Morris 8 - Special Tools

In the last of the series of articles on the Morris 8 tool kit, I will be reviewing the special tools that were available from the Morris dealer.

When I started my research into Morris 8 tools, I noticed there were two "extra" tools listed in the parts list, along with the rest of the actual tool kit. They were the valve spring compressor and the suction valve grinder. I initially thought the Morris Motors included them with the car. However this was not the case, instead they could be purchased from a dealer by owners wishing to do their own decarb and valve grinds. Fig. 1 shows an advertisement which occasionally appeared in the Morris Owners magazine during the mid 1930's. It communicated to Morris owners that specialty tools were available from Morris Dealers. (Note - the valve spring compressor illustrated is for the Ten Four, Cowley, Major and Oxford models).

Fig. 1

Fig. 2

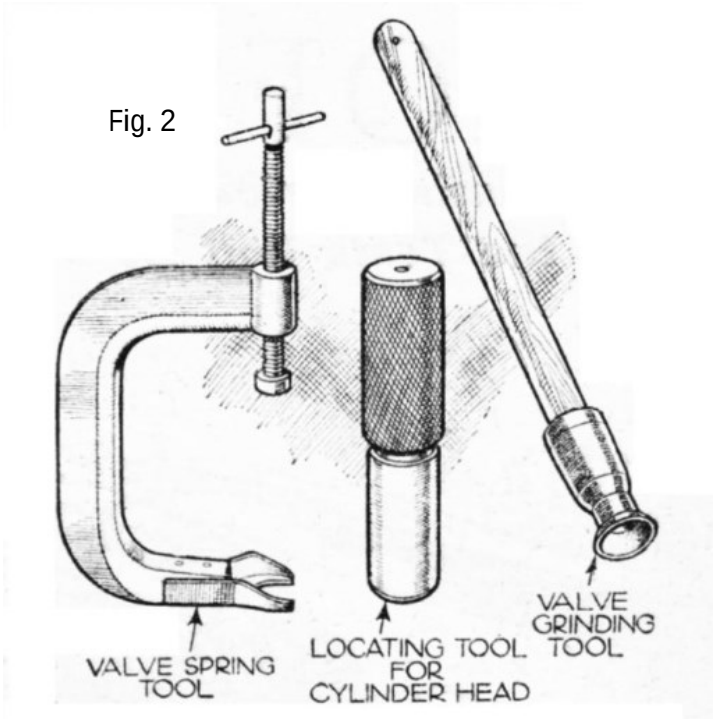


Fig. 2 shows an illustration from the Autocar magazine dated the 8th March 1935. Which states, "When decarbonising becomes necessary the owner should provide himself with three special tools to facilitate the task. These are a suction valve grinding tool, price 1s. 6d., a valve spring compressing tool, price 4s., and an aligning gauge for replacing the cylinder head, price 5s. ; these three tools may be obtained from the Morris Service Department or Morris dealers."

Valve Spring Compressor - Part No. 38378

There seems to be two common types of valve spring compressors. One with JENBRO 641 on one side and MORRIS on the other as in fig 3. This type has a removable foot held in place by two screws.

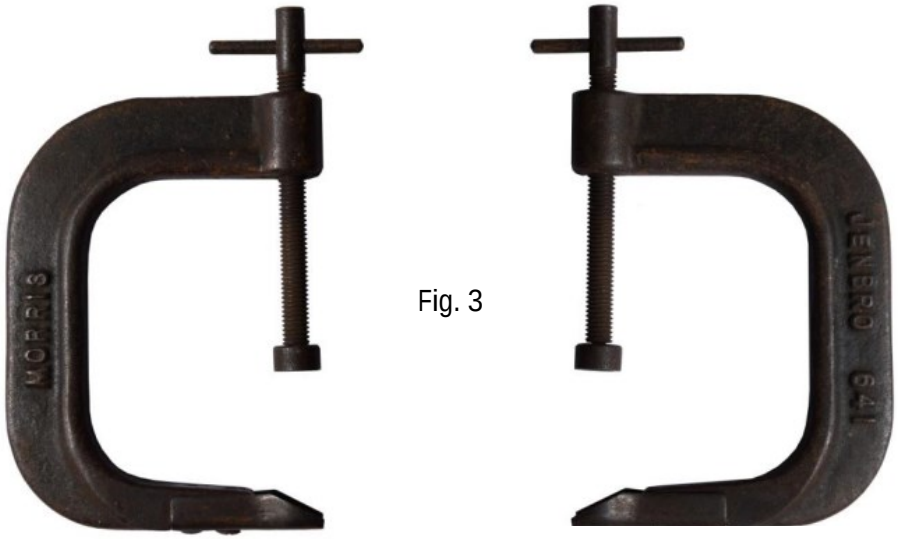
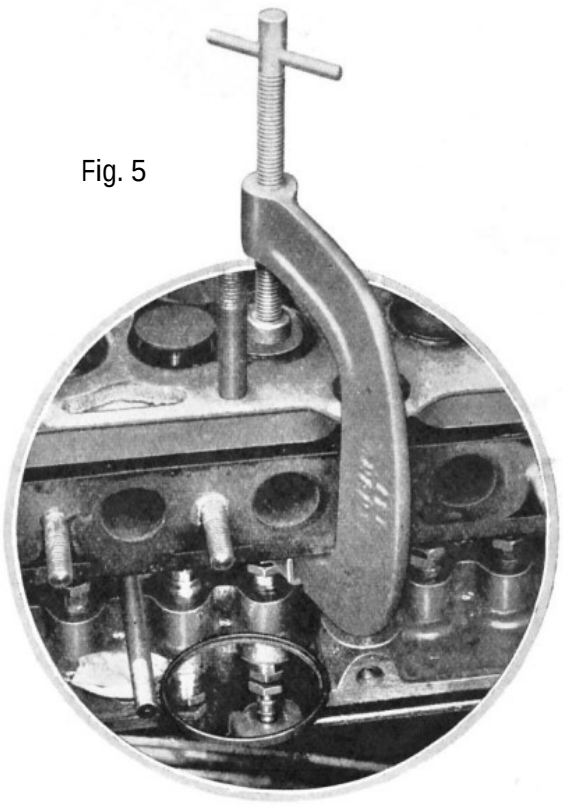


Fig. 3

The other type has no manufacturers name, with the exception of MORRIS and is stamped with M8 1939 (fig. 4) or M8/39. This type usually has a riveted on foot.

Fig. 4

Fig. 5



However both these commonly available types and the one in fig. 2, differ to the valve spring compressor illustrated in Morris literature. The Morris 8 Service Information sheet E8 dated March 1935 (fig. 5) shows a valve spring compressor in use. The same valve spring compressor is also illustrated (fig. 6) in the Morris General Service Information manual , section G21 (dated August 1937).

A similar picture to fig 5. can be found in the November 1938 edition of the Morris Owners magazine. It has a caption which reads, "Here is a Morris valve spring compressor - obtainable through any Morris Dealer - which renders valve removal a simple matter."

Fig. 6

38378

Tool No. 38378. Valve Spring Extractor—Eight models

It has been found necessary to design a valve spring compressor, specially to suit the Eight model. It will be noted that it is sufficiently robust to prevent fracture in normal usage, and the foot is detachable, making it possible to fit a replacement if the original is damaged.

In all my years of researching Morris 8 tools, I have yet to find an example of the tool as illustrated in figs. 5 & 6. At first glance it appears to be the same as the JENBRO type. It has JENBRO 641 on it, however the lettering is arranged differently with the 641 being under the word JENBRO instead of beside it. In addition, it has a curved back which gives the extra space needed for the rearrangement of the words JENBRO 641.

Occasionally Morris 8 valve spring compressors come up for sale with markings other than those mentioned earlier. You may find one embossed with Longbro, JENBRO EMB7 or just the numbers 264.

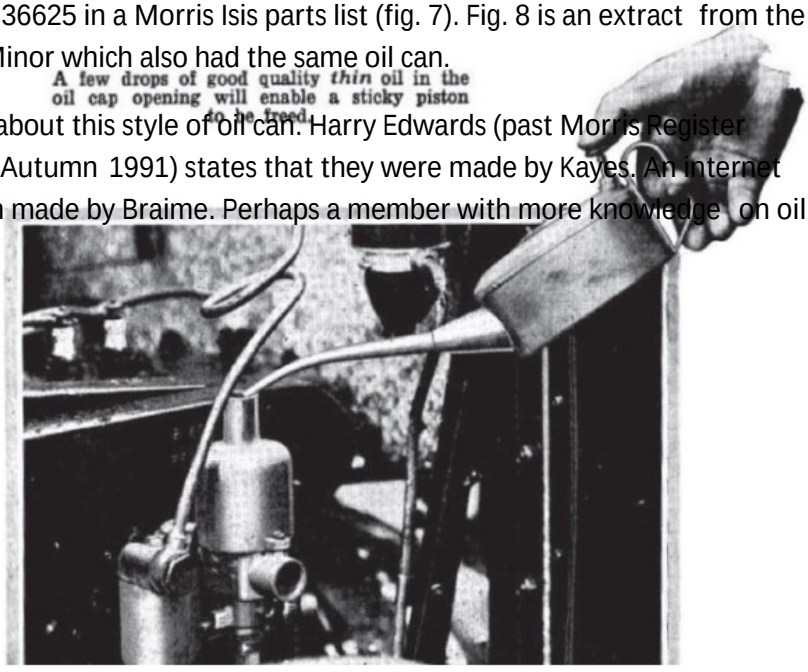
The slight differences are only curious details because at the end of the day, all the various types of valve spring compressors mentioned above perform the same function.

Valve spring compressors are frequently listed on eBay with prices varying from NZ$10 to $40.

Oil Can - Part No. 36625

Fig. 7

elsewhere and found a picture of pt. no. 36625 in a Morris Isis parts list (fig. 7). Fig. 8 is an extract from the Operation Manual of a 1933 SV Morris Minor which also had the same oil can.



Aside from pictures, very little is known about this style of oil can. Harry Edwards (past Morris Register historian) in his tool article (The Journal, Autumn 1991) states that they were made by Kayes. An internet search has revealed a similar style oil can made by Braime. Perhaps a member with more knowledge on oil cans could definitively tell me what brand and size it is.

In the early 1930's Morris parts books, there were a variety of oil cans listed. Part no. 36625 was the most common and this was the oil can listed in the Morris 8 parts list from chassis 901 - 44999 (then discontinued).

As the Morris 8 parts list or Operation Manual, does not show any pictures of this oil can, I looked

Fig. 8

Suction Valve Grinder - Part No. 55540 & 66893

In the 1934 Morris 8 parts list, the suction valve grinder had a part number of 55540. In the September 1936 parts list supplement, this part was superseded by pt. no. 66893. Unfortunately the parts books offers no explanation for the change. We only have pictures to go by and whether they accurately tell the story is unknown.

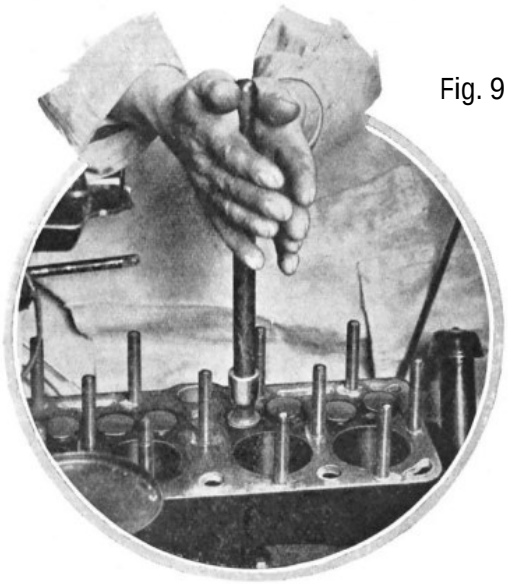


Fig. 9

Fig. 9 shows a picture from the Morris 8 factory Service Information sheet E8. This document is dated March 1935 so it could be assumed that it is pt. no. 55540 in the picture. A similar suction valve grinder is illustrated in fig. 2. That illustration is also dated March 1935.

In the Morris General Service Information manual, section G21, is a picture (fig. 10) of suction valve grinder pt. no. 66893. Comparing this picture with the previous, show only subtle differences in the shape of the handle and rubber suction cup. Since they both do the same job and fit the same component, it's a mystery why there was a change in part numbers, perhaps there was a change in supplier.

Fig. 10

66893

Tool No. 66893. Suction Valve Grinder—All models

As valves on current models are not provided with a screwdriver grinding slot, it is necessary to use a rubber suction tool when grinding-in the valves. As it is exceptionally modestly priced, Dealers should purchase in quantities for resale to the Trade and Owners.

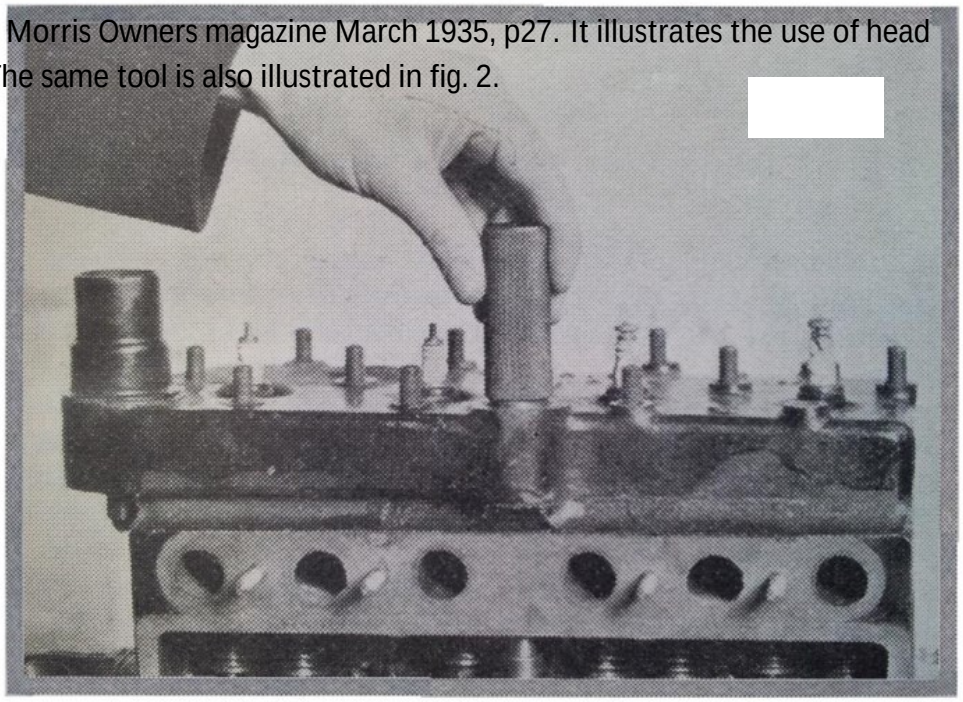
Morris Motors were known to have stamped their name on some suction valve grinders (fig. 11). Whether this was the case with pt. no. 55540 & 66893 is unknown.

Fig. 11

Other Morris 8 Special Service Tools

Morris Motors produced quite a range of special service tools for the trade industry. The following illustrations (figs. 12 - 21) show some of the tools relevant to the Morris 8. In additional to the special service tools, there were also universal tools available from suppliers such as Lucas, SU and Champion to name a few.

Fig. 12 is a picture from the Morris Owners magazine March 1935, p27. It illustrates the use of head alignment tool no. 38385. The same tool is also illustrated in fig. 2.

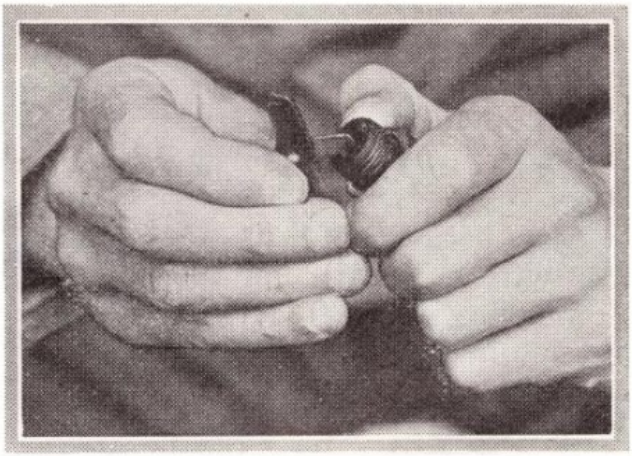


Here is the special aligning tool inserted in the distributor drive tunnel before replacing the stud nuts.

Fig. 12

Fig. 13

Above is the latest Champion plug tool, and on the right is shown the gap gauge in use.



A handy little plug gauge made by the Champion people is obtainable at the price of 4d. from all garages and morris Dealers, and considerably facilitates the process of adjustment.

Extract from Morris Owners magazine November 1934.

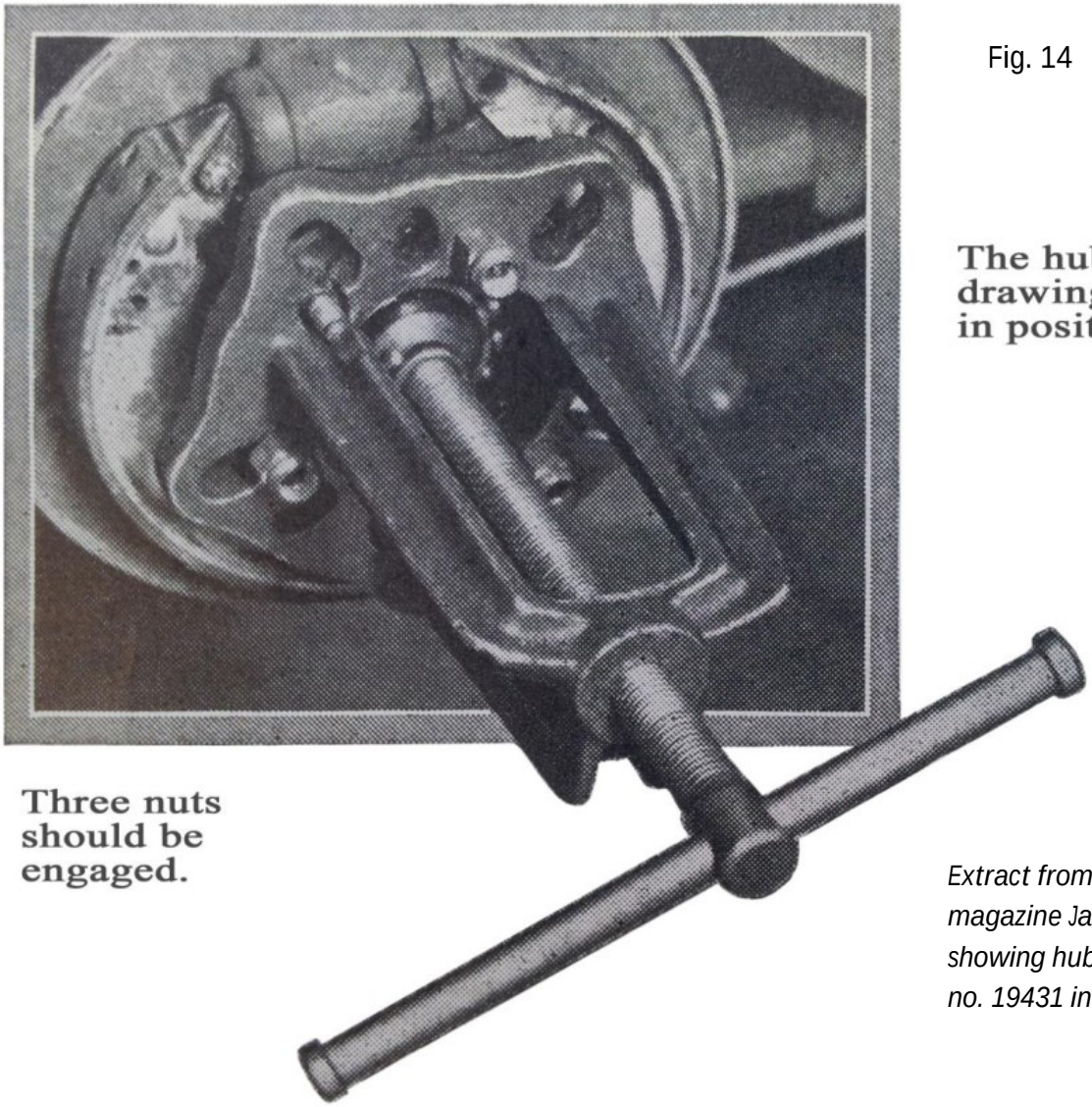


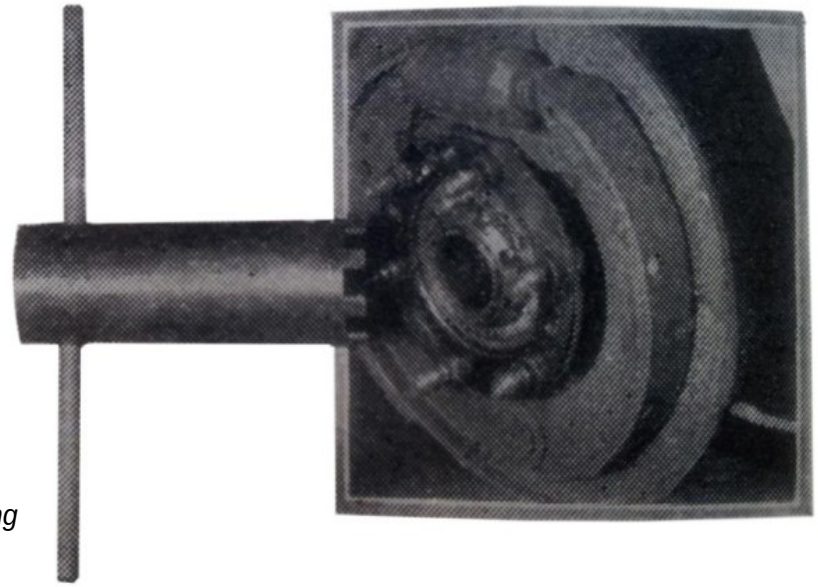
Fig. 14

The hub drawing tool in position.

Three nuts should be engaged.

Extract from Morris Owners magazine January 1937, showing hub extractor tool no. 19431 in action.

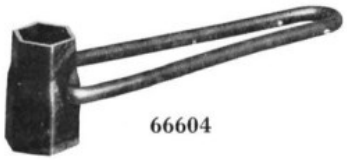
The hub nut spanner obtainable from Morris Dealers is essential for taking off the annular nut shown in the photograph (Morris Eight).



Extract from Morris Owners magazine January 1937, showing hub nut tool no. 36120.

Fig. 15

Fig. 16



66604

Tool No. 66604. Sparking Plug—All models

This spanner has been specially designed to remove No. 1 plug on the Morris Eight model, although it is extremely useful on all models, particularly on the Series II range. Being double-ended it suits both the $\frac{7}{16}$ in. and $\frac{9}{16}$ in. hexagons.

Fig. 17

38932

Tool No. 38932. Tappet Head Wrench—1935 and Series I and II Eight models

This tool becomes exceedingly useful when the occasion arises to change the tappet adjusting screws on the Morris Eight model. It will be noted that the socket is detachable from the stem. Consequently the socket is placed on the tappet screw first and the "T" handled stem connected to it through the valve guide. It is claimed that a set of tappet screws can be replaced in less than ten minutes by the aid of this tool

Fig. 18

38587

Tool No. 38587. Gearbox Sliding Shaft—Morris Eight

It is impossible to remove the gearbox sliding shaft without the use of a suitable extractor, since the rear journal race cannot be tapped out without damage to the oil retainer. After the speedometer housing, etc., have been removed, the centre bolt of the extractor is located to the tapped hole in the sliding shaft. The sliding shaft is then withdrawn by tightening the spindle cross bar, until the journal race is clear of the gearbox casing. Before the sliding shaft can be removed, it is necessary to withdraw the journal race and extract the shaft from the inside of the gearbox. Reference Service Information Sheet No. E/10.

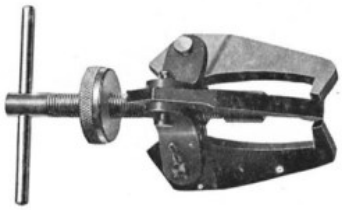
Fig. 19

38806

Tool No. 38806. Rear Main Bearing Plate Aligning Gauge—Morris Eight models

The detachable rear main bearing plate can only be lined up correctly to the oil return thread of the crankshaft by the aid of this special gauge or mandrel. During engine overhauls the use of the tool is essential if oil leakages into the clutch are to be avoided.

Fig. 20



38655

Tool No. 38655. Steering Wheel Extractor—Minor and Morris Eight

The need has long been felt for a suitable extractor to remove the steering wheels on all Morris Minor and Morris Eight models. The screwed collar is turned back until the three legs can pass over the hub of the steering wheel. The collar is then tightened to keep the legs in position, and the steering wheel removed by tightening the centre bolt. Morris Motors Ltd. will accept no responsibility for steering wheels returned which show obvious signs of damage by use of unsuitable tools.

Fig. 21

38461

Tool No. 38461. Clutch Assembly Tool (Aligning)—Morris Eight

It will be appreciated that when assembling the single-plate clutch of the above model, an aligning tool is necessary to keep the driven plate dead in line with the cover-plate and tail end bearing. In view of the fact that the clutch fork does not come into engagement with its thrust race before the gearbox assembly is right home, it is impossible to release the tension of the clutch springs from the driven plate to enable the drive gear to line up with the plate and bearing when replacing the gearbox.

In closing I would like to share some feedback I've had from a UK Morris Register member, Roy Lowe. Many years ago as an trainee mechanic he remembers a Morris 8 being towed into the garage where he worked. The car had a fire in the engine compartment which resulted in the car being sold for scrap. The cause of the fire was either the jack handle or starter handle becoming unclipped from the bulkhead and falling across the battery terminals. Roy says it is a rare occurrence but he has heard of it happening again with similar results. As an outcome of this experience Roy secures these two handles on his current Morris 8 so he won't have the same incident.

As always, feel free to contact me with your experiences of collecting Morris tools or to share information on any original tools you have.

I can be contacted at mgstevenson@gmail.com

The “Spirit” of M8 Touring Never Fades

On a recent run George brought “Skinny” along for the ride.
He seemed to enjoy the outing although he is fading away to bare bone.
Passing motorists were amused and entertained by his presence but he was a bit quiet at lunch and did not venture far from his seat.