

The
MORRIS
EIGHT
(SERIES II)



MORRIS INDUSTRIES EXPORTS LIMITED

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(SERIES II)

DECEMBER, 1937
THIS LIST CANCELS
ALL PREVIOUS LISTS

MORRIS INDUSTRIES EXPORTS LIMITED

LORD NUFFIELD *Chairman*

OLIVER BODEN, O.B.E. . . . *Vice-Chairman*

S. G. K. SMALLBONE . . . *Managing Director*

COWLEY . . . OXFORD . . . ENGLAND

Foreword

THE amazing popularity which the Morris Eight has achieved since its introduction is a sure reflection of the excellent service given by this car under all conditions.

With a performance unrivalled in its class, with roominess, comfort and economy much above usual conceptions, the Morris Eight has given an entirely new meaning to the term "economy motoring."

No other car of such modest horse-power possesses so many big-car features. Note particularly the sturdy powerful engine, with its large-diameter three-bearing crankshaft, the steel-backed main bearings, the carburetter intake silencer, the engine fume exhaust pipe, the large-capacity dynamo, the hydraulic brakes, the immensely strong double box-sectioned frame, the hydraulically controlled big-car suspension, the interior comfort, the easy-clean wheels and their generous tyre equipment and you will be amazed that such an attractive car can be produced at such a low figure.



Outstanding Features

Attractive appearance with choice of new and improved colour schemes.

Box-sectioned frame of exceptional strength and rigidity.

Special body construction rigidly bolted to frame, producing a double box section of enormous strength.

Narrow body pillars and large windscreen giving an excellent range of vision.

Low centre of gravity with ample head room, particularly for rear passengers.

Roomy body, special construction and deep leather upholstery provide an outstanding degree of comfort.

Extensive ventilation by top-hinged windscreen and sliding head.

Carefully sloped windscreen, giving good visibility with reduced air resistance.

Carburettor air intake silencer.

Spring steering wheel.

Fume exhaust pipe which prevents engine fumes from reaching the interior of the car.

External folding luggage grid, for additional luggage, available on sliding head saloons.

Large-capacity ventilated dynamo with three charge rates.

Equipoise floating rubber engine mounting isolating the rest of the car from engine vibrations.

Artistic and practical instrument panel with two exceptionally large cubby holes for personal etceteras.

6-volt coil ignition with fully automatic advance and retard control.

Three-speed synchromesh gearbox with dipstick oil-level indicator and large accessible oil filler, fitted with dust-proof rubber cover.

Semi-elliptic springs front and rear.

Full five-lamp equipment with dip and switch headlamp mechanism.

Concealed direction indicators with steering column control.

Cushioned hub single-plate clutch giving exceptionally smooth take-up.

Large-diameter Spicer balanced tubular propeller shaft with needle-type universal joints.

Improved Lockheed hydraulic four-wheel brakes with special provision against ingress of water.

Central hand brake with instantaneous adjustment from the driver's seat.

Easy-clean wheels with six studs and reversible nuts ensuring safety.

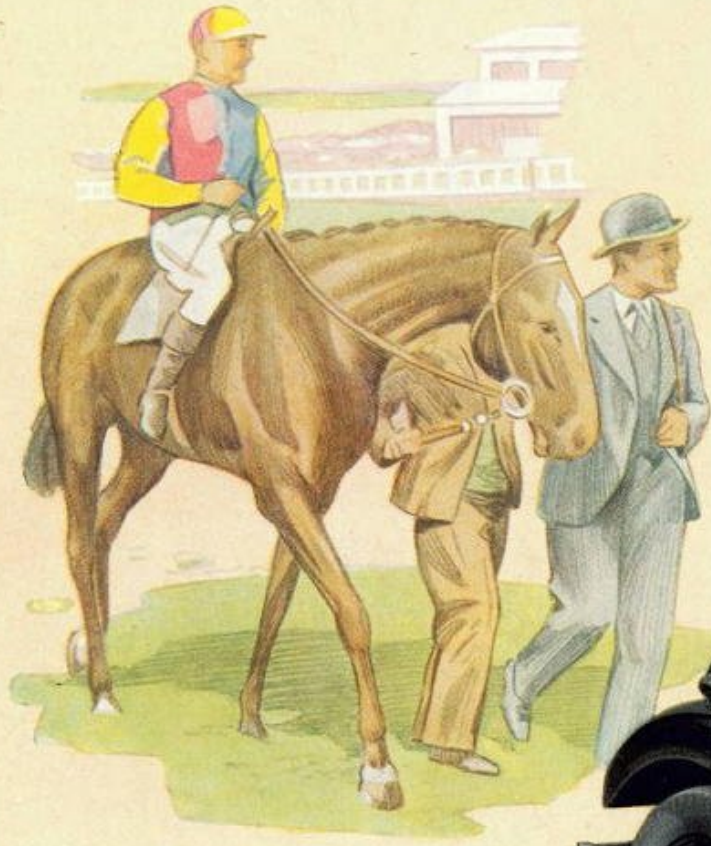
Improved painted radiator shell with chromium plated grille.



The Morris Eight

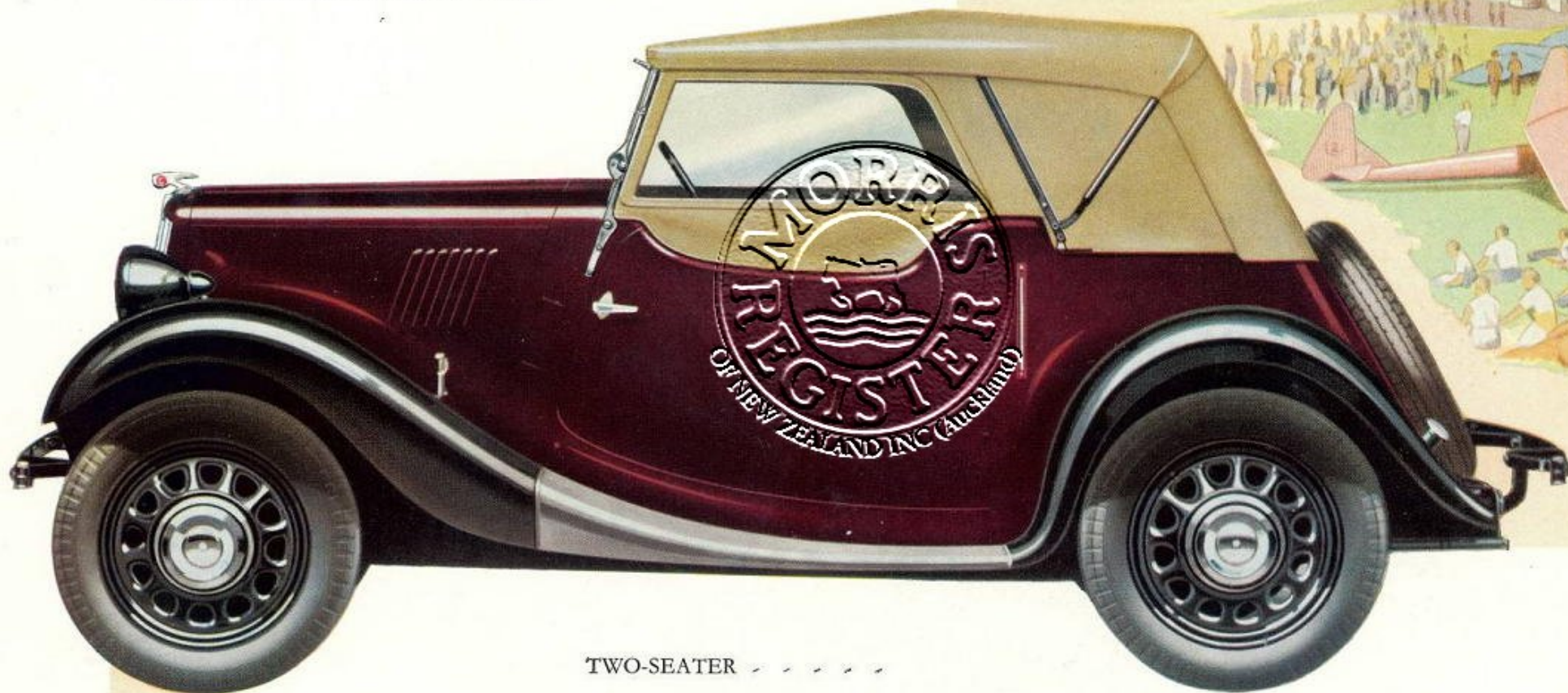
THE MORRIS EIGHT TWO-SEATER (SERIES II) is a particularly attractive light car with a good road performance and comfortable seating accommodation. The one-piece seat back is well shaped to give adequate support on lengthy journeys, while the individual seat cushions are commendably deep and resilient. The seat is provided with a considerable range of adjustment to accommodate drivers and passengers of varying stature.

Space for the accommodation of a considerable quantity of luggage is arranged behind the seat and protected by a neat tonneau cover.



Two-Seater (Series II)

THE MORRIS EIGHT TWO-SEATER is obtainable finished in black with red leather upholstery, black with green leather upholstery, blue with blue leather upholstery, green with green leather upholstery, or maroon with red leather upholstery. Wings and wheels are finished black on all models.



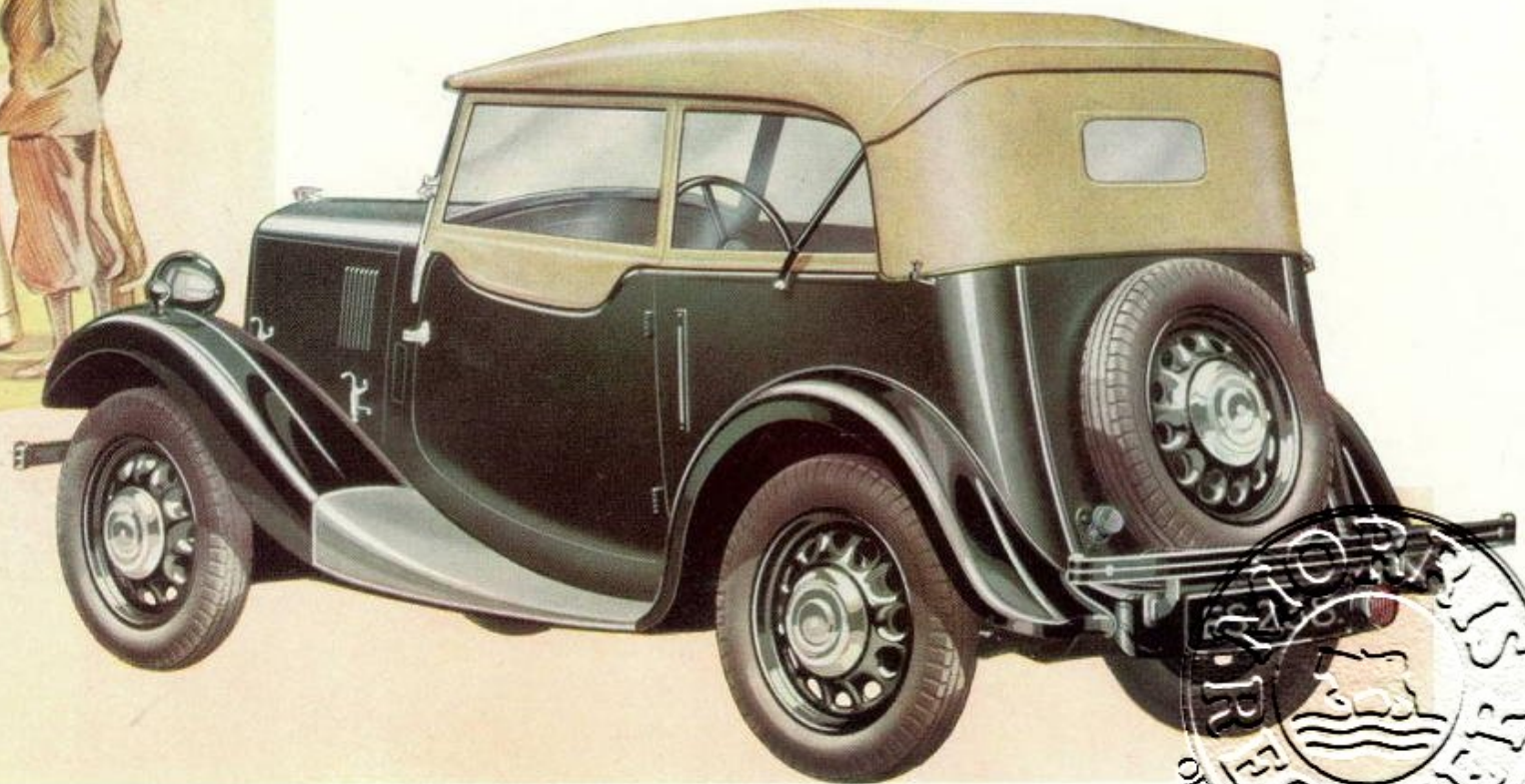
TWO-SEATER

The Morris Eight

THE MORRIS EIGHT TOURER (SERIES II) is a roomy occasional four-seater with a satisfying road performance and good equipment.

The front seats are of the adjustable bucket type, deeply upholstered in leather, while the rear seat cushions are of the pneumatic type to avoid fatigue on long journeys.

This model, like the two-seater, is fitted with well designed all-weather equipment which will remain weathertight under the most severe conditions.



Tourer (Series II)

THE MORRIS EIGHT TOURER (SERIES II) is obtainable finished in black with red leather upholstery, black with green leather upholstery, blue with blue leather upholstery, green with green leather upholstery, or maroon with red leather upholstery. Wings and wheels are finished black on all models.



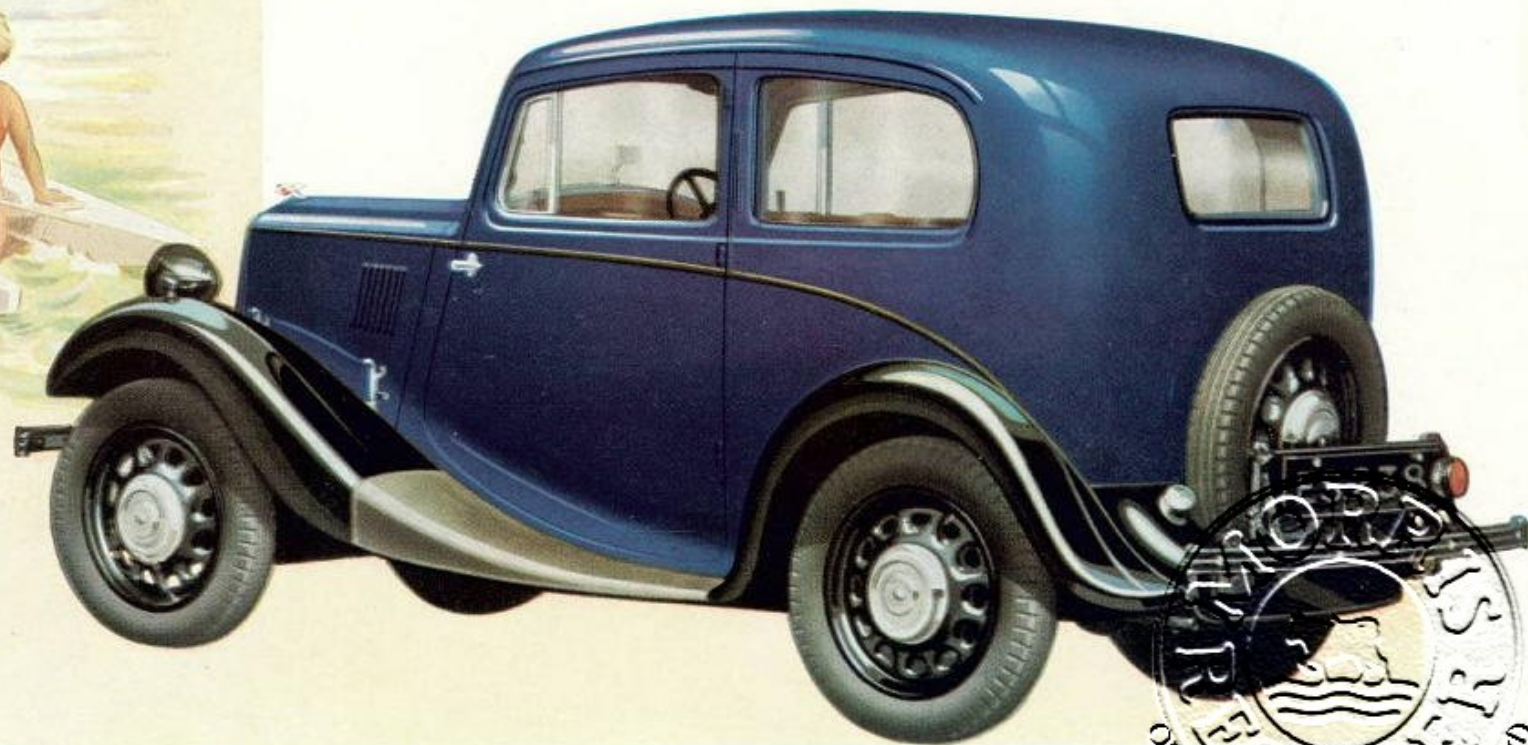
TOURER

The Morris Eight

THE MORRIS EIGHT TWO-DOOR SALOON (SERIES II) seats four adults in easy comfort and will appeal to the owner who normally carries but one passenger yet on occasion finds the need for additional passenger accommodation.

The wide doors and tipping passenger's seat render access to the rear seats a simple matter, while the adjustable front bucket seats ensure the utmost driving comfort.

Ventilation has received special consideration in this model, and the rear quarter-light windows are of the winding type. The sliding head saloon is provided with a folding luggage grid.



2-Door Saloon

THE MORRIS EIGHT TWO-DOOR SALOON (SERIES II) is obtainable finished in black with red upholstery, blue with blue upholstery, green with green upholstery or maroon with red upholstery. Wings and wheels are finished in black on all models.

The fixed head saloon and sliding head saloon are each fitted with leather upholstery.

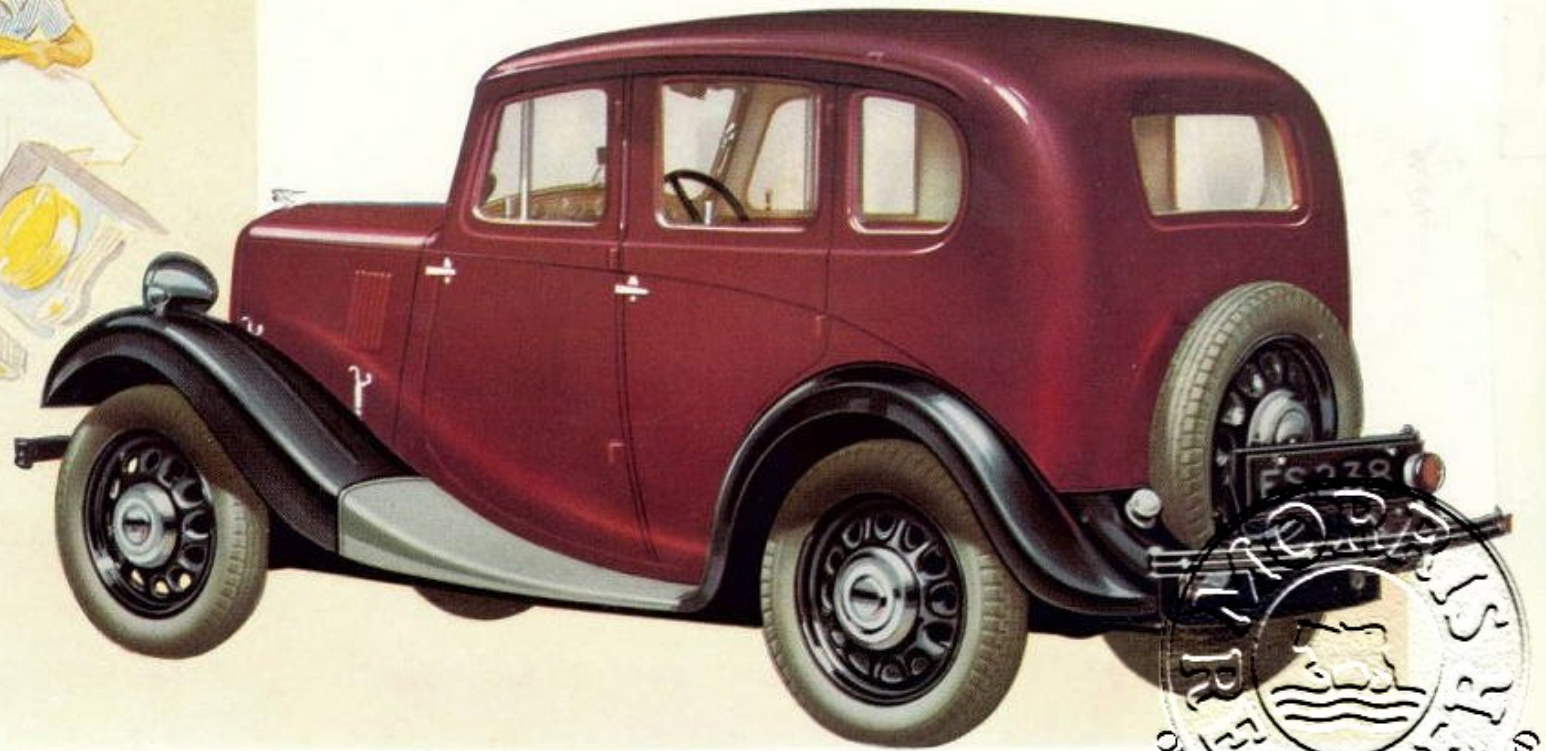
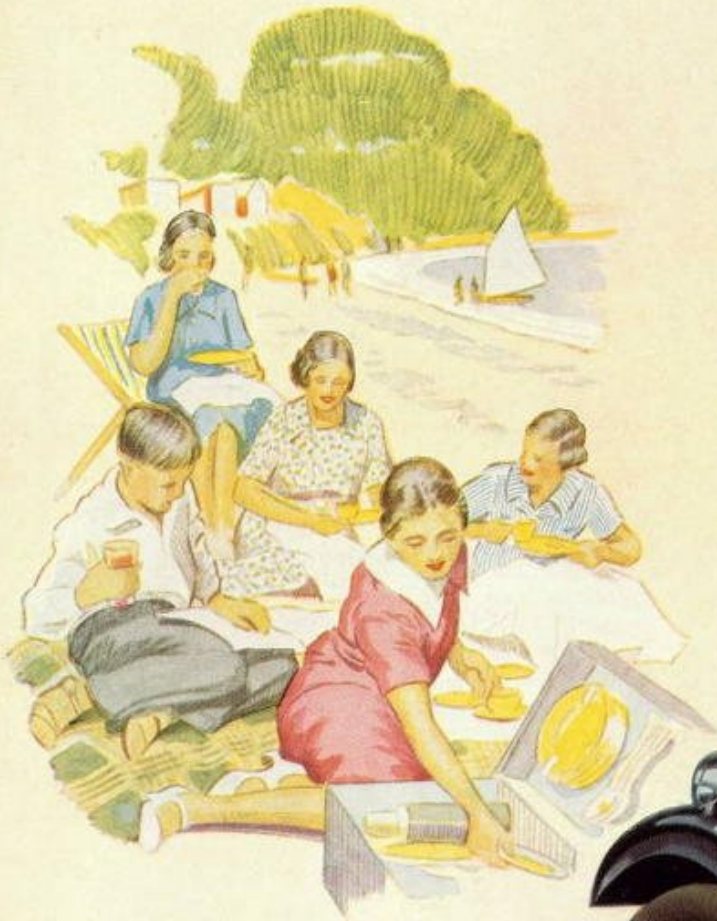


SALOON (FIXED HEAD) - - -
SALOON (SLIDING HEAD) - - -

The Morris Eight

THE MORRIS EIGHT FOUR-DOOR SALOON (SERIES II) is the ideal economy family car. Seating four people of more than normal height in comfort and with four doors to give easy access to all seats it fulfils the most exacting requirements. The front seats are of the adjustable bucket type with a wide range of control, while the rear seat is deeply upholstered, possessing at the same time ample head room for tall persons.

All four doors are provided with winding windows, and the car is fitted with Triplex toughened glass throughout. The sliding head saloon is fitted with a folding luggage grid.



4-Door Saloon

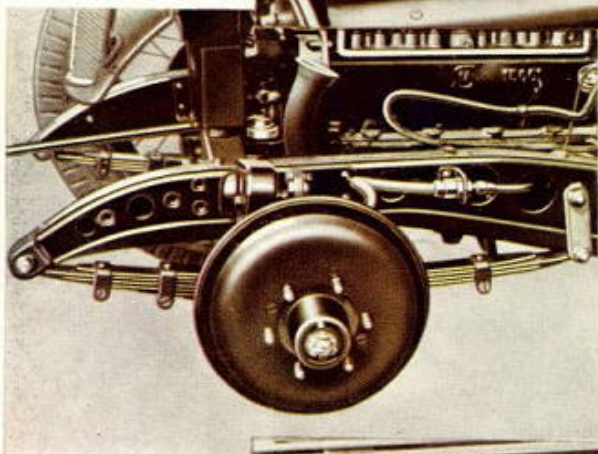
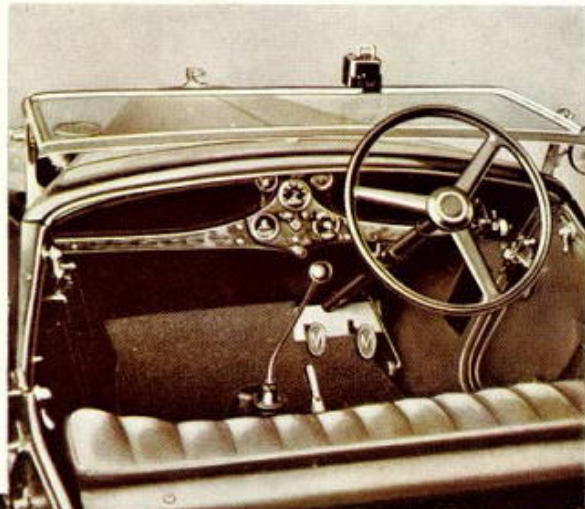
THE MORRIS EIGHT FOUR-DOOR SALOON (SERIES II) is obtainable finished in black with red upholstery, blue with blue upholstery, green with green upholstery, or maroon with red upholstery. Wheels and wings are finished in black on all models.

The fixed head saloon and sliding head saloon are each fitted with leather upholstery.



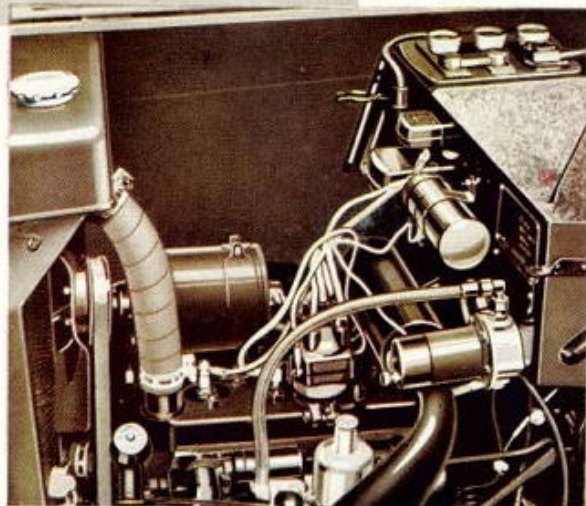
SALOON (FIXED HEAD) - - -
SALOON (SLIDING HEAD) - - -

The Morris Eight cars are fitted with a particularly attractive and practical instrument panel having large cubby holes on each side capable of holding parcels of large size.



The Morris Eight possesses full-length semi-elliptic big-car springs on all four wheels that are further controlled by Armstrong hydraulic shock absorbers.

The dynamo of the Morris Eight is of exceptional capacity and fully up to its work. It will always maintain the battery fully charged under the most trying conditions. Note also the accessible battery and the carburettor air silencer.



Specification

GENERAL. The Morris Eight does not differ in general design from a big car. It possesses a sound and exceptionally efficient four-cylinder water-cooled engine built in unit construction with a totally enclosed three-speed synchromesh gearbox, a full-length downswept box-sectioned frame of special design with semi-elliptic springs front and rear of generous dimensions, hydraulic shock absorbers, hydraulic brakes, and a rear axle of the three-quarter floating type with spiral bevel final reduction gears and differential. The transmission from the gearbox to the rear axle is by a $2\frac{1}{4}$ in. diameter Spicer propeller shaft and needle-bearing universal joints. The track is 3 ft. 9 in. (1.14 m.) and the wheelbase 7 ft. 6 in. (2.29 m.).

FRAME. The chassis frame is of unique design and the body is rigidly attached to it, forming together a double box-sectioned structure of great strength. It is interesting to note that although over 150,000 Morris Eights are in use no case of frame failure has been reported.

ENGINE. The four-cylinder engine has a bore of 57 mm. (2.25 in.), stroke 90 mm. (3.54 in.), and a cubic capacity of 918 c.c. (56.02 cu. in.).

It is mounted on improved equipoise suspension. The cylinders are cast in one with the upper half of the crankcase, which is extended well below the crankshaft centre to ensure maximum stiffness. The cylinders are provided with a detachable head, facilitating decarbonisation, and the combustion spaces are of the most advanced formation to provide the highest possible efficiency. Side valves operated by adjustable tappets from a three-bearing camshaft of unusually large diameter are fitted, and the camshaft is driven by a silent duplex roller chain from the crankshaft. The large-diameter three-bearing crankshaft has steel-backed white-metal bearings of the largest possible dimensions. Every crankshaft is carefully balanced to very close limits, both statically and dynamically. Steel connecting rods of "I" section and aluminium pistons of the four-ring type are fitted. The lower piston ring is of the oil-return pattern, and piston and connecting-rod assemblies are equalised in weight to within .2 oz. (best aero-engine practice). 14 mm. spark plugs are fitted.

COOLING SYSTEM. The cooling water circulates by thermo-syphon action through large ports which are carefully positioned to obviate steam pockets. The radiator is fan (four blades) assisted.

CLUTCH. A single-plate clutch of the dry type with cushion hub is built in unit construction with the engine and gearbox. It requires the very minimum of attention and is exceptionally smooth in action. Operation of the clutch is particularly light and suited to lady drivers.

SYNCHROMESH GEARBOX. The gearbox provides three forward speeds and reverse with synchromesh mechanism for top and second gears. All gears are of nickel steel and accurately finished. Gear selection is by central lever. The gearbox is provided with an accessible oil-filling orifice and dipstick oil-level indicator. Lubrication attention can therefore be given without disturbing the floorboards.

LUBRICATION. The engine is automatically lubricated by a spur gear pump mounted internally and positioned low down so that it is immune from priming troubles. The pump is driven by helical gearing direct from the camshaft, and all oil is effectively filtered before circulation by a large oil filter. Oil is delivered under pressure to the main, big-end, and camshaft bearings, and a special oil feed is provided for the camshaft driving chain. Enots high-pressure chassis lubrication by accessible nipples is employed.

CARBURATION. The working mixture is supplied by an S.U. carburettor of the automatic brass (non-corrosive) piston type. The petrol supply is carried in a $5\frac{1}{2}$ -gallon (25 litres) tank mounted at the rear of the chassis and the petrol is fed to the carburettor by an S.U. automatic electric pressure pump. The inlet and exhaust manifolds are an integral casting, with adequate hot spot. Wide control over the mixture strength is provided by a conveniently operated control. The carburettor is fitted with an efficient silencer. The petrol tank is equipped with a dash-reading electric petrol gauge.

TRANSMISSION. The drive from the gearbox to the rear axle is by a balanced Spicer tubular propeller shaft ($2\frac{1}{4}$ in. diameter) fitted with needle-type universal joints at each end. The final drive gears are of the silent spiral bevel pattern, and are mounted with the differential in a sturdy pressed-steel rear axle.

THE FOUR-WHEEL BRAKES. The foot brake operates internal expanding shoes on all four wheels by the Lockheed hydraulic system. The brakes are extremely light in operation, smooth in action, and fully compensated. Their adjustment is simple, and there are no bearings or cross shafts needing lubrication attention. A centrally disposed horizontal hand brake lever operates the steel shoes in the rear drums by a short cross shaft and cable. The hand brake is provided with instantaneous adjustment from the driver's seat.

STEERING. The steering gear is of the Bishop cam type, which provides exceptional lightness of steering control with extreme accuracy, and reduces the transmission of road shocks to the steering wheel to a minimum. A spring steering wheel is fitted. Left-hand drive optional.

ELECTRICAL EQUIPMENT. Ignition is supplied by a Lucas 6-volt battery and coil, the distributor being provided with automatic control for advance and retard. Current for the battery and lighting system is produced by a Lucas dynamo of exceptionally large dimensions ($4\frac{1}{2}$ in. diameter) which cuts in at low road speeds. The starter motor is of the sliding pinion type and mounted direct to the flywheel housing. Full five-lamp equipment is provided, including headlamps with dipping mechanism, sidelamps and tail-light. The electrical equipment incorporates in addition ammeter, electric screen wiper, electric horn, instrument panel illumination, ignition warning light, and concealed traffic indicators.

WHEELS. Five detachable spoked disc easy-clean wheels fitted with 5.25×16 Dunlop extra low pressure tyres are provided. The wheels have six-stud fixing.

SUSPENSION. Long semi-elliptic springs, specially reinforced for export conditions, are fitted front and rear and are fully controlled by shock absorbers of the Armstrong hydraulic type with improved automatic cold weather regulation. The front shock absorbers are mounted "outboard."

TOOL KIT. A kit of tools is provided with every car and housed in an accessible toolbox on the dash under the bonnet.

GENERAL EQUIPMENT. Lockheed hydraulic brakes; spring steering wheel; pile carpets; gearbox draught excluder; dial-type speedometer; oil gauge; S.U. electric pressure petrol pump; dash-reading electric petrol gauge; electric windscreen wiper; pressure chassis lubricating pump; electric horn; electric lighting and starting; headlamps with dipping mechanism; sidelamps; stoplamp; Trafficators; Trafficator mirrors; bumpers front and rear; hydraulic shock absorbers; door pockets; five detachable spoked disc easy-clean wheels; five Dunlop cord tyres; spare wheel carrier; tyre pump; kit of tools; leather upholstery.

Supplementary Equipment on Four-Door Saloon (F.H.). Single-panel adjustable windscreen and winding door-windows of toughened Triplex glass, interior driving mirror, concealed rear blind with remote control, private locks to doors, bucket-type front seats, sliding driver's seat, adjustable tip-up passenger's seat.

Supplementary Equipment on Four-Door Saloon (S.H.). Pytchley sliding head, single-panel adjustable windscreen and winding door-windows with Triplex toughened glass, interior driving mirror, concealed rear blind with remote control, private locks to doors, bucket-type front seats, sliding driver's seat, adjustable tip-up passenger's seat, luggage grid.

Supplementary Equipment on Two-Door Saloon (F.H.). Single-panel adjustable windscreen and winding door- and quarter-windows of toughened Triplex glass, interior driving mirror, concealed rear blind with remote control, bucket-type front seats, sliding driver's seat, passenger's seat tip-up adjustable, private locks to doors.

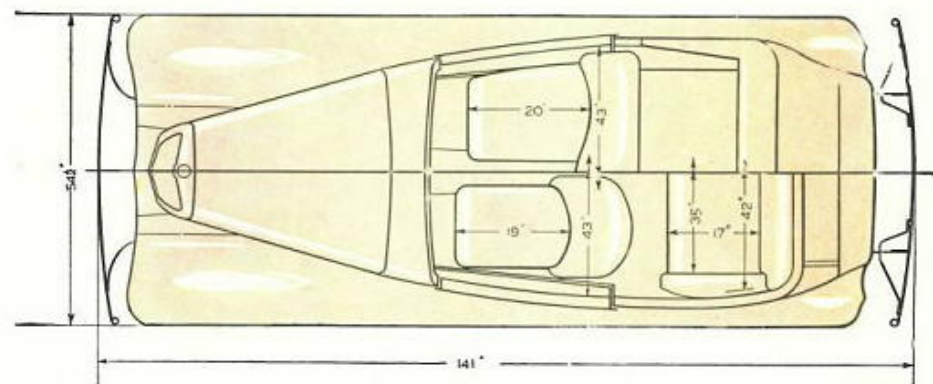
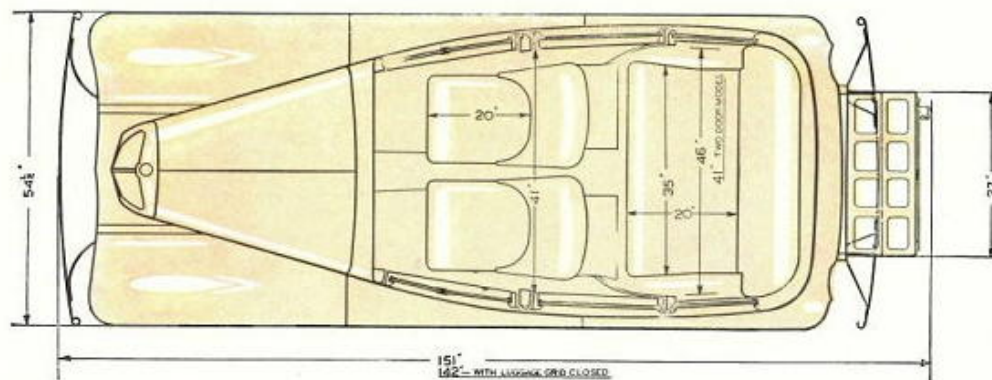
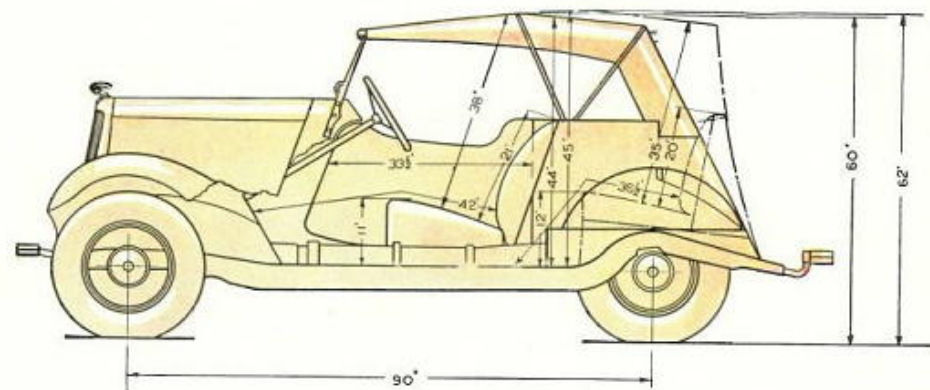
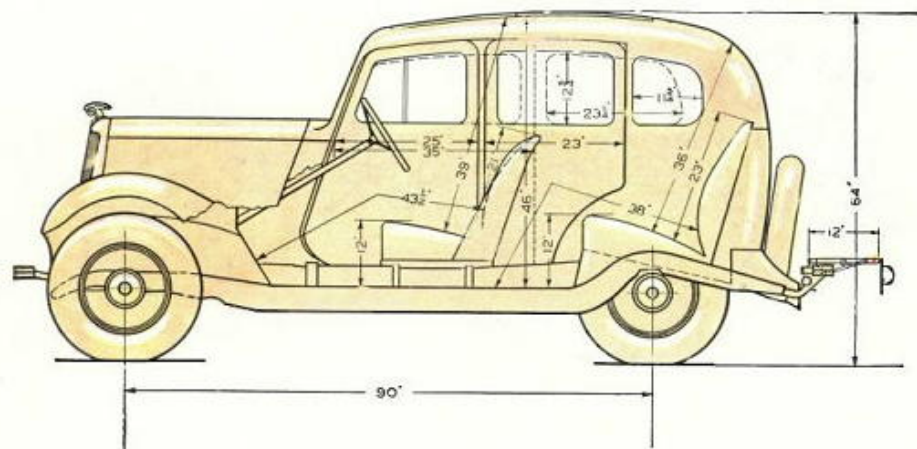
Supplementary Equipment on Two-Door Saloon (S.H.). Pytchley sliding head, single-panel adjustable windscreen and winding door- and quarter-windows with toughened Triplex glass, interior driving mirror, concealed rear blind with remote control, bucket-type front seats, sliding driver's seat, passenger's seat tip-up adjustable, private locks to doors, luggage grid.

Supplementary Equipment on Tourer. Folding toughened Triplex glass windscreen, hood, hood bag, detachable sidescreens, exterior driving mirror, adjustable hinged bucket seats, pneumatic rear seat.

Supplementary Equipment on Two-Seater. Folding toughened Triplex glass windscreen, hood, hood bag, detachable sidescreens, exterior driving mirror, adjustable seats, tonneau cover.

This specification is liable to alteration at any time.

Seating Dimensions

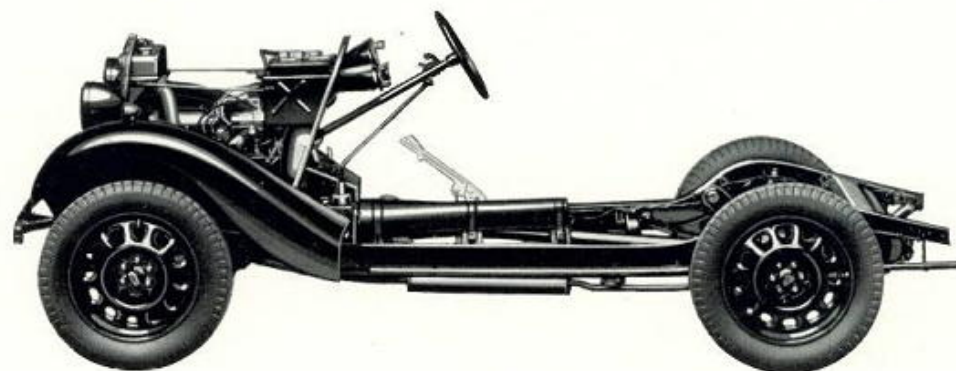


The front seats are provided with a range of adjustment of 8 inches and are shown midway in this range in the illustrations. The legroom is therefore capable of considerable adjustment on either side of the dimensions indicated.

Data

Bore	..	..	..	..	..	57 mm.	2.24 in.
Stroke	..	..	..	..	..	90 mm.	3.54 in.
Cubic capacity	..	..	..	..	..	918 c.c.	56.02 cu. in.
Wheelbase	..	..	..	..	..	2.286 metres	90 in.
Track	..	..	..	..	..	1.143 metres	45 in.
Tyre size	..	..	..	..	..	5.25 x 16	
Wheel size	..	..	..	..	..	3.00 x 16	
Gear ratios—1st	..	..	..	..	..	17.13 to 1	
2nd	..	..	..	..	..	9.729 to 1	
3rd	..	..	..	..	..	5.375 to 1	
Reverse	..	..	..	..	..	22.84 to 1	
Sparking plugs	..	..	..	..	..	14 mm. Champion L.10.	
Petrol tank capacity	..	..	..	..	..	5½ gallons	
Engine oil capacity	..	..	..	..	..	5 pints	
Gearbox oil capacity	..	..	..	..	..	¾ pint	
Rear axle oil capacity	..	..	..	..	..	1¼ pints	
Total water capacity	..	..	..	..	..	15½ pints	
Weight of Two-seater	..	..	..	..	..	13 cwt.	
Weight of Tourer	..	..	..	..	..	13½ cwt.	
Weight of Two-door Saloon (F.H.)	..	..	..	..	..	14½ cwt.	
Weight of Two-door Saloon (S.H.)	..	..	..	..	..	14¾ cwt.	
Weight of Four-door Saloon (F.H.)	..	..	..	..	..	14¾ cwt.	
Weight of Four-door Saloon (S.H.)	..	..	..	..	..	15 cwt.	

Chassis



For the convenience of those who wish to have their cars fitted with special coachwork to suit their individual requirements, Morris Eight chassis are obtainable separately. These chassis are exceptionally well equipped and include such items as wings, running-boards, headlamps, instruments, spare wheel and complete tool kit; in short, they are all ready for the coachwork.

MORRIS EIGHT CHASSIS

The chassis equipment includes: Dash, splasher, pedal rubbers, headlamps, sidelamps, dimming switch, tail-lamp, battery, front and rear wings (enamelled), front and rear number-plates, speedometer, oil gauge, electric petrol gauge, ammeter, electric horn, kit of tools, spare wheel and tyre, hydraulic shock absorbers front and rear, bumpers front and rear, bonnet fitted to chassis complete with fasteners, running-boards covered.

*Purchasers of Morris chassis are requested carefully to note paragraph 3 (f) of Guarantee.
No variation in the above chassis specification can be made.*

Service

MORRIS SERVICE is as thoroughly specialised as the car production. Morris Industries Exports Limited retain their interest in their cars after they are sold and want to know that you are obtaining the utmost satisfaction and pleasure from their products. The vast Morris Dealer organisation is always at your service, and wherever you may be you can be assured of obtaining the help of proficient Morris specialists when in trouble. During the early life of the car, soon after it has completed 500 miles, you are entitled to have it inspected, free of charge, by the Morris Dealer from whom you purchased it. This attention given during the critical period in the life of the car makes all the difference to its subsequent life and performance. This service includes :—

- (a) Drain sump, gearbox and back axle, and refill with one of the approved oils (see *Manual*).
- (b) Oil and grease vehicle throughout.
NOTE.—New lubricants chargeable to customers.
- (c) Check and, if necessary, adjust :—
 - (1) Ignition timing.
 - (2) Tappet clearances.
 - (3) Carburettor control gear, mixture setting and slow-running.
 - (4) Dynamo drive belt.
 - (5) Correct clearance for clutch pedal.
 - (6) Alignment of front wheels.
 - (7) All steering controls.
 - (8) Tyre pressures.
- (d) Adjust brakes and check level of Lockheed fluid in supply tank.
- (e) Look over and tighten all nuts, particularly cylinder head, wheels, spring clips and body bolts.
- (f) Top-up battery and check working of all electrical equipment.

All this first service is free, only material used being charged for.

The issue of this list does not constitute an offer. The right is reserved to alter prices and/or specifications without notice.

Guarantee

1. For a period of SIX MONTHS from the date on which a new Morris Vehicle or Chassis is delivered to the first owner-user thereof Morris Industries Exports Limited will exchange or repair any part or parts thereof which needs or need replacement or repair by reason of defective workmanship or defective material.

The Company will not be responsible for any expense which the purchaser may incur in removing or having removed or in replacing or having replaced any part or parts to be sent for inspection or in fitting or having fitted any new parts supplied in lieu thereof.

- 2. No claim for exchange or repair can be considered hereunder unless the person claiming
 - (a) Immediately upon discovery of the alleged defect, returns the part or parts complained of to the Company's authorised Distributor in the Territory in which the Car or Chassis was purchased carriage paid.
 - (b) Sends therewith particulars of the chassis number and engine number of the Car or Chassis in question, as shown on the manufacturer's identification plate.
 - (c) Sends also full particulars of the claim and of the reasons therefor, stating in such particulars the date of the purchase and the name and address of the person or firm from whom the Car or Chassis was bought.
 - (d) Refers to this Guarantee.
- 3. This Guarantee shall not apply to
 - (a) Any accessories or proprietary fittings whatsoever.
 - (b) Any Car or Chassis used
 - (i) As a Hackney Carriage.
 - (ii) For hiring out.
 - (iii) For any purpose other than the private or genuine commercial use of the owner-user.
 - (c) Any defective part or parts which in the opinion of Morris Industries Exports Limited has or have been injured by wear and tear or by any form whatsoever of improper use of or from any alteration whatsoever to the Car or Chassis.
 - (d) Any second-hand Car or part or parts thereof.
 - (e) Anything whatsoever not manufactured by Morris Motors Limited and sold by the Company.
 - (f) Any part or parts of a Chassis to which a body which in the opinion of the Company is unsuitable has been fitted.
 - (g) Any vehicle in or to which any part not sold by Morris Industries Exports Limited has been affixed.

4. The liability of Morris Industries Exports Limited is limited to exchange or repair under Clause 1 hereof. Every form of liability for every form of consequential loss or damage is hereby expressly excluded.

5. This Guarantee is given in lieu of and excludes every condition or warranty, whether statutory or otherwise, whatsoever not herein expressly set out.