

TOOL KIT SUPPLIED WITH NEW 35/E (PRE-SERIES) AND S1/E (SERIES I) MORRIS 8 CARS 1934-37.

According to the Morris Motors Parts List 1937 the following toolkit was standard issue with each car or chassis.

TOOLS

Jack. Up to Ch No 61351 only, Part No 38265.

Jack. Ch No 61352 onwards (also 59457-61000), Part No 38729.

Jack handle. Up to Ch No 61351 only, Part No 37544. (Folding Type)

Jack handle. Ch No 61352 onwards (also 59457-61000), Part No 38730.

Jack handle cross-piece. Ch No 61352 onwards (also 59457-61000), Part No ET320.

Wheel brace. Part No 37543.

Tyre pump. Part No 37775.

Hammer. Up to Ch No 44999 only. Part No ET121.

Adjustable spanner. Up to Ch No 44999 only. Part No 37774.

Oilcan. Up to Ch No 44999 only. Part No 36625.

Combination pliers. Up to Ch No 44999 only. Part No ET118.

Set of three double-ended set spanners, 3/16in-1/4in.(Part No 41273), 5/16in-3/8in.(Part No 41274),7/16in-1/2in.(Part No 41275).

Screwdriver. Part No 37776.

Set of three double-ended box spanners. Up to Ch No 44999 only, 3/16in-1/4in.(Part No ET140), 1/4-5/16in.(Part No 35903), 3/8-7/16in.(Part No 35902).

Set of three double-ended box spanners. Ch No 45000 onwards, 3/16-1/4in.(Part No ET140), 5/16-3/8in.(Part No ET141), 7/16-1/2in.(Part No ET142).

Tommy bar for box spanners. (Part No ET300).

Ring spanner for sump plug. (Part No 38935).

Tappet feeler gauge .019in. (Part No 66435).

Two tappet spanners 1/4in. Whit. (Part No 38391).

Two tyre levers. (Part No 35799).

Tyre valve spanner. (Part No 66434).

Pressure chassis lubricating pump. (Part No 35695)

Tool bag. (Part No 38266).

Suction valve grinder. (Part No 66893).

Valve spring compressor. (Part No 38378).

The starting handle was supplied with the car and was listed separately as follows:-

Starting handle. (Part No 38448).

Dog. (Part No X15029).

Dog shim. (Part No X15030).

We recently discussed the dog shim issue on the 8mvs, the conclusion from one of our learned engineers down under being that they were selectively used to put the starting handle in the optimum position for maximum effort at the compression stroke; i.e. to put the handle at the 9 and 3 o'clock positions.

Incidentally, the tool tray area under the bonnet was originally lined with felt, but this does not often survive into old age.

The tool tray/battery tray was made shallower from Ch No 18475 onwards, enabling clearance for the bonnet centre drip channel and for clipping the later one-piece jack handle to the bulkhead.

BOB BRYAN 2010

bobbryan@waitrose.com