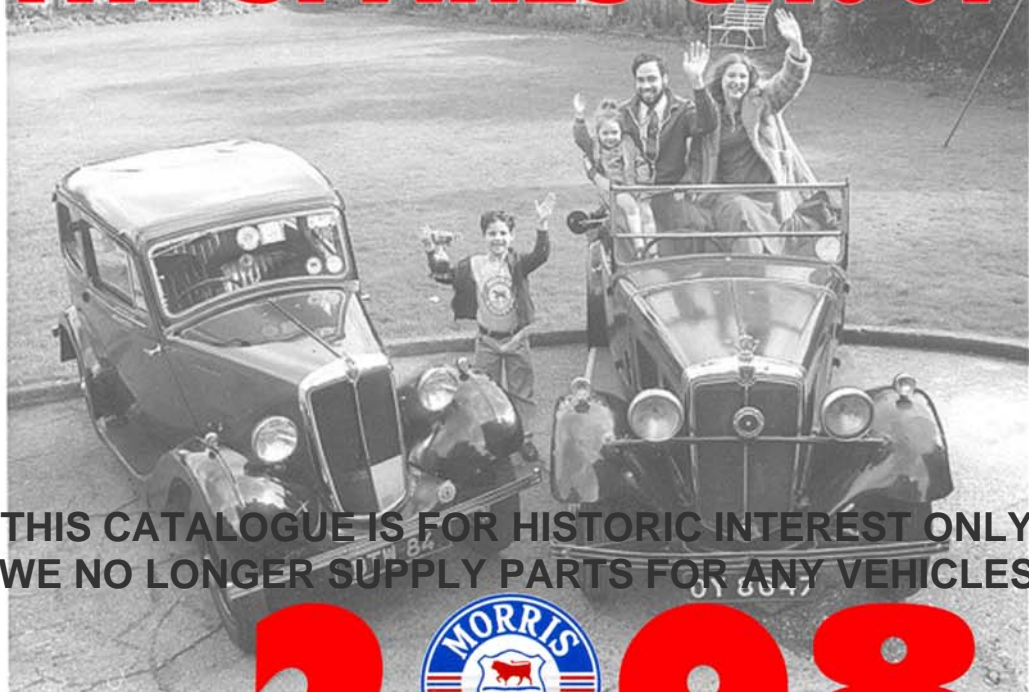




THE SPARES GROUP



THIS CATALOGUE IS FOR HISTORIC INTEREST ONLY
WE NO LONGER SUPPLY PARTS FOR ANY VEHICLES

2008



ABOUT US

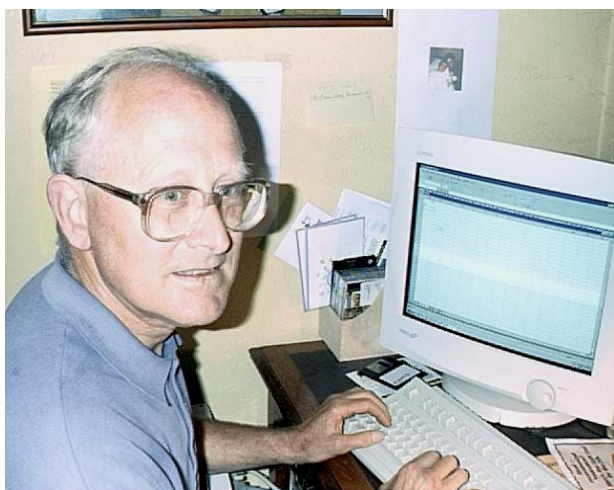
A N Other

We need someone to help us. This could be you!

John Feben

Married to wife, Herta. They have two children, Andrew and Katherine. John is a retired Civil Engineer and joined the Morris Register in 1992, and shortly after The Spares Group. He owns a 1932 Morris 10/4 pre series, special coupe. This he bought from a dealer in Guildford. It had been restored but requires some attention to the shock absorbers.

He is a valued member of The Spares Group "Back Room Team", taking care of the Accounts paperwork. John's other interests are Cycling, Family History research, Railway Modelling, Cooking, Walking & DIY.



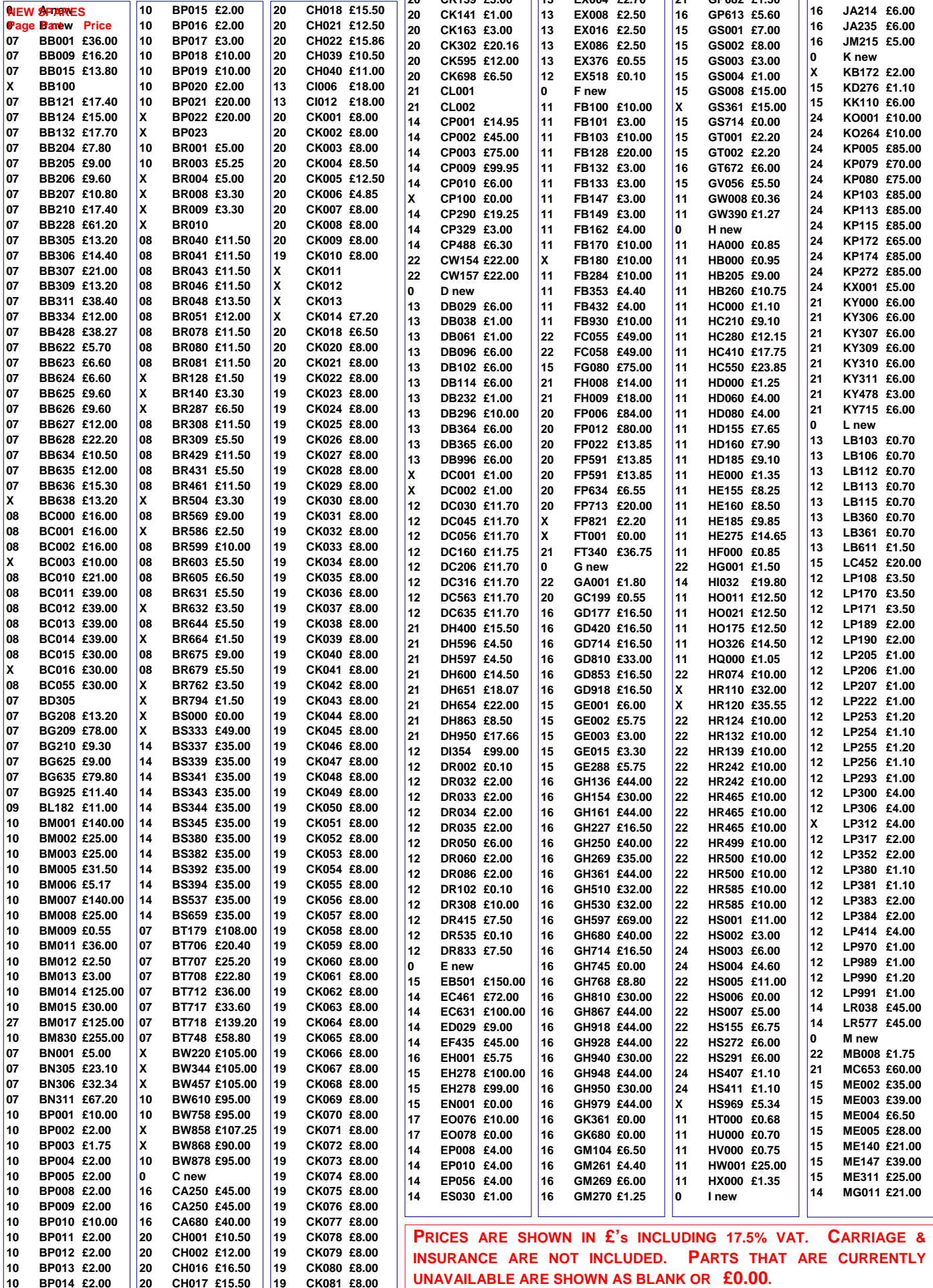
Jill & Adrian Tyndale

Married with son & daughter, Andrew and Amelia. Adrian joined The Spares Group in February, 1976 and they have both been involved with the Morris Register since 1972. Adrian is an Aikido teacher, whose hobbies include The Spares Group, Morris and MG cars. He is a member of the "British National Aikido Squad". In February, 1997. Adrian and seven other Squad members appeared on BBC Televisions, "The 11th Hour". They demonstrated their Aikido and teaching skills. Adrian & Jill met Hollywood Star, Steven Seagal (Actor & Martial Artist). Adrian owns a Morris Eight series 1, 2-door saloon. Jill, a 1934 10/4 pre-series Two-seater with dickie. They both met via the Morris Register. Jill's 10/4, known as "Victoria", appeared in the film version of "Dads Army".

Philip Charles Ellingham

Widowed with daughters Dawn & Jane. Phil, as he prefers to be known, joined The Spares Group in August, 1987 and has been involved with the Morris Register since 1970. He is a retired self-employed motor mechanic. His hobbies, apart from The Spares Group, are restoring old cars and collecting antiques. Phil has worked on the cars belonging to celebrities such as Dave Clark and the members of the "Status Quo", ever-popular rock-group. Claim to fame: He once appeared on the television program, "The Bernard Braden Show".





PRICES ARE SHOWN IN £'s INCLUDING 17.5% VAT. CARRIAGE & INSURANCE ARE NOT INCLUDED. PARTS THAT ARE CURRENTLY UNAVAILABLE ARE SHOWN AS BLANK OR £0.00.

09	MG021	£25.00	24	SA003	£0.50	22	SW004	£1.10	21	WT003	£17.60	27	CP010	£6.00	28	SA105	£70.00	X	SA835	£72.00
09	MG022	£25.00	24	SA004	£0.30	24	SW005	£1.10	21	WT004	£5.75	27	CP011	£82.00	28	SA106	£70.00	X	SA836	£72.00
09	MG031	£40.00	24	SA005	£0.20	23	SW006	£0.11	21	WT005	£17.60	27	CP012	£122.00	28	SA107	£70.00	X	SA837	£72.00
09	MG061	£50.00	24	SA006	£12.00	22	SW007	£1.37	21	WT006	£17.60	27	CP013	£129.00	28	SA108	£70.00	X	SA838	£72.00
09	MO011	£50.00	24	SA007	£12.00	22	SW009	£1.10	21	WT007	£17.60	27	CP014	£129.00	28	SA109	£70.00	28	SA839	£72.00
09	MO021	£50.00	24	SA008	£10.00	24	SX008	£10.00	21	WT008	£18.00	27	CP015	£129.00	28	SA110	£70.00	28	SA840	£72.00
09	MO031	£50.00	24	SA009	£0.85	24	SX394	£4.50	0	X new		27	CP016	£99.00	28	SA111	£70.00	28	SA841	£72.00
09	MO041	£50.00	24	SA010	£0.30	0	T new		0	Y new		27	CP017	£99.00	28	SA112	£70.00	28	SA842	£72.00
09	MO061	£50.00	24	SA011	£0.20	X	TC000	£0.60	0	Z new		27	CS001	£195.00	28	SA113	£70.00	28	SL001	£20.00
09	MO062	£50.00	24	SA012	£7.00	18	TC050	£35.20	27	CS002	£195.00	27	CS002	£195.00	28	SA114	£70.00	28	SL002	£20.00
09	MO141	£50.00	24	SA013	£7.00	18	TC052	£36.42	27	CS003	£195.00	27	CS003	£195.00	28	SA115	£70.00	28	SL003	£20.00
09	MO151	£50.00	24	SA014	£7.00	18	TC058	£40.06	27	CS004	£195.00	27	CS004	£195.00	28	SA116	£70.00	28	SL004	£20.00
09	MO171	£50.00	24	SA015	£7.00	18	TC060	£41.28	27	CS005	£195.00	27	CS005	£195.00	28	SA117	£70.00	28	SL005	£20.00
09	MO181	£50.00	24	SA016	£0.30	18	TC064	£43.71	27	CS006	£195.00	27	CS006	£195.00	28	SA118	£70.00	28	SL006	£20.00
09	MO261	£40.00	24	SA017	£0.30	18	TC072	£48.58	0	D rec		28	SA119	£70.00	28	SA119	£70.00	28	SL007	£20.00
09	MO271	£38.62	24	SA018	£1.50	18	TC090	£59.52	0	E rec		28	SA120	£70.00	28	SA120	£70.00	28	SL008	£20.00
13	MX001	£0.20	24	SA019	£1.50	18	TC094	£61.95	28	EH001	£5.75	28	SA121	£70.00	28	SA121	£70.00	28	SL009	£20.00
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23	NG400	£0.50	24	SA021	£1.50	18	TC999	£4.41	X	EH101	£41.00	28	SA123	£70.00	28	SA123	£70.00	28	SL011	£28.00
23	NG445	£0.50	24	SA022	£12.75	21	TF250	£3.15	X	EH102	£51.00	28	SA124	£70.00	28	SA124	£70.00	28	SL012	£20.00
23	NG500	£0.50	24	SA023	£0.54	18	TG008	£61.60	X	EH103	£33.00	28	SA125	£70.00	28	SA125	£70.00	28	SL013	£20.00
23	NG545	£0.75	24	SA024	£5.00	18	TG025	£60.00	X	EH110	£112.25	28	SA126	£70.00	28	SA126	£70.00	28	SL014	£20.00
15	NH001	£1.75	24	SA025	£0.54	18	TG044	£110.00	X	EH111	£36.75	28	SA127	£70.00	28	SA127	£70.00	28	SL015	£28.00
16	NM103	£3.00	13	SB001	£0.55	24	TR085	£14.00	X	EH112	£47.50	28	SA128	£70.00	28	SA128	£70.00	28	SL016	£20.00
16	NM103	£2.00	13	SB126	£6.00	14	TR121	£22.00	X	EH113	£28.00	28	SA129	£70.00	28	SA129	£70.00	28	SL017	£20.00
23	NW001	£5.00	13	SB135	£6.00	24	TR176	£45.00	X	EH500	£95.00	28	SA130	£70.00	28	SA130	£70.00	28	SL018	£20.00
23	NW002	£5.00	13	SB158	£0.55	09	TR181	£18.70	28	EH800	£140.00	28	SA131	£70.00	28	SA131	£70.00	28	SL019	£20.00
X	NW003	£1.10	13	SB214	£6.50	0	U new		X	EH801	£33.75	28	SA132	£70.00	28	SA132	£70.00	28	SL020	£20.00
23	NX002	£3.60	13	SB370	£10.00	22	UB008	£8.00	X	EH802	£47.50	28	SA133	£70.00	28	SA133	£70.00	28	SL021	£20.00
23	NX003	£1.10	18	SC001	£35.00	22	UB010	£9.00	X	EH803	£28.00	28	SA134	£70.00	28	SA134	£70.00	28	SL022	£20.00
21	NX004	£0.00	18	SC002	£30.00	22	UB011	£10.00	28	EH900	£115.00	28	SA135	£70.00	28	SA135	£70.00	28	SL023	£28.00
10	NX005	£0.55	18	SC003	£26.00	22	UB012	£6.75	X	EH901	£36.00	28	SA136	£70.00	28	SA136	£70.00	28	SL024	£28.00
16	NX006	£0.95	21	SF001	£0.50	22	UB013	£6.75	X	EH902	£47.50	X	SA200		28	SA200		28	SL025	£28.00
21	NX008	£5.00	21	SF100	£0.32	22	UB014	£6.75	X	EH903	£28.00	X	SA200		28	SA200		28	SL027	£28.00
0	O new		21	SF125	£0.42	0	V new		0	F rec		X	SA201		28	SA201		28	SL028	£28.00
17	OG001	£12.00	16	SG008	£8.80	14	VA001	£22.00	27	BM002	£25.00	28	SA202		28	SA202		28	SL011	£28.00
22	OL040	£3.75	18	SG014	£1.50	17	VC165	£3.00	27	BM003	£25.00	28	FP012	£80.00	X	SA203	£120.00	28	SL102	£28.00
22	OL140	£6.00	15	SH001	£2.50	17	VC282	£4.50	27	BM005	£31.50	X	FP686	£11.00	X	SA204	£120.00	28	SL103	£28.00
17	OP093	£3.00	15	SH002	£2.50	17	VE008	£12.00	27	BM007	£115.00	X	FP687	£9.00	X	SA205	£120.00	28	SL104	£28.00
17	OS001	£2.20	15	SH003	£2.50	17	VE009	£12.00	27	BM008	£25.00	X	FP821	£2.20	X	SA206	£120.00	28	SL105	£28.00
22	OS004	£2.20	15	SH004	£22.00	X	VE010	£96.00	10	BM009	£0.55	0	G rec		X	SA401	£84.00	28	SL106	£28.00
15	OS005	£4.00	15	SH005	£8.95	17	VE020	£12.00	10	BM011	£36.00	0	H rec		X	SA402	£84.00	28	SL107	£28.00
24	OS006	£1.50	15	SH006	£5.50	17	VE034	£12.00	10	BM012	£5.50	0	I rec		X	SA403	£84.00	28	SL108	£28.00
24	OS108	£1.10	15	SH007	£5.75	17	VE154	£12.00	10	BM013	£3.00	0	J rec		X	SA404	£84.00	28	SL109	£28.00
22	OS239	£1.10	15	SH008	£5.00	17	VE194	£12.00	27	BM014	£115.00	0	K rec		X	SA501	£146.87	28	SL110	£28.00
22	OS516	£2.70	15	SH009	£5.00	17	VE281	£12.00	10	BM016	£25.00	0	L rec		X	SA505		28	SL111	£28.00
0	P new		15	SH010	£5.00	17	VE282	£12.00	27	BM017	£115.00	0	M rec		X	SA506	£170.00	28	SL112	£28.00
17	PC001	£7.50	15	SH482	£5.00	17	VE315	£12.00	27	BM184	£115.00	0	N rec		X	SA507	£170.00	28	SL113	£28.00
X	PC002	£7.50	16	SM085	£3.00	17	VE417	£12.00	27	BM830	£199.00	0	O rec		X	SA508		28	SL114	£28.00
X	PC003	£7.50	16	SM095	£5.00	17	VE503	£12.00	27	BM903	£199.00	X	OL040	£3.75	X	SA511	£111.62	28	SL115	£28.00
X	PC004	£7.50	23	SP000	£3.00	17	VE823	£12.00	27	BM993	£199.00	X	OL140	£6.00	X	SA521	£111.62	28	SL116	£28.00
X	PC005	£7.50	23	SP001	£6.75	17	VE835	£12.00	10	BP002	£1.93	X	OP008	£70.00	28	SA801	£72.00	28	SL117	£28.00
X	PC006	£7.50	23	SP002	£6.75	17	VE872	£12.00	10	BP003	£1.50	X	OP009	£70.00	28	SA802	£72.00	28	SL118	£28.00
X	PC007	£7.50	23	SP003	£11.00	17	VE980	£12.00	10	BP004	£1.93	X	OS001	£2.20	28	SA803	£72.00	28	SL119	£28.00
X	PC008	£7.50	23	SP004	£16.00	17	VE991	£12.00	10	BP005	£1.65	X	OS008	£0.25	28	SA804	£72.00	28	SL120	£28.00
17	PE034	£60.00	23	SP008	£3.00	17	VG006	£4.50	10	BP008	£1.85	X	OS009	£0.25	28	SA805	£72.00	28	SL121	£28.00
17	PE041	£60.00	23	SP009	£8.00	17	VG008	£4.50	10	BP009	£1.65	X	OS010	£0.25	28	SA806	£72.00	28	SL122	£28.00
17	PE052	£60.00	23	SP010	£8.00	17	VG015	£7.00	10	BP010	£5.65	X	OS011	£0.25	28	SA807	£72.00	28	SL123	£28.00
17	PE080	£60.00	23	SP030	£13.75	17	VG067	£4.95	10	BR001	£3.30	X	OS092	£51.04	28	SA808	£72.00	28	SL124	£28.00
X	PE163	£82.50	23	SP035	£8.50	17	VS084	£5.04	10	BR003	£5.25	X	OS999	£11.00	28	SA809	£72.00	28	SL125	£28.00
17	PE580	£199.00	23	SP087	£1.65	17	VS106	£3.30	27	BW220	£80.00	0	P rec		28	SA810	£72.00	28	SL126	£28.00
X	PE703	£110.00	23	SP088	£1.65	17	VS123	£5.04	27	BW228	£80.00	X	PU001	£10.00	28	SA811	£72.00	0	T rec	
17	PE731	£80.00	23	SP089	£1.65	17	VS198	£4.50	27	BW327	£80.00	X	PU002	£10.00	28	SA813	£72.00	0	U rec	
17	PE804	£60.00	23	SP328	£8.50	17	VS201	£5.00	27	BW344	£80.00	X	PU003	£5.00	28	SA814	£72.00	0	V rec	
0	Q new		23	SP347	£13.75	17	VS333	£3.30	27	BW457	£80.00	X	PU004	£5.00	28	SA815	£72.00	0	W rec	
22	QL152	£20.00	23	SP368	£13.75	0	W new		27	BW561	£80.00	X	PU005	£3.00	28	SA816	£72.00	0	X rec	
0	R new		23	SP501	£13.75	21	WB351	£10.75	27	BW610	£75.00	X	PU008	£10.00	28	SA817	£72.00	0	Y rec	

THE SPARES GROUP

WEBSITE: <http://www.spares-group.co.uk>

IF YOU CANNOT FIND THE PART YOU NEED IN OUR CATALOGUE, WHY NOT POST A REQUEST TO OUR WEBSITE?

EQUALLY IF YOU HAVE SURPLUS PARTS, WHY NOT POST THE DETAILS TO OUR WEBSITE AND THEY WILL BE ADVERTISED FOR YOU.

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RD 5567 - THE FAMILY'S PENSIONER

Lieutenant-Colonel G.P. Blaker - Morris Register Membership No: 2595/1

3rd June 1999



Sixty-five years ago her sisters gave my spinster great-aunt a rather special present for her sixtieth birthday. It was a modern, with-it, present; soft-topped and green, the latest thing in fashionable design. It was a Morris Ten-Four, with a dicky seat and a retractable canvas hood. The guarantee card reminds me that it was registered on 26th May 1934. It gave my great-aunt much joy; it gives me much joy still.

Not many Morris Tens, I believe, were built in this style. Most of them came in saloon form. In 1957 - I think it was - I remember parking in Cadogan Square next to a motor car almost identical, in build and colour, to mine but I cannot recall having come across another one since. No doubt readers will tell me that it is high time that I came to Morris Register rallies and saw for myself that such models still exist but I am content, in my eccentricity, to dream that my motor car, if not unique, is unusual enough not to have rivals.

It has not had an exciting life. It does not even have a name. In my family it is known simply as The Old Green Car or occasionally, remembering its first owner, Aunt Janet's motor car. But for all sixty-five years of its existence it has graced the roads of the same little village, just west of Henley-on-Thames, and when my daughter drives it from time to time she is the fourth generation of our family to do so.

Sadly, and surprisingly, there are no pictures of the Old Green Car extant from the first twenty years of its existence and I don't quite know why. The first photograph which I have - and I cannot even find that now - shows me sitting in it as a teenager and the flags and bunting on the walls of the house behind indicate that the picture was taken during the summer of Coronation Year - 1953. It was in the following year, a few months before Aunt Janet died, that she gave the vehicle to my father and that I myself, having recently passed my driving test, drove it for the first time. I took it to Aunt Janet's funeral, just as forty-two years later I drove it to the funeral of her niece, my mother.

We started at once to keep a petrol log book (it is still in use) and the first entry, on 20th December 1954, shows the mileage reading as 37,240. The reading on 25th May 1999, the day before the motor car's sixty-fifth birthday, was 88,592. Aunt Janet therefore must have used it quite a lot in the late Thirties because it spent most of the war years, when petrol was rationed and hard to come by and when road licences for the most part were restricted for periods when fathers came home on leave, in its garage. At any rate it does not seem to have been licensed at all during 1943 and 1944. After the war Aunt Janet did little more than potter round the local area in it, mainly going to Henley and back to do some shopping, although my poor old uncle, a gallant and decorated soldier who took to gin and died of it, commandeered the vehicle for one or two months when he was invalided out of the Service in 1952.



My father handed ownership of the Old Green Car over to me in 1960 when I was an undergraduate at Cambridge (my University permit of 1961, which I have still, seems to be in the same format as permits issued by the University today) although I had been its main driver during the preceding years. Indeed during my National Service it was my only motor car - in York, in Chester and in Colchester - and I used it and, I am ashamed to state, treated it as any young subaltern uses or abuses his motor car; I have dim memories of driving it after a party at a relatively considerable speed for the time with four other young officers on board. Those were the days when a police constable would say "I think, Sir, that you have had a little too much to drink; you had better go home!". It was a different world.

As the motor car and I grew older together it was treated with more respect. When, as a regular army officer, I was stationed in the Far East my mother and father maintained and cherished it and drove it with the care which it deserved. Maturity, marriage and children and the dawning realisation that I had inherited something precious brought out the conservationist in me. For the past thirty years, as other cars have come and gone, Aunt Janet's motor car has occupied the same place in our garage, always taxed, always insured, but used only at infrequent, but regular, intervals, year-in year-out, on dry days for short journeys. Indeed it is at its most glorious when wandering across country along little Oxfordshire lanes with the hood down. - and pretty girls are still taken in by it, as well as occasionally being taken out in it!

Mechanically it is sound. Seven years ago the engine was in distress but kind Mr Adrian Tyndale, of the Morris Register, carried out some major surgery on it with great skill and one can say almost literally that now it is in its second childhood. The engine runs so sweetly again. The brakes are a bind though - also literally! A design fault, I am told, but they really are tiresome and brakes applied are liable to stay applied. Spectacularly recently, having halted at a red traffic light at a busy cross-roads in the Fulham Palace Road in London, the vehicle would not budge, like an obstinate donkey, with the brakes full on. We must have been a confounded nuisance to others for a bit, I am afraid.

Most of the bodywork is original. The badge of Hewens Garages of Reading, a firm long-since defunct, from which the vehicle was bought, still adorns the engine compartment and the interior trim is almost as it left the factory. The original hood leaked over my late father during a rainstorm in 1955 and he had it replaced with another one with a slightly wider rear window. Both headlights now dip together in accordance with the requirements of the modern Road Traffic Acts, whereas the off-side light was designed to go out when the near-side light was dipped, and the rear number plate is illuminated now by two lights rather than by the original one only. The paintwork, after sixty-five years, is in need of renewal though. The mudguards were repainted in black in the Fifties - as a child I remember the white flashes splashed onto the wings during the war when driving on sidelights in the blackout demanded some additional form of warning - but that paint is flaking off now and rust is appearing. The green on the body is cracking too. It appears to be surprisingly difficult to find anyone prepared to repaint the motor car - at even a prohibitive price, let alone at an affordable one - and the need is becoming urgent. If any reader can give advice he or she will earn much merit as well as much gratitude.

As a family we are fortunate in our heirloom. Sixty-five years old the Old Green Car may be but we trust that it is not due for retirement yet.

Photographs by courtesy of Adrian Tyndale

BALL & ROLLER BEARINGS

BALL AND ROLLER BEARINGS APPLICATION CHART 1

CAR & APPLICATION	1935-38 Morris 8 s1 & s2	1939-48 Morris 8 sE	1928 Minor	1929-32 OHV Minor	1931-4 SV Minor	1931-2 Family 8 Minor	1932-3 10/4	1933-5 10/4	Series 2 10/4	Series 3 10/4	Series M 10/4
Front Hub (Inner)	BB625	BB625	BB625	BB625	BB625	BB625	BB636	BB636	BB635	BB635	BB635
Front Hub (Outer)	BB634	BB634	BB634	BB634	BB634	BB624	BB334	BB334	BB634	BB634	BB634
Rear Hub	BB428	BB628	BB628	BB628	BB628	BB628	BB228	BB228	BB628	BB628	BB628
Dynamo (Commutator End)			BB204	BB204			BB204	BB622			
Dynamo (Drive End)			BB206	BB206	BB623		BB623	BB623	BB623	BB623	BB623
Magneto											
Clutch Spigot			BB205	BB205	BB205	BB205	BB132	BB132	BB132	BB132	
Clutch Withdrawal			BT712	BT179	BT179	BT179	BT707	BT707	BT717	BT717	
Camshaft (Front)					BB207						
Crankshaft (Front)			BB311	BB311		BB311					
Crankshaft (Rear)					BN311						
Constant Mesh Pinion	BG925	BG208	BB627	BB627	BB627	BB627	BB627	BB210	Bgg209	BB210	BB210
Gearbox Main shaft	BG625 or BG925	BG208 & BB625	BB307	BB307	BB307	BB307	BB635	BB635	BG635	BB635	BG209
Steering Column	BB001	BB001									
CW & Pinion (Front)	BB635		BB635	BB635	BB635		BB636	BB636	BD305	BD305	
CW & Pinion (Rear)	BT707	BT707	BT707	BT707	BT707	BT707			BT707	BT707	
Differential (bevel pinion)	BN305	BN305	BN305	BN305	BN305	BN305	BT708	BT708	BN305		

BALL AND ROLLER BEARINGS APPLICATION CHART 2

CAR & APPLICATION	1923-33 Cowley	1923-33 Cowley FWB	1934-5 12/4 & 1935 Cowley 4	Series 2 12/4	Series 3 12/4	1925-30 Oxford	1925-30 Oxford FWB	Series 2 14/6	Series 3 14/6
Front Hub (Inner)	BB309	BB636	BB636	BB635	BB635	BB309	BB636	BB636	BB636
Front Hub (Outer)	BB305	BB306	BB306	BB634	BB634	BB305	BB306	BB634	BB634
Rear Hub	BB228	BB228	BB228	BB628	BB628	BB428	BB428	BB628	BB628
Dynamo (Commutator End)	BB204	BB204	BB622						
Dynamo (Drive End)	BB206	BB206	BB623	BB623	BB623	BB206	BB206	BB623	BB623
Magneto	BB015	BB015				BB015	BB015		
Clutch Spigot	BB121 from 1929	BB121 from 1929	BB124	BB124	BB132	BB121	BB121	BB124	BB124
Clutch Withdrawal	N/A	N/A	BT708	BT748				BT748	BT748
Camshaft (Front)									
Crankshaft (Front)									
Crankshaft (Rear)									
Constant Mesh Pinion	BB627	BB627	BB210	BG210	BB627	BB627	BG210	BB210	
Gear box Main shaft	BB635	BB635	BB635	BG635	BG635	BB635	BB635	BG635	BB635
Steering Column	BB009	BB009	N/A	N/A	N/A	BB009	BB009	N/A	N/A
CW & Pinion (Front)	BT706	BT706	BB636	N/A	N/A	BT706	BT706	N/A	N/A
CW & Pinion (Rear)	BB636	BB636	BN306	BN305		BB636	BB636	BN306	BN306
Differential	BT718	BT718	BT708	BT707	BT707	BT718	BT718	BT708	BT708

BN001 HYATT type bearing, used in Minor gearboxes (modern number FS21RA)

BRAKE SYSTEM

BRAKE CABLES

BC000	Minor brake cables - most models (each). Please write for details & send a sample
BC001	Footbrake cable, Minor (each)
BC010	Morris 8, 1934-38, to chassis 198390. and 198499 to 198625
BC011	Morris 8, 1938, series 2 models, chassis 198391 to 198498 and 198626 on
BC012	Morris 8 Series E model 1939, up to chassis 25205
BC013	Morris 8 Series E model 1940-48, from chassis 25206
BC002	Handbrake cable, 10's, 12's series 2 - series 3 & series M
BC055	Handbrake cable, 10 and 12 series 2, 1936-36 (each)
BC014	Handbrake cable, 10/4 pre-series
BC015	Handbrake cable, 1933 10/4



BRAKE HOSES

CAR	YEAR	FRONT HOSE	REAR HOSE
Morris 8 series 1 & 2 - (12 1/2" long overall)	1935-38		BR040
Morris 8 series 1 & 2 - (13 1/2" long overall)	1935-38	BR041	BR041
Morris 8 series E	1939-48	BR081	BR080
Family 8	1932-33	BR041	BR041
Minor	1934	BR041	BR048
10/4, 10/6, Cowley	1933-34	BR041	BR041
10/4,10/6,12/4,15/6	1935	BR041	BR048
10/4 series 2 & 3	1936-38	BR040	BR040
12/4 series 2	1936-38	BR040	BR040
10 series M	1939-48	BR081	BR080
12 s3	1938-39	BR078	BR461
14/6 series 2 & 3	1936-39	BR043	BR040
16, 20hp Oxford	1935	BR046	BR048
16,18,21,25,series 2 & 3	1936-39	BR043	BR048
25/6 pre-series	1935	BR048	BR048
Oxford 6	1932	BR048	BR048
Cowley	1931	BR043	BR048
Major	1932	BR043	
Extra long hose, 24 1/2" long		BR051	BR051
12 s3	1937-38	BR308	BR308

BRAKE REPAIR KITS

CAR	YEAR	FRONT CYLINDER	REAR CYLINDER	MASTER CYLINDER
Morris 8, series 1, 2 & E	1935 - 38	BR679	BR679	BR675
Family 8	1932-33	BR603	BR603	
OHV Minor 34071 on	1932-33	BR603	BR603	BR569
Minor	1934	BR679	BR679	BR675
10/4, 10/6, Cowley 4 & 6	1933-34	BR631	BR631	BR599
10/4, 10/6, 12/4, 15/6	1935	BR631	BR605	BR599
10/4 series 2 & 3	1936-38	BR429	BR309	BR569
12/4 s2	1936-38	BR429	BR309	BR569
10 series M	1939-48	BR429	BR309	BR569
12 series 3	1938-39	BR429	BR309	BR569
14/6 series 2 & 3	1936-39	BR431	BR429	BR599
16, 20hp Oxford	1935	BR631	BR631	BR599
16, 18, 21, 25 series 2 & 3	1936-39	BR631	BR631	BR599
25/6 pre-series	1935	BR631	BR631	BR599
25hp 1 3/8" wheel cylinder		BR644	BR631	BR599
Isis	1933	BR631	BR631	BR599
Oxford 6	1932	BR631	BR631	BR599
Cowley - late models	1931	BR631	BR631	BR599

Each wheel cylinder repair kit contains two cups and two boots and is, therefore, sufficient to overhaul one wheel cylinder. The master cylinder repair kits contain five seals each, and this includes the large boot.

BRAKE LININGS

The following linings are drilled & include a set of copper rivets and are supplied (per set of four)

MO261	Brake linings for all Morris 8 models and late Minor (copper rivets) (NON ASBESTOS MATERIAL)
MO151	Cowley 1932-33; Major 1932-33; 10/4, 10/6, 1933-34; 12/4, 15/6 1934, All front and rear 8/10cwt van on series 1 chassis 10/4 s1 1934-35, (up to chassis 49340) 10/12 hp models 1934-35 10/6 1934-35 12/4 s1 (11.9hp) 1934-35 14/6 series 1 & 2 1937-42
WO241	15/6 (14.9hp) 1935 10/4 1935-36, (after chassis 49340), 12/4 late 1935-36;
MO271	10 series 2, 3 & M; 12/4 s series 2 & 3 (NON ASBESTOS MATERIAL)
MG031	Minor 1929-33; 5cwt light van 1931-34 (NON ASBESTOS MATERIAL)
WO172	1932 Family 8
TR181	1936-39 25, 1936-37 16, 18, 21, 1935 16/6 & 20/6 1923-25 Cowley, front & rear 1926-31 Cowley, rear 1926-31 8/10cwt Commercial, rear 1932-33 8 & 8/10cwt Commercial, rear 1923-24 Oxford
MO011	1924-25 8cwt Van 1931 Major, 1925-29 Oxford. 1928-29 ML6 1926-31 Cowley, front 1926-31 8/10cwt Commercial, front
MO021	1932-33 8 & 8/10cwt Commercial, front
WO161	1933-35 25, 1929-30 Isis
MO141	1931-35 Isis
MO041	1930-34 Oxford
MO021	1931 Major, 1925-29 Oxford
MG061	1928-29 ML6 17.7hp

The following linings are drilled but do not, in all cases, have rivets to go with them:

MO031	15.9hp 1928; 1930-31 G Taxi; 1933-35 L2, 15cwt, ALL rear hand & foot 1931-32 T 1ton, rear hand & foot; 1931 RD 50cwt, 6 wheeler, rear foot; 1932-33 RD 50cwt, 6 wheeler, rear hand; 1930-31 D 30/40cwt 6 wheeler, rear hand, 1933 DL 2ton, DS 30cwt 6 wheeler, rear foot
MO062	1933-35 T2 1ton rear hand & foot CD, R 6 wheeler, 1935; CS9/60 3ton 1935; CS11/30 30cwt, CS11/40, CS13/40, 2ton 1933-35
MO181	ALL front foot 1932-33 R11, R13, 30cwt & 2ton, RP, Director, 20passenger, front foot, and rear hand and foot
MO171	1932 R 30cwt, rear hand and foot
MG022	1933-35 T2 1ton G2 taxi 1932-35; L2, 15cwt 1933-35; L3 & L4 10cwt, ALL front foot
MO061	T 1ton 1925-30; 25cwt 1927-29; Z 30cwt 1921-28, ALL rear hand and foot 1946-48, 25cwt PV front foot; 1945-46 25/30cwt front foot; 1945-46, 15/20cwt
BL182	1940 15cwt 4 wheeler anti-tank front foot & rear hand & foot; 1939-40 1ton T3 front foot

THE ITEMS LISTED HERE ARE NON-EXCHANGE

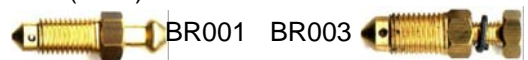
BRAKE MASTER CYLINDERS

BM001	Brake master cylinder, 4" reservoir suitable for Morris 8 models (Please state which adaptor is required BM002 or BM008)
BM007	Brake master cylinder, 3" reservoir suitable for Morris 8 models (Please state which adaptor is required BM002 or BM008)
BM014	Brake master cylinder, Minor (4" reservoir)
BM830	Brake master cylinder, 10/4, 1 1/4" (830-3)
BM002	Brake master cylinder, output adaptor, 1/2" diameter shaft
BM008	Brake master cylinder, output adaptor, 5/8" diameter shaft
BM016	Brake master cylinder, output adaptor, Minor, short extension
BM003	Brake master cylinder, piston, tube & clip suitable for Morris 8 models
BM009	Brake master cylinder, copper seal
BM011	Brake master cylinder, push rod & ball joint suitable for Morris 8 models
BM015	Brake master cylinder, push rod & ball joint (5 1/4" long)
BM012	Brake master cylinder, piston return spring
BM013	Brake master cylinder, non-return valve
BM005	Brake master cylinder, reservoir, 10/4
BM006	Brake master cylinder, reservoir cap



BRAKE PARTS

BP001	Hose to wheel cylinder adaptor - 7/16" x 20tpi thread
BP010	Hose to wheel cylinder adaptor - 1/2" x 20tpi thread
BP017	Brake shoe anchor circlip for Morris 8
BP018	Brake pull-off spring - front (short) for Morris 8
BP019	Brake pull-off spring - front (long) for Morris 8
BP020	Brake hose locknut 1 3/16" AF, sE
BP021	Brake hose adaptor, sE
BP010	Hose to wheel cylinder adaptor - 1/2" x 20tpi thread
NX005	Nut, brake hose adaptor
WS001	Spring washer for brake hose adaptor
WS002	Internal 1" shake proof washer for brake hose adaptor
BP011	Brake hose locknut, 5/8" x 26tpi
BP012	Female union for 1/4" o/d brake pipe, 7/16" x 20tpi
BP013	Male union for 1/4" o/d brake pipe, 7/16" x 20tpi
BP014	Male union for 1/4" o/d brake pipe, 7/16" x 24tpi
BP015	Male union for 1/4" o/d pipe, 1/2" x 20tpi, 9/16" long
BP016	Male union for 1/4" o/d pipe, 1/2" x 20tpi, 1 3/16" long
RM011	Brake pedal draught excluder, 10/4, 10/6, 12's
RM006	Pedal rubber, brake or clutch for Morris 8 and Minor (each)
RM057	Pedal rubber, small oval, Minor (each)
RM021	Pedal rubber, brake or clutch, 1934 10/4, rectangular (each)
RM020	Pedal rubber, brake or clutch, 1934 Oxford, 16/20 Cowley 4, part no 53087 (each)
RM019	Pedal rubber, brake or clutch, 1933 10/4, 8/10cwt van, 2 3/4" round (each)
BR001	Bleed screw, made in brass, flats 9mm across (each)
BR003	Bleed screw, made in brass. Three-part assembly (each)
SS882	Brake stop light switch, hydraulically operated – Lucar connectors
SS755	Brake stop light switch, mechanically operated



BRAKE WHEEL CYLINDERS

BW610	Brake wheel cylinder, 7/8" 610/3
BW758	Brake wheel cylinder, 7/8" 2758/3 suitable for Morris 8 models
BW878	Brake wheel cylinder, 7/8" 12878/6 suitable for Morris 8 models
BP004	Brake wheel cylinder return spring, 10/4
BP002	Brake wheel cylinder spring, Minor (each)
BP003	Brake wheel cylinder spring end cap or crown washer, 7/8" (each)
BP008	Brake wheel cylinder spring end cap or crown washer, 1" (each)
BP005	Brake wheel cylinder spring end cap or crown washer. 1 1/8" (each)
BP009	Brake wheel cylinder spring end cap or crown washer, 1 1/4" (each)

COOLING SYSTEM

COOLING SYSTEM HOSES

<u>BOTTOM</u>	<u>TOP</u>	<u>YEAR</u>	<u>VEHICLE</u>
HB260		1935-46	Morris 8 (all models)
	HO326	1935-38	Morris 8 (s1 & s2 models)
	HO175	1939-46	Morris 8 sE models
HO011	HB205	1929-31	OHC Minor
HO021	HB205	1929-34	Side-valve Minor
HB260	HO326	1934	Late Minor
HC410	HD155	1933-34	10/4
HC410	HD160	1935	10/4
N/A	HC210	1936-38	10/4 series 2
N/A	HE155	1938	10/4 series 3
HC550	HC210	1934-35	10/6
HD060	HD155	1922-26	11.9hp Cowley, 13.9hp Oxford
HD080	HE185	Late 1927 to 30	11.9hp Cowley, 13.9hp Oxford
HD080	HE275	1931	11.9hp Cowley, 14/32hp
HD080	HE160	1932-33	11.9hp Cowley, 14/32hp
N/A	HC280	1931-33	Major 6
N/A	HD185	1936-37	12/4 series 2
N/A	HC280	1930-33	Oxford 6
N/A	HD155		Isis, up to chassis 4039
N/A	HC210	1933-34	Oxford 6
N/A	HC210		Isis, chassis 4040 on
HC410	HE160	1934-35	Cowley 12/4



Plain straight radiator hose:

Part Number	HF000	HT000	HU000	HV000	HA000	HB000	HQ000	HC000	HD000	HE000	HX000
Hose internal diameter	5/8"	7/8"	1"	1 1/8"	1 1/4"	1 1/2"	1 3/4"	1 7/8"	2"	2 1/4"	2 1/2"
	16mm	22mm	25mm	29mm	32mm	38mm	44mm	48mm	51mm	57mm	64mm

NOTE: The above part numbers includes the length in millimetres; just replace the "000" with the length.
For example: A 1 1/2"(38mm) internal diameter hose, 260mm long, would be HB260

COOLING SYSTEM PARTS

HW001	Cylinder head water outlet to top hose (with stud), Morris 8, Late Minor
GW390	Water outlet gasket (for HW001), Morris 8, Late Minor
WI008	Water inlet, side of block (Morris part X15014), Morris 8
GW008	Water inlet gasket for WI008 (Morris part X15015)



FAN BELTS

<u>PART NO</u>	<u>YEAR</u>	<u>VEHICLE</u>	<u>PART NO</u>	<u>YEAR</u>	<u>VEHICLE</u>
FB103		Morris 8 series 1 & 2			
FB100		Morris 8 series E			
FB930	1933-35	10/4 pre-series	FB147	1932-37	All 24.8hp 4 cylinder
FB170	1935-38	10, 12 series 2	FB353	1938	10/4 series 3
FB284	1938-40	12/4 series 3	FB133	1936-38	14/6 series 2
FB162	1939	14/6 series 3	FB432	1938-40	25/6
FB132	1937	15hp Taxi G2S	FB101	1939-41	LC 25cwt 15.9hp
FB149	1933-37	30cwt, 2.5 ton, 25/6	FB149	1938	3ton 25/6 CS12/60F

ELECTRICAL PARTS

BULBS

LP205	SCC	6V 5W	Side/tail, dash
LP206	SBC	6V 6W(5W)	Side/tail
LP190	SBC	6V 5/21W	Straight pins, stop/tail
LP383	SBC	6V 5/21W	Stop/tail
LP352	SBC index	6V 5/21W	Stop/tail, offset pin
LP384	SBC index	6V 15/21W	Stop/tail, offset pin
LP293	MCC	6V 4W	Side/tail, dash
LP991	MES	6V 40mA	Dynamo warning lamp, no resistor
LP255	Festoon	6V 3W	Trafficator, 7.5 x 36mm
LP253	Festoon	6V 6W	Trafficator, 11 x 38mm
LP990	MES	6V 3W	Panel lamp series E
LP108		6V 36W	
LP170	SBC	6V 36/36W	Headlamp
LP306		6V 36/36W	Pre-focus headlamp
LP317	SCC	6V 21W	Stop, flasher
LP970	MES	2.5V 200mA	Dynamo-warning lamp, standard
LP222	MCC	12V 4W	
LP207	SCC	12V 5W	Side/tail, dash
LP989	MCC	12V 5W	
LP189	SBC	12V 5/21W	Straight pins, stop/tail
LP381	SBC	12V 5/21W	Stop/tail
LP380	SBC index	12V 5/21W	Stop/tail, offset pins
LP256	Festoon	12V 3W	Trafficator, 7.5 x 36mm
LP254	Festoon	12V 6W	Trafficator, 11 x 38mm
LP171	SBC	12V 36/36W	Headlamp
LP300		12V 36/36W	Pre-focus headlamp
LP414	P36d	12V 50/40W	Pre-focus headlamp

DISTRIBUTOR & PARTS

DR086	Condenser, for Commercial, HB6, HF6, Dictator 1930-31	
DR308	Condenser, for 8's, Isis 1932-34 and 25hp 1933	(Lucas 400306)
DR050	Contact set (all models after 1946, with "horseshoe-cut-out" style spring)	(Lucas 407050)
DR415	Contact set (all models 1934-46, with "wrap-around" style spring)	(Lucas 400415)
DR833	Contact set (early models, with "stud" style contacts)	(Lucas 400833)
DC030	Distributor cap, 10/6 1935, 14/6 series 2 & 3 top entry	
DC888	Distributor cap, to suit DKY distributors ONLY, top entry	(Lucas 418888)
DC056	Distributor cap, top entry, for distributor with metal base plate. This is a replacement for Lucas 418888 and Lucas 409563 A semi-circular cut-out in the base identifies it Please note that this will not suit DK type distributors. Use with contact set DC050 and Condenser DR308. The condenser is soldered onto the metal base plate.	
DC160	Distributor cap, for DK type distributors. Vertical outlet and Bakelite base plate Please note that this will not suit DKY type distributors. Use with contact set DR415 and Condenser DR308. The condenser is screwed to the Bakelite base plate.	
DC206	Distributor cap, Major 1930, Oxford 6 1930-31	
DC316	Distributor cap, horizontal outlet	(Lucas 400316)
DC563	Distributor cap, vertical outlet, for DKY4A	(Lucas 409563)
DC635	Distributor cap, horizontal outlet, for DKYH4A	(Lucas 409635)
DI354	Distributor type DKH4A,	(Lucas 406354)
DR102	HT cable - copper spring washer	
DR002	Pin, for distributor drive dog	
DR032	Rotor arm, for 14/6, 25/6 1938-39	
DR033	Rotor arm, for 8's, 10 series 3 & M, 12 series 3 & some commercials	(Lucas 400051)
DR034	Rotor arm, for 1935 10/4	
DR035	Rotor arm, 10/6 1935, 14 hp and 16, 18 series 2 etc	
DR060	Rotor arm, for Minors 1930-31, with D41 distributors	
DR535	Terminal nuts, to fit vertical outlet caps, black only	



DR833



DR050



DR308



DR033



DR415



DC056



DC160

(Lucas 400316)
(Lucas 409563)
(Lucas 409635)
(Lucas 406354)

DR535



DR034

DYNAMO PARTS

	For drive end ball bearing and bushes, see bearing application chart
LB113	Dynamo bush, SV Minor 1931-34; 10, 12/4 series 2, 1936-38
DB029	Dynamo brushes, Minor OHV
DB102	Dynamo brushes, Minor SV
DB365	Dynamo brushes, 1936/38 M8, 1936/37 12/4 s2
DB364	Dynamo brushes, 1939 M8 sE, 1938/39 10/4 s3 & 10M
DB114	Dynamo brushes, 1933 10/4
DB232	Dynamo brushes, 1933 10hp
DB096	Dynamo brushes, late 1934/35 10/4, 1930/33 Isis 18hp, 1931/33 Major 6, 1931/34 Oxford 6, hp
DB996	Dynamo brushes, 1936/37 10/4 s2
DB061	Dynamo brushes, 12/4, 15/6, 16 & 20, 1935; 14/6 series 3, 1938-39
DB038	Dynamo brushes, 14, 16, 18, 25 series 2, 1935 to 37
DB296	Dynamo brushes, 1935 12/4, Cowley 15/6, Oxford 6 16hp & 20hp, 1934 Isis 18hp, late 1933/34 25hp Size: 25mm x 23mm x 8mm



FUSES

EX518	10 Amp, one inch long
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HEADLAMP PARTS

EX002	Retaining springs
EX004	Sealing cork

IGNITION COILS

CI006	6V Ignition coil
CI012	12V Ignition coil



MAGNETO CONTACT BREAKER BRUSHES

MX001	11mm x 6mm (Lucas 470537)
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RIPAULTS

EX376	Cotton braided varnished cable R376/1, 17A rating, red or black
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SPARKING PLUGS

EX008	Champion 14mm plug, for 1935 M8, 10/6 1935 (replaces J7, J8, J8J & UJ8)
EX086	Champion 14mm plug, for 1936 M8, 10 series 2, 3 & M; 12/4 series 2 1935 (replaces L10, L86 & L90)
EX016	Champion 18mm plug, for Minors, 10/4 pre-series, 12/4 1934 (replaces Comm8 K17, D16) Champion also recommend EX016 to replace the long reach plug used on Oxfords and Cowleys and early SV Minors.

STARTER MOTOR PARTS

SB126	Starter motor brushes, Minor OHV, Minor SV, early M8
SB214	Starter motor brushes - For 8's 1936 chassis 111998-112000, 8's 1936-48 chassis 112042 onwards, 10 & 12 series 2, 3 & M; 21 series 2, 25hp series 2
SB135	Starter motor brushes, M8 s2, 10hp
SB370	Starter motor brushes, M8 sE, 10 s3
SS248	Starter switch for M8 sE models
SS428	Starter switch, for 10M 1939 onwards
SS291	Starter motor end plate - without switch, for Series E
SB158	Starter brush spring, 20hp, Oxford 6 1935; 25hp 1933-35
SB001	Starter cups and bush, for 10, 12 series 2 & 3 starter pinion
LB115	Starter drive end bush, Morris 8, Minor OHV & SV 1931-34, 22mm o/d x 19.5mm i/d x 19.5mm long (Lucas 250678)
LB611	Starter drive end bush, 10/4, 10/6 & 12/4 1933-36
LB361	Starter drive end bush, 10, 12 series 2, 3 & M 1937-48
LB106	Starter drive end bush, 21 series 2, 1935-37; 25hp 1933-37; 14/6 1936-38; 15/6 1935; Cowley 4 & 6 1934
LB103	Starter commutator end bush, Morris 8, Minor OHV & SV 1929-34
LB360	Starter commutator end bush, Morris 8, 10, 12 s2, 3 & M 1937-48, 19mm o/d x 15.5mm i/d x 19mm long (Lucas 255491)
LB112	Starter commutator end bush, 10/4, 10/6, 12/4 1933-36; 14/6 1936-38; Cowley 4 & 6 1934; 15/6 1935
LB106	Starter commutator end bush, 21 series 2 1935-37; 25hp 1933-37



SIDE/REAR LAMP PARTS

- EX003 Side lamp glass retaining spring
LP577 Rear lamp assembly - angle mount version, glass lense.

WIRING LOOMS

- WL001 Wiring loom - 1935 Morris 8 series 1
Braided Outer cable with modern internal cable
Double filament Headlamps with no fuse for trafficator chassis 901
WL002 Wiring loom - Morris 8 series E early
Braided Outer cable with modern internal cable - 3-brush dynamo.
WL003 Wiring loom - Morris 8 series E late
Braided Outer cable with modern internal cable – 2-brush dynamo.
WL004 Wiring loom - 1933-1935 10/4 - Braided Outer cable with modern internal cable
WL005 Wiring loom - 1936-47 Morris 10M - Braided Outer cable with modern internal cable
WL006 Wiring loom - 1934 Morris 10/6, 1936-37, 12/4 - Braided Outer cable with modern internal cable
WL007 Wiring loom - 1936 to 1938 Morris 8 series 2
Braided Outer cable with modern internal cable chassis 165101 onwards series 2
WL008 Wiring loom - 1935 to 1937 Morris 8 series 1
Braided Outer cable with modern internal cable Solenoid operated headlamps with a single fuse box
WL009 Wiring loom - 1936 to 1937 Morris 8 series 1
Braided Outer cable with modern internal cable Double filament headlamp with a trafficator fuse box

ENGINE & GEARBOX

BEARING SHELLS

Please enquire for availability of those not listed

- BS537 For Morris Eight and Series E models (per set), main STD
BS337 For Morris Eight and Series E models (per set), main +12
BS339 For Morris Eight and Series E models (per set), main +20
BS341 For Morris Eight and Series E models (per set), main +30
BS380 For Morris Eight and Series E models (per set), main +40
BS392 For Morris Eight and Series E models (per set), main +50
BS659 For Morris Eight and Series E models (per set), big-ends STD
BS343 For Morris Eight and Series E models (per set), big-ends +12
BS344 For Morris Eight and Series E models (per set), big-ends +20
BS345 For Morris Eight and Series E models (per set), big-ends +30
BS382 For Morris Eight and Series E models (per set), big-ends +40
BS394 For Morris Eight and Series E models (per set), big-ends +50

CAMSHAFT & ASSOCIATED COMPONENTS

- EC461 Camshaft for Morris 8 series 1 & 2, series E & series Z Morris part X15461
EP056 Camshaft core plug (1 3/4" diameter) for Morris 8 models

CLUTCH PARTS

- CP001 Clutch carbon thrust bearing assembly for Morris 8 models
CP010 Clutch bearing, carbon ring only (for CP001) for Morris 8 models
CP002 Clutch plate assembly for Morris 8 models
CP003 Clutch cover assembly for Morris 8 models
CP009 Clutch kit comprising CP001, CP002 & CP003 for Morris 8 models
BB121 Clutch spigot bearing, suits 1934 to 1938 Morris 8 series 2 models only
CP488 Clutch pedal return spring for Morris 8 models
MG011 1929-34 Family Eight (per pair), 1932 5cwt van (per pair), 1930-34 Minor (per pair)
HI032 10 series M (per pair) 1938-48
TR121 12 series 3 (per pair) 1939-42
VA001 12/4 (per pair) 1938-48
RM017 Clutch pedal draught excluder, 10/4, 10/6, 12's (each)
RH018 Gearlever neoprene draught excluder (each)
CP329 Clutch plate, push-off spring and circlip
CP290 Clutch, release bearing, for models with MG engine



CP001

CRANKSHAFT & ASSOCIATED COMPONENTS

- EC631 Crankshaft for Morris 8 late variant model engines with improved rear oil seal system
(Counter-balanced)
ED029 Crankshaft starter dog for Morris 8 models
ES030 Crankshaft dog shim, for Morris 8 series E and series Z
EF435 Crankshaft front/fan pulley - aluminium X15435 for Morris 8 models

CYLINDER HEAD STUDS

SH001	10 series M
SH002	Oxford and Cowley, long
SH003	Oxford and Cowley, short
SH004	Sets of 15 (3 long and 12 short)
SH005	10/4 pre-series - (secures engine fume cover)
SH006	Morris part X15020, fits all positions on Morris 8 1935-7 models and 5 positions on the Morris 8 series E (intermediate length 3 ¹ / ₈ ") also fits 10/4 pre-series - (short stud)
SH007	10/4, 10/6, (3 ¹ / ₂ " long)
SH008	Application unknown (2 ¹ / ₂ " long x M10)
SH009	Application unknown (2 ³ / ₄ " long x M10)
SH482	SV Minor BSF (2 ⁵ / ₈ " long)

CYLINDER HEAD

EH278	Morris 8 series 1 & 2, Morris part X15278, X105726, X25376
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CYLINDER LINERS

LC452	Cylinder liner for Morris 8 s1, s2 & sE, standard size, each
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CYLINDER HEAD NUTS

NH001	Cylinder head nuts, Morris 8 and most other models, M10, 15mm AF, 12mm tall
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ENGINE (SUBJECT TO AVAILABILITY)

EN001	Morris 8 late variant model with shell bearings improved crankshaft and increased performance
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ENGINE BLOCK

EB501	Morris 8 for late engines with improved rear oil seal system
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ENGINE & GEARBOX MOUNTINGS

ME002	Engine mounting, front, Morris 8 series 1 & 2 (set of four rubbers)
ME311	Engine mounting, series E, series Z engine mounting (each)
ME003	Gearbox mounting, rear, Morris 8 series 1 & 2 (each)
ME004	Front engine mounting bolt, 12mm diameter x 98mm long for Morris 8
ME147	Gearbox mounting - (use adapted ME003) for Morris 8 series E (each)
ME140	Minor engine mounting per set of 4
ME003	Gearbox mounting for 34-35 10/4 pre-series, 10/4 series 2 12/4 series 2 (use modified)
ME005	Engine mount, 10/4 & 10/6 per set of four rubbers
RM017	Gearlever rubber cone (draught excluder) 10/4, 10/6, 12's



EXHAUST COLLAR

EH001	1935-38 Morris 8, 10/4 exhaust collar
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FLYWHEEL GEAR

FG080	Shrink-on gear for your flywheel, Morris 8 models Your flywheel must be machined accurately to take the new gear, which is fitted hot.
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GASKETS - MISCELLANEOUS

JM215	Morris 8 series 1 & 2 valve cover cork gasket
KK110	Morris 8 series 1 & 2 exhaust flange gasket
GE001	Morris 8 series E exhaust flange gasket
KD276	Morris 8 series 1 & 2 carburettor flange gasket
GS008	Morris 8 Sump set, containing sump gasket left and right halves, engine front gasket, timing chain cover gasket, oil pump gaskets & seals, water inlet gasket.
GT001	Morris 8 Timing chain cover gasket, paper
GE003	Morris 8 Gasket, engine front, paper
GS001	Cork sump gasket, 10/4
GS002	Cork sump gasket, SV Minor
GS003	Paper sump gasket, OHV Minor
GS004	Sump drain plug gasket, 10/4
GS714	Sump gasket, for 1933-36 C type (Payen 1714)
KK110	Exhaust flange gasket, 10 series 1, 10/6 1935 and 12 series 2
GE002	Exhaust flange gasket, 1931-32 Minor (early), ring/olive type, Payen 2231
GE288	Exhaust flange gasket, 1933-34 SV Minor, Payen 28F8, 28.5mm hole x 62mm centres
GE015	Exhaust flange gasket, 10/4 series 1 two hole
OS005	Timing chain cover, 2 ¹ / ₂ " diameter felt oil seal, 10/4, 10/6

GT002	Timing chain cover gasket, 10/4 pre-series
GT672	Gasket, tappet cover, SV Minor
GV056	Cork valve cover gasket, 10/4 1934-37

GASKETS - ENGINE

Please note in the table below a Decoke set generally contains a head gasket, manifold gasket, exhaust flange gaskets, and usually a number of other gaskets. The exact composition varies with the manufacturer.

All the head gaskets listed below are manufactured from copper/asbestos.

<u>HEAD GASKET</u>	<u>MANIFOLD GASKET</u>	<u>DECOKE SET</u>	<u>YEAR</u>	<u>CAR</u>
GH680		CA680		Morris 8 series 1 & 2 (Payen AA680) Decoke set for Morris 8 series 1 & 2 (GK680) contains one of GH680, JM215, KK110 & JA214
GH250		CA250		Morris 8 series E (Payen AA250) Decoke set Morris 8 series E, contains one of GH250, JM215, KK110 & JA235
	JA214			Morris 8 manifold gasket, round ports
	JA235			Morris 8 manifold gasket, two square ports
GH867			1929-32	OHV Minor
GH161	GM469	GK361	1931-34	SV Minor
GH361			1933-37	10/4 pre-series
GH136			1933-37	10/4 pre-series with modified water holes
GH269	GM269		1939-48	10/4 series M
GH950				10 series 3
GH597	GM983		1935	10/6 (Payen 1597)
GH510			1922-33	11.9hp Cowley (Payen AA510)
GH530			1922-33	13.9hp Oxford (Payen AA530)
GH979			1930-35	15/6 LA Oxford
GH979			1930-35	15/6 LA Cowley 6
GH154	GM270	GD810	1934-38	12/4 series 1 & 2
GH810			1934-48	12/4 s1 & 2 Cowley (Payen 1810)
GH940			1938-39	12 series 3
	GM271		1936-38	14, 16, 18 series 2
GH948	GM495		1939	14/6 series 3 (Payen 1948)
GH979			1930-37	14.9hp Major (Payen 979)
GH928			1936-48	18hp s3
GH745	GM271		1935	20hp series 1
		GD420	1933-34	25hp series 1
		GD853	1935-36	25hp series 2
GH918		GD918	1937-38	25hp series 3
				24.8hp 'Leader'
GH227			1932-35	2 to 4ton, 105mm bore, (Payen 1227)
GH714		GD714	1933-36	25hp Types C, 1 to 3ton (Payen 1714)
		GD177	1938-45	LC & PV Commercial (Payen HS177)

<u>HEAD GASKET</u>	<u>MANIFOLD GASKET</u>	<u>DECOKE SET</u>	<u>YEAR</u>	<u>CAR</u>
GH768	GM261		1929-32	OHV Minor
			1931-34	SV Minor
	GM104		1933-37	10/4 series 1 & 2

The above gaskets are made of reinforced graphited asbestos, similar to 'Hallite'.

GEARBOX PARTS

RM007	Gearbox cover, Morris 8 series E
RM008	Gearbox cover, Morris 8 series 1 & 2
SG008	Gearlever spring, Morris 8 models
RM018	Gearlever rubber cone (draught excluder), Morris 8 models

MANIFOLD & EXHAUST FLANGE STUDS

SM085	Manifold stud, (Morris part LA7085) for Morris 8 models Also for 10/4, 10/6, 12/4 to 1939; 14, 16, 18, 21 series 2 (Stainless steel, 1 ⁵ / ₈ " long)
SM095	Exhaust flange studs, manifold to exhaust pipe Morris 8 models

MANIFOLD NUTS

NM103	Manifold nut – long, (Morris parts X15103 & X31251), for Morris 8 models.
NX006	Manifold nut, Morris 8 models



OIL PUMP PARTS

OS001	Oil filter gauze, 40 mesh, 34g copper wire, a piece 8" x 2 ⁹ / ₃₂ " for Morris 8 models YOU SOLDER IT YOURSELF
EO076	Oil pump driven gear for Morris 8 models
EO078	Oil pump driving gear for Morris 8 models
OP093	Oil pressure relief spring for Morris 8 models
OG001	Oil pressure gauge pipe



PISTONS

Prices include a full set of rings & gudgeon pins. Sets lacking any of these will be reduced in price.

<u>PART NO</u>	<u>CAR</u>	<u>YEAR</u>	<u>SIZES</u>	
PE580	Morris 8, s1, s2 & sE,		STD, +20, +30, +40, +60	(set of 4)
PE034	10/4 series M	1939-48	STD, +20, +30, +40, +80	(set of 4)
PE731	12hp pre series (no rings)	1934-35	STD, +20, +30, +40, +50	(set of 4)
PE041	14/6 series 2 & 3	1936-39	+20, +30, +40, +50	(set of 6)
PE804	16/6 Oxford	1933-35		(set of 6)
PE052	16/6 series 2	1935-37	+20, +30, +40	(set of 6)
PE080	15.9hp, 80mm pistons		+40	(set of 6)
PC001	Piston ring compressor (55-60mm)			

VALVES

ALL NEW VALVES HAVE CHROMED STEMS AND ARE UNLEADED COMPATIBLE

<u>PART NO</u>	<u>CAR</u>	<u>YEAR</u>	<u>INLET/EXHAUST</u>
VE008	Inlet valve (use VE009) for Morris 8 models	1934-48	
VE009	Exhaust valve for Morris 8 models & Z van	1934-48	
VE503	SV Minor - unleaded (each)		both
VE020	10/4 pre series circular cotter (each)	1934	both
VE034	10/4 pre series wide cotter (each)	1934	both
VE980	10/4 pre series narrow cotter (each)	1934	both
VE281	10 series 3 (each)	1938	inlet
VE282	10 series 3 (each)	1938	exhaust
VE315	10 series M (each)	1939-40	inlet
VE154	10/6	1934	both
VE991	10/6 special (each)		both
VE835	Cowley 4 (each)	1934	both
VE872	12/4 series 2 (each)	1935-37	both
VE417	12/4 series 3 (each)	1938-40	inlet
VE281	14/6 series 3 (each)	1938	inlet
VE282	14/6 series 3 (each)	1938	exhaust
VE980	Major (each)	1932	both
VE823	25/6 (each)	1933-34	both
VE194	25/6 (each)	1935	both

Please enquire for valves not listed or send a sample with your order.

VALVE GUIDES

VG006	Side valve Minor (each)
VG008	Morris 8 & 10/6 (each)
VG015	10/4 (each)
VG067	12 - 25 hp (each)

VALVE SPRINGS

VS333	Valve spring (single) Morris 8 models
VC165	Valve spring cap (Morris X15165) Morris 8 models
VC282	Valve collets (per pair) Morris 8 models
VS198	Side valve Minor (each)
VS201	10/4 pre series, series 2, 12/4 1935, 8 & 10 cwt van 1935 & series 2 (each)
VS201	Oxford 6, 1932 Major (each)
VS106	10/6 (each)
VS084	Morris 10 OHV series 3 double valve spring (each pair)
VS123	Morris 12 series 3 double valve spring (each pair)

SPEEDOMETER CABLES

SC001	1935-36 Morris 8 pre-series, 1932-34 Minor and 10's pre-series (217/57) (4' 9" long)
SC002	1937-38 Morris 8 models from chassis 72146, 1937-38 10's, 14's, (DF1403/00) (4' 9" long)
SC003	Morris 8 series E type, (DF1103/02) (5' 6" long)

SPEEDOMETER GEAR

SG014	Morris Oxford, 1925-29 front wheel brake models, 14 teeth Speedometer gear housing, oil seal (see front hub seals)
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SUMP STUDS

SM085	Oxford and Cowley 1932-33 (Stainless steel 1 ⁵ / ₈ " long)
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TAPPET COVERS & SCREWS

ET448	Tappet cover, for Morris 8 models with no breather
ET597	Tappet cover, for Morris 8 series E with crankcase breather
ET190	Tappet cover, for Morris series Z models with crankcase breather
ST001	Hardened tappet screw with nut, for all side valve models except Minors (per set of eight)
ST003	High tensile tappet screw with nut, for Morris 8 models
ST002	Hardened tappet screw, to suit 10, 12 series 3 and 10 series M

ST001, ST003



TIMING CHAIN & GEARS

TC050	Timing Chain, duplex, 50 link (18.75" long) to suit all Morris 8 models These are supplied with a split link for fitting. To locate the position of the "bright" links which were present on the original chains lay the chain flat. It will be seen that the chain consists of outer links or plates through which the rivets show and inner links. Mark any outer link. Starting with the next outer link count 14 outer links and mark the 14th. The two marked links now correspond to the bright links on the original chain.
TG008	Timing gear set (includes both TG025 and TG044) to suit all Morris 8 models
TG025	Timing gear, crankshaft to suit all Morris 8 models
TG044	Timing gear, camshaft to suit all Morris 8 models
TC052	Timing Chain, duplex, Minor side valve, 1930-34
TC064	Timing Chain, duplex, 10/4 pre-series, series 2, series 3, 1933-38, 10/6 1933-35
TC060	Timing Chain, duplex, 10/4 series M
TC058	Timing Chain, duplex, Cowley 4 1934; 12/4 series 2 & 3, 1935-39; 14/6 series 2 & 3, 1937-39; 16, 18/6 series 2 1935-37
TC090	Timing Chain, duplex, Oxford 6 1930-35; Cowley 6 1930-35; Major 6 1930-35; 15/6 1930-35
TC126	Timing Chain, duplex, 18hp Oxford 6 & Isis 6, 1928-35
TC094	Timing Chain, duplex, 20/6
TC072	Timing Chain, duplex, 21/6 series 2, 25/6 series 2 & 3, 1935-39 All the above chains are supplied with a split link for fitting. The part number relates to the number of links in the chain supplied.
TC999	Timing chain connection link

FUEL SYSTEM

CARBURETTER NEEDLES 1

<u>YEAR</u>	<u>VEHICLE DETAIL</u>	<u>NEEDLE</u>	<u>PART NO</u>
33-34	Minor SWB/LWB 4cyl	MO weak	CK010
33	10hp MA 4cylinder	MO weak	CK010
33-34	Minor SWB/LWB 4cyl	M9 STD	CK008
33	10hp MA 4cylinder	M9 STD	CK008
33-34	Minor SWB/LWB 4cyl	M7 rich	CK020
33	10hp MA 4cylinder	M7 rich	CK020
32	M.C.C. Taxi 14hp	M7 STD	CK020
33-34	10,12,14,15 models	S weak	CK022
36-37	12hp TSBM s2 4cyl	S weak	CK022
39-47	10hp "Y" Van 4cyl	S weak	CK022
34-35	10hp MB & MF 4cyl	MA STD	CK009
35	10hp RD 6cyl	MA STD	CK009
33	14/15hp Major IE	MA STD	CK009
34-35	10hp MB & MF 4cyl	M5 rich	CK023
34	10hp RA 6cyl	M5 weak	CK023
35	12hp TE 4cyl	M5 rich	CK023
33	14 Cowley Van 4cyl	M5 rich	CK023
33	14/15hp Major IE	M5 rich	CK023
35	10hp MF 4cylinder	M6 weak	CK007
35	12hp TE 4cylinder	M6 weak	CK007
33	14 Cowley Van 4cyl	M6 STD	CK007
34	15hp LG 6cylinder	M6 weak	CK007
35	16hp Oxford QD 6cyl	M6 weak	CK007
36-47	10hp MK s2, sM 4cyl	AD weak	CK024
36-37	12hp TJ s2 4cyl	AD weak	CK024
36-37	12hp 8/10cwt 4cyl	AD weak	CK024
36-37	10hp MK s2 4cyl	AR STD	CK025
36-37	12hp TJ U 4cyl	AR STD	CK025
36-37	12hp 8/10cwt 4cyl	AR STD	CK025
36-37	10hp MK s2 4cyl	H1 rich	CK026
36-37	12hp TJ s2 4cyl	H1 rich	CK026

<u>YEAR</u>	<u>VEHICLE DETAIL</u>	<u>NEEDLE</u>	<u>PART NO</u>
36-37	12hp 8/10cwt 4cyl	H1 rich	CK026
36-37	10hp MS JM s2 4cyl	BT weak	CK027
42	14hp Ambulance	BT weak	CK027
39-47	10hp "Y" Van 4cyl	M2 STD	CK028
36-37	12hp TSBM Q 4cyl	M2 STD	CK028
33-34	12hp Cowley 8/10cwt	M2 STD	CK028
34	Cowley Van GPO 4cyl	M2 STD	CK028
39-47	10hp "Y" Van 4cyl	M1 rich	CK029
36-37	12hp TSBM s2 4cyl	M1 rich	CK029
35	12hp 8/10cwt TF 4cyl	M1 weak	CK029
33-34	12hp Cowley 8/10cwt	M1 rich	CK029
34	Cowley Van GPO 4cyl	M1 rich	CK029
34	10hp RA 6cylinder	1 STD	CK030
34	12hp Cowley TA	1 rich	CK030
34	10hp RA 6cylinder	H4 rich	CK031
35	16hp Oxford QD 6cyl	H4 rich	CK031
39-47	10hp s "M" 4cyl	3 rich	CK032
38-39	12hp TPBM s3 4cyl	3 rich	CK032
34-35	10/6 RB & RF Special	AK STD	CK033
34	10/6 RB Special	WX rich	CK034
35	15hp LJ 6cylinder	WX weak	CK034
35	12hp 8/10cwt TF 4cyl	4 rich	CK035
33-35	18hp Isis JK 6cyl	4 weak	CK035
35	20hp Oxford JK 6cyl	4 weak	CK035
34	12hp Cowley TA	6 weak	CK036
34	Cowley Van GPO 4cyl	6 weak	CK036
36-37	18hp QJ/QSHM s2 6cyl	6 weak	CK036
33-35	18hp Isis JK 6cyl	S5 STD	CK037
33-35	18hp Isis JK 6cyl	S6 rich	CK038
35	20hp Oxford JK 6cyl	S6 rich	CK038
39-47	10hp sM 4 cylinder	EF STD	CK039

CARBURETTER NEEDLES 2

<u>YEAR</u>	<u>VEHICLE DETAIL</u>	<u>NEEDLE</u>	<u>PART No</u>
34	10/6 RB Special	D6 weak	CK040
36-37	10hp MS JM s2 4cyl	AT STD	CK041
36-37	10hp MS JM s2 4cyl	E3 rich	CK042
38	10hp MP JM s3 4cyl	DM weak	CK043
38	10hp MP JM s3 4cyl	DJ STD	CK044
38	10hp MP JM s3 4cyl	DK rich	CK045
35	12hp TE 4cyl	AP STD	CK046
38-39	12hp TPBM s3 4cyl	V3 weak	CK047
38-39	12hp TPBM s3 4cyl	V2 STD	CK048
35	12hp 8/10cwt TF 4cyl	AJ STD	CK049
34	12hp Cowley TA	A1 STD	CK050
42	14hp Ambulance	ER STD	CK051
36-37	14hp QSDM s2 6cyl	JM weak	CK052
36-37	14hp QSDM s2 6cyl	AY STD	CK053
36-37	14hp QSDM s2 6cyl	RO rich	CK054
38-39	14hp QPDM s3 6cyl	61 weak	CK055
38-39	14hp QPDM s3 6cyl	GA STD	CK056
38-39	14hp QPDM s3 6cyl	AQ rich	CK057
35	15hp LJ 6cyl	R3 rich	CK058
34-35	15hp LG & LJ 6cyl	AE STD	CK059
34	15hp LG 6cyl	2 rich	CK060
35	16hp Oxford QD 6cyl	2 STD	CK060
33-34	16hp Oxford QA & QB	QW weak	CK061
33-34	16hp Oxford QA & QB	QA STD	CK062
33	16hp Oxford QA 6cyl	R2 rich	CK063

<u>YEAR</u>	<u>VEHICLE DETAIL</u>	<u>NEEDLE</u>	<u>PART NO</u>
34	16hp Oxford QB 6cyl	H2 rich	CK064
35	16hp Oxford QD 6cyl	H4 rich	CK065
36-37	16hp QH s2 6cyl	AM weak	CK066
35	20hp Oxford JK 6cyl	AM STD	CK066
36-37	16hp QH s2 6cyl	RO STD	CK067
36-37	16hp QH s2 6cyl	RG rich	CK068
36-37	18hp QJ/QSHM s2	BE STD	CK069
36-37	18hp QJ/QSHM s2	RLB rich	CK070
36-37	21hp OJ & 25hp OK	RK weak	CK071
36-37	21hp OJ & 25hp OK	RJ STD	CK072
36-37	21hp OJ 6cyl	KWR rich	CK073
38-39	25hp S3 Open 6cyl	OA6 weak	CK074
33-34	25hp JJ & OE 6cyl	OA6 STD	CK074
38-39	25hp S3 Open 6cyl	DF STD	CK075
38-39	25hp S3 Open 6cyl	DG rich	CK076
33-34	25hp JJ & OE 6cyl	OA7 weak	CK077
33-34	25hp JJ & OE 6cyl	KW rich	CK078
36-37	25hp OK 6cyl	KWR rich	CK079
32	MC 30cwt Truck	80 STD	CK080
32	MC 30cwt Truck	BE rich	CK081
30-34	MCC Leader	P4 STD	CK082
31	MCC Rtype Ambulance	HV3 STD	CK083
31	MCC Taxi 15hp	M8 STD	CK084
32	MCC JF Courier	C1 STD	CK085

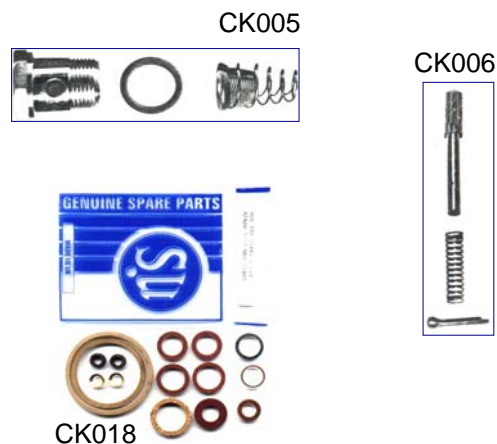
CARBURETTER NEEDLES 3

CK001	Needle BD, STD, for Morris 8 s1 & 2 & models with air silencer
CK007	Needle M6, RICH, for Morris 8 s1 & 2 & models with air silencer
CK002	Needle BA, STD, for Morris 8 pre series and models without air silencer
CK020	Needle M7, WEAK, for Morris 8 pre-series & series 1 & 2
CK009	Needle MA, RICH, for Morris 8 pre series and models without air silencer
CK003	Needle EK, STD, for the Morris 8 series E
CK021	Needle MOW, WEAK, for the Morris 8 series E
CK008	Needle M9, RICH, for the Morris 8 series E

Many other needles are available to order, please enquire.

CARBURETTER PARTS

CK004	Brass dashpot cap
CK005	Float chamber, banjo bolt kit complete
CK006	Float chamber, "tickler" kit
CK018	Washer kit, containing about 14 assorted seals
CK101	Float needle and seal kit
CK139	Float chamber, banjo bolt filter & spring
CK141	Float chamber, banjo bolt sealing washers per pair
CK163	Float chamber, brass nut
CK595	Jet kit
CK698	Float chamber, zinc plated banjo bolt
GC199	1934-37 10/4 carburetter gasket
CK302	SU Carburetter brass float

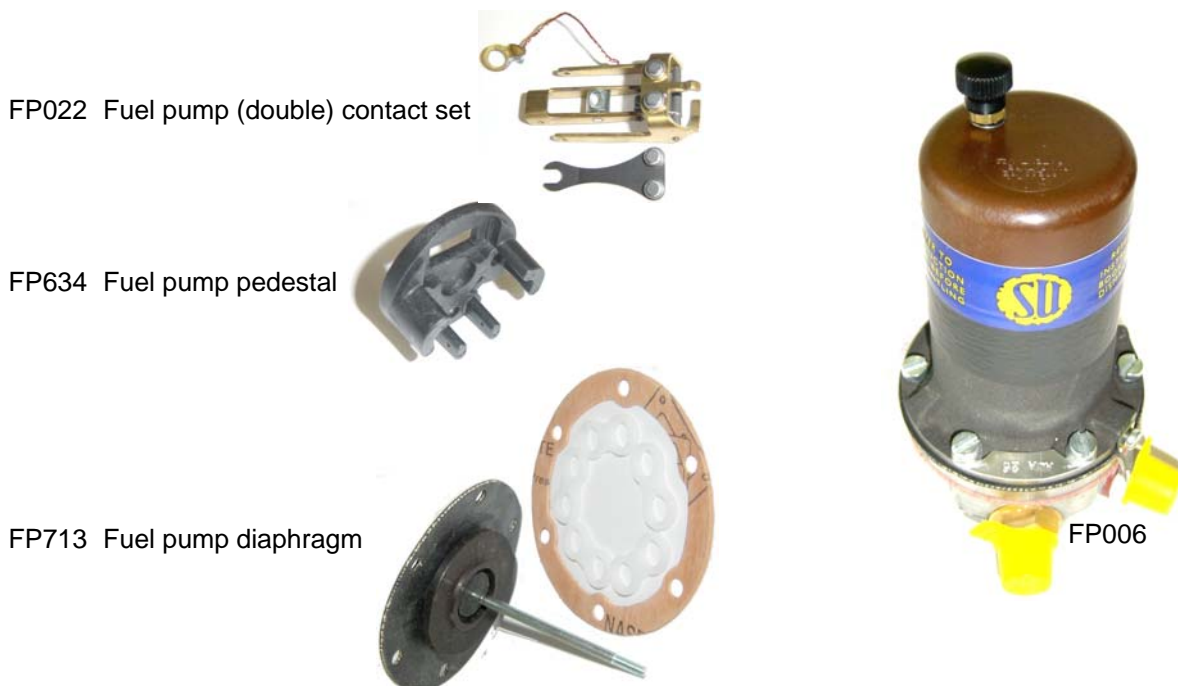


FUEL HOSE - BRAIDED FLEXIBLE

CH001	1/4" BSP nut & cone nipple at both ends, 18.5" long
CH039	18 & 25hp models, 1/4" BSP nut & cone nipple at both ends, 15" long
CH040	1/4" BSP nut & cone nipple at both ends, 16 1/4" long
CH002	Fuel pump to carburetter, Banjo to 1/4" BSP nut & cone nipple, 14" long
CH021	Fuel pump to carburetter, M8s1, 2 & E, Late Minor, Banjo to 1/4" BSP nut & cone nipple, 15.5" long
CH022	Fuel pump to carburetter, M8s1, 2 & E, (Longer version) Banjo to 1/4" BSP nut & cone nipple, 16.5" long
CH016	Fuel pump to carburetter, 10, 12 & 14, Banjo to 1/4" BSP nut & cone nipple, 18" long
CH017	Fuel pump to carburetter, 10, 12 & 14, (Longer version), Banjo to 1/4" BSP nut & cone nipple, 18.5" long
CH018	Fuel pump to carburetter, 14, 16 & 18 models, Banjo to 1/4" BSP nut & cone nipple, 22" long

FUEL PUMPS AND PARTS

FP006	Exchange 6V fuel pump
FP012	Exchange 12V fuel pump
FP591	Fuel pump (single) contact set



MISCELLANEOUS

BUMPER NUT & BOLT

NX008 Chromed Bumper Nut and Bolt, M8 s1 and s2



CALORIMETER WINGS

CL001 Chromed, short wings
CL002 Chromed, long wings

DOOR HANDLES

DH950 Chromium plated, outside locking door handle, oval escutcheon, centres 1.75" apart (for Morris 8 series 1 & 2 only)
DH600 Non-locking door handle to match DH950
DH654 Chromium plated, outside locking door handle, heart-shaped escutcheon, centres 1.37" apart (for Morris 8 series E)
DH651 Non-locking door handle to match DH654
DH400 Chromium plated, locking 'T' handle, oval escutcheon, centres 1.75" apart (for series E boot)
DH863 Replacement pin fixing, die cast lock cylinder (barrel) complete with two nickel-plated keys
DH596 Carriage key, polished iron, 3.5" long, to suit square drive budget latches (for series E bonnet)
DH597 As DH596, but 5" long, for better grip

KEYS

KY000 Key cut MRN1 to MRN54
KY715 Key, ignition – blade type (Lucas 344715)
KY311 Key cut FA501-625 round head
KY310 Key cut FP626-750 round head
KY309 Key cut FR751-875 round or 'barn door' head
KY306 Key cut FS001-955 'hex head' (bow)
KY307 Key cut FT101-225 'coffin' bow
KY478 Key, blank FA 'round' head

KY715



THE KEYS & KEY BLANKS ARE SUBJECT TO AVAILABILITY

EXTERIOR REAR VIEW MIRROR

MC653 Oval exterior mirror suitable for vehicles of the '30's, size 4 1/2" x 3 1/4", complete with mounting bracket. Hole centres 1 3/4" approx. These are a new manufacture, brass/bronze construction, copied from an original 'Desmo', chromium or nickel finish and convex glass lens.

FLOOR BOARD FIXINGS

SF100 1/4" BSF countersunk floorboard screw 1" long
SF125 1/4" BSF countersunk floorboard screw 1.25" long
WF001 Plated floorboard washer for SF100 & SF125
TF250 1/4" BSF tap for screws, SF100 & SF125

FUEL TANK PARTS

FT340 Sender unit
GP082 Sender unit, gasket
SF001 Sender unit, round head screw, Whitworth, 3/4" long 6required

HOOD FRAME PARTS

FH008 Hood frame bracket, mild steel
FH009 Hood frame bracket, stainless steel
NX004 Nut, windscreen, chromed

HUB CAPS

WT001 Stainless steel, 5.4" diameter, Morris 8, Minor, with wire wheels
WT002 Stainless steel, 7.5" diameter, 10/4 Pre series
WT003 Stainless steel, 8.8" diameter, Morris 8, 10 with easi-clean wheels
WT005 Stainless steel, 6" diameter, 1932-33 Major & Cowley
WT006 Stainless steel, 7 3/8" diameter, 1934 Isis & Oxford
WT007 Stainless steel, 7" diameter, 10/6 special
WT004 Stainless steel raised countersunk screw for the above
WT008 Chromed steel, 8" diameter, for Series E - plain

WINDSCREEN WIPER BLADES

WB370 8" flat wiper blade with hook-on or peg fixing
WB351 Painted 6" to 7.5" adjustable wiper arm (1/4" or 3/16" shaft)
WB477 Chromed 6" to 7.5" adjustable wiper arm (1/4" or 3/16" shaft)
WB372 Wiper blade rubber securing peg



REAR AXLE AND TRANSMISSION

AXLE "U" BOLTS

UB008	'U' bolt with nuts for Morris 8 (each, including nuts)
UB012	'U' bolt with nuts for 10/4 front axle 3 ⁷ / ₈ " x 1 ¹⁷ / ₃₂ " (each, including nuts)
UB013	'U' bolt with nuts for 10/4 front axle 4" x 1 ⁹ / ₁₆ " STD (each, including nuts)
UB014	'U' bolt with nuts for 10/4 front axle 4 ¹ / ₂ " x 1 ⁹ / ₁₆ " (each, including nuts)
UB010	'U' bolt with nuts for 10/4 rear axle 6 ⁵ / ₈ " x 2 ¹ / ₄ " (each, including nuts)
UB011	'U' bolt with nuts for 10/4 rear axle 7" x 3 ¹ / ₈ " (each, including nuts)



CROWN WHEEL AND PINION SETS

CW154	10/4, 12/4 series 2
CW157	10/4 series M

OIL

OL140	1.0 bottle of SAE140 oil for axle and steering box
OL040	0.4 litre aerosol WD-40 lubricant for locks, electrical contacts etc

PINION BEARING SEALS

OS004	2" diameter felt seal, for Morris 8, Minor
OS516	Pinion bearing seal, 10 series M, Y van, Z van
OS239	Rear axle shaft seal for most C and CS Commercials

PROPELLER SHAFT COUPLINGS

FC058	Fabric coupling to suit Minor SV and OHV 1929-34, Morris 8 1934-37
FC055	Fabric coupling to suit 10/4 pre-series, 10/6 1933-35
QL152	Universal joint 'spider', Morris 8 series 2 and series E, 10/4 & 12/4 1935-39



REAR AXLE/HUB GASKETS

HG001	Rear hub flange gasket for Morris 8
GA001	Rear axle banjo gasket for Morris 8
	Please enquire for those not listed

REAR HUB PARTS

HR124	Rear hub bearing housing with studs for Morris 8 (Morris part no. 38124)
HR074	Rear hub, for Morris 8, 1935-37 models (Morris part no. 38074)
HR139	Rear hub, for Morris 8 series 2 and series E models
HR132	Rear Hub, 10/4, 12/4 series 2
HR500	Half shaft, 10cwt Van 1936-38, right hand
HR585	Half shaft, 14/6 series 2, series 3
HR242	Half shaft, Major 1932-33
HR465	Half shaft with hub, 15/6, Cowley 4 & 6, 1934
HR499	Half shaft with hub, 10cwt van, left hand
HR500	Half shaft with hub, 10cwt van, right hand
HR585	Half shaft with hub, 14/6 series 2
HS001	PTFE replacement for the original cork half-shaft oil seals for Morris 8 models. (Correct fitting must be observed)
HS002	Rear hub 2 ¹ / ₂ " diameter felt oil seal, M8, 10/4
HS005	Rear hub oil seal, 10/4, late s2, s3 & sM
HS155	Rear hub oil seal, 10/4, late s2, s3 & sM
HS272	Rear hub oil seal, Post war sE, Wolsley 8
HS291	Rear hub oil seal, to replace felt M8 & sE
HS969	Rear hub oil seal, MG TC derivatives

TAB WASHERS

MB008	To suit any car with a 40mm i/d rear hub bearing
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WHEEL STUDS - REAR

SW002	Rear wheel studs for Morris 8 1935-37
SW004	Rear wheel studs for Morris 8 1938 onwards
SW007	10/4 Pre series road wheel stud (each)

WHEEL NUTS

NW002	Wheel nuts for Morris 8 models front & rear
NW001	10/4, 12/4 road wheel nut in brass (each)

WHEEL NUT SPRING WASHER

SW006	For Oxford & Cowley wheel nuts
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SHACKLE PINS & PARTS

GREASE NIPPLES

NG400	1/4" B.S.F., straight
NG445	1/4" B.S.F., 45 degree angle
NG500	5/16" B.S.F., straight
NG545	5/16" B.S.F., 45 degree angle

SHACKLE PINS APPLICATION CHART

MODEL	CHASSIS NUMBER	FRONT SPRINGS		REAR SPRINGS	
		front	rear	front	rear
Morris 8 - 1934-8	901-86983, 87001-87040	2 off SP501	4 off SP030	2 off SP368	4 off SP347
Morris 8 - 1938	86984-87000, 87401 onwards	2 off SP501	4 off SP030	2 off SP368	4 off SP347
Morris 8 series E	101-54676			2 off SP622	4 off SP565
Morris 8 - Van	202181 onwards	2 off SP501	4 off SP030	2 off SP622	4 off SP347
1949 Ex GPO Van		2 off SP368			
Minor OHV	M101-1161	2off SP347	4off SP347	2off SP593	4off SP347
Minor OHV	M1162 onwards	2off SP501	4off SP347	2off SP593	4off SP347
Minor SV	All chassis numbers	2off SP501	4off SP347	2off SP593	4off SP347
10/4, 10/6	101-14280 & 14281-48340	4off SP368	2off SP888	2off SP523	4off SP368
10/4, 12/4 series 2	49341-76823 & 77001-77075	2off SP930	4off SP930	2off SP888	4off SP888
10/4, 12/4 series 2 & 3	76824-77000 & 77076 onwards	2off SP930	4off SP930	N/A	4off SP888
Cowley 4 & 6	501 onwards	2off SP888	4off SP888	2off SP888	4off SP888
11.9hp Cowley & 13.9hp Oxford	15001-156500	2off SP368	4off SP368	2off SP368	4off SP368
	156501-268465	2off SP888	4off SP888	4off SP888	4off SP888
	268465 onwards	2off SP502	4off SP888	4off SP888	4off SP888
Oxford 6, 15/6	101-28746	4off SP888	2off SP502	2off SP888	4off SP888
Major 6	28747-32382	4off SP888	2off SP888	2off SP888	4off SP888
	32383 onwards	4off SP888	N/A	N/A	4off SP888

Please note, where N/A appears in the table it means NOT AVAILABLE.



SP002



SP001



SHACKLE PIN NUTS

NX002	1/2" BSF Castellated nut to suit the listed shackle pins
NX003	1/2" BSF slotted nut, 7/16" thick

SHACKLE PLATES & BUSHES

SP001	Shackle plate, front spring, inner (plain), 1935-38 Morris 8 models
SP002	Shackle plate, front spring, outer (with pin-stop), 1935-38 Morris 8 models
Note: SP001 & SP002 are only sold as a pair	
SP035	Shackle plate, rear, 1935-38 Morris 8 models
SP087	Shackle plate, front, 1939-40 Morris 8 series E models (Morris part 84801)
SP088	Shackle plate rear outer, Morris 8 series E, to chassis 54872 (Morris part 95049)
SP089	Shackle plate rear inner, Morris 8 series E, to chassis 54872 (Morris part 95062)
SP003	Shackle plate for 10/4 front spring (each)
SP004	Shackle plate for 10/4 rear spring (each)
SP328	Shackle plate for the Minor rear springs (each)
SP525	Shackle bushes, rubber for the Morris 8 series E (Morris part 95050)
SP622	Shackle bolt, Morris 8 sE, front of rear spring
SP009	Shackle pin bronze bush, threaded, Morris 8 sE
SP010	Shackle pin threaded (hardened steel), Morris 8 sE
SP565	Shackle pin rear, with nuts, Morris 8 sE (Morris part 99565)
SP503	Shackle pin, 1933-35 Oxford Pre Series
SP000	"Silent-Block" bushes for various models, please write for details
SP008	"Silent-Block" bush, front of rear spring, Morris 8 sE
SP987	"Silent-Block" bush, Morris 8 sE (Morris part 83987)

STEERING & SUSPENSION

COTTER NUTS

KX001 As used on old Morris 8 series E king pin sets.

FRONT HUB SEALS

HS003 Front hub inner felt oil seal, M8, 10/4 (2¹/₄" diameter)
HS004 Front hub outer felt oil seal, M8, 10/4 (2" diameter)
HS007 Front hub inner felt oil seal, 10/4 Pre series
HS411 Front hub inner seal, 8/10 cwt van, series 2, up to chassis 19451 (each)
HS407 Front hub inner seal, 10/4 series M 1947-48 (each)
OS108 Speedometer gear housing for 10/4, 10/6, Cowley 4 & 6, 12/4, 15/6 1934-35 (each)

WHEEL STUDS - FRONT

SW005 To suit two wheel brake type Cowley, 2³/₈" long (each)
SW001 Morris 8, 10hp, 12hp vehicles front wheels, late 1935-38 (each)
SW003 10 series M front (each)

KING PINS

KO001 Morris 8, Plain type. The bushes must have an oil groove.
K0264 10 series M, post war only (each)

KING PIN SETS

KP080 Morris 8 King pin set. Each set includes two pins, four bushes, thrust washers and cotter pins. To suit cars up to chassis no. 102806 (Flanged brass bushes)
KP172 Morris 8 King pin set. To suit cars after chassis 102807 including the series E (bimetal bushes).
KP079 Minor, after chassis 34699 (no brake pulley extension) (per set)
KP005 10/4, 10/6 to 1935, 15/6 1934-35, Cowley & Major 1932-33 (per set)
KP174 14/6 Series 2, 1936-37 (per set)
KP272 14/6 series 3, 1938-39 (per set)
KP103 Commercial L & T, 1933-40 (per set)
KP115 Commercial 4/5ton CV, CVS 1938-54 (per set)
KP113 Commercial 1¹/₂ to 3ton 1938-54 (per set)

KING PIN, TRACK ROD, DRAG LINK SEAL

OS006 1³/₈" diameter felt seal with 1¹/₂" diameter hole (used on some models to exclude dirt)

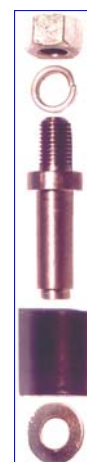
STEERING BOX PARTS

SX394 Steering box lubrication bolt for Morris 8 models.

SHOCK ABSORBER MOUNTING PARTS (For 'PEAR' type shock absorbers)

SA001 Rubber bush, for small shock absorbers (each)
SA002 Small pivot pin to fit the bush, SA001 (each)
SA003 Plain washer for end of pivot pin, SA002 & SA008 (each)
SA004 Nut, to suit pivot pin, SA002 (each)
SA005 Spring washer for SA002 (each)
SA006 Small pivot pin kit, comprising SA001, 2, 3, 4 & 5 (each)
SA009 Rubber bush, for large shock absorbers (each)
SA008 Large pivot pin to fit the bush, SA009 (each)
SA010 Nut, to suit pivot pin, SA008 (each)
SA011 Spring washer for SA008 (each)
SA007 Large pivot pin kit, comprising SA003, 8, 9, 10 & 11 (each)
SA022 Pivot pin kit, (friction) pear type shock absorber

SA006



TRACK ROD ENDS

TR176 Morris 8 Track rod end for all models. (per pair)
TR176 For 18, 21 series 2, 25 series 2 & 3 (per pair)
TR085 For series Y van (per pair)



EXCHANGE / RECONDITIONED

ASH FRAME BODY KITS - NEW

FW802	Morris Eight two Seater Tourer (not doors)
FW804	Morris Eight four Seater Tourer (not doors)
FW821 to FW883	Individual parts available on request

BRAKE MASTER CYLINDERS - EXCHANGE / RECONDITIONED

BM001	Exchange brake master cylinder – Minor, Morris 8	(4" reservoir)
BM007	Exchange brake master cylinder – seriesE, Morris 8	(3" reservoir)
	If the existing output adaptor cannot be removed, then BM002 or BM008 will be supplied, which ever is applicable?	
YY007	Surcharge for outright purchase of brake master cylinder	(no old unit or unit damaged beyond repair)
BM002	Brake master cylinder output adaptor	($\frac{1}{2}$ " diameter)
BM008	Brake master cylinder output adaptor	($\frac{5}{8}$ " diameter)
BM003	Brake master cylinder – Minor, Morris 8	(cylinder, piston & circlip only)
BM005	Exchange Morris 10/4, master cylinder reservoir	(4" high)
BM006	Brake master cylinder reservoir cap – Minor, Morris 8, 10/4	
BM014	Brake master cylinder, Minor (4" reservoir) - Exchange	
BM830	Exchange brake master cylinder - Morris 10/4 early	($1\frac{1}{4}$ " diameter), (830/3)
BM184	Exchange brake master cylinder	($1\frac{1}{8}$ " diameter), (12184/3)
BM903	Exchange brake master cylinder	(1" diameter), (903/3)
BM993	Exchange brake master cylinder - 10/4 series2	(1" diameter), (993/3)
YY008	Surcharge for outright purchase of brake master cylinder	(no old unit or unit damaged beyond repair)

BRAKE SHOES - EXCHANGE / RECONDITIONED

Re-lined brake shoes of reliable material (Per set of 4).

BL261	Morris 8 series 1, series 2 & series E (MO/26/1) (NON ASBESTOS MATERIAL)
BL151	10/4 pre-series (MO/15/1)
BL271	12/4 series3 (MO/27/1) (NON ASBESTOS MATERIAL)
BL181	18/6 series 2 (TR/18/1)
BL161	25 front (WO/16/1)
BL141	25 rear (MO/14/1)
YY011	Surcharge for shoes not supplied



BRAKE WHEEL CYLINDERS - EXCHANGE / RECONDITIONED

All internal parts are replaced. The cylinder bores are honed and a new bleed screw is included. Please give full details of vehicle, quote part numbers if known.

BW878	Exchange unit	($\frac{7}{8}$ " diameter)	(12878) - M8 series 1, series 2 & series E
BW758	Exchange unit	($\frac{7}{8}$ " diameter)	(2758) - M8 series 1, series 2 & series E
BW610	Exchange unit	($\frac{7}{8}$ " diameter)	(610/3) - Minor
YY005	Surcharge for outright purchase of brake wheel cylinder	(no old unit or unit damaged beyond repair)	
BW457	Exchange unit	(1" diameter)	(457/3)
BW344	Exchange unit	(1" diameter)	(6344/3)
BW868	Exchange unit	($1\frac{1}{8}$ " diameter)	(2868/3)
BW327	Exchange unit	($1\frac{1}{8}$ " diameter)	(12327)
BW858	Exchange unit	($1\frac{1}{4}$ " diameter)	(858/3) - 10/4
BW220	Exchange unit	($1\frac{1}{4}$ " diameter)	(220/3)
BW228	Exchange unit	($1\frac{1}{4}$ " diameter)	(228/3) - 25hp
BW561	Exchange unit	($1\frac{3}{8}$ " diameter)	(1561/3) - 25hp
YY006	Surcharge for outright purchase of brake wheel cylinder	(no old unit or unit damaged beyond repair)	

CARBURETTORS - EXCHANGE / RECONDITIONED



Fully reconditioned units, to a very high standard. Improve your economy and performance. All units are thoroughly cleaned and fitted with a new throttle spindle and discs to suit the machined opening. All gaskets are replaced. Needle, jet and float valve are renewed.

CS000 to CS006	Exchange/reconditioned unit (SU types)
YY003	Surcharge for parts supplied that are damaged beyond repair
	Please write, email, FAX or phone for quotation for the non-SU carburettor types.

CLUTCH PARTS - EXCHANGE / RECONDITIONED

CP000 to CP014	Re-corked & repaired cork clutch plate
CC001	Re-lined Minor clutch assemblies
CC002	Repaired & machined. 10/4, 10/6 clutch cover assemblies

FUEL PUMPS - EXCHANGE / RECONDITIONED

FP012	SU Fuel Pump exchange or reconditioned unit	(12Volt - AUA25)
FP006	SU Fuel Pump exchange or reconditioned unit	(6Volt - AUA26)



MILD STEEL EXHAUST - NEW

EH800	1935-38 Morris Eight Pre series, series 1 & 2
EH900	1938-48 Morris Eight series E
EH100	1935-37 Ten & Twelve series 2
EH001	1935-38 Morris 8, 10/4 exhaust collar

RADIATORS - EXCHANGE / RECONDITIONED -

All radiators are reconditioned using cores to the original specification manufactured in 70/30 brass using solid welded tubes (the exception being cores made after the war, which were steel). Honeycomb radiators used by Morris Motors were film type hexagon and these are manufactured in 70/30 brass tubes, solder dipped in 50/50 solder on faces. All radiators are finished in matt black paint with the original badges etc. re-fitted. Polished tanks, pipes etc. can be supplied at an extra cost.

RD001	Morris 8 pre-series, series 1 and series 2 (not honeycomb)
RD005	Morris 8 series E
RD002	Morris 10/4, 10/6, 12/4, 14/6 (not honeycomb)
RD003	Morris Minor - late 2" thick (honeycomb)
RD004	Morris Minor - early 2.5" thick (honeycomb)
RD000	For other models, please ask for a quotation.

SHOCK ABSORBERS – ARMSTRONG PEAR SHAPED - EXCHANGE / RECONDITIONED

Each unit is:

- Opened, dismantled and thoroughly cleaned.
- Scrutinized and worn parts are replaced or repaired.
- Fitted with a new oil seal, springs etc.
- Filled with oil and carefully checked for leaks.
- Fitted with a new pivot bush, pin with nut and washer.
- Red oxide painted and ready for fitment.



PLEASE STATE THE ORIENTATION OF THE PIVOT BUSH WITH RESPECT TO THE FIXING FLANGE. (SEE DIAGRAMS)

SA100 to SA132	Exchange unit excluding carriage	(small)
YY003	Surcharge if old unit is not supplied	(small)
SA100 to SA132	Exchange unit excluding carriage	(large)
YY004	Surcharge if old unit is not supplied	(large)

SHOCK ABSORBERS - ARMSTRONG DAS8 - EXCHANGE / RECONDITIONED

Vertical pistons, cast aluminium body, two fixing holes, reconditioned units. Vertical or the later horizontal valve types.

SA800 to SA829	Exchange unit excluding carriage
YY009	Surcharge if old unit is not supplied

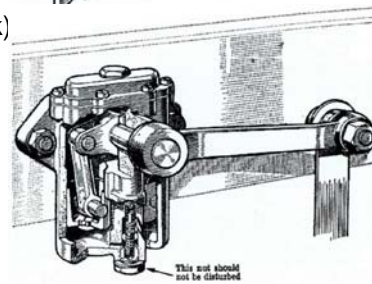
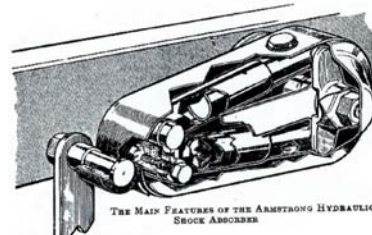
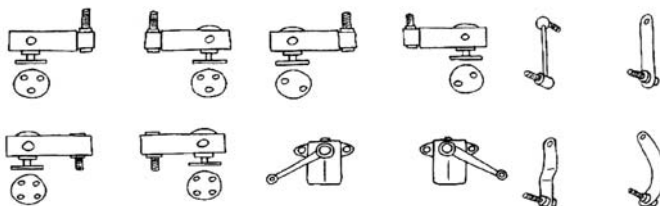
SHOCK ABSORBERS – LUVAX, HARTFORDS, SMITHS ETC - EXCHANGE / RECONDITIONED

We can now recondition other types of shock absorber. eg. Luvax, Hartfords, Smiths etc., please contact us for a quotation.

SHOCK ABSORBER LINKS - EXCHANGE / RECONDITIONED

Used to connect your reconditioned shock absorbers to the axle. All types can be reconditioned.

SL001 to SL009	Exchange unit excluding carriage	(a single pin, flat link)
SL012 to SL014	Exchange unit excluding carriage	(a single pin, flat link)
SL016 to SL022	Exchange unit excluding carriage	(a single pin, flat link)
YY001	Surcharge if old unit is not supplied	(one pin)
SL010 to SL011	Exchange unit excluding carriage	(a pin at each end, flat link)
SL015	Exchange unit excluding carriage	(a pin at each end, flat link)
SL024 to SL025	Exchange unit excluding carriage	(a pin at each end, flat link)
SL101 to SL126	Exchange unit excluding carriage	(a pin at each end, round link)
YY002	Surcharge if old unit is not supplied	(round or two pins)



OLD UNITS

Old units must be supplied when ordering. Only units of recondition able quality will be accepted. Where possible, units should be drained of oil, and in all cases must be reasonably clean.

MISCELLANEOUS

YY010	For reconditioned parts not listed, please enquire. There maybe a charge for inspection.
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THE SPARES GROUP

The following is an extract from an article written for "Classic & Sportscar Magazine", November, 1992 entitled "DAMPERS".

Jon Pressnell pays a visit to three specialists to look at what's involved in rebuilding various types of shock absorber.

ARMSTRONG "PEARS"



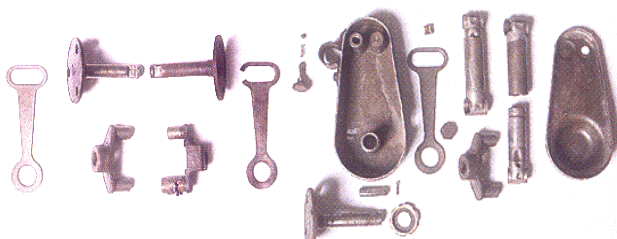
So called on account of their shape, these are an early form of hydraulic damper, which use a pair of slender two-part sliding pistons. These extend and contract as a pivot beam is

having solidified. The pistons will then seize internally and maybe seize on their pivots too, and they'll pull themselves apart. "In the worst instances, the seal for the operating shaft will also have failed, and water will have entered the damper body. As a result, the body might have started to rust through from the inside."

Other likely problems are bad shouldering on the shaft, and wear in the shaft housing on the body, which renders it scrap. The rivets attaching the bracket for the operating arm can work loose, causing fluid leaks. While it's not unknown for the posts, about which the pistons pivot, to come loose. The shaft stabilising bar



take a more effective modern neoprene 'O' ring. When all the work is done, the body is soldered up and the damper filled with SAE140 oil.



can crack, too, if the unit seizes.

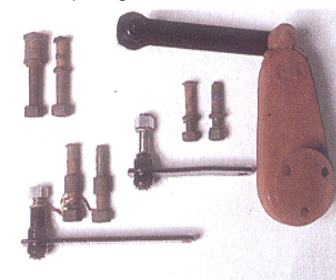
Reconditioning the damper begins by unsoldering the body. Damaged pistons will be replaced with better second-hand ones, or re-soldered if the only problem is failed soldering at the pivot point - fractures here aren't uncommon. Pivot arms are generally reusable after cleaning, but the operating shaft may need metal spraying and re-machining, if it is shouldered or if the cotter pin slot has been chewed up.

If either part of the damper body is rusted, Adrian will generally replace it with a sound spare from his stocks, although holes can be made good by soldering or brazing. A new seal for the operating shaft is vital, and the housing is machined out to

actuated.

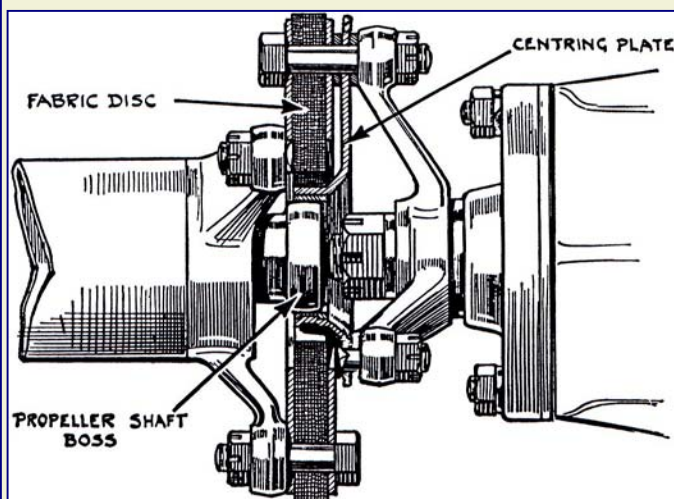
Adrian Tyndale, spares director of the Morris Register Spares Group, had a selection of damaged units dismantled for inspection when we visited: "The main problem with the dampers is that they're likely to have seized solid," says Adrian. "They'll have been allowed to run dry, with what little oil that remains

The bill for four Morris Eight dampers came to £53.00 each, plus £13.75 each, for re-bushing and repining the arms.



FABRIC-TYPE UNIVERSAL JOINTS

This illustration shows the correct positions of the component parts of the fabric-type universal joints.



The fabric-type universal joints are fitted with a very effective centring steady to ensure that the propeller shaft is always concentric with the gearbox main shaft and the rear

axle pinion shaft. The arrangement consists of a spider plate attached to the gearbox or axle spider, with a central bearing which embraces an accurately centred projection on the end of the propeller shaft, thus ensuring that the shaft is always centralised with either the gearbox or axle shafts.

When, for some reason or other, the universal joints have been dismantled it has been found, in quite a number of cases that the centring spider has been replaced wrongly. If the spider has been attached to the wrong holes in the fabric disc so that it is rigidly fastened to the propeller-shaft spider, the universal joint is obviously centred on the propeller shaft only, and there is no guarantee that the assembly is concentric with the axle or gearbox shaft. Similarly, if the spider is replaced. The wrong way, its centre bearing will not, embrace the projecting bearing member in the centre of the propeller shaft, and. Again a centring action will not be obtained.

The correct method of assembly is with the fabric disc rigidly attached to the propeller shaft through three of the six holes, and the centring spider attached, using the three remaining holes. It must also be attached to the spider of the gearbox or rear axle. The centring spider must, in addition, have its projecting centre bearing facing towards the propeller shaft, so that it fully engages the locating bearing member; the distance washers, one on each side of it, must not be forgotten. §

THE SPARES GROUP

NEW SPARES

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PHIL ELLINGHAM

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Email: The@Spares-Group.co.uk

Website: <http://www.Spares-Group.co.uk>

TERMS OF BUSINESS

1. The Spares Group trades under the name THE SPARES GROUP. The officers operate the business in their spare time and without financial reward. We operate on a mail order basis and will accept orders by telephone, post or Email.

Callers by appointment only please

2. Please ensure that your order form and payment are sent to the correct address. Cheques and postal orders should be made payable to "Adrian Tyndale". Any over payment will result in the issue of a credit note voucher, this must be produced when claiming the credit or purchasing spares. Credit note vouchers are valid for two years only.

We accept payment by MasterCARD and VISA cards, which include



"DELTA", "ELECTRON", "FORTOAK", "JCB", "MAESTRO" and "SOLO" variants.

Members wishing to use this method of payment must fully complete the last section of the Spares Group Order Form. Remember to sign and fill in the total amount in Sterling, with the cardholders address. Post to or telephone the Spares Group, giving us the necessary details. Debit/Credit card information sent by Email is at the senders risk. Additional order forms may be obtained by post (please include an SAE) or downloaded from our website. Debit/Credit card refunds will be credited to the customers account directly.

4. ALL PRICES INCLUDE VAT BUT EXCLUDE POSTAGE, PACKING & INSURANCE, unless otherwise stated. A minimum of £3.00 should be added to all orders to cover postage.

5. For overseas members and enquiries of a technical nature, please send a stamped addressed envelope. It may be necessary to contact you about your order.

6. Cheque payments in currencies other than UK pounds will only be accepted by prior arrangement and will be subject to a minimum £15.00 surcharge to cover banking charges incurred processing these payments. We no longer accept "EuroCheques".

7. Please use the part numbers in the catalogue when ordering but do not expect the spares to have the same number on them.

8. For ex-stock reconditioned items and new spares; delivery is normally within two weeks. For reconditioned items this can take six to eight weeks (please advise if your order is urgent). In the event of lost or damaged spares, please notify The Spares Group as soon as possible.