

MORRIS Z UTILITY RESTORATION



Graham Hepburn is restoring one of these (reference only pic).

Some progress has been made in spite of a pause for a few months due to the handicap of my injured shoulders.

The gearbox bearings ordered from G.B. did not fit, but I had some ordered in by a helpful local supplier. The wrong bearings were credited at a return postage to G.B. of \$31. The cluster bushes were sawn out with advice and help from Tony Basham. Of course, after pressing in the new bushes the shaft would not fit in.

Fortunately, a local firm reamed the bushes, straightened the lay shaft, made new bushes for pedal shafts and fabricated new striker plates for the doors. A screw (3/16 B.S.F thread) which retained the lay shaft in the gearbox case was sheared off at both ends.

The existing was drilled and removed with an Easy-out, then drilled and tapped to take a 1/4 A.F. bolt.

Assembly of the gearbox was then straightforward, and a Loctite compound was used in place of gaskets.



Gearbox after assembly

Whilst the Ute was on the hoist the undersides were water blasted, removing many kilos of dirt and scale.

All exposed timber has been treated with a wood preservative and a few small repairs made to damaged woodwork on the tray. Remaining trim was removed from L.H. door interior, and the woodwork was found to be in good condition, but striker plates need replacing. Next the front axle was to be removed. The hubs with integral brake drums were removed first to lighten the assembly.



Front wheel backing plate as found

The brakes were disconnected, steering draglink removed, track rod disconnected, front shackle bolts knocked out and rear shackle pins removed. The assembly could now be lowered to the ground and spring U bolts removed.

Backing plates complete with brakes were unbolted and kingpins driven out. A few days were

occupied disassembling brake shoes and pistons, cleaning all and painting backing plates.



Spring U bolts as removed

The springs were cleaned and treated.

The bare axle has been rust treated, primed and painted.



The drag link was disassembled, cleaned and put together with fresh grease.



Utility now without front suspension

Next the shackle pins and plates were cleaned and re-threaded. Nuts were re- tapped and spring washers found. I had sourced locally shackle bushes (same as a Sprite part). King pin bushes, thrust washers and cotter pins arrived with the brake cylinder kits from Morris Register G.B. Bump rubbers that were designed for a trailer were fitted to springs in place of original centre bolt. The springs are now ready to be refitted.

Back under the car now to remove the rear brake hose, and gouge out old spring shackle rubbers, then grind out rust to receive new shackle bushes.

The master cylinder was next removed and cleaned up, and currently I am working through sourcing replacement parts. I can get new hoses made locally with some difficulty, using the existing hose ends, due to BSF threads on ends. The master cylinder is available new from G.B for **£333!** The existing master cylinder therefore stripped with some difficulty, and a local brake shop has undertaken to have it re-sleeved, including detaching and re-soldering the tin reservoir

Tools used to disassemble master cylinder



Master cylinder parts after strip down



The new fabrication of floor has not yet been started; it was dropped off in December. Patience! I have received new dished washers and B.S.F screws from England, to fit the floor when completed. I am now in the process of joining the N.Z. Morris 8 Tourer Club, who will supply me with missing parts such as distributor, engine mounts, wiper motor, generator mounts and engine block water outlet. They have a large supply of S/H parts and some new re-manufactured items.

Overall, most things have come apart fairly easily, thanks to a good existing coating of Pommy oil and grease, and my father's Whitworth spanners have had a serious workout. We are coming up to the first anniversary of the project, and a bit to go yet. I am willing to share details of local suppliers who have taken an interest in the job, and have gone the extra yard.

Regards, Graham Hepburn

1951 Morris Z Convertible Utility.