

Gearbox Leak.txt

Norman Nippy

Joined: 17 Jun 2004

Posts: 53

Location: Worcester

Posted: Fri Jun 09, 2006 10:19 am Post subject: Unusual Gearbox leak

Hi all,

I've refilled my gearbox with Castor R40 oil and I have a leak coming out of what seems to be a rounded topped stud just poking through at the bottom of the right hand kickstarter side face.

It does not seem to do anything, would it be OK to just seal it up?

I'm also having great annoyance trying to get the chains adjusted and aligned!

Dan

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Fri Jun 09, 2006 11:22 pm Post subject: Not entirely clear

Hi Dan

The gearbox cover is held on by sleeve nuts and located by two dowels. You should not see the end of a threaded bolt coming through. Either I am forgetting something, or you are missing a special nut.

You need to give more specific info about location to help.

Generally there should be no problem about sealing it, but if you are missing a nut, then that should seal it and add security.

As regards chains, threading chains up is a "character building exercise" and when you can do it by dint of monumental self discipline, without sweating or kicking the cat, THEN you will have passed the test.

Whatever other low balls life will send your way, can be dealt with easily by a battle hardened Scott owner.

Courage, my friend!

Roger

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Norman Nippy

Joined: 17 Jun 2004

Posts: 53

Location: Worcester

Posted: Mon Jun 12, 2006 10:48 pm Post subject:

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Well, im going to need a hel of a lot of courage for what ive just discovered!

You may remember a while ago i mentioned a stipped thread in the casing for the left hand bearing oil feed, having taken the carb off ive discovered that the whole of that area to a size of around 2 inches square is made up of metal putty.

i had a load of metal foreign matter drop out of the drain bolt but so far can spot no damage to the bigends.

im about ready to give up!

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Tue Jun 13, 2006 1:50 pm Post subject: Never give up

Hi Dan

Sounds like a crank or roller plate went and damaged the case.

Unfortunately this is a regular occurrence.

Have a look inside with a torch and see if you can see the evidence of it inside the crankchamber.

Years ago I broke quite few cranks, but then I was racing and pushing it hard I used to fill up the cases with body filler to keep it running, but it worked.

Our current racing case has a small hole where we lost a screw and the rod punched it through. We plugged it with Super epoxy and bandage in the paddock and I believe we only missed one race. It is still there. If the repair has been made with filler and it works, just accept it. Those who want it back to metal standard must have a deep pocket as before the case is heated to weld properly, you must remove the cups by destroying the shrink rings first and warming the case. Then weld, which distorts the case, then re machine to get back alignment accuracy, then fit oversize cups and fit new shrink rings.

For what? If it goes and the repair is not offensive to the eye, just live with it. The main thing is to have it in a state where you can ride it.

It will not go any better if you do all the work I mention.

Life is not perfect, try to live with it

And never let me hear you talk about giving up again.

Many people are taking a big interest in your efforts and try to give advice where possible. Dont let them or more important, yourself down.

Kind Regards

Roger

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Last edited by Roger Moss on Tue Jun 13, 2006 8:52 pm; edited 1 time in total

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Erik

Joined: 10 May 2005

Posts: 89

Location: Moerdijk, The Netherlands

Posted: Tue Jun 13, 2006 2:57 pm Post subject: Re: Never give up

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Roger Moss wrote:

And never let me hear you talk about giving up again.
Many people are taking a big interest in your efforts and try to give advice where possible. Dont let them or more important, yourself down.
Kind Regards
Roger

That's the true spirit! I'm sure you'll get the bike back on the road and that it will give great satisfaction. So, take a deep breath of fresh air and go for it!!

Erik

--- Read all about the Dutch Scott Run 2007 here! ---

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Norman Nippy

Joined: 17 Jun 2004

Posts: 53

Location: Worcester

Posted: Tue Jun 13, 2006 3:00 pm Post subject:

hi roger,thanks for your words of encouragement,
it may not be too bad after all.Im going to have to inspect it closer inside the bearing cup.

ive already araldited the oil feed to the casing and it seems pretty strong.
if as you say it is a common solution to the problem then i shall feel a bit better about it.Im just a bit concerned wether the material is breaking up and falling into the bigend chamber.

of course i could never give up,maybe i will have to change my viewpoint of a quick rebuild and strip the bike completely into seperate components and do a better job over a longer period,then again,if this repair is still solid,then perhaps there is nothing to worry about at all!

ill keep you posted,im too much of a Scottist to give up now!

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Tue Jun 13, 2006 8:50 pm Post subject: well done Dan

Its not the geniuses that always succeed, its those who just keep trying.
My dad banned the word "can't" from ever being used in his presence.
Maybe it rubbed off a bit. Victory is often gained in that "Extra Mile"
Best of luck

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Roger

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Norman Nippy

Joined: 17 Jun 2004

Posts: 53

Location: Worcester

Posted: Wed Jun 14, 2006 5:25 pm Post subject:

All is well!

Have checked inside the bearing chamber and there are two 5 pence piece size holes which ave been filled with resin,metal repair putty etc,and the area on the top of the engine simply covers the lot to eliminate any leakage of compression etc,the majority of the damaged area inside the engine is still metal,so i have put a layer of araldite over the whole damaged area on the inside,to seal it and prevent anything breaking down and falling into the big end.

shall possibly be trying to get it to run again tonight.

(bit of 2 stroke in the carb)

and see how the clutch etc is working after its replacement,then a restrip to check and tighten everything,then a few more jobs befor the MOT....