

16 OKT. 1946



MORRIS TEN

SERIES 'M'

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*The*  
**MORRIS**  
TEN-FOUR  
(SERIES "M")

MORRIS INDUSTRIES EXPORTS LTD.

VISCOUNT NUFFIELD - - - - *Chairman*  
S. G. K. Smallbone - - - - *Managing Director*

COWLEY - - OXFORD - - ENGLAND

THIS LIST CANCELS  
ALL PREVIOUS LISTS



# FOREWORD

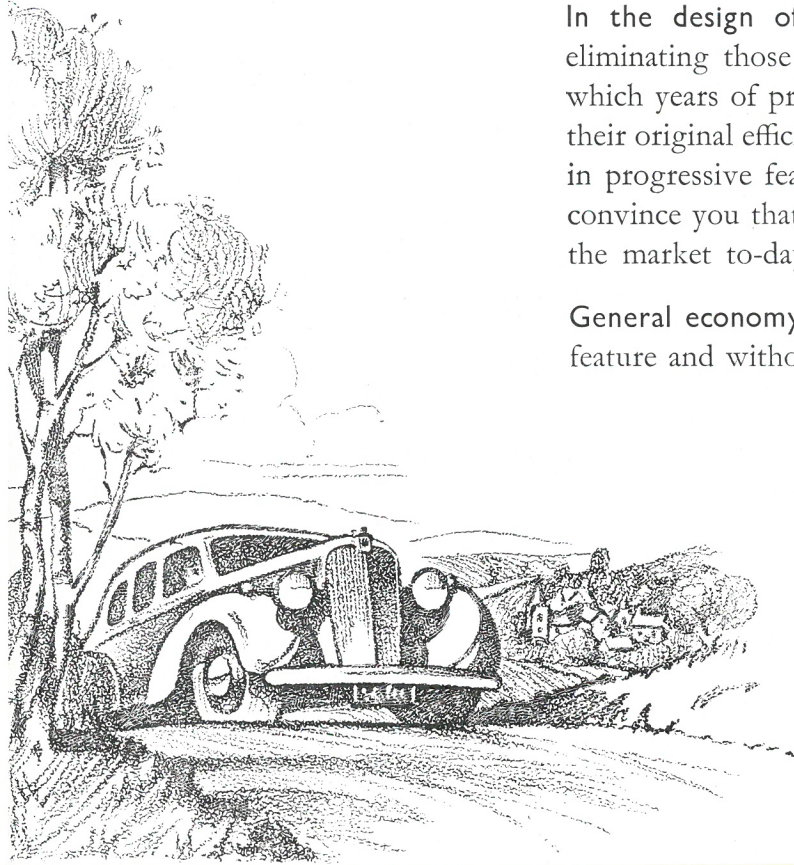
THE achievement of a high power/weight/strength ratio has been the predominating consideration in the design of the new Morris Ten-Four (Series "M") and this has resulted in a car of outstanding performance with exceptional riding qualities, excellent economy, and a high degree of safety.

In the design of the new Ten-Four Morris Motors have considered all modern developments, eliminating those which experience has shown to be lacking and incorporating only those features which years of practical test have clearly indicated to be mechanically sound and capable of retaining their original efficiency after a lengthy mileage. This does not imply that the new Morris Ten is lacking in progressive features—on the contrary it is replete with them—and a close examination will soon convince you that no effort has been spared to produce the most roadworthy and economical Ten on the market to-day.

General economy has been achieved to a remarkable degree without recourse to a single spectacular feature and without sacrifice of performance; indeed, the new Morris Ten-Four with its exhilarating "pick-up" and superb hill climbing sets an entirely new standard of performance amongst cars of its class.

The new brilliantly designed engine with overhead valves incorporates many progressive features and in addition to possessing an excellent power output is smooth running at all speeds.

The engine is built in unit construction with a new four-speed easy-change gearbox with silent helical pinions and synchromesh engagement on second, third and top gears.





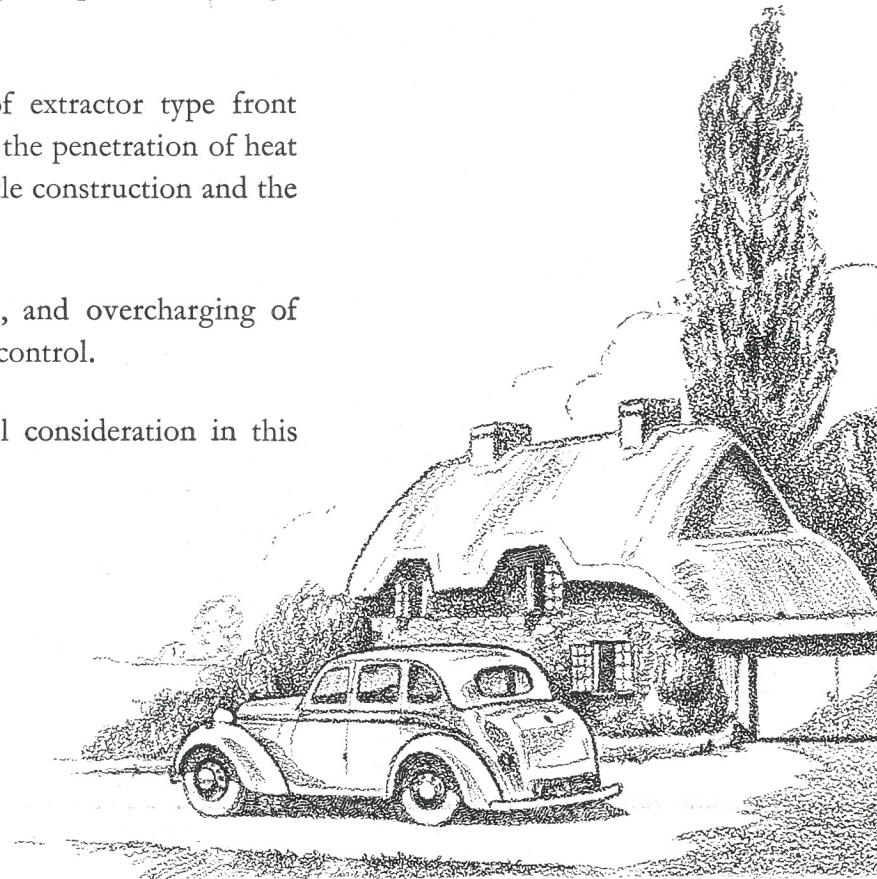
A particularly spacious body has been permitted by the long wheelbase (7 ft. 10 in.) and the wide track (4 ft. 2 in.) which, coupled with the improved design of the long semi-elliptic springs controlled by piston type hydraulic shock absorbers assisted by torsion bar stabiliser at the forward end to prevent roll, give the car an unusual degree of stability on the road.

The body is of advanced chassisless mono-construction scientifically soundproofed and provided with six side lights and a large windscreen to ensure maximum vision. The rear light is particularly large and Triplex toughened glass is fitted throughout.

Good interior ventilation without draughts is assured by the combination of extractor type front door-windows with an opening windscreen having single central control, while the penetration of heat and fumes into the interior is effectively prevented by the double bulkhead scuttle construction and the engine air cleaner, silencer and fume consumer.

The 12-volt electrical system ensures ample starting power and illumination, and overcharging of the battery is avoided by the incorporation of automatic compensated voltage control.

Safety—an important aspect of modern motoring—has also received careful consideration in this new Morris, which incorporates outstanding safety features such as fully compensated hydraulic brakes ; excellent range of view, particularly to the rear ; dead accurate finger-light Bishop cam steering, devoid of wander ; dipping headlamps with foot control ; self-cancelling trafficators ; large instruments mounted at high level and provided with anti-glare illumination ; exceptional road holding, particularly when cornering ; double windscreen wiper with silent remote drive ; Triplex toughened glass throughout.

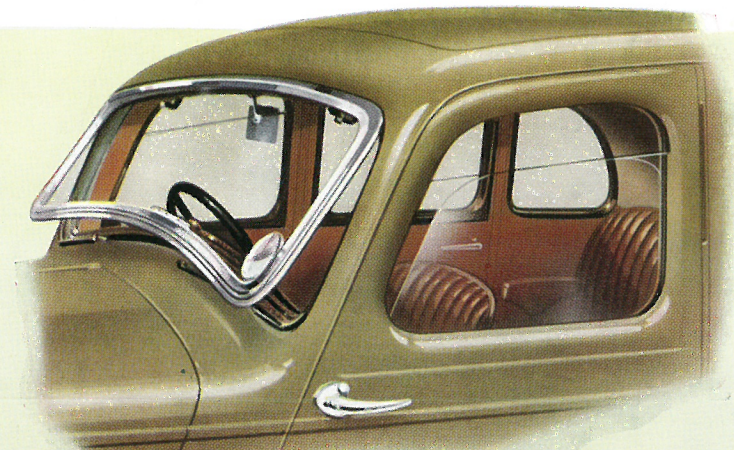




# SOME OUTSTANDING FEATURES



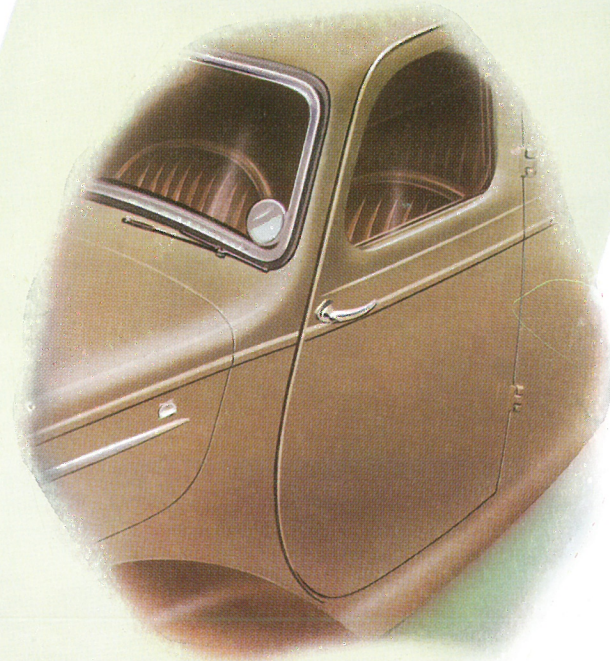
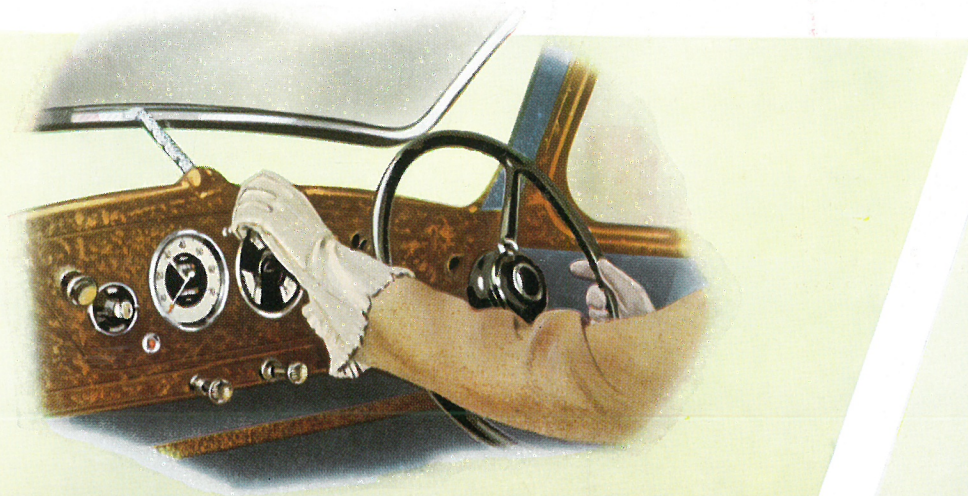
- ▶ Outstanding road performance combined with extreme economy.
- ▶ A new standard of riding comfort for all passengers.
- ▶ Improved body construction eliminating chassis frame with improved strength and rigidity.
- ▶ New overhead-valve engine with an amazing performance.
- ▶ New four-speed gearbox with synchromesh on second, third and top gears, and silent helical pinions.
- ▶ Superb controllability with exceptionally light and accurate steering which is particularly free from road shock reaction.
- ▶ Super semi-elliptic springing controlled by piston type hydraulic shock absorbers.
- ▶ Torsion bar stabiliser at forward end eliminating roll. Rear springs rubber seated.
- ▶ Sound-insulated body free from objectionable drumming and creaks.
- ▶ Attractive range of hard wearing colours.
- ▶ Floating rubber engine mounting.
- ▶ Tin-coated aluminium alloy pistons ensuring absence of pick-up and scoring.
- ▶ High efficiency safe braking by the Lockheed hydraulic fully compensated system.
- ▶ Extensive control over ventilation by bottom opening windscreen with central winding control.
- ▶ Draughtless ventilation by extractor type front door-windows.
- ▶ Fume and heat prevention by double scuttle bulkhead and combined engine air cleaner, silencer, and fume consumer.
- ▶ Extensive crankcase ventilation with fume discharge below body.
- ▶ Thermostatic automatic water circulation control.
- ▶ Good ground clearance.
- ▶ Water impeller with leakproof self-adjusting gland and double ball bearings.
- ▶ Balanced air intake pipe for power, economy, and easy starting.
- ▶ Improved general accessibility particularly for running adjustments, filling up, and greasing.
- ▶ Large inbuilt luggage container with external access and additional carrying capacity by open lid.
- ▶ Separate inbuilt spare wheel compartment with quick action clamp.
- ▶ Toughened Triplex glass throughout.
- ▶ Well-less floor.
- ▶ Adjustable easy-chair front seats with floating cushions and flush runners.
- ▶ Flush type sliding roof with concealed drainage.
- ▶ Wide doors with concealed metal door stops.
- ▶ Special provision against draughts by rubber draught welts round all doors.





# OF THE NEW MORRIS TEN-FOUR

- ▶ Special weatherproofing by extended guttering discharging water below doors.
- ▶ Improved fascia board with concealed ash trays and conveniently grouped instruments having high location for ease of vision.
- ▶ Projection-free hand brake with simple adjustment from driver's seat and fully enclosed grease-packed cables.
- ▶ Double windscreen wiper with remote drive and independent control for passenger arm.
- ▶ Large parcel tray with level floor extending full width of car beneath fascia board.
- ▶ Excellent rear vision by internal mirror and large rear light.
- ▶ Windscreen carefully sloped to reduce glare to a minimum.
- ▶ Instrument lighting provides illumination for map reading when required.
- ▶ Counterbalanced crankshaft with steel backed main and big-end bearings.
- ▶ High capacity engine lubrication with large external oil filter.
- ▶ Single plate dry clutch with light action and smooth pick-up.
- ▶ Sturdy rear axle with taper roller bearings for pinion shaft and crown wheel. Assembled by scientific system of pre-selection and erection.
- ▶ Locked bonnet with hinged top and detachable sides.
- ▶ Spring anchorage by silent-bloc bushes; shackles fitted with screwed type bushes.
- ▶ Improved spoked disc wheels with snap-on hub covers and five-stud fixing.
- ▶ Twelve-volt battery with positive earth wiring. Battery mounted between bulkheads in cool place.
- ▶ All-weather protection for brake gear.
- ▶ Generous mudguarding with mud flaps and rubber protectors.
- ▶ Jackall four-wheel hydraulic jacks are fitted at a small extra charge, and an improved type of corner jack is supplied as standard.
- ▶ Self-cancelling trafficators with wheel centre control.
- ▶ One-piece exhaust system rubber-insulated from frame.
- ▶ Large ventilated dynamo with compensated voltage control.
- ▶ Powerful headlamps with dip and switch with foot control.
- ▶ Automatic ignition control.
- ▶ Rear blind with remote control—made from opaque material.
- ▶ Anti-fraying, rubber inserted, pile carpets.
- ▶ Full width bumpers front and rear.
- ▶ Extra low pressure tyres, 5.00—16.
- ▶ Improved number-plate illumination.

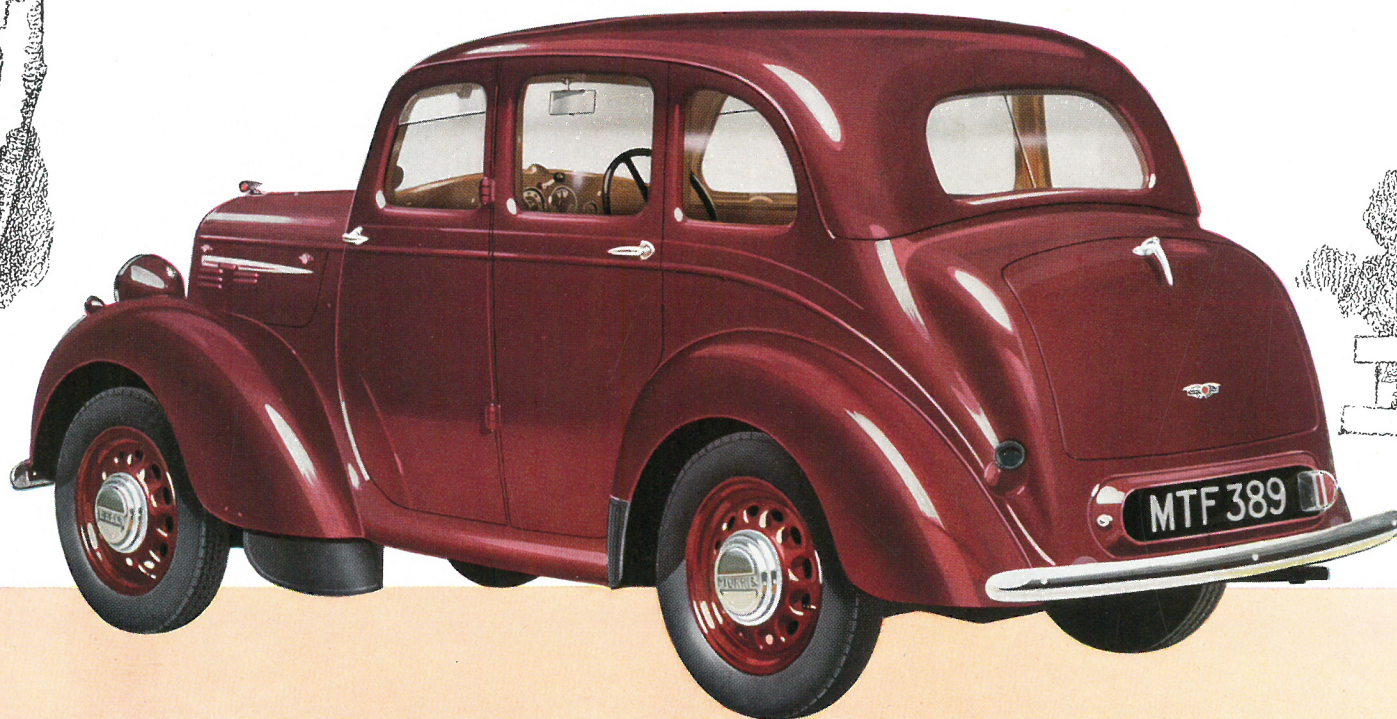




# THE MORRIS TEN-FOUR SALOON (SERIES "M")

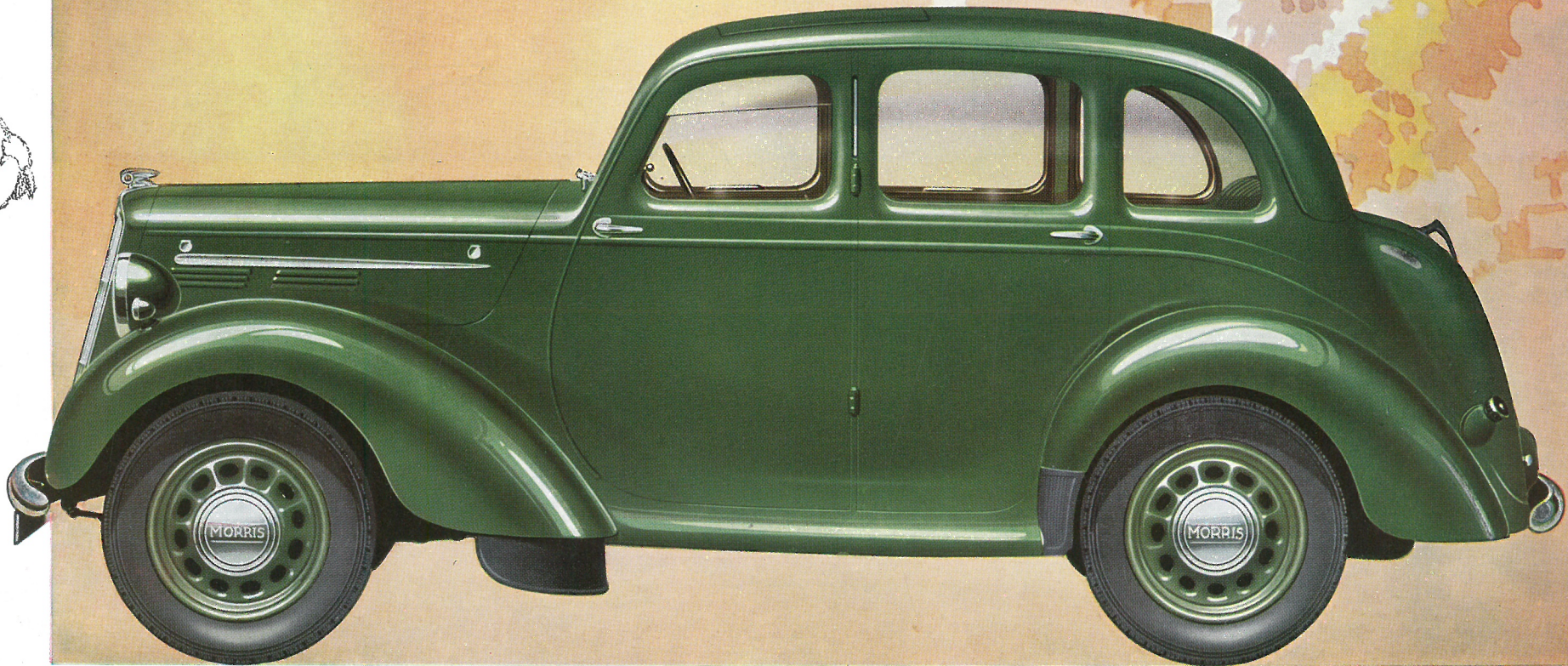
**F**AST, comfortable and safe, the new Morris Ten-Four is the most attractive car of its horse-power available to the public to-day. Designed on sound principles, built in the most up-to-date factory in Great Britain and possessing economy and reliability beyond the ordinary, this car is the ideal transport which the family man of moderate means has been looking for. Nowhere will you find better motoring value or a more serviceable car.

The Morris Ten-Four is available in any of the five colour schemes illustrated on page 16. Both the fixed head saloon and the sliding head saloon are upholstered in leather.





Available with either Fixed or  
Sliding Head.



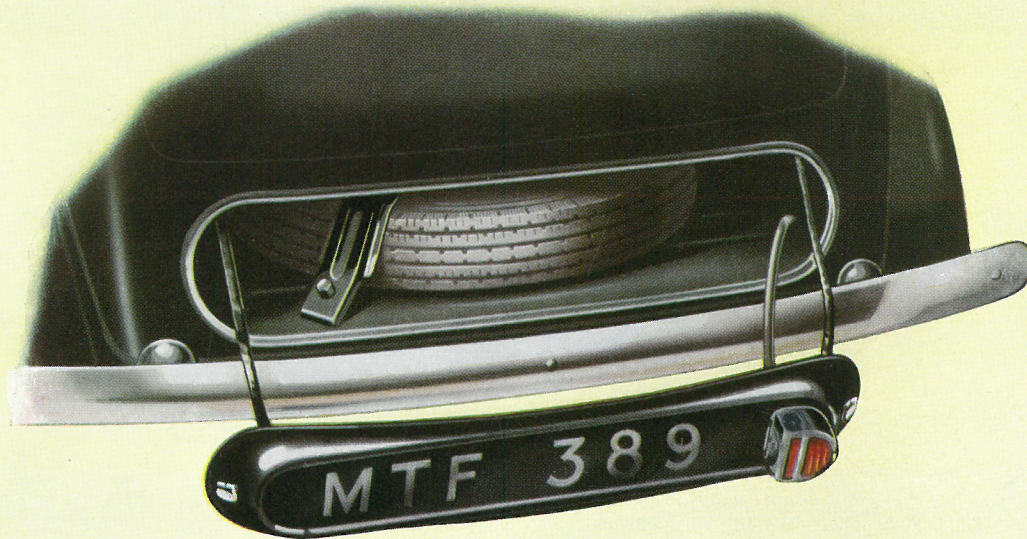
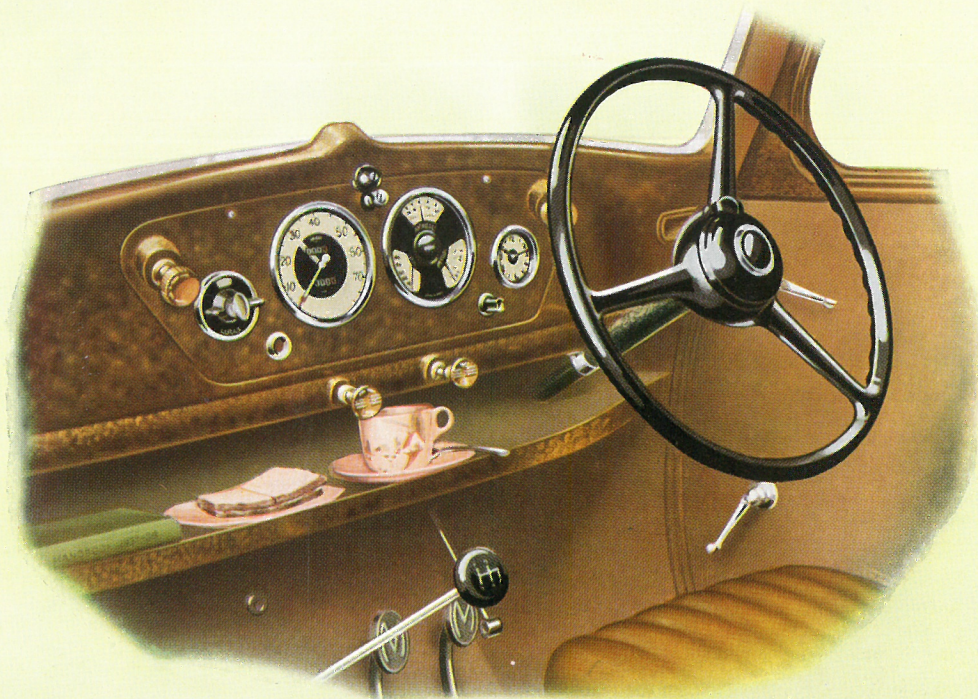




The interior accommodation of the Morris Ten-Four (Series "M") is particularly spacious. The rear seat has an elbow width of 51 in. and the front seats are of the metal framed type with floating spring seat base and flush-type runners for adjustment.

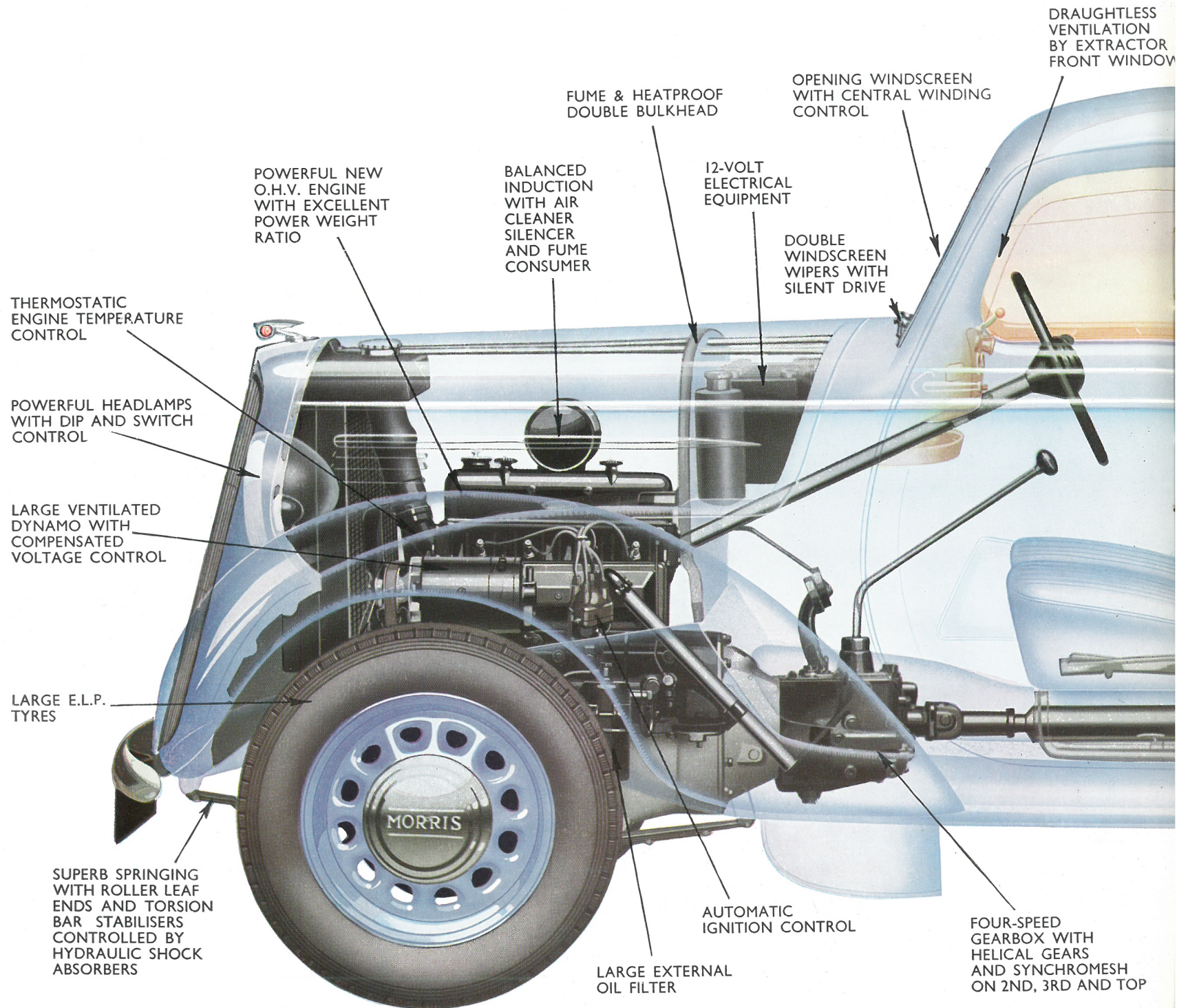


# SOME USEFUL FEATURES



The attractive instrument board is placed high up where it can easily be seen with the minimum eye movement. A large parcel shelf with level floor extends just beneath it. Ample provision is made for luggage in the rear inbuilt container with hinged lid for additional accommodation. The spare wheel is carried in a special container with locked lid which carries the rear number-plate. The rear-light connections are undisturbed when the lid is off.







WS

SELF-CANCELLING TRAFFICATORS

FLUSH FITTING SLIDING ROOF WITH CONCEALED DRAINAGE

EASY-CHAIR SEATS WITH FLOATING CUSHIONS AND FLUSH RUNNERS

SIX-LIGHT ALL-STEEL BODY INCORPORATING CHASSIS IN MONO-CONSTRUCTION SCIENTIFICALLY DRAUGHT AND SOUND INSULATED

LARGE REAR LIGHT

WIDE REAR SEAT WITH EXCELLENT HEAD AND LEG ROOM

LARGE LUGGAGE CONTAINER WITH EXTERNAL ACCESS

LOCKHEED HYDRAULIC BRAKES

ENCLOSED SPARE WHEEL CARRIER

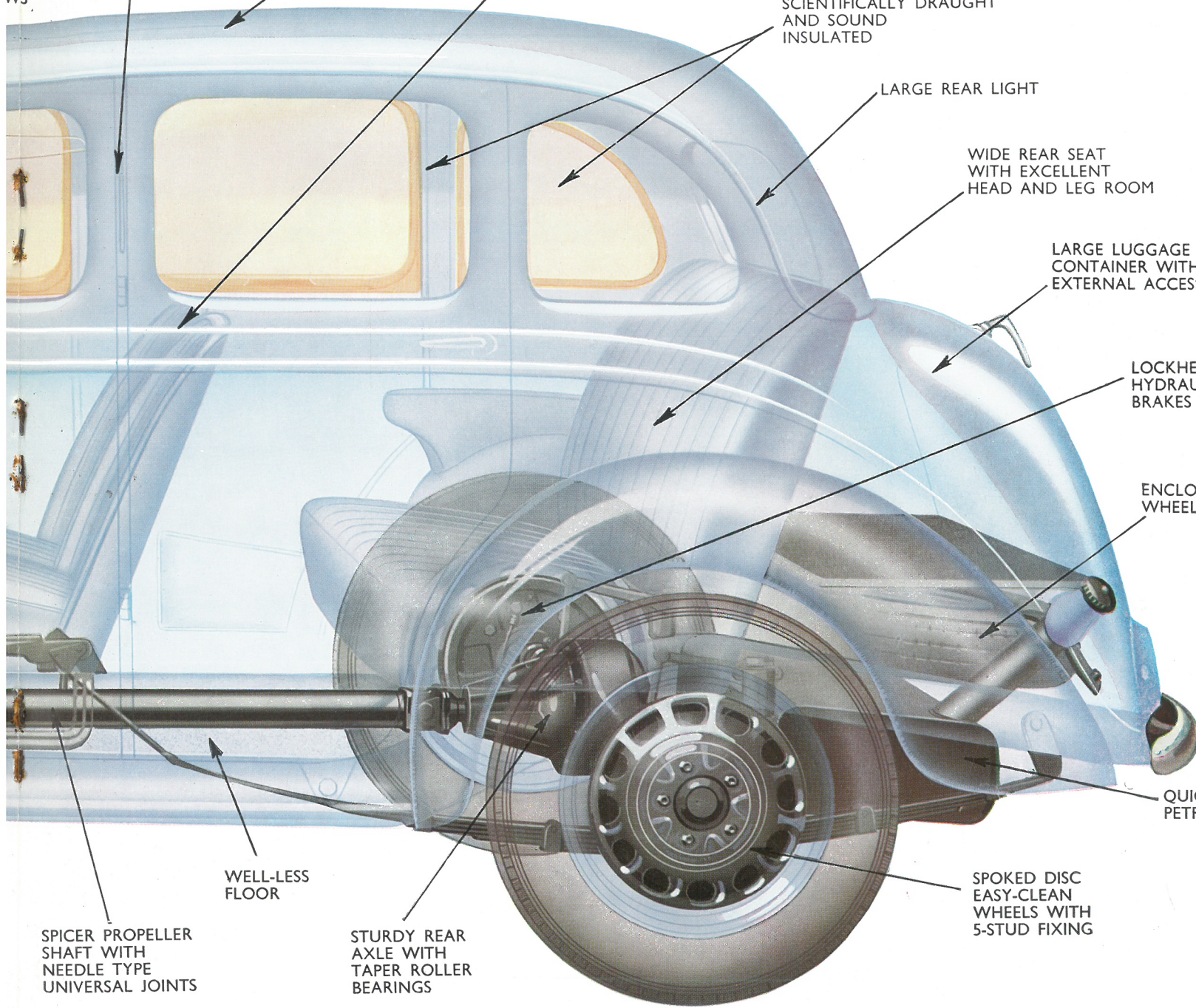
QUICK FILLING PETROL TANK

SPOKED DISC EASY-CLEAN WHEELS WITH 5-STUD FIXING

STURDY REAR AXLE WITH TAPER ROLLER BEARINGS

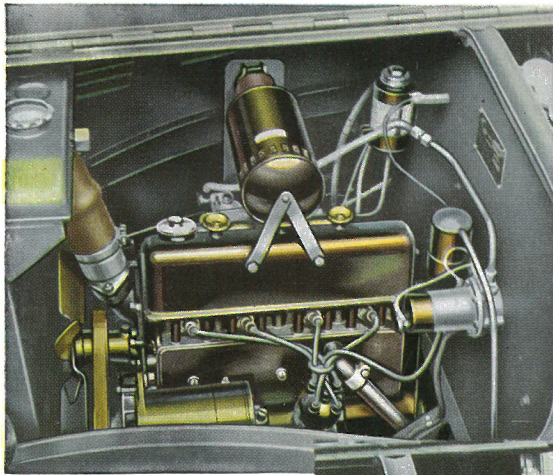
WELL-LESS FLOOR

SPICER PROPELLER SHAFT WITH NEEDLE TYPE UNIVERSAL JOINTS





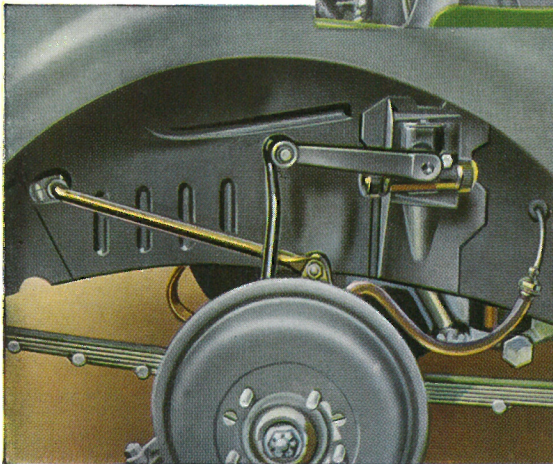
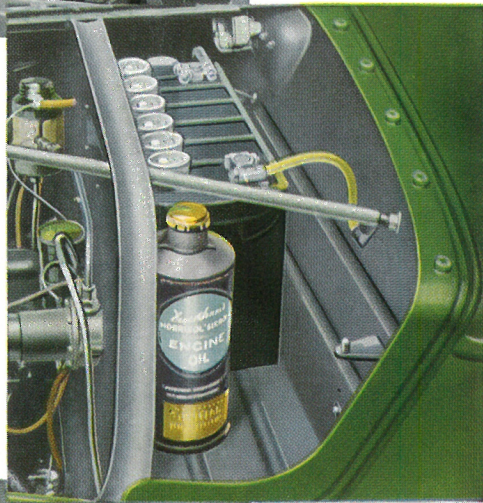
# SPECIFICATION



The powerful O.H.V. engine is fitted with a balanced crankshaft, tin-coated pistons and many other excellent features. It is smooth running at all speeds and possesses a particularly good power/weight ratio.

The double bulkhead construction of the scuttle ensures that heat and fumes are isolated from the body.

The 12-volt battery is mounted between the bulkheads in a cool place, thus reducing evaporation.



The front springs are controlled by piston-type hydraulic shock absorbers with excellent damping characteristics. Rolling is prevented by the torsion bar stabiliser.

**GENERAL CONSTRUCTION.** The new Morris Ten-Four (Series "M") consists of a powerful O.H.V. engine built in unit construction with a four-speed synchromesh gearbox, mounted in an all-steel body of advanced integral design which entirely supersedes the normal separate chassis frame.

Transmission is by Spicer tubular propeller shaft with needle type universal joints and the rear axle is of the three-quarter floating type with spiral bevel final reduction gears and differential. Suspension is by improved semi-elliptic springs, with torsion bar stabiliser at the front, controlled by piston type hydraulic shock absorbers. The wheelbase is 7 ft. 10 in. and the track 4 ft. 2 in.

**ENGINE.** The four-cylinder overhead valve engine of the Morris Ten-Four (Series "M") possesses a bore of 63.5 mm. (2.5 in.) and a stroke of 90 mm. (3.54 in.), giving a cubic capacity of 1140 c.c. (69.57 cubic in.) and a Treasury rating of 9.99 h.p.

The cylinders are cast in one with the skirt of the crankcase, which is liberally reinforced with internal webs to provide a structure of great strength and rigidity. The crankshaft is of the counterbalanced type with three large bearings ensuring freedom from vibration. Every crankshaft is carefully balanced to very close limits and the main bearings have steel backed white metal liners. The connecting rods are of steel with full-ring steel-backed replaceable white metal bearing liners. They are carefully balanced individually and the complete assemblies of connecting rods and pistons are equalised in weight to within .2 oz. as in best aero engine practice. The pistons are of low expansion aluminium alloy and they are fitted with four rings—two compression and two oil control. The pistons are tin-coated to ensure freedom from pick-up, and have split skirts. The overhead valves are push-rod operated from a three-bearing camshaft situated in the upper portion of the crankcase. The camshaft is driven by a silent duplex roller chain which provides a trouble-free drive possessing very long life. Hollow chill cast tappets are fitted which are provided with return springs. Valve adjustment is by adjustable screws on the valve rockers.

An important feature of the induction system is the combined air cleaner and silencer which also collects all fumes from the upper part of the engine, so that they are prevented from finding their way into the car interior. In addition there is a large breather pipe discharging well below the body which ensures perfect crankcase ventilation and avoids condensation. The engine is mounted on the body by floating rubber connections which effectively damp out the last trace of engine vibration, and the one-piece exhaust system is also rubber insulated.

**SYNCHROMESH GEARBOX.** The four-speed gearbox is provided with synchromesh engagement for second, third and fourth gears, which are of the silent helical type. The gearbox is fitted with an accessible filling orifice and a dipstick oil level indicator. The gear ratios are: 1st—20.087, 2nd—11.489, 3rd—7.929, 4th—5.286, reverse—20.087.

**LUBRICATION SYSTEM.** A large spur gear pump driven by helical gears from the camshaft supplies oil under pressure to all main and big-end bearings, camshaft bearings and overhead valve gear. The delivery from the oil pump is sufficiently large to ensure adequate lubrication even when considerable bearing wear has taken place.

The oil intake in the sump is protected by a metal shield and is provided with a cylindrical gauze filter. The oil is further filtered before circulation by an external oil filter of "throw-away" type. The pump is fitted with a non-adjustable relief valve, and the relief valve for the external oil filter is also incorporated in the pump.

Special provision has been made to guard against loss of oil past the valve gear.

The undercarriage is lubricated by high-pressure oilgun and accessibly located nipples.



**COOLING SYSTEM.** The cooling water is circulated by a centrifugal water impeller with double ball races and special carbon ring leak-proof sealing gland. It is driven by a belt from the crankshaft and discharges into a special distribution duct cast in the cylinder block which ensures even cooling. An extension of the pump spindle carries the cooling fan. Cooling is further controlled by a thermostat in the water outlet pipe which ensures rapid warming up and the maintenance of the correct working temperature at all times automatically, thereby improving performance and lengthening the useful life of the engine.

**CARBURATION.** An S.U. automatic piston type carburetter with adequate control over mixture strength for easy starting supplies the working mixture. The mixture control is conveniently mounted on the fascia board and is inter-connected with the throttle control so that the correct throttle opening for slow running when cold is obtained automatically. The carburetter is provided with an efficient air cleaner and silencer, while an intake balance pipe improves distribution, increases the power output and facilitates starting. Particular attention has been given to the carburation system with a view to giving maximum economy without the sacrifice of performance. The induction manifold is provided with an adequate "hot-spot" and the fuel feed is by S.U. automatic electric pressure petrol pump.

**PETROL TANK.** The petrol tank is mounted at the rear of the chassis and has a capacity of 7 gallons. Its contents are clearly indicated by an electrically operated gauge on the fascia board and the filler is fitted with a special anti-surging device and large vent to facilitate rapid filling.

**TRANSMISSION.** A single-plate dry clutch with cushion hub and single-point adjustment provides smooth engagement with light action and the minimum attention. A Spicer tubular propeller shaft with needle type universal joints at each end serves to transmit the drive to the rear axle.

**REAR AXLE.** The rear axle is of the three-quarter floating type with a one-piece banjo and silent bevel final reduction gears. All pinion and crown wheel bearings are of the taper roller type, a new departure which ensures long life and silence of operation. A scientific system of selection and assembly is employed to ensure maximum efficiency.

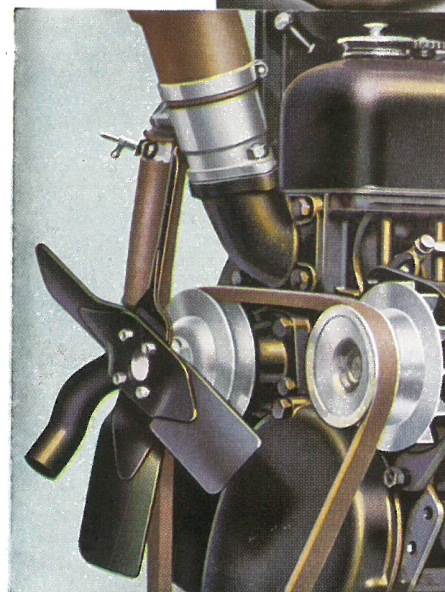
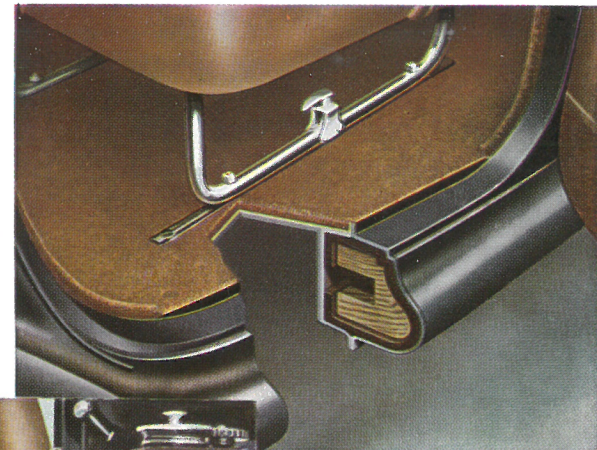
**FOUR-WHEEL BRAKES.** Fully compensated foot brakes of the internally expanding type, operated by the Lockheed hydraulic system, ensure the maximum possible braking efficiency. Their certainty of action is maintained under all conditions and there are no bearings to wear or need lubrication, or cables to stretch. The brake-shoes are of steel with high efficiency linings.

The hand brake is provided with adjustment from the driver's seat and operates on the rear wheels by cables totally enclosed in grease-packed conduits. Special provision has been made to protect the brake gear against the weather.

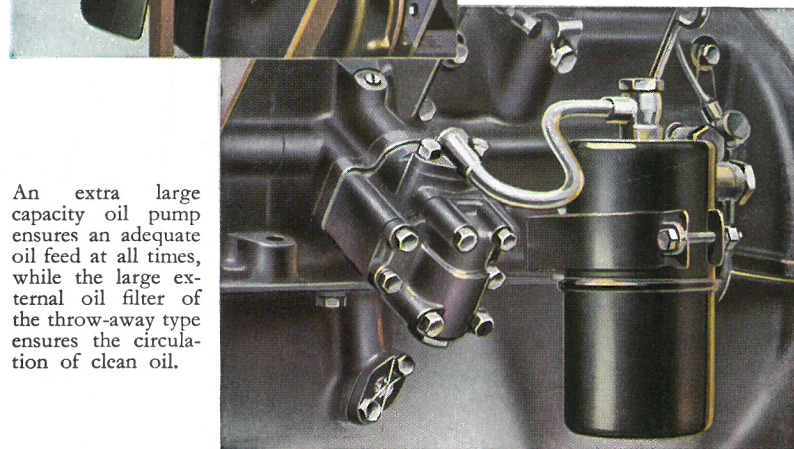
**STEERING.** The steering gear is of the Bishop cam type and careful design of all the steering components has resulted in exceptionally light steering which is particularly suited to lady drivers. In spite of the lightness of the steering it is precise in action and free from any tendency to wander. Track rod joints are of the self-adjusting type, eliminating all backlash. The steering is particularly free from road shock reaction.

**SUSPENSION.** Semi-elliptic springs of great length are fitted fore and aft and are controlled by Luvax hydraulic piston type shock absorbers giving perfect damping under all conditions. The front springs are further controlled by a torsion bar stabiliser which eliminates roll and ensures a really smooth ride under the most severe conditions. The excellent action of the springing is maintained even after a lengthy mileage. The spring front eyes are fitted with silent-bloc bushes and the eyes at the rear ends of the springs are fitted with screwed bushes ensuring long life and the minimum of service attention.

Special provision has been made to render the body soundproof. The entire underside of the body is coated with plastic sound-deadening material, and felt is also extensively used.

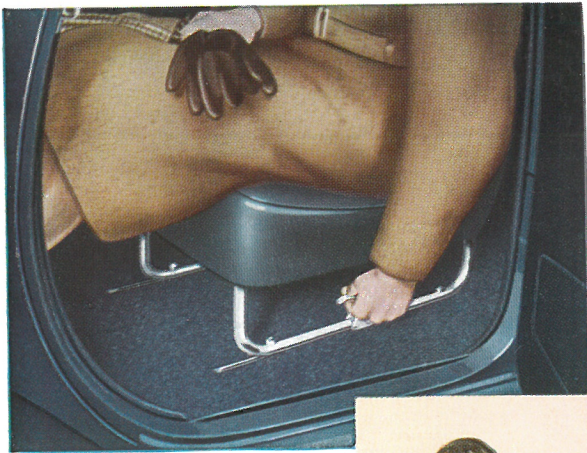


Thermostatic water circulation control in conjunction with the centrifugal water impeller ensures correct engine temperature at all times and rapid warming up.



An extra large capacity oil pump ensures an adequate oil feed at all times, while the large external oil filter of the throw-away type ensures the circulation of clean oil.





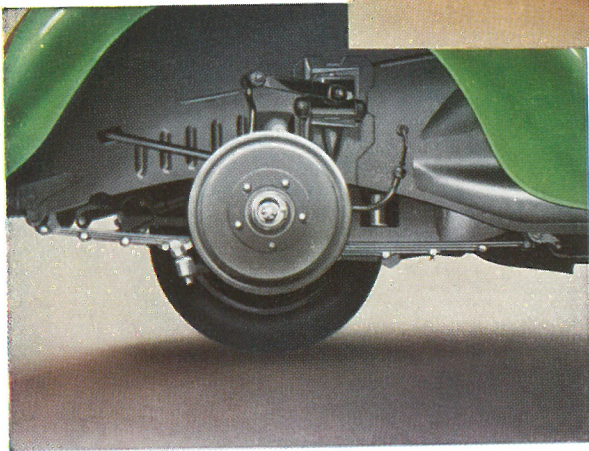
The easy-chair type front seats have metal frames and floating spring seats. The seats are easily adjusted on their flush-type runners by raising the finger grip of the locking device.

Simplified corner jacks which are easily operated by the wheel brace are fitted as standard.

Jackall four-wheel permanent hydraulic jacks can be fitted when required at a small extra charge.



The exceptional riding qualities of the Morris Ten are largely due to the long front springs of improved design with roller type leaf ends and screwed type shackle bushes.



The front spring leaf ends are fitted with flanged rollers which combine easy action with lateral rigidity, and the rear springs are rubber seated.

**WHEELS.** Five detachable spoked-disc easy-clean wheels with Dunlop extra low pressure tyres (5.00—16) are fitted. The wheels are held in position by five studs with nuts of the reversible type and are fitted with snap-on hub covers.

The spare wheel is carried in a separate compartment at the rear and is completely protected from the weather. It is easily removed without disturbing luggage carried and is held in position by a quick action clamp.

**VENTILATION.** Special care has been taken to ensure adequate ventilation without draught. The windscreen has top hinges and is adjustable up to a wide opening by a single central control of the winding type. The front door-windows are of the extractor type, providing a vertical opening behind the door pillar when partly open, thus permitting air circulation without draught. They are fitted with louvres. The window winding mechanism is of an improved type.

An important feature is the double bulkhead at the body scuttle, which positively prevents engine heat and fumes from finding their way into the body.

The windscreen can be opened to a wide angle for clear vision in fog.

**SEATING ACCOMMODATION.** The front seats are built on a steel framework with a floating spring foundation for the upholstery, ensuring the maximum riding comfort. The seats are mounted on flush type runners and have a simple and positive means for adjusting their position.

Exceptionally good leg-room is provided for the rear passengers, while the wide rear seat is upholstered on particularly generous lines and has an elbow width of 51 in.

**JACKING SYSTEM.** The Morris Ten-Four (Series "M") Saloon can be fitted with Jackall permanent hydraulic jacks when desired at a small extra charge. These jacks enable all four wheels to be raised from the ground simultaneously or, alternatively, the back or front pairs only when desired. They can be actuated with the minimum of effort.

The standard jack equipment consists of a special corner jack adapted to hook under the bumper bar braces and is equipped with a screwed shaft which can be actuated by the wheel brace. This jack is neatly housed under the overhang of the rear seat.

**LUGGAGE ACCOMMODATION.** The new Morris Ten-Four (Series "M") is fitted with a large inbuilt luggage compartment with external access by a large hinged lid which provides additional luggage accommodation, when necessary, if left open. With the lid closed, the space available for storage is nearly 7 cubic feet.

In addition there is a large parcel tray beneath the fascia board which extends the full width of the car. This parcel tray has a level floor and is large enough to hold plates, cups and saucers, etc., when picnicking. Large pockets are fitted to all the doors.

Special provision has been made to render the luggage and spare wheel compartments weathertight.

**ELECTRICAL EQUIPMENT.** The electrical equipment is of the 12-volt type giving ample power for starting and illumination. The distributor has automatic advance and retard control and is driven from the camshaft by helical gears.

The large dynamo is belt driven and is of the ventilated type with automatic compensated voltage control, thus obviating the necessity for the driver to adjust his charging rate to suit the constantly varying conditions encountered.

The positive earth system of wiring is employed.



Full five-lamp equipment is provided, including headlamps with dip and switch mechanism operated by a single-acting foot controlled switch which dips the lights on one depression and raises them on the next. The horn push and self-cancelling trafficator switches are mounted in the centre of the steering wheel, while all other switches are accessibly mounted on the facia board within easy reach of the driver.

An easily controlled double windscreen wiper with silent drive and motor located between the two insulating bulkheads is fitted. The wiper blade on the passenger side is independently controlled.

The single large 12-volt battery is mounted under the bonnet between the two insulating bulkheads and is therefore isolated from the heat of the engine. It is easily accessible and is provided with non-spilling vents.

An automatically actuated stop light is part of the equipment.

**THE BODY.** The body is of all-steel construction incorporating the chassis as an integral part of the body construction. There is therefore no separate chassis in the accepted meaning of the term.

This has effected a considerable saving in weight with an increase in strength and rigidity, and this in turn has resulted in improved performance and increased economy.

The floor is devoid of footwells and the interior is particularly spacious for a car of this horsepower.

Great care has been taken to prevent noise, draughts, and the ingress of water. The body is scientifically lined with sound-deadening material and the front of the body is constructed with double bulkheads to isolate the body from engine heat and fumes.

The doors are fitted with an efficient rubber draught sealing strip and the roof guttering is carried right down in front of the door opening to discharge rain water well below the door. Window garnish frames are prepared in modern plastic material of attractive appearance and great durability with facia board to match.

Pile carpets of the anti-fraying rubber inserted type cover the floor, while the interior upholstery is carried out in simple but pleasing style and is particularly comfortable.

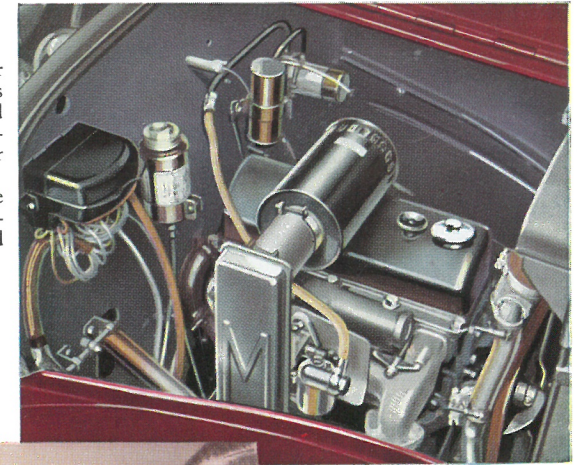
The instrument equipment is commendably complete, including electric clock, oil gauge, speedometer with trip recorder, electric petrol gauge, ammeter, all of which are provided with translucent indirect illumination.

**GENERAL EQUIPMENT.** Toughened Triplex glass throughout; single-panel adjustable windscreen and winding ventilating door-windows; steering wheel controls for self-cancelling direction indicators and horn; Lockheed hydraulic four-wheel brakes; rubber-inserted pile carpets; pedal rubbers; gearbox draught excluder; pedal draught excluders; speedometer; oil gauge; dash-reading electric petrol gauge; electric clock; ammeter; S.U. electric pressure petrol pump; electric twin windscreen wipers with bottom mounting; licence holder; interior driving mirror; concealed rear blind with remote control; private locks on doors; adjustable easy-chair type front seats; roof-lamp; bumpers front and rear; inbuilt luggage container; pressure chassis lubricating pump; ashtrays; high-frequency electric horn; electric lighting and starting; tail and stop light; headlamps with foot-operated dip and switch mechanism; sidelamps; ignition warning light; hydraulic shock absorbers with cold weather regulation; door pockets; five detachable easy-clean wheels; five Dunlop extra low pressure tyres; enclosed spare wheel carrier; tyre pump; kit of tools in locker under front passenger seat.

**Supplementary Equipment on Sliding Head Saloon:** Sliding head; window louvres to front doors; pillar pull cords.

*This specification is liable to alteration at any time.*

An air cleaner, silencer and fume consumer is fitted to the engine and thus prevents the contamination of the car interior. The balanced air intake pipe ensures easy starting, power and economy.

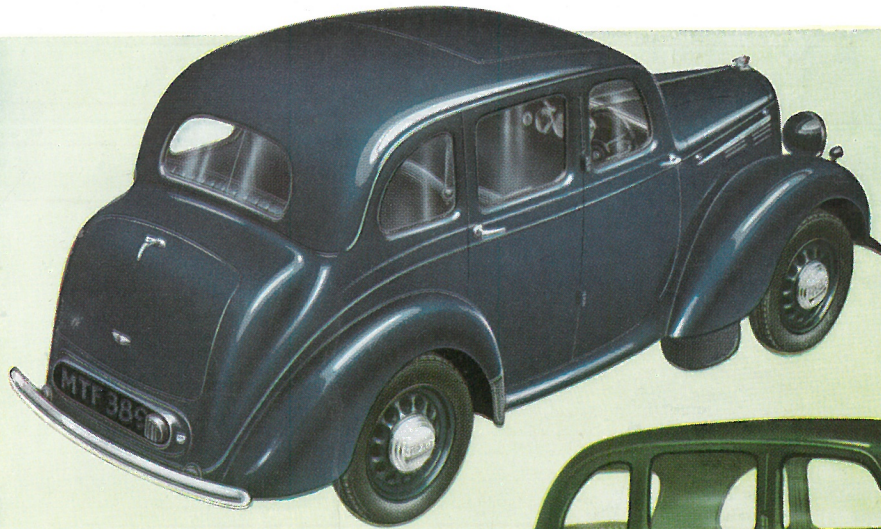


The bonnet has hinged top panels which are locked in the closed position. When additional access is required the side panels can be removed without difficulty, but this is seldom necessary with the accessible O.H.V. engine.

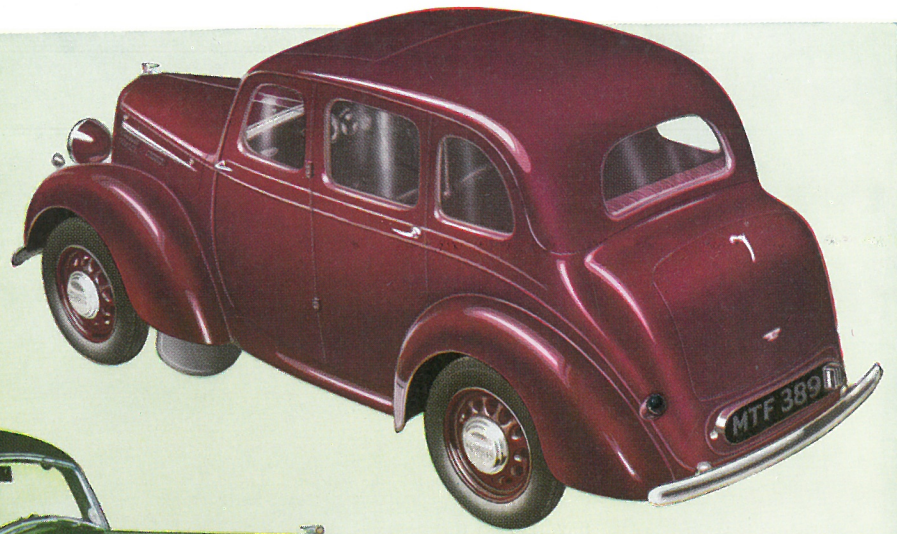


Extra low pressure tyres and spoked disc easy-clean wheels with five-stud fixing and snap-on hub covers are fitted. Note the reinforced wheel centre.

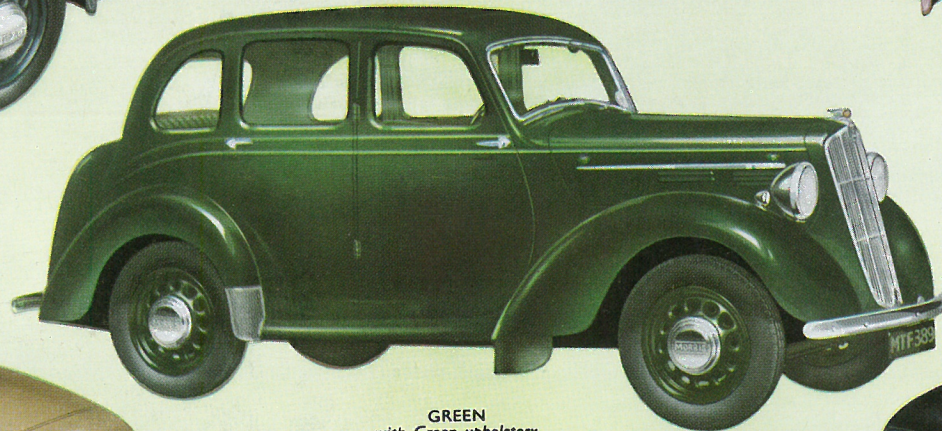




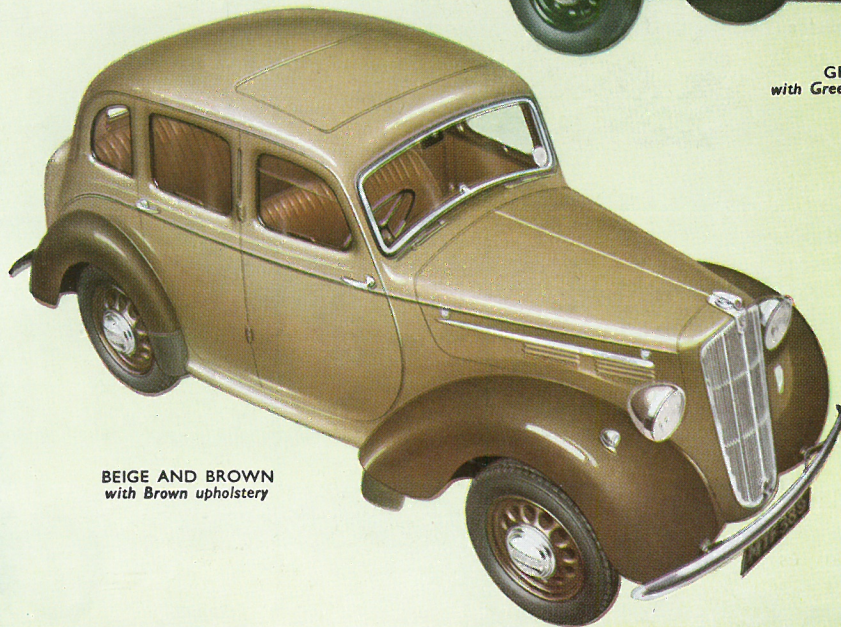
**BLUE**  
with Blue upholstery



**MAROON**  
with Red upholstery



**GREEN**  
with Green upholstery



**BEIGE AND BROWN**  
with Brown upholstery



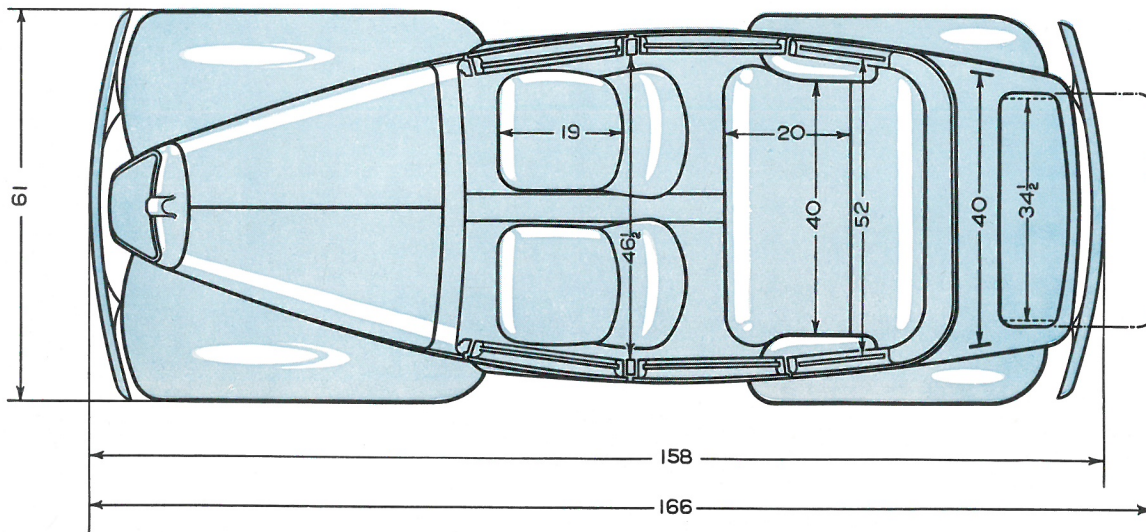
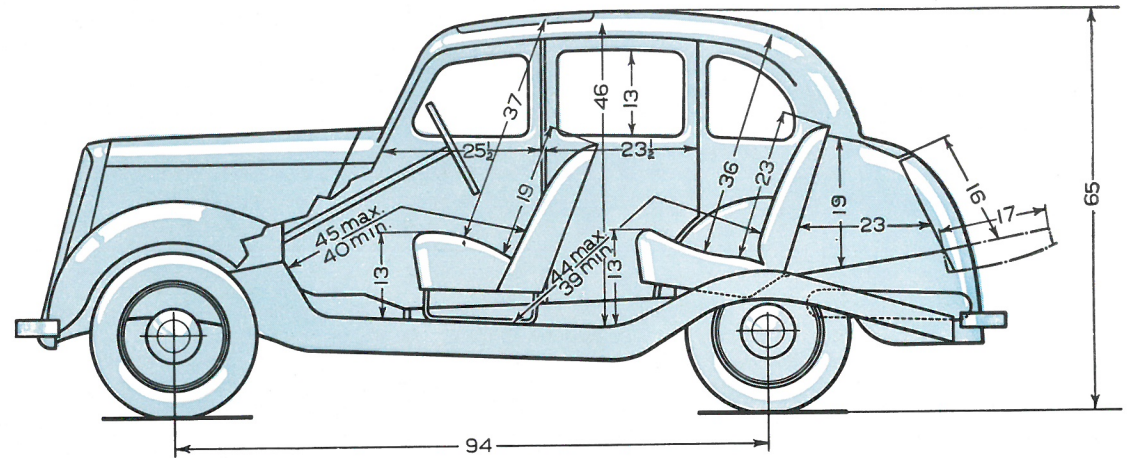
**BLACK**  
with Brown upholstery

The colour schemes available.



# SEATING DIMENSIONS

The Morris Ten-Four (Series "M") is an exceptionally roomy car and provides considerably better accommodation than other cars in its class. A comparison of the interior dimensions indicated on the accompanying diagrams will indicate the truth of this statement.



The front seats are provided with a wide range of adjustment and the dimensions given for the leg room indicate the range of adjustment available.



# SERVICE

**M**ORRIS 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. 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) Carburetter 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) Check correct functioning of Jackall system (when fitted).

(f) Look over and tighten all nuts, particularly cylinder head, wheels, spring clips and body bolts.

(g) 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 specifications without notice.*

# DATA

Number of cylinders . . . . .	Four
Bore . . . . .	63.5 mm.
Stroke . . . . .	90 mm.
Cubic capacity . . . . .	1140 c.c.
R.A.C. rating . . . . .	9.99 h.p.
Number of gears . . . . .	Four
Gear ratios	First . . . . . 20.087
	Second . . . . . 11.489
Synchromesh	Third . . . . . 7.929
	Fourth . . . . . 5.286
	Reverse . . . . . 20.087
Turning circle R.H. . . . .	39 ft. 0 in.
Turning circle L.H. . . . .	37 ft. 3 in.
Wheel size . . . . .	3.00—16
Tyre size . . . . .	5.00—16
Wheelbase . . . . .	7 ft. 10 in.
Track . . . . .	4 ft. 2 in.
Petrol tank capacity . . . . .	7 galls.
Engine oil capacity . . . . .	5½ pints
Gearbox oil capacity . . . . .	1¼ pints
Rear axle oil capacity . . . . .	1½ pints
Total water capacity . . . . .	15 pints
Weight of Saloon (F.H.) . . . . .	18¼ cwt.
Weight of Saloon (S.H.) . . . . .	18½ cwt.
Ground clearance (front axle beam) . . . . .	6 <sup>7</sup> / <sub>16</sub> in.
Ground clearance (under silencer) . . . . .	7 <sup>5</sup> / <sub>8</sub> in.



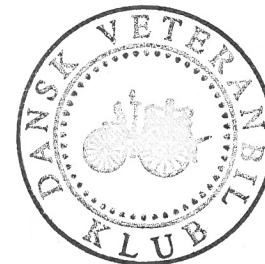
# GUARANTEE

1. For a period of SIX MONTHS from the date on which a new Morris Car 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 manufactured or sold by Morris Motors 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.





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# MORRIS INDUSTRIES EXPORTS LIMITED

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