

## **TOOL KIT SUPPLIED WITH NEW S2/E (SERIES II) MORRIS 8 CARS 1937-38.**

According to the original Operation Manual which was supplied with my car in 1938, the following toolkit was standard issue with each car or chassis. It is likely that earlier cars would have had a similar set with the exception of those that had the earlier type of jack; but see separate article on my website for details.

I have used the exact wording from the Operation Manual (except reference to Double Lift jack) throughout.

### **Tools Supplied in Tool Kit**

Jack. This was a Double Lift type marked 7 DL.

Jack handle.

Wheel brace with screwdriver end.

Tyre pump.

6in. adjustable spanner.

Set of three double-ended set spanners, 3/16in., 1/4in., 5/16in., 3/8in., 7/16in., 1/2in.

Screwdriver.

Set of three double-ended box spanners, 3/16in., 1/4in., 5/16in., 3/8in., 7/16in., 1/2in.

Tommy bar for box spanners.

Ring spanner for sump plug.

Tappet feeler gauge .019in.

Two tappet spanners 1/4in. Whit.

Two tyre levers.

Tyre valve spanner.

Distributor screwdriver with feeler gauge.

Pressure chassis lubricating pump.

Tool bag.

(The wooden jack handle cross piece and a starting handle was supplied with the car, but neither was included on the list.)

The jack handle and starting handle were clipped to the bulkhead panel, with the remaining items stored in the tool tray area.

The wheel brace was shorter, and only had one rotating hand grip, for the Series II cars.

The Series I and II cars appear not to have had a hammer, pliers, a small oiling can or an adjustable spanner. The Series II cars additionally appear to lose the valve grinder and valve spring compressor too.

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