

An advertisement for Austin FFK100 and FFK140 trucks. The background is a watercolor-style illustration of a construction site with cranes and a building under construction. On the left, a large white truck is shown from a side profile, with a driver visible through the window. On the right, a smaller red truck is shown from a front view, with two people inside. The red truck has a license plate that reads 'FFK 100'. The text 'AUSTIN' is visible on the front grille of the red truck and on a badge on the white truck. The overall style is a classic mid-20th-century advertisement.

AUSTIN

FF K100

FF K140

FORWARD CONTROL

TRUCKS



AUSTIN FF K140

120 inch (3.04 m.) Wheelbase
130 inch (3.31 m.) Wheelbase
160 inch (4.06 m.) Wheelbase

GROSS VEHICLE WEIGHT 22,960 lb. (10414 kg.)

When fitted with 8-20-20 fourteen-ply tyres 24,840 lb. (11179 kg.)



A choice of three wheelbase sizes, 9-1 or 5-7 liter diesel engines, four- or five-speed gearboxes, and single or two-speed axle, help to make the range of Austin FF K140 trucks one of the most universally acceptable in the 7-ton class. Five sturdy cross-members rigidly brace the pressed-steel frame, while the exceptionally robust front axle and extra-strong leaf-spring suspension with additional rear helper leaves will safely carry a full gross load of 104 tons (10,414 kg.) on standard tyres. By fitting 8-20-20 fourteen-ply tyres, at slight extra cost, the gross vehicle weight of all FF K140 trucks can be increased to 11 tons (11,179 kg.).

Designed to handle the toughest salvage job, drive on bad working surfaces and reduce turning circles to a new low level, these durable 7-tonners will satisfy the needs of the most exacting operator. It is essential, however, that the choice of power and transmission units are carefully made according to the type of work undertaken. For really grueling conditions, such as regular off-the-road work, the fitting of a five-speed gearbox and a two-speed rear axle is strongly recommended.



Included in the bodywork of a chassis front-end unit, are windscreen with wipers, complete floor, engine covers, front grille panel with side- and headlamps, and complete fascia panel with all instruments and switches.



Extra strong chassis frame



AUSTIN FF K100

120 inch (3.04 m.) Wheelbase
100 inch (4.06 m.) Wheelbase

GROSS VEHICLE WEIGHT 18,480 lb. (8392 kg.)

When fitted with helper springs and 8-20-20 twelve-ply tyres 20,160 lb. (9144 kg.)

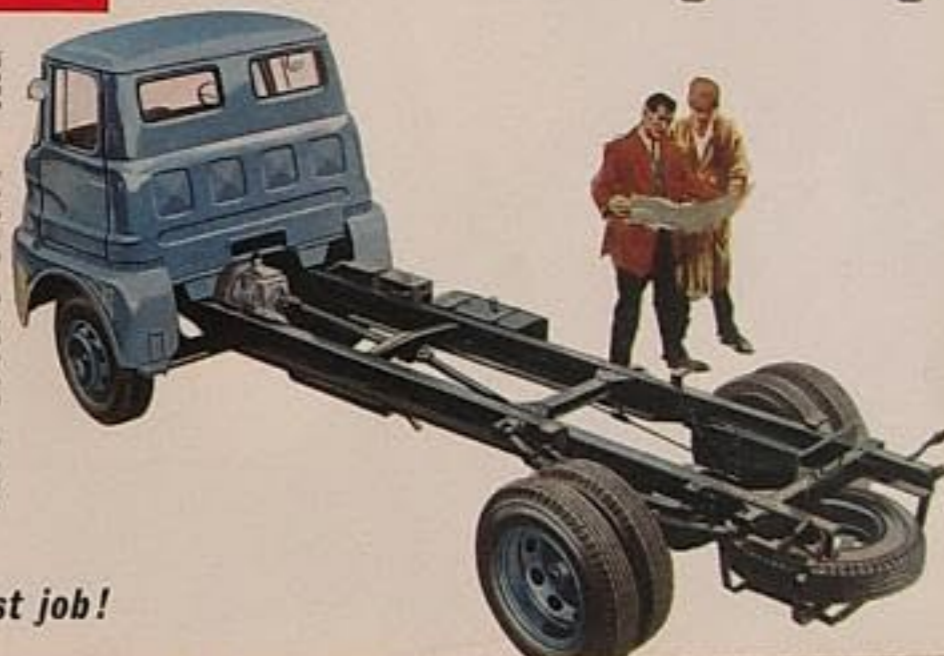


All Austin FF trucks are available as chassis only, chassis/scuttle or chassis front-end units. Depicted above is the bodywork in chassis scuttle form. This includes the complete floor, engine covers, front grille panel with side- and headlamps, and fascia rail with all instruments and switches.

FF K100 vehicles with 160 in. (4-06 m.) wheelbase can be supplied complete with timber dropside or platform bodies, and with the 120 in. wheelbase truck, are also available as chassis/cab, chassis front-end, or chassis/scuttle units for use with specialised bodywork.

With standard 7-20-20 ten-ply tyres the gross vehicle weight of this 5-tonner is 8 1/2 tons (8392 kg.). However, 8-20-20 twelve-ply tyres, together with helper leaves (standard for Expert) on the rear springs, can be fitted at extra cost, allowing an increase in gross vehicle weight to a maximum of 9 tons (9144 kg.).

Petrol or diesel power is available, with four-speed gearbox and single speed axle as standard equipment. For more specialised operation, a 5-speed gearbox and/or two-speed axle is offered at extra cost.



.. for the toughest job!



AUSTIN FF K140 TIPPERS

With
UNDERFLOOR RAM
by Telehoist

With
FRONT RAM
by Edbro

Operators with a preference for an underfloor ram gear will be quick to appreciate the many practical features of the Telehoist tipping gear. Not least among them is the gain in body length, the protection afforded to the ram from weather and load damage and the self-contained ram unit which incorporates its own oil reservoir, rotary control valve and by-pass valve. The hydraulic system has ample power in reserve, for whereas the total capacity is 2,000 lb. sq. in., the fully laden operating pressure is only two-thirds of that amount. The double telescopic ram has an internal by-pass valve that comes into operation at the end of the stroke and automatically releases pressure in the hydraulic system. Both power take-off and rotary valve controls can be operated from within the cab, and a useful feature of this gear is that the body can be held, or lowered, with the power take-off still engaged. Moreover, the truck can be driven whilst tipping for load spreading purposes.

Overall length of FF K140 Telehoist Tipper—18 ft. 2 in. (5.54 m.)

Approximate unladen weight—
2 tons 10y cwt. (4025 kg.)



This all-steel, six cubic yard, and tipping body is specifically designed to give maximum strength with minimum weight. The floor structure comprises ten pressed section members, two of which form the main longitudinal, while the remaining eight are crossmembers. These give adequate support to the 10 gauge sheet steel flooring. Sides and front are fixed and the tail-board is hinged at the top and fixed with a quick-action self-locking mechanism at the bottom. Inside dimensions are 12 ft. long by 7 ft. wide, while the body sides are 3 ft. deep and calibrated in accordance with sand and gravel regulations.

These two fully equipped Austin FF K140 Tipper have six cubic yard, steel, and tipping bodies mounted on the 10 ft. (3.05 m.) wheelbase chassis. In standard condition, the FF K140 Tipper is supplied with a four-speed gearbox and a single-speed (5.67:1 ratio) rear axle. However, for off-the-road or extra-heavy duty work, there is the option of a five-speed gearbox and a two-speed axle, at extra cost.



An alternative, but equally attractive proposition is this FF K140 Tipper with Edbro front-mounted ram. Hydraulic power is provided by the well-proven Edbro six-cylinder swash plate pump and power take-off. This is mounted directly on to the side of the gearbox, thus eliminating the need for any exposed drive shafts or joints.

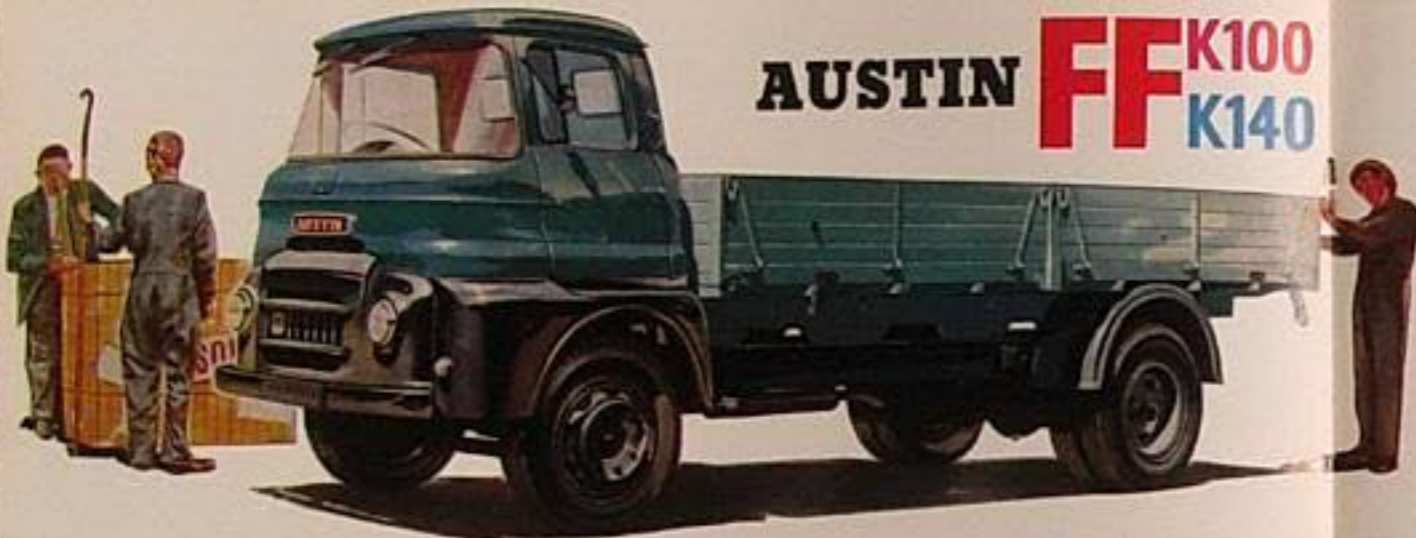
The ELN type ram assembly incorporates a single-acting double telescopic ram, rigidly mounted in a sturdy cradle that also forms the oil reservoir. A three-position neutral control valve is attached beneath. Both power take-off and neutral

valve selector handles are situated in the cab, within easy reach of the driver. 'Raise', 'Hold' and 'Lower' positions are provided and an excellent safety feature is the provision of an automatic locking device which positively prevents accidental operation of the selector handle, thus avoiding the risk of a laden body strutting down on to the chassis frame. This model, also, can be driven whilst tipping.

The all-steel, and tipping body has drop-sides, and is electrically welded throughout. Built up on channel section longitudinal runners with pressed section underframes and cross-braces, the body has a floor of 10 gauge sheet steel. The sides are hinged at the bottom, while the tailboard is hinged at the top and fitted with a quick release locking mechanism. Interior dimensions are 11 ft. long by 6 ft. 10 in. wide by 2 ft. 3 in. deep. This body, too, is calibrated to a capacity of six cubic yards.

Overall length of FF K140 Edbro Tipper—17 ft. 8 in. (5.41 m.)
Approximate unladen weight—2 tons 10y cwt. (4001 kg.)





AUSTIN **FF**^{K100} ^{K140}

The FF K100 Truck, with a deck length of 16 ft. 6 in. (5.02 m.), will have a general appeal to most operators with a 5-ton load to carry, but more particularly to those handling timber, tubing or similar lengthy loads.

Such is the design of these trucks, that specialist operators will find the maximum recommended rear overhang of 8 ft. 8 in. (2.67 m.) extremely generous when building bodies for work of a specific nature. For pentachassis and box-van bodies in general, the FF K100 will prove a most economical and dependable investment, capable of accommodating a body of up to 18 ft. 4 in. (5.59 m.) in length.

For lighter work, the FF K140 chassis with 120 in. wheelbase is the ideal basis for the many and varied types of tipping gear and 5 cubic yard bodies available, particularly where a longer-than-usual deck length is required.

Increasing the scope of operation still further is the availability, at extra cost, of rear helper springs and 8 20-20 heavy-duty tyres permitting an increase in gross laden weight from 8½ tons (2000 kg.) to a maximum of 9 tons (2744 kg.).

Austin factory-built timber dropside and platform bodies on the FF range of trucks have a reputation for standing up to the rigours of tough everyday service. Constructed from dressed seasoned timber, they have a rugged underframe crossbraced to give uniform support along the entire body length. The load area is longitudinally reinforced with steel strips, which not only help to prevent damage to the floor timbers, but greatly facilitate easy loading.

Platform trucks have a low fallboard, to prevent a sloping load, which is nevertheless removable for loading purposes. It is also worthy of note, that the sides and stanchions, corner posts and fallboard of Austin FF dropside trucks can be completely removed enabling them to be used as platform trucks if the necessity arises.

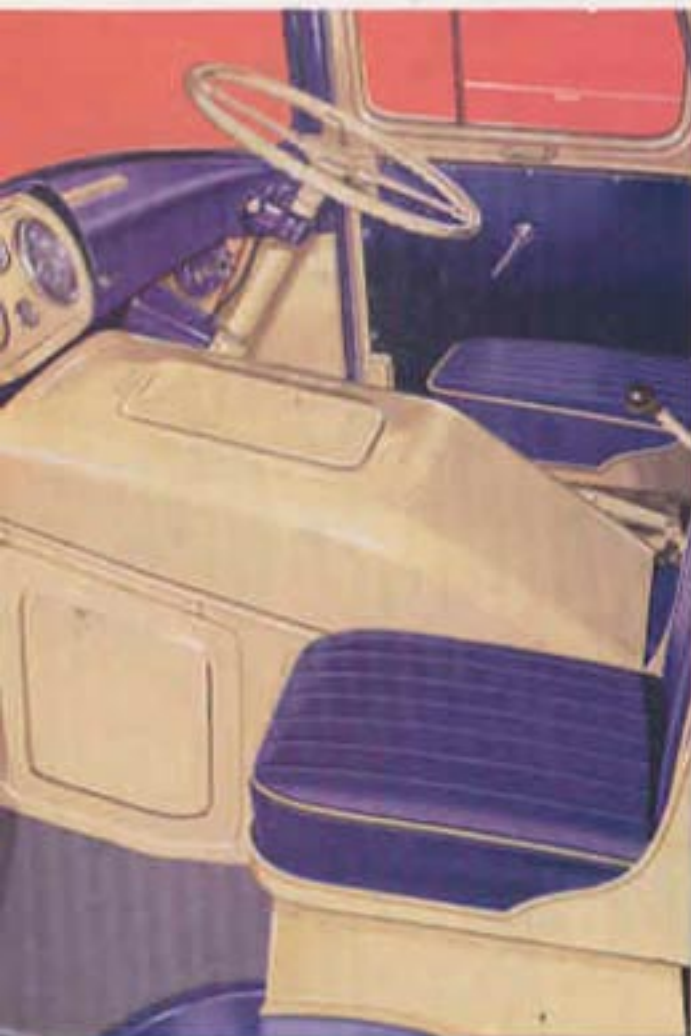


FF K140 trucks having either a 120 in. (3.05 m.) or 144 in. (3.66 m.) wheelbase are available with factory-built timber dropside or platform bodies with a deck length of 16 ft. 6 in. (5.02 m.) and 17 ft. 6 in. (5.34 m.) respectively. Chassis rails, front-end and scullie units are also available, if required, for specialised purposes. Always of fundamental importance, the turning circles of the FF K100 range are comparatively small in proportion to their wheelbase. Manoeuvrability is further enhanced by the use of high efficiency cast and steel steering—with the option, at extra cost, of power assist steering.

But the least among the safety features to inspire confidence at the wheel is the installation of vacuum-boost-assisted hydraulic brakes, which with two-leading-shoe action provides the sort of dead-line stopping power needed in today's driving conditions. For drivers night driving the comprehensive electrical equipment of all FF trucks includes powerful double-dipping headlights and twin integral lamps, while flashing direction indicators (standard on FF K140 models for export) can be fitted at extra cost if desired.

CAB COMFORT . . .

Super luxury is the keynote in the design and manufacture of the Austin 'FF' cab. It is robustly constructed from tough steel panel pressings, and provides a high degree of comfort through the numerous features devised with only the best interests of the driver and passenger in mind.



CONTROLS

Clutch, brake and accelerator pedals are specially designed for ease of operation, and electrical switches are near to hand.

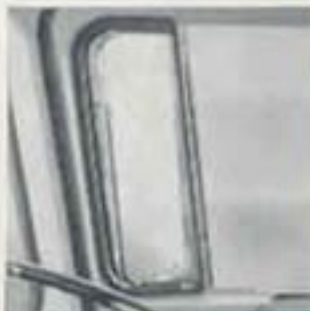
TOOL LOCKER

The passenger seat is rigidly mounted over a steel locker which will accommodate most of the equipment and tools required for normal routine maintenance.



INSTRUMENTS

Steadily graduated instruments, a 20 in. (51 cm.) steering wheel and conveniently placed controls are seen on the driver's side.



SEAT

The driving seat, which has a foam rubber cushion and rubberised hair squab trimmed in vinyl treated fabric, is instantly adjustable fore and aft as well as for height.

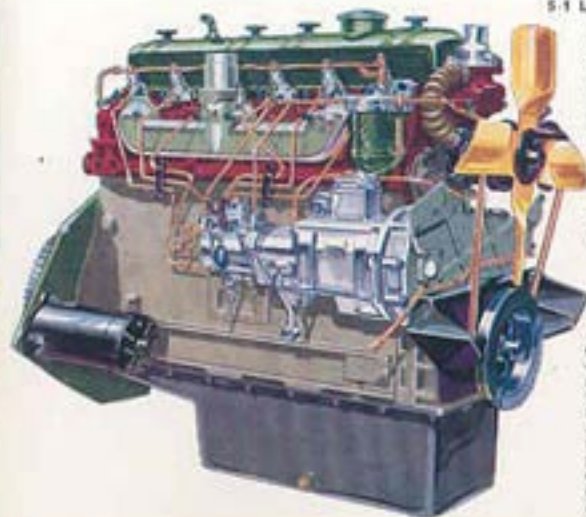
VENTILATION

Toughened glass ventilating panels fitted to the doors can be lowered to admit fresh air, or raised to a supply of fresh air as required. The doors must be locked for this. The front window can also be lowered to admit fresh air, or raised to prevent draughting.



Engine noise within the cab is restricted by close-fitting pressed-steel casings, the side panels being quickly detachable for routine maintenance. A hinged trap in the top cover gives access to the oil filler cap. Interior door casings are trimmed in durable vinyl treated fabric, while the roof and back panels are lined down to the waist-rail with composition board. A document box is recessed into the scuttle panel at each side of the cab, an interior light is fitted centrally above the windscreen and the floor is covered by two rubber mats.

Provision has been made for the inclusion of numerous optional extras, such as single or dual heater/demister units, sliding rear windows and single or dual sun visors.



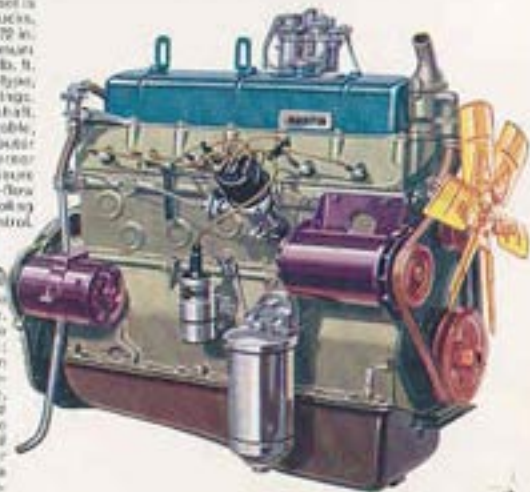
5.1 LITRE DIESEL ENGINE

Dependable and economical, this overhead valve diesel is an alternative power unit for FF K100 and FF K140 trucks. Six cylinders bore 3.74 in. (95 mm.), stroke 4.72 in. (120 mm.), cubic capacity 311.4 cu. in. (5093 c.c.); maximum power 105 h.p. at 2,500 r.p.m.; maximum torque 232 lb. ft. at 1,500 r.p.m.; compression ratio 18-5/1. Seven shaft-type, replaceable, steel-backed, copper-lead main bearings. Heavy-section forged-steel counterbalanced crankshaft. Forged-steel connecting rods with steel-type, replaceable, steel-backed, copper-lead big-end bearings. Distributor type fuel injection pump incorporates hydraulic governor set to limit engine speed to 2,400 r.p.m. High-pressure lubrication by rotor type pump through renewable 1/2-bow oil filter. 12-volt dynamo and starter motor. Cooling water circulated by pump and fan, with thermostat control.

4 LITRE PETROL ENGINE

(Available in FF K100 Trucks only.)

This engine is an economical and responsive overhead-valve six-cylinder unit of 243.8 cu. in. (3993 c.c.) capacity, bore 3.436 in. (87.3 mm.), stroke 4.20 in. (106.7 mm.), and compression ratio of 6-4/1; maximum power 80 h.p. at 2,000 r.p.m.; maximum torque 203 lb. ft. at 1,000 r.p.m. Forged-steel, four-main-bearing, counter-balanced crankshaft with steel-type, replaceable, steel-backed, with steel main and big-end bearings. Oil is forced to all cooling parts by gear-type pump through a 1/2-bow filter. Injection by coil and distributor with automatic and vacuum control. Ignition and retard. Mechanical pump feeds fuel to a Zwick down-draught carburettor. Cooling water circulated by centrifugal pump and fan, with thermostat control. 12-volt dynamo and starter motor.



OPTIONAL EXTRAS

The following items, available at extra cost, are listed under by model for easy reference.

FF K100

Rails.
Heater/demister (Single or twin).
Forced fresh air unit (Single or twin).
Shock Absorbers.
2-speed rear axle ratios: 8.50:1 and 8.11:1.
3-speed gearbox.
Mechanical Type Pump.
Flashing direction indicators.
Air-pressure-actuated brakes.
Power steering (Diesel models only).
2 1/2-28 inch-dia. tyres and helper springs for Heavy Market.
Vacuum Gauge.

FF K140

Rails.
Heater/demister (Single or twin).
Forced fresh air unit (Single or twin).
Shock Absorbers.
2-speed rear axle ratios: 8.14:1 and 8.14:1.
3-speed gearbox.
Mechanical Type Pump.
Flashing direction indicators (standard for Export).
Air pressure-actuated brakes.
Power Steering.
2 1/2-28 inch-dia. tyres.
2 1/2-28 inch-dia. tyres.
Vacuum Gauge.
14 inch frame extensions for 66 inch wheelbase chassis cab, front-end chassis.
4 7/8 inch diesel engine (bore 3.56 in. (90 mm.); stroke 4.72 in. (120 mm.)). Maximum power 120 h.p. at 2,500 r.p.m. (Other details as for 5.1 litre diesel.)



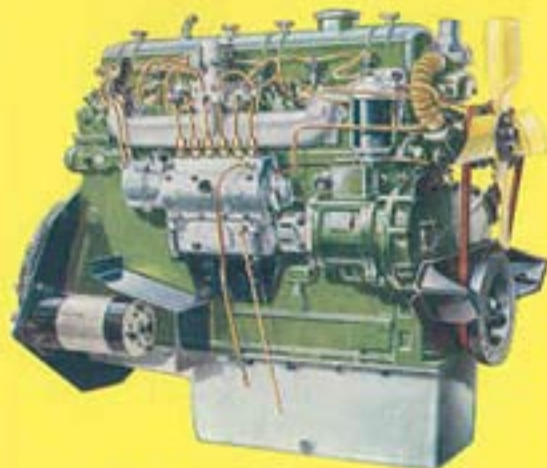
2-Speed axle



3-Speed gearbox



Power-assisted steering



5.7 litre Diesel engine