

Pilgrim Pump Service.txt

alex.helf

Joined: 31 May 2004

Posts: 42

Location: Austria EU

Posted: Wed Jan 11, 2006 9:10 am Post subject: Pilgrim Pump Service

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Does anybody know where I can have my pilgrim pump repaired? I used to send my pumps to G.G.D. Howard (Pilgrim pump service) for service but today he told me that he cant get any spare parts at all. Please help,  
Alexander

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Thu Jan 12, 2006 12:12 am Post subject: Pilgrim pump spares

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Hi Alexander

A few years back I remember seeing single feed copies of pilgrim pumps fitted to either Eso or Jawa speedway bikes. If they were faithful copies, then the internals might be useable.

I think it would be worth investigating

Kind Regards

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](http://www.mossengineering.co.uk)

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efr215

Joined: 06 Nov 2004

Posts: 80

Posted: Sat Jan 14, 2006 3:09 am Post subject:

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"Yoof is wasted on the young!" Too darned right!!! I've so many jobs, schemes, plans and ideas lined up that I'll have to live to about 179 to get it all done! I therefore offer this idea for consideration as it'll be a while before I get around to it:

Many modern 2-stroke bikes use an oil pump that works just like a diesel injector pump. For those not familiar with these things they use a constant stroke "piston" that has an angled slot in the piston wall. To vary the quantity of oil, (or diesel), that is pumped the piston is externally rotated so that the angled slot meets a hole, ("spill port"), in the "cylinder" wall, thus pressure is released and pumping ceases for the remainder of the stroke. This "spare" oil is not wasted; the spill port is connected to the delivery side of the pump.

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With the piston rotation connected to the throttle then this is surely just what the Scott needs. At light loads just a smidge to keep things wet and if doing a, "Lets see if we can get it airborne again Mr. Moss.", some rather larger gulps. If Lofty had had something like this he'd not have filled so many Swiss valleys with smoke! Mark you I don't recall that his bike smoked all that much but then I never saw him coasting much either!

I've cannibalised a couple of these pumps off Jap machinery to play with, they are of similar design and size, (2" x 2" x ½" thick approx.). They are both flange mounted and the drive is 2 flats on a round shaft so picking up a drive should be no problem.

Could one be hidden inside a crank case? I dunno! Could one be faked up to look like a pilgrim? I dunno that either! what I can guess is that Pilgrims are going to be increasingly more difficult and expensive to get serviced and the cannibalised pumps are cheap! cheap! In addition they have had the R&D done, they are proven units on a wide range of high revving machines and I rather think they would do very well on a Scott too. If a mounting for one of these pumps, designed on the basis of "first do no harm", can be made so that reversion to the Pilgrim can be easily done then the remaining life of the Pilgrim will be husbanded. The "Inspectors' Meticulous" can show pure and unsullied machines at shows with a minimum of fiddling. What is more the Scott will get a reliable oil supply that has the merit of fit & forget, on today's roads looking to see if the Pilgrim is working is likely to get you dead!

Naturally if you prefer the colour blue...

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Erik

Joined: 10 May 2005

Posts: 89

Location: Moerdijk, The Netherlands

Posted: Sat Jan 14, 2006 7:01 pm Post subject:

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The previous owner of my Scott converted it to just such a modern oil pump of some Japanese bike! It has been working without any problem for over 20 years now so if you don't stand too much on originality this might be an option. You can see a picture of it on my website (below in my signature). The picture is about halfway down on the page. I think it looks neat but that's personal of course...

Kind regards,  
Erik

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

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alex.helf

Joined: 31 May 2004

Posts: 42

Location: Austria EU

Posted: Mon Jan 23, 2006 9:58 pm Post subject:

I'm from Austria. So far local oldtimer specialists have been buying used pumps on flea markets (some of them being in horrible condition) to build up one working pump. The problems were the bad casting quality and the wear of the driving cam. The flea market dealers wanted irrational high prices 200 GBP and more for some pumps. Duplex pumps were extremely rare like the "Blue Mauritius Stamp". And then G.G. D. Howard was mentioned in a vintage bike magazine. I contacted Mr. Howard last year and made a huge spare part order. Until now I have never seen one spare part. I phoned him periodically every month to see what the matter is. Last December he told me that he can't get any spares and he will return my pump via mail to me. That is how it is!

My questions to GB Scott drivers:

Is the spare part situation in GB similar or are spare parts available?  
Is there any dealer out there who would sale pilgrim spares to Austria?  
Is there a need for spares in GB or do all scott drivers have enough spares?  
How many Scott drivers use the original Pilgrim duplex Pump?  
Which conversion pump is the most used one?

I found in a spares booklet a "Throttle Controlled Oil Pump". This pump is interesting me. Is such a pump available? Does anybody have an explosion drawing? I know the disadvantage (more parts in the pump than the whole engine put together) but I think I'm infected with Scott lubrication. Does somebody know who invented/designed this pump?

A picture of this pump:

<http://www.bilder-hosting.de/img/0DLLX.jpg>

Alexander

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alex.helf

Joined: 31 May 2004

Posts: 42

Location: Austria EU

Posted: Sun Feb 05, 2006 11:22 pm Post subject:

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315 visits and no reply? Has nobody any information for me? Please say what you are thinking or is there a secret Pilgrim Pump point out there and only some dark sworn in comunity keeps the last spares locked like the holy grail?

(-:

Alexander

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malcwebb

Joined: 31 May 2004

Posts: 5

Posted: Fri Feb 10, 2006 9:12 pm Post subject: PILGRIM PUMPS

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Alex

Is is a bit of a long shot as we say - but since nobody else has mentioned it I will add my bit to the debate. Apart from my Scott I have two other machines with Pilgrim pumps in my garage - both speedway bikes: a JAP and a Cole. When I was messing around with spedway I also had a Czech made JAWA (the early ones were known as ESO which is Czech for ACE). The Czech bikes had a very similar type of pump as has been pointed out earlier. In those days (say about 6 years ago) I got all my bits from a very helpful ex rider called Alan Belham who ran a business near Kings Lynn in the UK called Speedway Service. I don't know if Alan still owns the company, but they still advertise JAP and JAWA spares (plus weslake - who also used Pilgrim type pumps). They should at least know if you can fit the later Czech type pump. You can contact them on UK number : 01553 829197, sorry I don't know the code from you. Worth a try, Good Luck>

Malcolm

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alex.helf

Joined: 31 May 2004

Posts: 42

Location: Austria EU

Posted: Sat Feb 11, 2006 9:36 pm Post subject:

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I found the mentioned Jawa speedway pump:

<http://www.bilder-hosting.de/tbn1/J32XU.jpg>

But the internals are metric! I will buy a pump and will measure. Let's see!

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alex.helf

Joined: 31 May 2004

Posts: 42

Location: Austria EU

Posted: Sat Feb 11, 2006 9:45 pm Post subject:

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I found also a Scott Speedway bike:

<http://www.bilder-hosting.de/tbn1/J3004.jpg>

Wow!

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Ted Robinson

Joined: 04 Oct 2004

Posts: 6

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Location: Coventry

Posted: Sun Feb 19, 2006 6:42 pm Post subject: Pilgrim pump

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Hello Alex.

MY 1949 Scott is fitted with a pilgrim pump that has lock nuts on the adjusters. I fitted a pair of Gerry Howards steel end cam plates in about 1983, set the adjusters, locked up the lock nuts and have not touched it since.

The main trouble with the pumps is that over the years they have been stripped down that many times, mostly out of curiosity, as I did in my youth with my first Scott, that the threads strip. I have fitted 1/4BSP nipples through side of the crancase so that I can remove the crancase door complete with pump without disconnecting the pipes at the pump.

Gerry Howard used to convert pilgrims to drip feed with no movig parts and then use petrol oil to lubricate the top end. I think Ged Rumble wrote an article in Yowl a few years ago explaining how it is done. It is probably in technicalities. If the movin parts on your pump are U/S why not consider this option? The pump must be the most lubricated part on the Scott so should last for ever so long as the monkey metal case and end cams dont give up.  
Best wishes Ted Robinson.