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Roger Moss

Joined: 31 May 2004

Posts: 369

Location: Leicester UK

Posted: Fri Jul 11, 2008 3:36 pm Post subject: Pilgrim Pumps

I was interested to see mention of a company that offers to rebuild Pilgrim Pumps in the latest VMCC mag. The company is Speedway Service Ltd at Kings Lynn. Tel 01553 829 197. The Jawa and JAP engines use the Pilgrim or equivalent. It is possible that the pumps made for Jawa were copies of the Pilgrim and hence spares might be interchangeable. See pics of engines with these pumps on their website at <http://www.speedwayserviceltd.com/restoration.html>
If anyone tries their service, could we have feedback please Roger

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

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rhixon

Joined: 19 Apr 2006

Posts: 9

Location: New York, USA

Posted: Thu Aug 28, 2008 10:42 pm Post subject:

Thanks to Mr. Moss' guidance and oversize gudgeons, and Mr Daintree's custom made oversize piston rings, and a rewind magneto, JLT 823 is yowling in fine style. I am having trouble regulating the oil delivery though, with the Pilgrim's regulator screws quite far in, she still smokes profusely. The screws are in so far that the oil spits or drips aren't very distinct, yet I still get billows of light gray smoke. To regulate the oil flow properly, would it be preferable to turn the screws in all the way (even though I can't count distinct drips) until I get just a haze of oil, or to take the hoses off the Pilgrim for a minute at a time to check the drip rate that way? Thanks for any help on this subject.

Best regards,
Rich Hixon
St Andrews Society of the City of Albany
1947 Flying Squirrel Frame 4920

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efr215

Joined: 06 Nov 2004

Posts: 216

Location: Leigh-on-sea, Essex

Posted: Fri Aug 29, 2008 11:33 am Post subject:

The Pilgrim pump it seems was really designed for machinery applications and was
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never intended to run at 2-stroke engine revolutions.

This means that to get an acceptable output on a Scott the thing has to be run nearly shut and that means that control can be problematic, few machines of any sort work well at the ragged edge of their range as external factors start to loom large, oil temperature/viscosity for example.

It has been proved possible to insert a reduction gearbox in the pump drive, such boxes were being offered at one time but I don't know if they are still available. If you are a machinist a successful box can and has been made by cannibalising the internals of a Sturmey Archer bicycle three-speed gearbox.

Another a promising approach is to adapt one of the modern Japanese 2-stroke oil pumps, these are very similar in design to a diesel injector pump, the real attraction being that they have a throttle controlled delivery which would supply what the engine need when it needs it without rider attention while controlling the smoke screen effect.

There is always a down side of course, no smoke screen would mean that the dreaded Gatso will be able to see 'yer!

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rhixon

Joined: 19 Apr 2006

Posts: 9

Location: New York, USA

Posted: Fri Aug 29, 2008 1:07 pm Post subject:

Thanks efr! I have seen in the other posts as well that the Pilgrim is hard to regulate for continuous low speed work, our bike is mostly used for parades and display. My petroil is at 35:1 using a synthetic pre-mix. After I break the rings in a bit I'll probably back the pre-mix off to 50:1 or 60:1 and turn the regulators in as far as they go, as long as I still see some smoke and oil activity in both the pump windows.

Best regards,
Rich Hixon
St Andrews Society of the City of Albany
1947 Flying Squirrel Frame 4920

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chstorm

Joined: 02 Aug 2004

Posts: 88

Location: Oslo, Norway

Posted: Mon Sep 01, 2008 6:49 am Post subject:

I visited Switzerland during the weekend, and went to an annual motorcycle fleamarket where I found a lot of interesting items. For a Swiss enthusiast Swiss motorcycles like the Motosacoche, Kondor, Universal and Zehnder are very important, and as you probably all know Swiss motorcycle industry cooperated closely with similar industries in Britain. JAP engines were often used, and British designers were behind some successful engines produced by MAG for Motosacoche.

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Motosacoche and other Swiss marques used Pilgrim pumps, both single and double.

Karl Rutz in Mollishaus. CH-9225 St. Pelagiberg, tel.: (071) 433 11 12 (private) and (071) 430 05 10 (work) - fax: (071) 433 17 30, produces and supplies parts for Motosacoche and has all necessary parts for Pilgrim pumps, both double and single. He also overhauls old pumps. I asked him whether he would overhaul Pilgrim pumps for Scotts and he said yes.

The quality of the parts I saw there seemed to be excellent and up to Swiss watchmaker standards.

I told him that he probably would hear from a few Scott owners!

Cheers,