

FUSES MORRIS 8 CARS 1934 to 1938

I am often asked what fuses are required on these cars, and what rating should be used.

Lucas supplied Morris Motors with these glass tube fuses and their usual preference was to specify the level at which the fuse would 'blow', this rating in amps being stated on the paper insert. For example, a Lucas fuse marked 10 amps would 'blow' at this level. The corresponding 'continuous' rating, i.e. the level that it could sustain indefinitely when in circuit, is generally considered to be half this amount for a wire fuse link, and so in this example it would be 5 amps. As Morris Motors always specified and used Lucas fuses, we could reasonably assume that in all Morris Motors publications the rating specified referred to the higher 'blow' figure.

The latest Morris Register Information Manual (Page 24) states that the Dynamo Field Fuse (fitted inside the CFR2 cut-out unit) should be 5amp; I believe that this is incorrect.

In the 1937 Morris Motors Parts List, the Dynamo Field Fuse Part No 45865 was 6amp, and 6amp is also specified in the Operation Manual that was issued with the cars when new. Contemporary drawings, photos and anecdotal evidence indicate that this fuse was 25mm (1 inch) long and had conical metal ends. This shorter fuse was required because the retaining clip connections for the field fuse in the CFR2 cut-out box were 10mm apart. To date I have not found a supplier of suitable new 6 amp fuses 25mm (1 inch) long.

The Accessory Fuse Part No 45046 (fitted inside the CFR2 cut-out unit) was specified as 25 amp and protected the wiper, horn and stop lamps, these being components that were not fed via the ignition switch. Contemporary drawings, photos and anecdotal evidence indicate that this fuse was 29mm (1.125 inches) long and had conical metal ends. This longer fuse was required because the retaining clip connections for the accessory fuse in the cut-out box were 15mm apart. To date I have not found a supplier of suitable new 25 amp fuses 29mm (1.125 inches) long. I have obtained new 25 amp 32mm (1.25 inches) long fuses but these fit poorly.

On cars from Chassis No 85402 onwards an additional 'trafficator' fuse box (Part No 46961) was added using a 25 amp fuse, protecting the trafficators and fuel gauge which were fed via the ignition switch. The 25 amp fuse specified was Part No 45046, the same longer fuse as used as the Accessory Fuse in the CFR2 cut-out unit; however I believe that a 25 amp 25mm (1 inch) long fuse is the only one that will fit (see next paragraph also). This fuse box was fitted immediately above the CFR2 cut-out unit.

According to Supplement No 4 of the Morris Motors Parts List (dated August 1938), this fuse box was changed at Chassis No 189178. It states that the fuse box was changed from Part No 46961 to 67239 and that the fuse box cover was now Part No 67240. There is however a possible error here as Part No 46961 relating to the old fuse box is the same as the 5 amp fuse stated in Supplement No 2 that I refer to in the next paragraph. I can confirm that the trafficator fuse box fitted to a car that I owned Chassis No 188701 had a brown painted steel cover with the spare fuse clipped to it, whilst my own car Chassis No 193530 had a brown bakelite cover and the spare fuse held in the body, therefore the fuse box was indeed changed in production. The later fuse box (Part No 67239) fitted to my car incorporates fuse retaining clip connections of such a size and position that suggest that only a 25mm (1 inch) fuse may be used. My car was in fact fitted with a 25 amp 25mm (1 inch) long fuse with conical metal ends.

Confusingly (!) Supplement No 2 of the Morris Motors Parts List (dated November 1937) states that the Indicators (they did not use the word trafficators in this instance) were now to have a 5 amp fuse and they give the Part No of this fuse as 46961. But as stated in the last paragraph, Part No 46961 relates to the earlier type of trafficator fuse box, and therefore cannot be correct for a separate fuse.

This change to a much reduced fuse rating from 25 amp to 5 amp appears to suggest back dating to the start of production, as if the 25 amp rating had been seen to be incorrect.

Please Note

My personal view, applying the logic that the fuse blow rating should be around double that of the total current draw of the circuits protected by that fuse, is that the Accessory Fuse in the CFR2 is correct at 25 amp (blow), but that the Trafficator Fuse should be nearer 10 amp (blow). I welcome discussion and views on this from those who know more than I do.

On cars from Chassis No 105697 onwards, a solenoid dipping headlamp was used, and this had an integral 10 amp fuse Part No 38947. This fuse was 25mm (1 inch) long with conical metal ends.

I have seen many Lucas fuses that do not have conical ends, and it appears that cylindrical ends became the norm post war. I have seen old Lucas conical ended fuses of the 25mm (1 inch) length rated at 6,10,25 and 35 amps, therefore it seems that all ratings may have been available in both sizes of fuse. Some Lucas or equivalent fuses were marked with both 'continuous' and 'blow' ratings.

Modern replacement glass tube fuses can be obtained, invariably they have cylindrical ends rather than the original conical shape, but otherwise fit satisfactorily. However some have a flat metal fuse link and some have the traditional wire. But the important criteria is their 'blow' rating.

However it is not always easy to ascertain whether or not fuses on offer are specified at 'blow' levels or 'continuous' levels, therefore more information and investigation is needed before purchase.

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Replaces 2009 Article

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