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eyeguy

Joined: 27 Aug 2006

Posts: 49

Location: London and IOW

Posted: Tue Dec 04, 2007 4:48 pm Post subject: spark plug advice

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Hi Chaps, been lurking a while and enjoying the site, and I'm delighted to say that my Scott has just been officially reinstated as a runner, passed it's MOT today!

I need some advice on spark plugs, currently running old B5HS NGK, what would you recommend? Also, she can be a little stubborn to fire up, should I advance or retard, and what tips might you have. This was a totally rebuilt but hardly used machine trailered to shows. It will now be used-lots!

I've tried to add a picture link, who knows if it will work.

<http://i137.photobucket.com/albums/q211/hermansplodge/scott001.jpg>

<http://i137.photobucket.com/albums/q211/hermansplodge/scott002.jpg>

<http://i137.photobucket.com/albums/q211/hermansplodge/scott003.jpg>

A tutto gas, with a yowl

paul

1948 Shipley and silk scott special

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Erik

Joined: 10 May 2005

Posts: 410

Location: Moerdijk, The Netherlands

Posted: Tue Dec 04, 2007 7:01 pm Post subject:

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Very handsome bike Paul! I do like the red! I have placed the pictures below. Saves some clicking ;) (just place [img] before en [/img] after the url)

I will leave the comments on the plug to others although I used the NGK 5 on my '27 Flyer too. And retard for starting but on my bikes this does not do a lot..

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chstorm

Untitled

Joined: 02 Aug 2004  
Posts: 88  
Location: Oslo, Norway  
Posted: Tue Dec 04, 2007 10:01 pm Post subject:

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Hi,

Nice bike! 5-series NGK plugs are usually ideal for Scotts. Plug gap should not be excessive - ca. 0.020" - 0.022" (0.5 - 0.55mm) is suitable for magneto ignition.

Two-strokes love petrol - lots of it! When cold, flood the carburettor with the tickler - ignition should be retarded a little bit from fully advanced position - throttle open about 1/8 - then kick down smartly. After about 3 kicks it should start. When the engine is warm, flooding of carburettor should not be necessary - it will normally start at first kick if ignition and throttle is in same position as above.

These procedures work well with my bikes, but I am sure that there will be different opinions from other owners. Give it a try!

Kind regards,

Carl

Carl Henrik Stormer  
Oslo, Norway  
Scott TT Replica 1930  
Scott DPY Flying Squirrel 1936  
Scott DPZ Flying Squirrel 1938  
Brum Scott Flying Squirrel 1958

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lewis onions

Joined: 02 Jun 2004  
Posts: 79  
Location: Coleshill, West Midlands  
Posted: wed Dec 05, 2007 8:53 am Post subject:

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Hello Paul

Quite by coincidence I was reading some aged copies of the Yowl last night and came across an article on your bike in the August 1997 edition (I think). Do you have a copy yourself?

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eyeguy

Joined: 27 Aug 2006  
Posts: 49  
Location: London and IOW  
Posted: wed Dec 05, 2007 2:53 pm Post subject:

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hello Lewis, Carl and Eric

thank you for your prompt replies!

I would love to photocopy the article in Yowl, Lewis, is it possible that I might borrow it? Obviously I would pay for all postage.

Re Plugs- sorry to be a bit thick, but the driving instructions suggests 3/4" plugs, presumably that's reach. If I measure the reach(seat of plug base to plug end, excluding the electrode) on the B5HS it's around 13mm(1/2"?), but on a B5ES it's around 19mm(3/4"?) . which should I use? the motor turns over by hand with the longer plugs, so no contact, but is that ok?

Please help!

ATG

Paul

1948 Shipley and Silk Scott Special

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chstorm

Joined: 02 Aug 2004

Posts: 88

Location: Oslo, Norway

Posted: wed Dec 05, 2007 3:21 pm      Post subject:

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Hello again,

You must use a long reach plug (3/4"). B5ES is correct. Personally I prefer the NGK Iridium IX variety of plugs. It is the first plug which has worked perfectly on my bikes under all conditions. Among other things it gives an extremely hot spark, and needs less voltage. The Iridium IX plugs are more expensive than the normal plugs, but in my view worth it. They have a smaller hexagon (16mm) than usual, and do not take up as much space as the normal series.

The correct Iridium spark plug for the Scott will be BKR5EIX.

It is available from [www.spark-plugs.co.uk](http://www.spark-plugs.co.uk)

Kind regards,

Carl

Carl Henrik Stormer

Oslo, Norway

Scott TT Replica 1930

Scott DPY Flying Squirrel 1936

Scott DPZ Flying Squirrel 1938

Brum Scott Flying Squirrel 1958

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eyeguy

Joined: 27 Aug 2006

Posts: 49

Untitled

Location: London and IOW

Posted: Wed Dec 05, 2007 6:09 pm

Post subject:

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that's just what I need, Carl, thanks. In fact I found a pair of longer plugs-Beru super x!! They're a four electrode platinum jobby, very trick. On their website they seem to be an equivalent of the NGK's, I'll throw them in anyway , but I've taken your advice and ordered four NGK's-f48 ouch!

My plan is to have the old girl running for Kempton this weekend.

And..... one more thing(sorry) pilot air screw around a turn out to start? mine was at half a turn and it looked a little rich.

Many, many thanks

A tutto gas

paul

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1948 Shipley and silk scott special

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chstorm

Joined: 02 Aug 2004

Posts: 88

Location: Oslo, Norway

Posted: Wed Dec 05, 2007 9:01 pm

Post subject:

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Hi again Paul,

The setting of the pilot screw will vary from carburettor to carburettor. If the carburettor is worn, you will need a different setting than with a new carburettor. I would think that one turn out will be more correct than half a turn. However, you will need to experiment.

First of all, adjustment should be done with a warmed-up engine. If the exhaust is sooty (black), the pilot screw has been set too rich and should be unscrewed a bit.

If you start with the pilot jet one turn out from the bottom, you should now adjust the idling screw (the other screw) in or out until you reach a suitable idling speed.

This done, unscrew the pilot jet little by little. If the engine runs faster, unscrew slowly until it is starting to misfire. Then screw it inwards slowly until the engine begins to slow down. Then out again a little until it reaches higher speed again.

If engine speed is too fast now, adjust the idling screw back a little and test the pilot screw again.

The adjustment of the pilot jet is fairly important since it not only controls idling mixture, but also influences mixture at speed up to 1/8 throttle or even more. If you feel "a hole in the middle" when slowly accelerating, it may be caused by a too lean setting of the pilot jet.

Good luck! Adjustment of carburettors may be tricky, especially if they are a little worn - but adjusting modern fuel injection is much worse!

Kind regards,

Carl

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Carl Henrik Stormer

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Oslo, Norway  
Scott TT Replica 1930  
Scott DPY Flying Squirrel 1936  
Scott DPZ Flying Squirrel 1938  
Brum Scott Flying Squirrel 1958

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Mike Fennell

Joined: 22 Jun 2004

Posts: 17

Location: Essex

Posted: Fri Dec 07, 2007 1:11 pm Post subject: spark plug advice

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What an attractive bike! Reminds me very much of the first Scott I ever saw, likewise a postwar Shipley, but with frame and forks also painted red. The vivid shade had yellow in it, so more like a pillar box - very striking. It was parked at Brooklands Technical College where we Vickers Armstrong apprentices attended for day-release courses - mid '50s. The Principal of the college was on the warpath about motorcyclist apprentices riding too fast on the access road and one afternoon I witnessed an encounter with the Scott. Eric Skingley was the owner and as he emerged yawling from the carpark an irate Principal leapt out of the rhododren bushes with his right arm raised like a traffic duty copper shouting "Stop! - Stop!!". I cycled slowly past this intriguing scene, all ears, and I heard a very conciliarity Skingley saying - "This bike [b]sounds[/b] fast sir". I think he just got away without being banned.

A couple of years later Eric Skingley was instrumental in my introduction to Scott ownership. I have not seen or heard of him since but I don't think he was ever a Scott Club member.

I would be interested to know what lubrication system is used on LHW 758 and what is the large bore copper pipe doing. emerging from the tank and apparently going nowhere

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eyeguy

Joined: 27 Aug 2006

Posts: 49

Location: London and IOW

Posted: Fri Dec 07, 2007 6:16 pm Post subject:

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Hi Mike

thank you for your nice comments. I use a premix in the tank and it has an integral filling cup that slots inside the filler cap. This is charged by opening the tap on the spigot! It also has twin drip feeders o the bottom end.

Carl, the longer plugs you recommended have transformed starting, if it's dry tomorrow it's off to Kempton with a yowl.

ATG

Paul

1948 Shipley and silk Scott special

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Ted Robinson

Joined: 04 Oct 2004

Posts: 28

Location: Coventry

Posted: Fri Dec 07, 2007 11:59 pm Post subject:

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eyeguy wrote:

Hi Mike

thank you for your nice comments. I use a premix in the tank and it has an integral filling cup that slots inside the filler cap. This is charged by opening the tap on the spigot! It also has twin drip feeders on the bottom end.

Carl, the longer plugs you recommended have transformed starting, if it's dry tomorrow it's off to Kempton with a yowl.

ATG

Paul

Hi Paul,

Scotts recommended 14mm short reach plugs KLG or champion L7. If you use a long reach 3/4" it protrudes 0.26" through the head and the threads clog up with carbon. This can cause problems when you come to remove the plugs and may even strip the threads.

I have used Champion L88A or L90 short reach plugs in my 1949 for the last 25 years without any problems, I buy these from The Green sparkplug man at Autojumbles for about £3 a pair.

Best wishes Ted.

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chstorm

Joined: 02 Aug 2004

Posts: 88

Location: Oslo, Norway

Posted: Sat Dec 08, 2007 9:43 pm Post subject:

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Hi again Paul,

If your cylinder head was made for short reach plugs, Ted's advice sounds reasonable. Try measuring the length of the threaded part in the head. If it is 1/2", then it is made for short reach plugs.

However, an engine goes better if the electrodes protrude into the combustion chamber. You may safely use your long reach plugs in a head made for short reach plugs if there is room for them. To avoid the problems described by Ted, you may unscrew them once in a while to clean them and remove deposits in the threads before they become troublesome.

As always, there are different opinions and different solutions - Ted's advice is surely very sound if you have a cylinder head made for short reach plugs.

Best regards,

Untitled

Carl