

Morris Commercials

'LC' Type

Specifications

LC			
NEB NEC NED	LC	Chassis 1001 to 3953	Four-cylinder, overhead-valve. 80mm bore. 102mm stroke. 15.9 h.p. 2050cc. Three-ring 'Flower' Bi-metal pistons on NPFC/1, NPFC/3 and NPFC/5 engines. Three-bearing crankshaft, shimmed big-end and main bearings on NEB, NEC and NED engines. Solex carburetter, self starting type 30GHF on NEB, NEC and NED engines; type 30FAI on NPFC engines. Coil ignition. Four-speed gearbox. Sump capacity 1¼ gallons on NEB, NEC and NED engines; 1 gallon on NPFC engines. All engines except NPFC/3 and NPFC/5 have four-point mounting in unit with gearbox, the latter with three-point mounting on rubber. Double valve springs introduced for NPFC engines at engine number 4181. Autovac fuel pump on pre-war models.
NPFC/1	LC	Chassis 3954 to 7783	
NPFC/3	LC	Chassis 7784 to 10060	
	LC3	Chassis 10061 to 28646	
	LC3U	Chassis 17479 onward	
	LC3L	Chassis 10345 onward	
NPFC/5	LC4R	Chassis 28647 to 30871 Approx.	
	LCRL	Chassis 28425 to 29127 Approx.	
LEA	LC5	Chassis 30859 to 56516	Four-cylinder, overhead-valve. 79.375mm bore (3 1/8 in.) 111.125mm stroke (4 3/8 in.) 15.63h.p. Maximum b.h.p. 61 at 3500 r.p.m. Oil bath air cleaner. Solex 32 BPI carburetter. A.C. 'U' fuel lift. Four-speed gearbox.
	LC5T	Chassis 30859 to 56562	
LEA/3	LC5R	Chassis 30872 Approx. to 56574	
	LC5L	Chassis 31007 Approx. to 56574	
OEA/1A	LC05	Chassis 36049 to 56567	
	LC05T	Chassis 36049 to 56566	Diesel, four-cylinder, overhead valve. Direct injection. 95mm bore. 120 mm stroke. 3.4 litre. 3400cc. Maximum b.h.p. 68 at 2600 r.p.m. Five-ring aluminium alloy pistons. Five-bearing crankshaft. Simms injection pump. Sump capacity 15 pints.

For further details please refer to "*Morris Commercials the first years*" by Harry Edwards