

POTENTIAL BRAKE SYSTEM FAILURES MORRIS EIGHT 1934-38

Suggestions from previous experience!

Whilst reading through some old notes, I found some information that I wrote a few years ago that could be of use to other owners.

It specifically applies to the Pre-Series, Series I and II Eights, but other cars may have the same items. These faults were well known in the trade when these cars were in general use.

It is recommended that these items are brought to the attention of the Tester at DOE annual test renewal, so that they are looked at over and above the standard accepted testing procedure.

Handbrake

A particularly 'weak link' exists at the split-pinned connection between the cast lever on the cross-shaft and the vertical rod that drops down through the car floor from the handbrake lever.

Over the years the right-angle bend on the vertical rod opens out. This results in side pressure wearing away the split pin. Result.....NO HANDBRAKE!

Make sure:-

- a) that the bend is a right angle or slightly narrower angle
- b) fit a hardened split pin
- c) fit a steel washer and 'cushioning' rubber washer

Footbrake

Ensure that the pedal is held against its stop by the tension spring from pedal end to chassis.

Adjust the pushrod threaded section to ensure that the push-rod is fully inserted into the master cylinder piston but with no more than 5mm free play.

Peel back the rubber boot and carefully check that the pushrod is free and well greased in the socket of the piston so that it can move laterally. If it is corroded solid it can jam as the pedal is depressed and adversely affect the braking. THIS IS POTENTIALLY VERY DANGEROUS.

Carefully check the ball/socket joint between the master cylinder push-rod and the brake pedal.

Corrosion and wear can make it possible for the ball to pop out of the socket.

THIS IS POTENTIALLY VERY DANGEROUS.

The ball/socket joint should NOT come apart under any circumstances.

If it does, FIT A NEW ONE IMMEDIATELY.

Inspecting this from beneath the car, with the pedal return spring attached, it may look all right.

But don't risk it. Check very thoroughly and renew it if you have the slightest doubt. It can separate whilst you are driving.....you will then have NO BRAKES!

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(amended 2009)

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