

Birmingham Scott Electrics.txt

Derek Swetnam

Joined: 10 Jun 2004

Posts: 11

Location: North Staffs

Posted: Sun Dec 12, 2004 9:53 pm Post subject: Birmingham Scotts--no substitute for experience

Since my last puzzle that was presented to the SOC I have been overwhelmed with advice and practical help from distinguished members. Special appreciation to Colin, Brian, Stan, Roger, Ian, Chris, Malc, Jeff, et al.

Yesterday the mighty roar of scotty echoed round the Staffs Moorlands as [u]both[/u] cylinders fired up! Not completely solved yet (it may be a problem with tracking as the renewed alternator produces enough current to illuminate Blackpool.

Many thanks again: Vis unita fortior; watch this space. Derek

Back to top

Stan Thomas

Joined: 01 Jun 2004

Posts: 78

Location: Stafford

Posted: Mon Dec 13, 2004 11:55 am Post subject: mis-fires

Hi Derek,

I heard your Scott from Penkridge, so check if there is any stuffing left in the Burgess.

Now, miss-fires! Usually given you've set everything up properly these are probably due to "point float" caused by a worn distributor. Miller distributors were worse than Lucas for wearing, so that's your first port of call.

If EVERYTHING is O.K. put a voltmeter across the battery at about 2500/3000 revs - it should not be more than 7 volts (dependant upon temperature). If the rectifier is going down, the voltage might be higher, and surprise surprise, supplying too many volts to the primary of the coil will cause a miss-fire.

Alternatively, ride the bike until the miss-fire occurs then switch on the headlight, if it "cures" the miss-fire, you may have the problem referred to. I've sorted the same problem on two Brum Scotts.

Stan.