



Finding Identity Numbers

Frame (Chassis) Number

(1) All the Morris pre-series models up to 1935

The *Number* is stamped onto the casting, right at the front end of the dumb iron, (where the spring fixes to the chassis), on the offside (driver's side) of the chassis. The number is stamped just above where the shackle pin goes through the casting.

(2) Morris 8 cars and vans from 1935 to 1938

The *Number* is stamped on the top of the chassis rail alongside the steering box, and there is a cut-out in the flange of the inner wing so that the number can be seen without dismantling. The numbers are often faint, and may be concealed by years of rust, paint and dirt.

(3) Morris 8 Series E and Series Z van

There is, to the best of our knowledge, *no Number* stamped on the chassis.

(4) 10/4 and 12/4 Series 2 and the 10/4 Series 3

The *Number* is stamped onto the offside front shock absorber bracket.

(5) 12/4 Series 3

The *Number* is stamped on top of the chassis rail, on the nearside alongside the oil pump.

(6) 10/4 Series M

The *Number* is stamped on the offside of the forward facing bulkhead, about level with the top edge of the bonnet side panel.

(7) 14 to 25 HP Series 2 and 3

We do *not* at present have any information on these models.

*Record the Frame Number here
(include all numbers and letters)*



The VIN Plate (also known as the “Chassis Plate” or “Build Plate”)

This is a nickel-plated brass plate (sometimes aluminium from about 1940 onwards).

It is located on the bulkhead in the engine compartment.

Record the details here

Type:-

Car No:-

Engine No:-

Include all letters numbers and symbols

Engine Numbers.

(1) All models except the Minor, and the 8 from 1935 to 1938.

The **Number** is stamped on a brass disc that is riveted to the engine. This may need cleaning and polishing to reveal the detail.

Record the

No	Type
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Location details vary as shown below:-

8 Series E and Z Van - on the off side of the flywheel housing, above the starter motor area.

Series M 10/4 - on the near side of the flywheel housing, level with the valve chamber.

Oxford and Cowley with "Hotchkiss" type engines - on top of the front nearside engine bearer.

Major and Oxford 1930-1932 - on the rear face of the front nearside engine bearer.

Isis - on the nearside, on the side of the crankcase, towards the front.

All other models. 10-25 HP. 1933 to 1938 - on the offside, on the side of the crankcase, generally somewhere below the distributor.

(2) Morris Minor OHC and SV

On a raised area of the crankcase:

Side valve engines - on the offside of the crankcase, near the distributor.

OHC engines - on the nearside of the crankcase, below the carburettor

(3) 8 Pre-Series. Series 1 and 2. 1935 - 38

Very early engines, on a raised area at the top of the cylinder block on the offside.

On later engines, on the chamfered edge of the cylinder block, to the rear of the carburettor.

Numbers usually start with "UB" (UB is the type).

(4) 8 Reconditioned Engines

A large number of 8s have been fitted with Morris Motors or BMC reconditioned engines.

These have replacement numbers.

Early type - Located either on the off side of the flywheel housing, above the starter motor area, or to the front offside of the crankcase, behind the water inlet. A small brass disc gives the "type".

Later BMC type - Located on the top of the flywheel housing.

"Unit No" means "Engine No".

These engine numbers always start with a single letter.

(Part No is always CA327).

