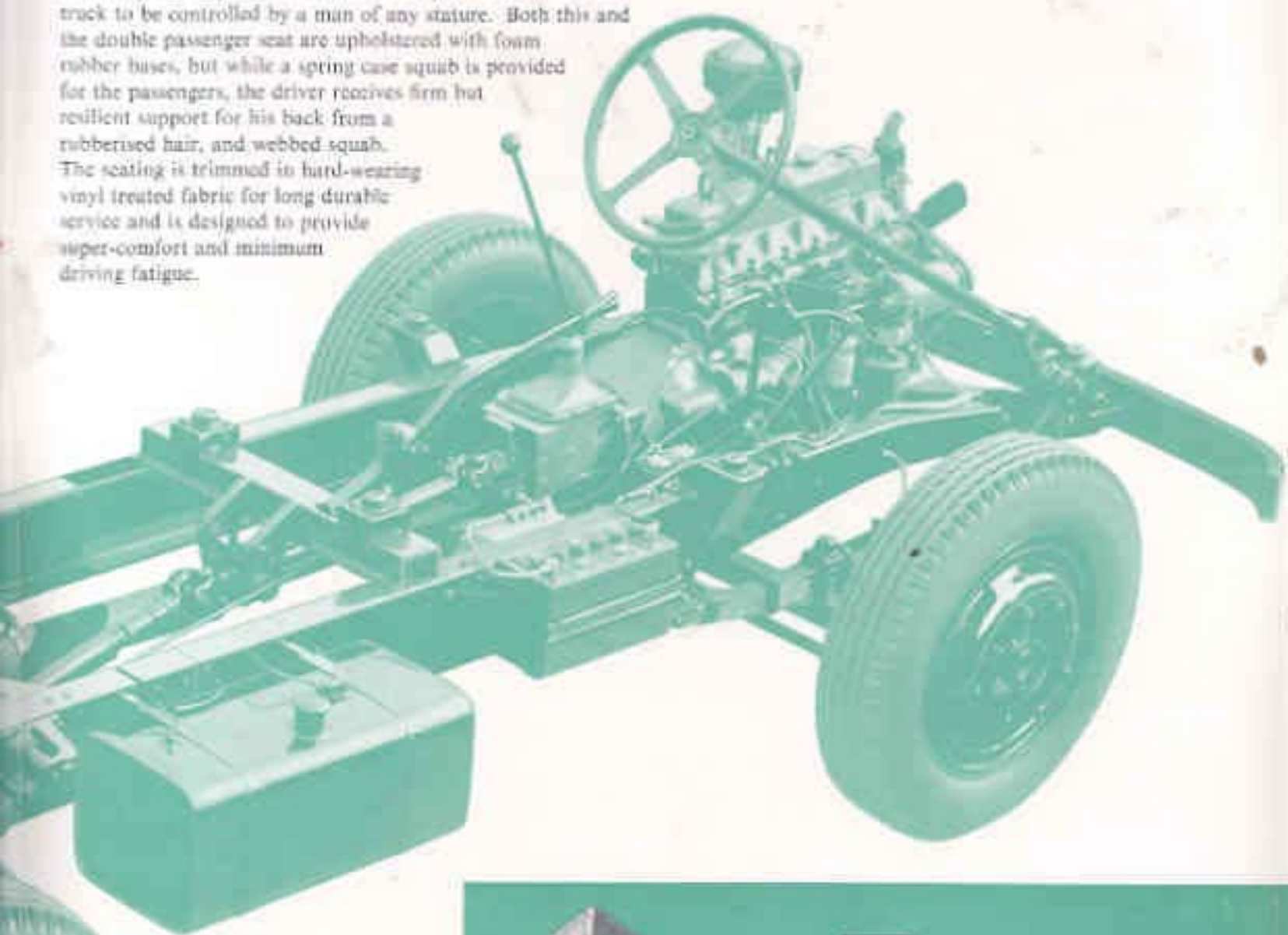
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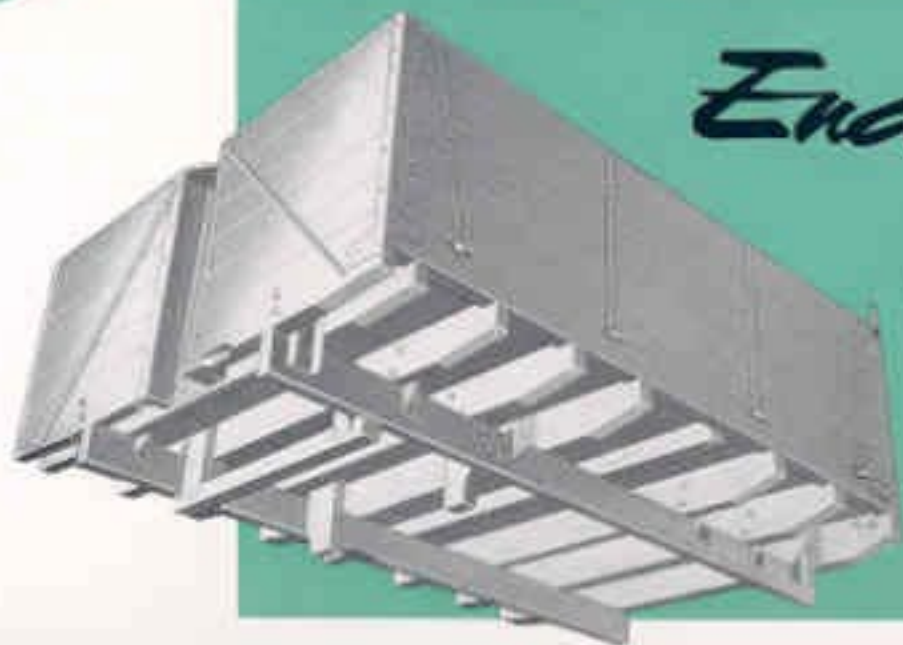
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# Comfortable and three-up!

A driving seat adjustable to one of four positions enables this truck to be controlled by a man of any stature. Both this and the double passenger seat are upholstered with foam rubber buses, but while a spring case squab is provided for the passengers, the driver receives firm but resilient support for his back from a rubberised hair, and webbed squab. The seating is trimmed in hard-wearing vinyl treated fabric for long durable service and is designed to provide super-comfort and minimum driving fatigue.



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## End-tipping

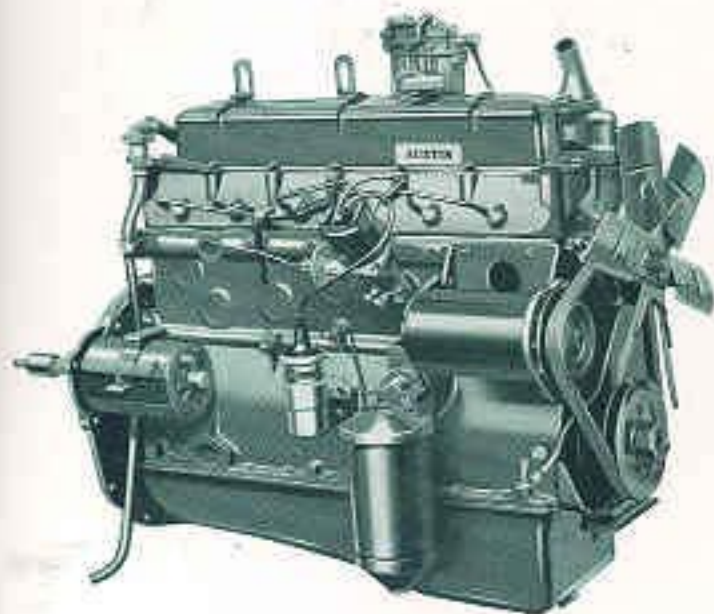
The end tipping body is constructed of seasoned timber. The underframe is specially designed to withstand the stresses of the tipping gear. Each side of the body is supported by the removable tailboard, which is positively retained by three cams of torsion bar.

A steel lining protects the general construction. The brackets and corner posts, and the rigid body of

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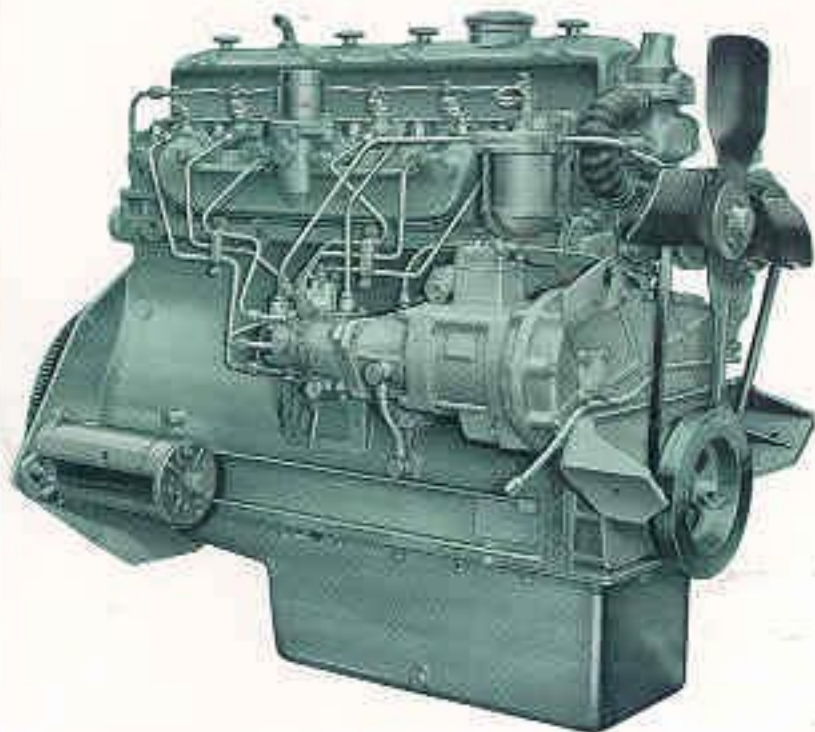


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## B.M.C. *Petrol* ENGINE

This four-litre, six-cylinder O.H.V. engine develops a maximum power of 90 B.H.P. at 3,000 R.P.M. A smooth-running unit, it has an extremely lively performance. For all markets it is equipped with an oil-bath air-cleaner, and a six-bladed fan is fitted for extreme tropical climates.



## B.M.C. *Diesel* ENGINE

Full diesel economy is available with this 5.1-litre six-cylinder O.H.V. engine, which has a high torque output at low revs. A robust seven-bearing crankshaft, fully counterbalanced and fitted with an external vibration damper, ensures long trouble-free service.



## *2 Speed* AXLE

For long hauls with maximum loads, a two-speed axle can effect a considerable saving, not only on fuel consumption but also on general wear and tear of the major mechanical assemblies. It is operated instantaneously from the cab by a finger tip control.

## *ing* BODY

Body is constructed from selected underframe is of robust proportions and and the continual stresses imposed on it by each side can be lowered if required and millboard, swing-linged at the top, is mounted on a lever-operated torsion bar. Protects the floor from damage whilst the construction, reinforced with steel struts, ensures an extremely strong body of 5 cubic yard capacity.



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