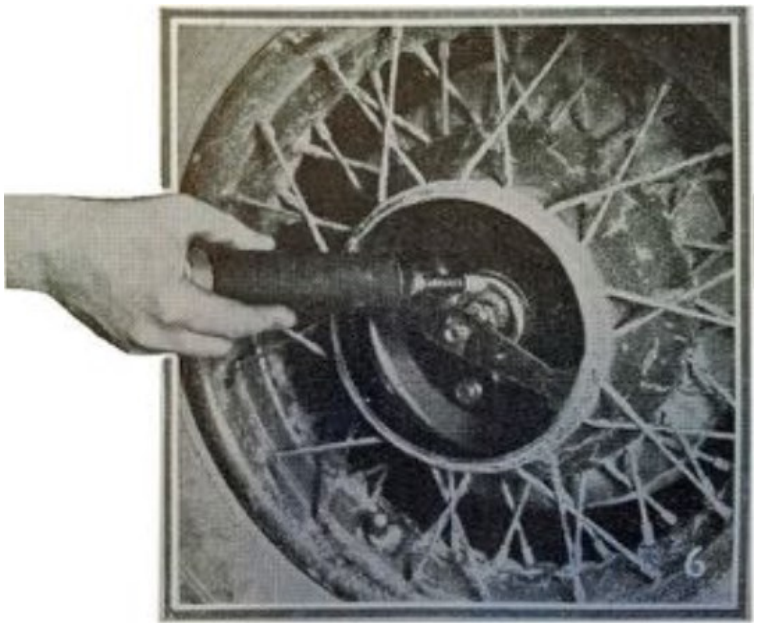
Morris 8 Lubricating Pump, Hammer and Adjustable Spanner

Three tools that are rarely found in today's car tool kits are a lubricating pump, hammer and adjustable spanner. When the Morris 8 was first produced in 1934, these three tools were standard inclusions and were most likely housed with the other tools in the tool bag.

Lubricating Pump - Part No. 35695

Fig. 1

For a mass produced car, the Morris 8 had a reasonably well stocked toolkit. One reason for this may have been because new owners of a Morris 8 tended to be more hands on than the average car owner today. Lubrication was a regular maintenance item on the agenda (fig. 2). Hence the lubrication pump, otherwise known as the grease gun, would have been or should have been one of the more well used tools.



Lubricating the front hub on one of the larger model Morris.

Picture from Morris Owners magazine April 1937, page 141

Fig. 2

The grease gun supplied with the Morris 8 and a number of other Morris models, was an Enots 1D (fig. 1). It had a 40mm diameter tubular steel body with a chrome plated screw on steel cap to cover the sprung loaded end that delivered the grease. On the other end was a chrome plated filler cap covering the opening in which to load the grease.

Grease guns supplied with Series 1 cars had patent numbers stamped on the top collar of the body (figs. 5 & 9) and a filler cap as shown in fig. 10. Then sometime before 1938 the patent numbers were relocated to the filler cap (figs. 6 & 11). The body had a blue steel finish. Overall length including cap was 9 3/4" (245mm).

This particular type of grease gun was designed to "Push On" to grease nipples as opposed to the standard " lip On" type. The end of the gun had a concave half round shape which fitted the shape on the head of the grease nipple. More modern grease guns have a couple of small jaws that grip the standard nipple. Most owners will find that their cars have been changed over to the standard nipples at some point. However there may still be the occasional original one in use.

There were a number of different Enots grease guns supplied with Morris cars from the 1920's to the 1940's. Over the years there were a few subtle and not so subtle changes to the design. During 1929 to 1932 Morris Minor parts books illustrated a brass grease gun similar to the Enots 1 in fig. 3. Ithough visibly different from the Enots 1D, the Morris Minor grease gun had the same part number as the one supplied with the Morris 8. The grease gun illustrated in the 1932 Morris Major parts list was the same shape and part number as that in the Morris 8. Perhaps 1932 was the date the Enots 1D grease gun was first released.

Fig. 3

Photo courtes of a e arden

Figures 4 to 8 show Enots grease guns at various states of change.

Fig. 4 Enot 1D grease gun with a chrome plated brass tubular body and filler cap as in fig. 11.

Fig. 5 Enot 1D as supplied with Series 1 cars. Patent numbers stamped on top collar. Filler cap as shown in fig. 10.

Fig. 6 Enots 1D supplied with Series 2 cars. Patent numbers stamped on filler cap (fig. 11).

Fig. Enots 1D as supplied with post war Series E cars. One piece body as opposed to earlier fabricated two piece body (main tube body with top collar). Patent numbers stamped on filler cap (fig. 11). During the production of these grease guns, the filler cap changed to fig. 12, then at a later stage to that shown in fig. 13.

Fig. 8 Enots 1D was issued in appro imately the 1950's. It had a one piece body and no longer came with a screw on protection cap. Filler cap as shown in fig. 13.

Fig. 4 Fig. 5 Fig. 6 Fig. Fig. 8

Fig. 9

Fig. 10

Fig. 11

Fig. 12

Fig. 13

Prices for Enots 1D grease guns on ebay range between 10 20, depending on condition and whether it still retains the screw on cap which is often missing. However it's not unusual to find a grease gun which has had its filler cap e changed with an earlier or later version. The caps often become dented and the chrome peels, so some sellers will put the best parts on one grease gun to make it more saleable.

I would be pleased if a member could conclusively confirm which grease gun came with the Pre series.

amm r - Part No. 1 1

Fig. 14

The hammer (fig. 14) found in the Morris tool kit was made by Shelley. The letters SHELLE were stamped on one side of the drop forged head (fig. 15) and ITISH M DE on the other. On the underside of the head was cast 3/4 (fig. 16) which specified that the hammer was 3/4lb in weight. Overall height of the hammer was appro imately 8 1/2" to 8 3/4" (220 225mm), depending on how the handle was fitted.

Fig. 15

Fig. 16

The drop forged head was held in place on the handle by wooden wedges. Originally the wooden handle may have been finished with linseed oil, which was common for protection on wooden tool handles of that era. Over the years the handles became chipped, split, loose and even replaced, so it is getting harder to find a hammer in nice condition.

What the Morris 8 owner used the hammer for can be left up to your imagination but its inclusion was discontinued at chassis number 44999. Other cars like the MG still included the hammer in their tools kits well into the 1950's. During this time there were subtle changes to the appearance of the hammer. First the words " ITISH M DE" were omitted, then by the 1950's the name SHELLE was embossed into the head (fig. 1) during the forging process.

Fig. 1

Prices for Shelley hammers on ebay range from

20 60, depending on whether it still has its original handle and the condition it's in. Higher prices have been achieved for the hammers with Shelley embossed in the head, as these were supplied with post war MG's.

u tab pann r - Part No. 3

Fig. 18

In the 1920's and early 1930's, Morris cars were usually supplied with an F type adjustable spanner part no. ET 11 (see Fig. 19). For some reason the Morris factory chose to supply the last of the Morris Minor production, and the Pre Series Morris 8's with a si inch adjustable spanner part no. 3 4 (see Fig. 18). The supply of the adjustable spanner for the Morris 8 tool kit ceased at chassis no. 44999, however it was reinstated for the Series 2 models at chassis no. 165001. E amples of the adjustable spanner that I have personally located have only been for Series 2 kits. Therefore I am not sure if the spanner supplied with the Pre Series is visually identical.

The Series 2 spanner was 6" (150mm) long and a 1/2" (13mm) thick with a blue steel finish. On the front side (the side with the groove) of the top jaw is stamped EGD o 65509 (fig. 20) and on the back SHELLE (fig.21). The spanner was adjusted by means of screwing the knurled knob under which was fitted a thackery washer to apply tension to the top jaw and reduce "play". The knurled knob only had one groove in the centre as opposed to some other Shelley spanners which had two.

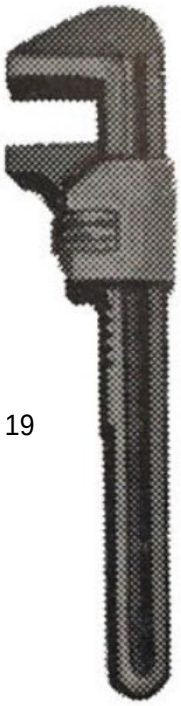


Fig. 19

Fig. 20

Fig. 21

ET 117

s with most tools, there are a variety of different designs of Shelley spanners that have evolved over time. The spanner in fig 22 is a 3 4 as supplied with the Morris 8. The ne t spanner (fig. 23) has SHELLE stamped on the front of the top jaw, two grooves on the adjustment knob and D O 65509 stamped on the lower half of the body. Fig 24 is identical to fig. 22 but without any stamped numbers. The spanner in fig. 25 is a 1920's Shelley spanner with the groove running all the way down to the adjustment knob and SHELLE stamped on the top jaw. Fig 26 also has the continuous groove, but with the additional " ITISH M DE" stamped on the top jaw and SHELLE stamped on the back.

Fig. 22

Fig. 23

Fig. 24

Fig. 25

Fig. 26

s you can see from some of the photos the jaws have been strained causing the top jaw to bend upwards. lso the back edge of this style of spanner was often used as a hammer causing the edges to burr over.