

Carburettor Problems.txt

Lewis onions

Joined: 02 Jun 2004

Posts: 37

Location: Coleshill, West Midlands

Posted: Wed Apr 27, 2005 2:33 pm Post subject: Carb problems

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Can anyone suggest what might be the problem with my 1928 Flyer? I have recently cleaned out the tank and the carb due to the bike being left standing for some time. This removed a lot of rust and other crud and solved some very uneven running problems (let alone dead stops!).

However, as the bike accelerates now it loses power as if starved of petrol only for power to return for a short period after throttling back a little. I have re-cleaned the carb thinking that the problem was more crud and fitted a filter to the tank petrol tap. There was no further dirt in the carb.

Any ideas ?

P.S. I would like to add my concerns to those expressed by various contributors regarding the ways in which the club is managed and seemingly failing to progress. I would also like to thank all contributors for what has been some of the most amusing (though not to say trivial) exchanges of correspondence I have been party to.

May I suggest however that for the Spring and Summer seasons riding should take precedence and that a break will give us some time to take stock. Those of us who would like to see some change may be better able to consider ways forward in the darker days towards the end of the year.

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Wed Apr 27, 2005 2:58 pm Post subject: Suggestion

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Hi Lewis

Your description certainly would make fuel flow a first candidate for elimination.

I suggest you get a cheap plastic or glass graduated kitchen jug.

(My good lady gets offended if I use her kitchenware for oil and petrol!)

Either fix up a big tube or put a drip tray underneath

No not one of the kitchenfuhers roasting trays! but like one

Take off the carb body bottom nut.

Turn on petrol tap for one minute

Catch and measure what has flowed

I would guess that you should have about 600ml / min for your bike.

If you have a rusty tank and you have installed a tap with filter, these are very prone to clog up quickly, so sorry, but check this again to be sure.

If all is ok, then check in the float chamber to see that the groove in the needle that locates the float is in good condition and the spring clip is secure. Sometimes after long service, the parts become worn and the float gets out of position and so effects the fuel height.

Check out the hole the needle seat in to be sure that there is no debris that impedes fuel flow here.

Kind Regards

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Roger M

Rebuilding and upgrading of Scott and Silk power and transmission units. New enhanced replica Scott engines. Special manufacture Scott technical info at our website [www.mossengineering.co.uk](http://www.mossengineering.co.uk)

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lewis onions

Joined: 02 Jun 2004

Posts: 37

Location: Coleshill, West Midlands

Posted: Wed Apr 27, 2005 8:54 pm Post subject:

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Thank you, Roger. I'm hoping to solve the problem in time for the Coventry - Brighton run in two weeks' time. Fingers crossed!

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Stan Thomas

Joined: 01 Jun 2004

Posts: 78

Location: Stafford

Posted: Thu Apr 28, 2005 9:33 am Post subject:

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Hi Lewis,

Before you do anything, try cleaning the vent hole in the petrol filler cap!!!!  
Da - da -Dahhhh.

Also, check you have'nt inadvertently altered the the fuel height in the float chamber.

Regads,

Stan Thomas.

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Stan Thomas

Joined: 01 Jun 2004

Posts: 78

Location: Stafford

Posted: Thu Apr 28, 2005 9:35 am Post subject:

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Hi Lewis,

Before you do anything, try cleaning the vent hole in the petrol filler cap!!!!  
Da - da -Dahhhh.

Carburettor Problems.txt

Also, check you have'nt inadvertently altered the the fuel height in the float chamber.

Regads,

Stan Thomas.

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lewis onions

Joined: 02 Jun 2004

Posts: 37

Location: Coleshill, west Midlands

Posted: Thu Apr 28, 2005 5:48 pm      Post subject:

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Thanks Stan, another couple of things to check - the float does seem to be rather large, but the same size as my stock of spares !