

LUCAS DK4A DISTRIBUTOR MORRIS EIGHT 1934-38

All 1934 to 38 Morris 8 cars ('UB' engines) were fitted with a Lucas DK4A Distributor. This particular installation resulted in the **drive 'dog' only** protruding into the cylinder block, the machined faces of the body shaft just fitting within the thickness of the cylinder head.

I do not believe that these distributors changed fundamentally during production, but alterations were made from Series E onwards.

As many DK4A and similar looking Lucas distributors are often found secondhand, and it is not always certain what car they came from, **I am providing details of the original unit from my March 1938 Series II saloon**. This should help in recognising the correct unit.

Recognition points to consider.

- a) D means distributor; K means die-cast body; 4 means 4-cylinder; A means automatic advance.
- b) Some sources suggest A means anti-clockwise. However Lucas usually used C (clockwise) and CC (counter-clockwise) notation.
- c) Cap should have vertical lead entry with screwed 'acorns'.
- d) Baseplate should be bakelite.
- e) Condenser should be the large long cylindrical screw clamped type.
- f) Advance plate under the bob weights should be stamped 12°.
- g) Makers plate on outside of body will be fixed with set screws into threads, rather than self tapping screws.
- h) On my March 1938 Series II this plate is marked:- DK4A-0 (type) 1.38 (date) 404288 (service number) A53 (batch number) 12° (advance plate type).
- i) The drive 'dog' must be the correct diameter and shape to fit the upper end of the drive shaft from the oil pump on your individual car. Drive 'dogs' vary from car to car, but can easily be changed to suit as they are a tight interference fit and pinned with a solid hardened dowel.

Important Notes

The model number, and possibly advance plate type, do not agree with the items shown on Page 97 of the Morris Register Morris Eight Information Manual. It is possible that there is an inaccuracy on that page.

Series E distributors (DKH4A) whilst very similar, differ in that they have a side entry cap, a possibly different advance plate, and post-war examples (DKYH4A) have a metal base plate with soldered condenser. These two versions have a different drive 'dog' that locates in the correct corresponding longer drive shaft, due to the distributor being higher up in the deeper Series E cylinder head.

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