

Brad Dunn Restoration and Vintage Supplies.

www.morriscommercialrestoration.com

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MORRIS COMMERCIAL

LC - LC3, and CV Parts.

Prices correct on Saturday 26th March 2020 & subject to volatility due to international currency rate fluctuations. Information supplied as a guide only and we take no responsibility for incorrect information.

Parts are warranted but we accept no liability for incorrect fitting or labour costs, if parts are found to be faulty we will replace them. We do not accept returns because you have changed your mind or sold your vehicle.

Brakes

*Metal Brake line kit includes all ¼" metal brake chassis and diff mounted pipes.	\$360 set
*Master Cylinder Kit.	\$68
*Flexible Brake hose.fits rear to diff or front brakes either side	\$60 ea.
* Rear Wheel Cylinder	\$249 ea.
* Rear Wheel Cylinder kit Both sides	\$79 both rear wheels
* Wheel cyl. Gaiters.	\$24 ea.
*Handbrake Clevis Pin set of 8. Includes both sizes & split pins	\$35 set
*Brake Shoes- Front set or Rear set exchange bonded. \$100 refundable deposit on exchange or send yours first	\$145 each per set

Body

• Door Seal	\$45 ea.
• Rear Windscreen Seal	\$35
• Front Weave thru Bonnet Lace kit	\$29
• Rear Rubber Bonnet Lace kit incl. Bifurcated rivets.	\$34
• Bailey Channel Felt, both doors (using your Channels)	\$30
• Stainless rigid one piece Bailey Channels. Throws yours away. Set.	\$247
• Belt Weather Strips. Set- 4 strips and 'A' clips. Buyer to align & punch holes.	\$145 both doors

- Fuel pipe, wiring Chassis Retaining clips each \$4 ea
- Pedal Pads Clutch and Brake \$23 ea.
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Engine

- Piston Assy set of four 30 thou. O/S. \$870 set
- Copper Head Gasket LC LC3 LC4 PV \$187
- Manifold Gasket CV LC LC3 PV LC4 \$49
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Cooling System

- Radiator support/ insulator kit (both sides). Incl. bolts and washers \$98 pair
- Top Radiator Hose \$19
- Bottom two hoses \$18
- Fan Belt \$32

Fuel System

- Carburetter Gasket kit \$55
- Carburetter Rebuild kit \$154
- Needle and Seat. \$89
- Throttle Shaft. \$85
- Fuel Pump kit ..(kt) This is a complete kit including the bakerlite valve discs and tiny springs. (most complete kit you can buy) \$119
- Reproduced Fuel Tank. 1.6mm mild steel thick walls. (old tank required. Filler and fittings re-used) \$200 deposit refundable. No X on each end \$750. Exchange.
- Fuel tank straps new, not including the chassis brackets. \$66 each
- Fuel tank strap rubber kit x 2 replaces the felt that rots your tank and straps \$37 both

Electrical

- Ignition/Headlight switch. \$185
- Ignition Points. \$25
- Condensor. \$25
- Dist. Rotor. Rare and hard to get \$38
- Dist. Cap. Screw in copper lead type, the type most say is NLA \$45
- Spark Plug Set of four. \$50

I have a good range of used parts available.

Cabs, guards, bonnets, headlight sets, starters, Generators,
petrol tanks, tail lights, Doors, window regs, handles,
Brake drums, Handbrake rods, Chassis, Diffs, Radiators,
grilles, carbs, fuel pumps, fuel pipes, hinges, glass,
seats, dash and switches, suspension, front axles, wheel nuts and Rims, gearboxes, tail shafts,
Engines complete and parts, plus near anything else.

Prices subject to change, some parts become unavailable one day and later I can get them. Lots more parts will become available this is just my start. Im working on engine components and suspension now. Will post PDF updates as I improve,

Thanks Brad Dunn.

Hope you find the following of use.

LC3- LC3/U and PV

The following information is provided from Morris Commercial Manual No. MC.11/2A

General Data

Number of Cylinders	4
Bore	80mm. (3.1496 in.)
Stroke	102 mm. (4.1057 in.)
Cubic Capacity	2050 cc. (125 ci.)
Firing Order	1 3 4 2.
Compression ratio	6.5 to 1.
B.H.P. at 3,250	42.
Valve and Rocker clearances (Warm)	Inlet008 in (.203 mm). Outlet .. .012 in. (.305 mm)
Normal Oil Pressure at 25 to 30 mph. (40- 48 km.p.h.) in top gear-	30- 40 lb. per square in. (2.1- 2.8 kg./ cm2)
Crank end float	.004 in. (.102 mm.)
Engine Valve seat angle	30 degrees
Carburetter (Solex) Downdraught Bi- starter type	30 FAI
Engine Valve Timing	Inlet opens TDC Inlet closes 40 degrees ABDC Exhaust opens 45 degrees BBDC Exhaust closes 10 degrees ATDC
Ignition Timing	13 degrees ATDC Fully Retarded position
Rear Axle RatioS	LC3..... 6.57:1

	LC3/U.....5.714:1
	PV.....5.125:1
Engine Sump Oil Capacity	8 Pints (4.5 litres)
Gearbox oil capacity	2 ½ Pints (1.42 litres)
Rear Axle Oil Capacity	2 ½ PINTS (1.42 litres)
Steering Box oil capacity	¾ Pint (.43 litre)
Water Capacity whole cooling system	3 ¼ Gallons (14.76 litres)
Fuel Tank Capacity LC3. LC3U	11 Gal. (50 litres)
PV.	8 Gal. (36 Litres)
Front Axle:	
Camber	3 degrees
Castor	3 ½ degrees
Swivel inclination	8 degrees
Toe in of Front wheels	1/8 th In. (3.2 mm)
Rear Axle:	
Crown Wheel and Pinion backlash	.007 in. to .010 in. (.18 mm to .25 mm)
Crown wheel Buttress clearance (LC3. AND LC3/U	.004 in to .006 in. (.10mm to .15mm)
Brake Linings.	
LC3 & LC3/U Front and rear 12 in. (304.8mm) Brake Drums	
Length (Outter Development) (8 per vehicle)	11.35 in. (288.3mm)
Thickness	.193/.203 in. (4.9/ 5.16mm)
Width	1.69 in./ 1.72 in (42.93mm/ 43.7mm)
Each lining secured with 14 Rivets.	

Wheels and Tyres

LC3 5 stud 3.75in X 20in. with 32 X 6 Truck all round.

LC3/U 5 stud 6.0in X 16in. with 7.5 X 16 Light Truck all round.

PV Steel spoked disc wheels 5 stud 3.62 X 18 with 6 X 18 all round

Chassis Dimensions and Weights

Dimensions	LC3	LC3/U	PV
Wheelbase	9' 6" (2.896m)	9,6" (2.896m)	8,4"(2.54m)
Track front at ground	5'1" (1.549m)	5'1" (1.549m)	4'10 ¼" (1.48m)
Track Rear	5' (1.524m)	5' (1.524m)	4'8" (1.422m)
Length, Overall	15'11 ¼" (4.858m)	15'11 ¼" (4.858m)	13'3 5/8" (4.054m)
Width, Overall (Front Wings)	6' (1.829)	6' (1.829)	5'10" (1.778m)
Ground Clearance	9 ½" (241mm)	8 7/8" (225mm)	9" (229mm)
Turning Circle Approx.	40' (12.2m)	40' (12.2m)	36' (11m)

Weights

Net Chassis Weight	22 ½ cwt (1143kg)	22 1/4cwt (1130kg)	17 3/4cwt (902kg)
Chassis and Cab	25 3/4cwt (1308kg)	25 5/8cwt (1302)	-----
Maximum Permissible Gross Laden weight of vehicle	65cwt (3300kg)	50cwt (2540)	47 1/2cwt (2410kg)

I've done my best typing all this out, no mistakes I hope. For those of you who didn't have access to this information, will be happy I bothered to type all of this out 😊