

Stan Thomas

Joined: 01 Jun 2004

Posts: 78

Location: Stafford

Posted: Sun Apr 09, 2006 5:37 pm Post subject: I feel a bit wobbly

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This should keep the chatline going for a few weeks!!!!

What do we know about "wobbling" flywheels?

Is it a science with calculable formula, or is it just suck-it-and-see?

Is it worth it? at all?

First in the arena I present (da-Dah) Roger Moss.

Roger. over to you.....

Stan.

Back to top

dave bushell

Joined: 09 Jun 2004

Posts: 112

Location: Caterham, Surrey

Posted: Sun Apr 09, 2006 7:50 pm Post subject: I feel a bit wobbly

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I always thought you were a bit unstable Stan - then you go and spoil it by meaning flywheels!!

Regards

Dave

Back to top

Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Sun Apr 09, 2006 8:12 pm Post subject: Flywheels

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Hi Stan and all--

We get quite a few flywheels with damaged tapers and have made equipment to successfully regrind the tapers.

If damaged tapers result in wobbly flywheels, than the engine will seem rough. Reverting to original standards of accuracy will definitely help.

Scotts were good engineers.

When they said "Made to limit gauge" They meant it!

If accuracy has been lost over the years, it can be regained.

What man has done before, can be done again.

Unfortunately, if Scotts made 1500 bikes in 1929, then economies of production

Flywheel wobble.txt

scale were vastly different to taking a single engine and renewing it as a "Toolroom Special"  
As I said before--  
It is not a case of what can be done --  
Only a case of what can be afforded!

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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)

Back to top

Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Sun Apr 09, 2006 8:13 pm Post subject: Flywheels

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Back to top

Stan Thomas

Joined: 01 Jun 2004

Posts: 78

Location: Stafford

Posted: Mon Apr 10, 2006 4:43 pm Post subject: wobbly flywheels

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Hi.

Youv'e got me all wrong!

It is a little known fact that there is insufficient material on a Scott crank cheek to balance the reciprocating mass of the upper part of the rod and piston.

Instead, we have to rely upon the out of balance forces being absorbed by a masive flywheel (and bolting the crancase solidly to the frame - but lets not go

Flywheel wobble.txt

down that road).

Any road up, it is possible to part-drill holes on the side perimeter of the flywheel, with corresponding part-holes diametrically opposite 180 degrees apart.

The effect is to purposely set up an out-of-balance of the flywheel to cause it to wobble - the trick being that the "wobbly" cancels out the wobbly caused by the unbalanced cranks - resulting in a smoother engine.

Get it???

Stan.

P.S.

Glad to see Dave Bushell has learned to read