

MORRIS Z UTILITY RESTORATION PART 2

Progress at last! The front axle assembly has been refitted. I then began the slow task of cleaning and painting brake backing plates, honing cylinders, fitting new springs and cups, and reassembling the brakes. My local brake supplier came good with three new hoses with correct B.S.F threads and my master cylinder was rebuilt with a newly made piston. This all at some cost, don't tell Pauline!

One brake pipe could not be fitted as a banjo bolt which had broken on disassembly could not be sourced. The wrong one came out from Morris 8 Tourer Club in N.Z. I then tried a Z owner in Townsville, who also sent the wrong one! I contacted a s/h parts supplier in G.B. who didn't have one either, but told me that late Z's have different brakes which are the same as series MM Morris Minors. I contacted my tame Sprite parts supplier to find a Minor wrecker. He then tells me that the part required is the same as in back brakes on my A.H. Sprite! He is sending me one, end of a 2 month search.

The backing plates with cylinders, plus drums, are now on the axle in the car. The master cylinder and hoses were connected, and the refurbished pedals refitted with new bushes and pedal rubbers, then the return springs attached. The brake light switch was pulled apart, contacts cleaned, and adjusted.

The steering tie rod was fitted with new ends sourced from the G.B. club with some difficulty, as the threads were too tight had to be re-tapped, and one was ½ " left hand thread. Sources in Cairns provided suitable taps, fortunately. I told the supplier about the problem, and they are fixing it. The Morris Register in G.B. have been really helpful with advice and parts, and I recently received new rear gearbox mounts, head studs (3 different lengths), and extended manifold nuts along with the tie rod ends.

The N.Z. Club came good with wiper motor, distributor with cap, water elbow, tail light, radiator cap and generator brackets. I indulged myself with the purchase of their club badge, as now I am a member. The All British Day at Townsville had on display not one, but three restored Morris Z Utes. I collected contact details and visited one of the owners at his home. JACKPOT! We came away with two headlight bowls, a starter motor, R.V. mirror, road wheel and an instrument panel with light! I also now have a new contact with 30 year ownership of the model.

With the original purchase I received two engines, one unassembled and one which was turning and had the bores honed. I pulled the sump on the good one, (gasket and seals in place) to check bearing clearances. Imagine my surprise when one main bearing cap was finger tight! A teardown was obviously required and I was given an engine stand, very handy, on which I mounted the rebuilt motor. On disassembly I found No.1 conrod stamped 3, and its cap stamped 2. At least 3 and 4 matched! I still had the valve spring compressor last used on my Prefect 50 years ago to remove the valves, but am not looking forward to fitting those tiny collets in a confined valve chamber on reassembly. The engine has gone to an expert for evaluation of the extent of repairs required.

Prior to removing the tail shaft for cleaning and painting, I drained the diff. Good news, nice clean oil, bad news; there was only 50ml of oil in it. The rear brake pipe and flexible line were now refitted to the master cylinder, and the rear shackle bushes tackled. The spring eyes needed treatment with a die grinder to remove rust, and the pins and nuts were re-threaded, plus the plates treated and painted. I thought that I had shackle bushes in stock, but at the rear the spring eye bush is larger! The right ones were eventually sourced, come as a set of 8, only need 4, had to be cut to length, freight \$15, loving this project, but it does keep me out from underfoot, and certainly tests the mind and body, which keeps us old fellows active.

BREAKING NEWS:

Since writing this I have replaced the L.H. spring shackle bushes. Surprise! This side has same bushes top and bottom. I have only needed two of the eight bushes in the set, so they cost me \$50 each.



Pictures 1) Morris Z at Townsville All British Day
Mine will never look like this; I intend to retain its rusty exterior patina.



2) Some parts supplied by your club, Thanks Pieter.

Regards Graham Hepburn, Cairns, Far North, Queensland