



# MORRIS REGISTER

## SPARES GROUP NEWSLETTER



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**For new spares please contact:**

PHIL ELLINGHAM  
MOREG LIMITED  
64 BEDFORD ROAD  
HOLLAND-ON-SEA  
ESSEX CO15 5LF  
ENGLAND

Phone: 01255 814944  
Fax: 01255 814944

**Email:**  
**Spares@**  
**MorrisRegister.org.uk**

**For reconditioned spares please contact:**

ADRIAN TYNDALE  
MOREG LIMITED  
UNIT 6  
NELSON TRADING ESTATE  
MORDEN ROAD  
LONDON SW19 3BL  
ENGLAND

Phone: 020-8 540 0357  
Fax: 020-8 540 0857

**Email:**  
**Spares@**  
**MorrisRegister.org.uk**

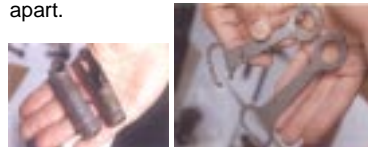
### ARMSTRONG "PEARS"



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 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 having solidified. The pistons will then seize internally and maybe seize on their pivots too, and they'll pull themselves apart."



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.

"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 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 take a more effective modern neoprene 'O' ring. When all the work is done, the body is soldered up and the damper filled with EP140 oil.

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



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