

*The*  
**MORRIS**

TEN - FOUR  
SERIES "M"

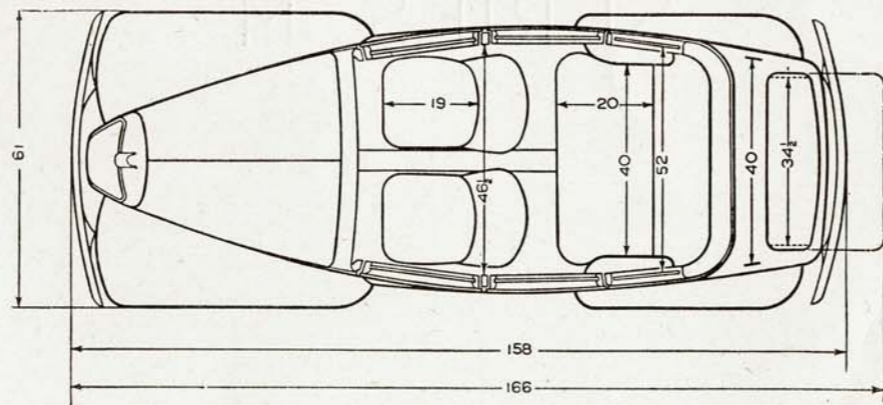
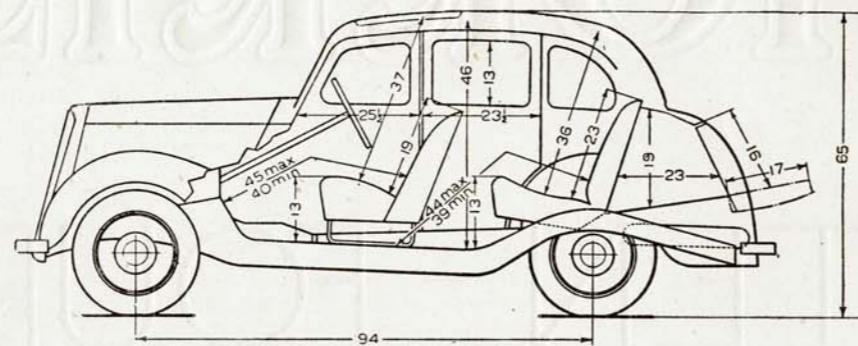
MORRIS MOTORS LIMITED  
COWLEY OXFORD ENGLAND

*hgn '05*

# DATA

Number of cylinders . . . . .	Four
Bore . . . . .	63.5 mm.
Stroke . . . . .	90 mm.
Cubic capacity . . . . .	1140 c.c.
R.A.C. rating . . . . .	9.99 h.p.
Number of gears . . . . .	Four
Gear ratios	
First . . . . .	20.087
Second . . . . .	11.849
Third . . . . .	7.929
Fourth . . . . .	5.286
Reverse . . . . .	20.087
Synchromesh	
Turning circle R.H. . . . .	39 ft. 0 in.
Turning circle L.H. . . . .	37 ft. 3 in.
Wheel size . . . . .	3.00 x 16
Tyre size . . . . .	5.00-16
Wheelbase . . . . .	7 ft. 10 in.
Track . . . . .	4 ft. 2 in.
Petrol tank capacity . . . . .	7 gallons
Engine oil capacity . . . . .	8 pints
Gearbox oil capacity . . . . .	1 1/4 pints
Rear axle oil capacity . . . . .	1 1/2 pints
Total water capacity . . . . .	14 pints.
Weights (unladen) Saloon (F.H.) . . . . .	18 1/2 cwt.
Saloon (S.H.) . . . . .	18 3/4 cwt.
Ground clearance (front axle beam) . . . . .	6 7/8 in.
Ground clearance (under silencer) fully laden (four passengers plus 100 lb. luggage) . . . . .	7 3/8 in.

# SEATING DIMENSIONS



# The MORRIS

## TEN-FOUR

(SERIES "M")

### MORRIS MOTORS LIMITED

VISCOUNT NUFFIELD, G.B.E. *Chairman*  
SIR MILES THOMAS, D.F.C. *Vice-Chairman*

COWLEY - OXFORD - ENGLAND

Telephone OXFORD 77777      Telex OXFORD TELEX 7194      Telegrams "VOITURETTE," TELEX, OXFORD

Codes  
BENTLEY'S, BENTLEY'S SECOND PHRASE, A.B.C. (5TH AND 6TH EDITIONS),  
WESTERN UNION AND PRIVATE

SEPTEMBER, 1946  
THIS LIST CANCELS  
ALL PREVIOUS LISTS

# SOME OUTSTANDING FEATURES OF THE MORRIS TEN-FOUR

- Outstanding road performance combined with economy.
- A high standard of riding comfort for all passengers.
- Advanced body construction eliminating chassis frame, with improved strength and rigidity.
- Overhead-valve engine with an excellent performance.
- Four-speed gearbox with synchromesh on second, third and top gears, and silent helical pinions.
- Superb controllability with exceptionally light and accurate steering which is particularly free from road shock reaction.
- Super semi-elliptic springing controlled by piston type hydraulic shock absorbers.
- Torsion bar stabiliser at forward end eliminating roll. Resilient seatings for rear springs.
- Sound-insulated body free from objectionable drumming and creaks.
- Hard wearing external finish.
- Floating rubber engine mounting.
- Tin-coated aluminium alloy pistons ensuring absence of pick-up and scoring.
- High efficiency safe braking by the Lockheed hydraulic fully compensated system.

- Extensive control over ventilation by bottom opening windscreen with central winding control.
- Draughtless ventilation by extractor type front door-windows.
- Fume and heat prevention by double scuttle bulkhead and combined engine air cleaner, silencer, and fume consumer.
- Extensive crankcase ventilation with fume discharge below body.
- Thermostatic automatic water circulation control.
- Good ground clearance.
- Water impeller with leakproof self-adjusting gland and double ball bearings.
- Balanced air intake pipe for power, economy, and easy starting.
- Excellent general accessibility particularly for running adjustments, filling up, and greasing.
- Large inbuilt luggage container with external access and additional carrying capacity by open lid.
- Separate inbuilt spare wheel compartment with quick-action clamp.
- Toughened Triplex glass throughout.
- Well-less floor.
- Adjustable easy-chair front seats with floating cushions and flush runners.
- Flush type sliding roof with concealed drainage.
- Wide doors with concealed metal door stops.

- Special provision against draughts by draught welts round all doors.
- Special weatherproofing by extended guttering discharging water below doors.
- Attractive fascia board with concealed ash trays and conveniently grouped instruments having high location for ease of vision.
- Projection-free hand brake with simple adjustment from driver's seat and fully enclosed grease-packed cables.
- Double windscreen wiper with remote drive and independent control for passenger arm.
- Large parcel tray with level floor extending full width of car beneath fascia board.
- Excellent rear vision by internal mirror and large rear light.
- Windscreen carefully sloped to reduce glare to a minimum.
- Instrument lighting provides illumination for map reading when required.
- Counterbalanced crankshaft with steel backed main and big-end bearings.
- High capacity engine lubrication with large external oil filter.
- Single plate dry clutch with light action and smooth pick-up.
- Sturdy rear axle with taper roller bearings for pinion shaft and crown wheel. Assembled by scientific system of pre-selection and erection.
- Locked bonnet with hinged top and detachable sides.

- Spring anchorage by silent-bloc bushes; shackles fitted with Harris type bushes eliminating lubrication attention.
- Spoked disc wheels with snap-on hub covers and five-stud fixing.
- Twelve-volt battery with positive earth wiring. Battery mounted between bulkheads in cool place.
- All-weather protection for brake gear.
- Generous mudguarding with mud flaps and rubber protectors.
- An improved type of corner jack is supplied as standard.
- Self-cancelling trafficators with wheel centre control.
- One-piece exhaust system flexibly suspended from frame.
- Large ventilated dynamo with compensated voltage control.
- Powerful headlamps with dip and switch with foot control.
- Automatic ignition control.
- Rear blind with remote control—made from opaque material.
- Anti-fraying pile carpets.
- Full width bumpers front and rear.
- Large extra low pressure tyres, 5.00—16.

