

Replacing the rear shock absorbers

No claim to any real expertise is made in this article! It is a description of how I installed shock absorbers to the rear of a Series II. There may be other approaches... this was the one I worked out from various sources. Any articles of how you went about this conversion would be appreciated - so others can learn.

When I purchased my 1938 4 door saloon a few years back, it was on a whim, a chance happening as I perused Trademe. Up until this time I had an obsession with Morris minors and had collected several, more than I needed really, but the earlier Morris cars had always interested me.

I set about doing some simple bits and pieces on the car, the usual basic restoration things - you know - fiddling with the fuel pump as it didn't go reliably, carburettor.... the simple things.

As mentioned two years ago in an article about Rosie - our series II, I recall replacing the windscreen rubber and at the annual vintage car club swap meet asking one of the club members about the window pull which had a mirror attached to it. After hearing they were like hens teeth - which came out in a blue moon - I set about looking for one. Fifteen minutes and \$5 later I found one. What a stroke of luck!

One thing I did notice with the new car was it had a bit of a lean. Upon looking at the rear suspension I noticed that it only had one shock absorber - a pear shaped shock - but in poor condition. I did obtain a second one from the club - but then after a bit of research decided it would be easier, and more comfortable to put telescopic shocks in.

As George has mentioned in his piece the club is full of wise older men (and probably even wiser partners!) . (Well older than me anyway - and

a lot wiser when it comes to cars).

I was intending to use the car as a wedding car for my sons wedding and so needed to sort out the back shocks. Couldn't have a wedding car which leaned to the right.

On speaking with John Lester he advised me that he had a set of brackets which were designed to be attached to the pear shaped shock absorber fixing plate, and allowed for the installation of telescopic shocks. The exchange of a few dollars and I was all set....

I had discounted the use of the Armstrong shocks fitted to the later series E and the Morris minor, even though I had some on the shelf.

After purchasing the mounting plate I then set about sourcing shock absorbers. I was told that shocks from a VW beetle were ideal. Rang someone - and found out that they wanted quite a bit for them. Plan B involved going in to Autolign and purchasing brand new equivalents for a lot cheaper than the second hand ones.

A bit of black paint on the bracket, lock nuts and suitable high tensile bolts - and the process was relatively easy...

Explanation of the process is on the following pages of photos.

There are also some examples online e.g.

<http://www.morris8-bobbryan.co.uk/articles/M8%20DAS%208%20Shock%20Absorbers.pdf>

<http://www.oldclassicar.co.uk/forum/phpbb/phpBB2/viewtopic.php?t=13396&sid=728de2bdbd51c5461495b34df26687c0>



Nolathane Bushes obtained from Appco Autoparts. - "Squeezed" into the eye of the shock absorber.



Reuse of spare Morris Minor parts - the rear spring front locating pin used to bolt the shock to the metal plate which then attaches to the chassis.



Shock bolted to plate before bolting to chassis