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# Morris Commercials

## Courier and Leader Models

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### Specifications

JB4 Courier, 4-ton. Normal Control 13ft 6in. wheelbase JF4 Courier, 5-ton. Forward Control 13ft 6in. wheelbase
Engine, four-cylinder, high-camshaft. 110mm bore. 135mm stroke. 5131.8cc. Aluminium alloy pistons. Five bearing crankshaft. Steel 'H' section con. rods. Inclined valves operated by rockers. Carburetter, single-jet Solex. Centrifugal water pump. Clutch, 13in dia. Single dry-plate. Gearbox, four-speed. Gearbox driven tyre pump. Two piece tubular propeller shaft (ring joints, some had fabric disc at front end). Overhead worm rear axle, 7.75:1 on normal control and 8.25:1 on forward control. Springs, semi-elliptic front and rear. Clayton-Dewandre vacuum servo assisted foot brakes to four wheels, handbrake by rod to rear wheels, aluminium shoes at front, malleable iron at rear. Steering, Marles cam and roller. Grouped lubrication system. Petrol tank, 30 gallons on near-side (4 gallons reserve), S.U. petrolift. (Special tank 40 gallons). Electrics, 12 volt. CAV magneto ignition. Stop lights. CAV dynamo and starter. Wheels, steel disc, 10 stud, 34x7 tyres on normal control, 36x8 on forward control. Twin rear tyres. Track, 5ft 3in. on normal control 5ft 10in. front and 5ft 6½in. mean rear, on forward control.

P. Leader, 2½ ton. Normal Control 1930 P. Leader, 3 ton. Normal Control 1931 to 1934. 14ft 6in. wheelbase or 13ft. wheelbase P. Leader, 3 ton. Forward Control 1931 to 1934. 14ft 3in. wheelbase or 12ft 9in. wheelbase
Period publications quote the following engine on introduction in 1930: Four-cylinder, side-valve. 95mm bore. 125mm stroke. 3544cc. Dural con rods. Three-ring aluminium alloy pistons. Auto-Klean external oil filter. Engines on later models are listed as: Four-cylinder, side-valve. 100mm bore. 120mm stroke. 3770cc. 'H' section con rods. Three-ring aluminium alloy pistons. Water impeller. Carburetter, single-jet. Right-hand accelerator pedal. Clutch, single dry-plate. Gearbox, four speed. Gearbox driven tyre pump. Open type two-piece propeller shaft with self-aligning bearing housed in frame cross member. Fabric universal joint at front. Rear axle, overhead worm 7.25:1 (Special 6.75:1). Springs, semi-elliptic front and rear (rear underslung). Brakes, foot to four wheels, hand to separate shoes at rear, servo assisted. Steering worm & wheel. Group chassis lubrication appears to have been fitted on early models. Petrol tank, 16 gallons on dash of normal control vehicles. Tank of same capacity is on near side of chassis on forward control vehicles. (Tank capacity appears to have been altered on late models to 22½ gallons on forward control and 17½ gallons on normal control). 12 volt electrics. Magneto ignition. Wheels, steel disc, detachable rims, 8 stud, twins at rear, 32x6 tyres. Special springing and extended exhaust to rear of the chassis specially ordered for horse boxes. Bumpers fitted on forward control, Track, front 4ft. 11ins, rear (mean) 5ft. 3 5/8in.

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