

CLUTCH PEDAL STOP BRACKET MORRIS 8 CARS 1934 to 1938

These brackets are often lost when a car is dismantled, and consequently are not replaced as the starter motor is fitted.

These items were not as far as I know fitted to early Pre-Series cars, but I believe they were fitted at least to later Series I cars. Stop (Part No X15403) is listed in The Morris Motors 1937 Parts List, but is not shown on the corresponding diagram contained in the Parts List.

Pre-Series and Series I cars up to Chassis No 112041 had a three-bolt fixing Starter Type M35A. From Chassis No 112042 onwards, (but also 111998 to 112000), a two-bolt fixing Starter Type M35G was fitted, making the third mounting hole redundant; it is this hole that has been used on my car to mount the clutch pedal stop bracket, together with the speedometer cable support bracket. It is possible therefore, that this clutch pedal stop bracket was fitted from the introduction of the later M35G starter motor only.

The brackets were definitely fitted to Series II cars, and I have included an extract from the Series II Operation Manual showing the fitted position. I believe that they are necessary and advisable on all these cars and would be a sensible retro-fit anyway.

I have included here a dimensioned sketch so that a bracket can be made up from a piece of mild steel strap; in addition it needs to be drilled to suit the starter motor bolt position and diameter. End **A** takes the clutch pedal shaft; end **B** is drilled and rounded off to suit the starter motor as required, and fits on top of the starter motor flange and/or bellhousing flange immediately under the bolt head. Corner **C** is bent full to avoid contact with the starter motor flange/and or bellhousing flange, allow a little extra length of material for this. It makes a better job if end **A** is fitted with a small wedge of hard rubber, plastic or even wood, trimmed to suit angle of clutch pedal and fixed with Araldite or similar two-pack epoxy resin.

The original bracket that I have appears to be made up from three pieces of metal welded at the angles around area **A** to line up with the clutch pedal angle. Actually rather poorly made. I think it will be better and easier to make it as I suggest in the previous paragraph, particularly with a hard rubber wedge to line up with the pedal shaft and cushion it from metal to metal contact.

Once made, a certain amount of minor bending and tweaking will be required during assembly to ensure a good fit!

IMPORTANT NOTE

If you intend to make and fit a bracket to a car fitted with the three-bolt fixing Starter Type M35A the effective length (4 $\frac{1}{4}$ " on sketch) will need to be increased by the thickness of the starter motor flange otherwise the clutch pedal will be incorrectly positioned.

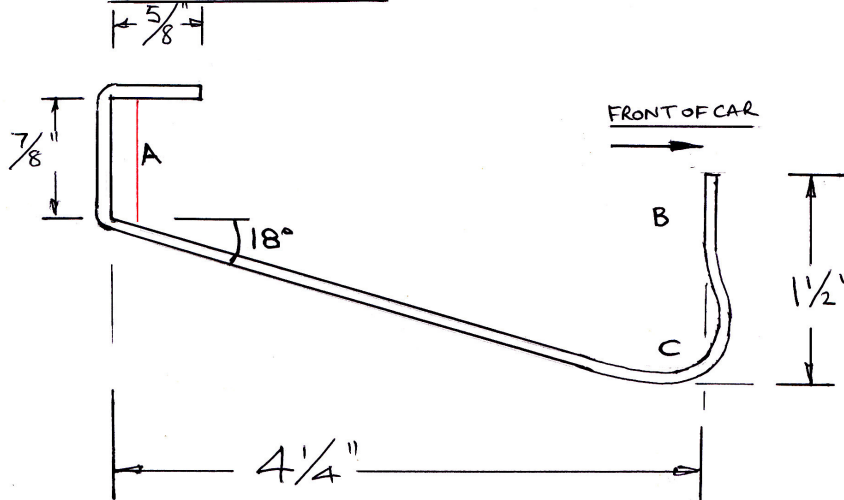
Clutch Pedal Stop Bracket

Effective length of $4\frac{1}{4}$ " on this sketch is based on the bracket being fixed to the redundant mounting hole adjacent to the two-bolt fixing Starter Type M35G (see Important Note above)

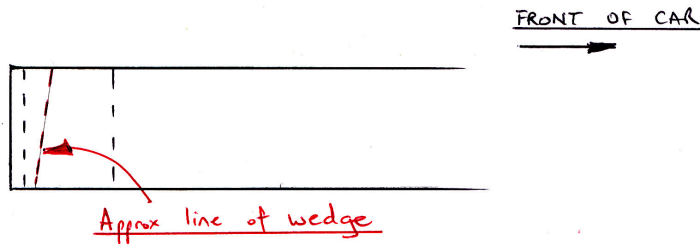
All dimensions approx.

Ex. $\frac{7}{8}$ " x $\frac{3}{32}$ " mild steel.

PLAN FROM ABOVE



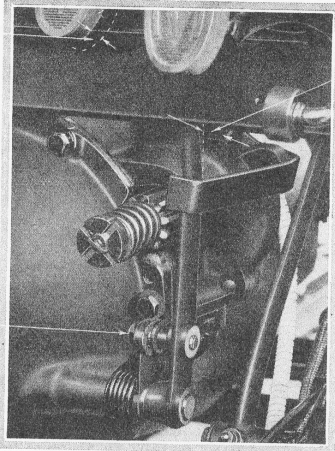
VIEW FROM OFFSIDE



Extract from Series II Operation Manual

In addition, care must be taken to see that there is not excessive pedal travel, as this will throw unnecessary strain on the carbon thrust block, leading to its early failure. There should not be more than $1\frac{1}{4}$ in. clearance between the pedal arm and its stop on the clutch housing when the pedal is lightly held with the carbon block in contact with the thrust ring. Need for this adjustment will be indicated when there is a tendency for the engine to stop when the clutch pedal is fully depressed.

There should be approx. $\frac{1}{4}$ " backlash here before resistance is felt



When the pedal is depressed so that resistance is felt there should be at least $1\frac{1}{4}$ " between the pedal arm and its stop, but not more than $1\frac{1}{2}$ "

Adjusting nut

The clutch pedal adjustment on the Morris Eight consists of a slotted lever with serrated face and locating washer.

The thrust bearing consists of a solid graphite block and therefore requires no lubrication, but may be damaged if there is too much clutch pedal travel.