

Glands Oil.txt

Richard Moss

Joined: 12 Nov 2004  
Posts: 43

Posted: Sun Nov 06, 2005 10:36 pm Post subject: a question of glands..

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why do people dispense with the glands? is it a performance issue for people wanting to reduce friction? or to increase the oil flow.. I mean the glands seem to be one of the more enduring design successes of the bottom end of most Scotts! They will pick up if you run them dry of course.. but working as they do as an oil drenched disc valve they obviate all other necessity for delicate (and possibly blockable) non return valves etc in the oil supply..The mains are hardly a problem point are they ? The only cup problems ive seen have been to do with lack of oil or just plain rust .. Am i missing something?

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Jan Buchwald

Joined: 31 May 2004  
Posts: 65

Location: Danmark

Posted: Mon Nov 07, 2005 7:27 am Post subject:

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To avoid oil, leaking from the glands, coming into the clutch.

1956 Birmingham Scott, frame no. S 1060

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Stan Thomas

Joined: 01 Jun 2004  
Posts: 78

Location: Stafford

Posted: Mon Nov 07, 2005 9:45 am Post subject:

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Beset my glands that should remain,  
Fortell that oil leakest time again,  
Though my clutch should feel the pain,  
It prologeth life to the primary chain,

William Shakespeare.

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Richard Moss

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Joined: 12 Nov 2004  
Posts: 43

Posted: Mon Nov 07, 2005 5:22 pm      Post subject: clutch slip

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No..really.. clutch contamination... i am surprised? I mean ive not spent much time riding standard scotts but it would surprise me if oil on the primary chain would have a great tendency to contaminate the clutch..Surely clutch contamination would be through the gearbox output shaft wearing the bush in the high gear,through lack of alignment of the outrigger, and then oil coming past the felt seal into the clutch?

Oil from the primary chain will surely tend to be flung out(unless the Scott clutch has its own gravitational force!) . My fathers racer even has a dripper to feed oil to the primary chain! and no clutch slipping on his standard Scott clutch until the late eighties when he had to change his exhaust to pass noise regs and unexpectedly boosted power ..

He does however control the outrigger from sliding back under power with a snail cam arrangement so the bush is probably in good condition ..

I am with Shakespeare at the moment.

A little oil on the primary cant do any harm..

Is this then the main reason that people fit seals?