Morris Minor Series MM

FaceBook Group

George Crowe

Hi all, thanks for letting me join your group, firstly I should make it clear that while I once owned a Morry minor for seven years it was a 1098 (sorry). Why I am joining your group is my interest in the Morris 918cc sv engine. I own a 1934 Morris 8 'Alta' special with a significantly modified ushm 918 engine and MM gearbox, and lucky for me it is fitted with an 'Alta' ohv cylinder head. Hopefully anyone in this group who is running an 'Alta' head engine will happy to welcome me into this small circle of owners and help pool our knowledge for mutual benefit

I am just near fully 'run in' on my 'new' built series e ushm engine with std. bore block, new 'tank engine crank' rods, and pistons, reworked camshaft, Ford Aquaplane oil pump, external oil filter, Fiat water pump, Alta head, twin Amal motorcycle carbs, and 4 branch exhaust.....and it goes very very well in fact probably too well for the car it's in!

That's all for now, while my knowledge on the MM minor is a bit limited I am pretty good with the 918 lump so happy to help when I can. Cheers, George

Crankshaft Seal

I know that set up with the hose clip looks ridiculous but it worked perfectly as I was only machining the alloy top housing to size with no real cutting load.....and I had my safety flip flops on as all the workers on youtube in the third world engineering shops do. Cheers, George

George Crowe
Author

Alan, that was a bit of a challenge, the upper part of the seal housing in alloy was pretty easy to make as a straight replacement for the std. part, the main bearing cap job was a bit tricky, I fabricated the housing out of three parts bronze welded together, screwed to the back face of the main bearing cap and then the whole lot machined on the lathe as one part, then the 'top' alloy and bottom main cap housing were machined together concentric to the crank a smidge less than the seal outer diameter to give the seal a little bit of squeeze in its new housing. There is very little room behind the crank driving flange to get this all in (about 20thou) but so far so good with absolutely no leaks