

## Morris 1000 Exhaust Replacement



Our Morris Thousand was in need of a new exhaust, it was not taxed and tested at the time so taking it to an exhaust fitting place was not an option, I called in at the local motor factors and they had the correct one piece system for just over £30, once I got it home it was a case of remembering the easiest way of fitting it,

I was checking over the rear brakes when I first noticed the state of the exhaust so the rear wheels had been removed and the rear axle was carried on stands, the front off side was lifted slightly and supported enough to get the curved pipe up to the manifold.



Removing the old one was easy once the manifold clamp was undone, it was that rotten that it could be snapped in three with almost no effort.

Thankfully the brass manifold clamp nuts came unscrewed easily and the clamp could be cleaned up and reused.



The centre and rear clamps also came off without too much effort so they could also be reused after a good clean with a wire brush, the centre support is close to the forward end of the rear spring hanger.



The rear support bracket is close to the near side rear spring rear hanger



Comparing the old pipe (or at least what remained of it, with the new one, the box was slightly further back and smaller but all the curves were in the correct places.



I was working on the concrete drive with no pit or other access, in the back of my mind I felt sure that I had fitted one before in the same position some 25 years ago.

My concern was that I could not recall how to get the curved section of the rear exhaust pipe over the rear axle, I tried to thread it over from the front but it would just hit the boot floor, no matter what angle I directed it from.



At first I thought it was due to the fact that the car was not lifted high enough, but the more I thought about it I realised that no matter how high the car was lifted it would not make the axle clearance any greater. I thought back to the days when dad fitted them on a 4 post ramp and remembered him putting a small jack between the spring and the bump stop and applying just enough weight to gain a couple of inches extra clearance.



With that extra bit of clearance between the rear axle and the body, the new exhaust could easily be threaded over, taking care not to puncture the fuel tank, once in place it was just a case of hanging it on its supports and securing the manifold end with the clamp once a smear of exhaust sealer had been applied to the flange faces.

Once the car was back on its wheels the engine was started and the joint was checked for leaks.