

918CC MANIFOLD MODIFICATION

Apart from bespoke fabrication, there seems to be an absence of aftermarket parts for our 918's, which appears to be at odds with the interest on this and other forums to tweak our machines. That goes for both Morris Minor & Morris 8 918cc's.

With better airflow/breathing in mind, I've decided to take the plunge! Buckle in.

Courtesy of Vintage Supplies (Peter to be exact) who also trade under various other names (Vintage Car Parts) in Malvern; they stock a host of quality parts to include the Ford Aquaplane range which some will be aware of from back in the day. I've always wondered given that the BMCs / Ford engine era were in development at the same time, there must be more than a few similarities between the engines. There is!

Pictured below is my Morris 8 Series E manifold and Vintage Supplies Aquaplane manifold for a Ford 100e. I recognise the purists may not have made it to this point, so if you're still reading, it's about to get interesting.

Photo 1 & 2 speaks for itself; the exhausting airflow will clearly be improved.

Photo 3 shows with a stock gasket and some engineers blue, the minimal amount of fettling required to get a ported fit. I opted to file the manifold by hand which took 10mins in all.

Photo 4 - fits like a glove. Personally, I like it, not only for the practicalities but in my opinion it looks smart.

Next task is to work out an inlet manifold. Via the same shop, there is a beautifully crafted aquaplane twin SU setup, but in truth I'm still undecided whether to go twin SU (1 1/4) or a single SU (1.5).

I hope this has been of interest and would welcome your thoughts.



Aquaplane inlet manifold



Small ford spares.co.uk £118