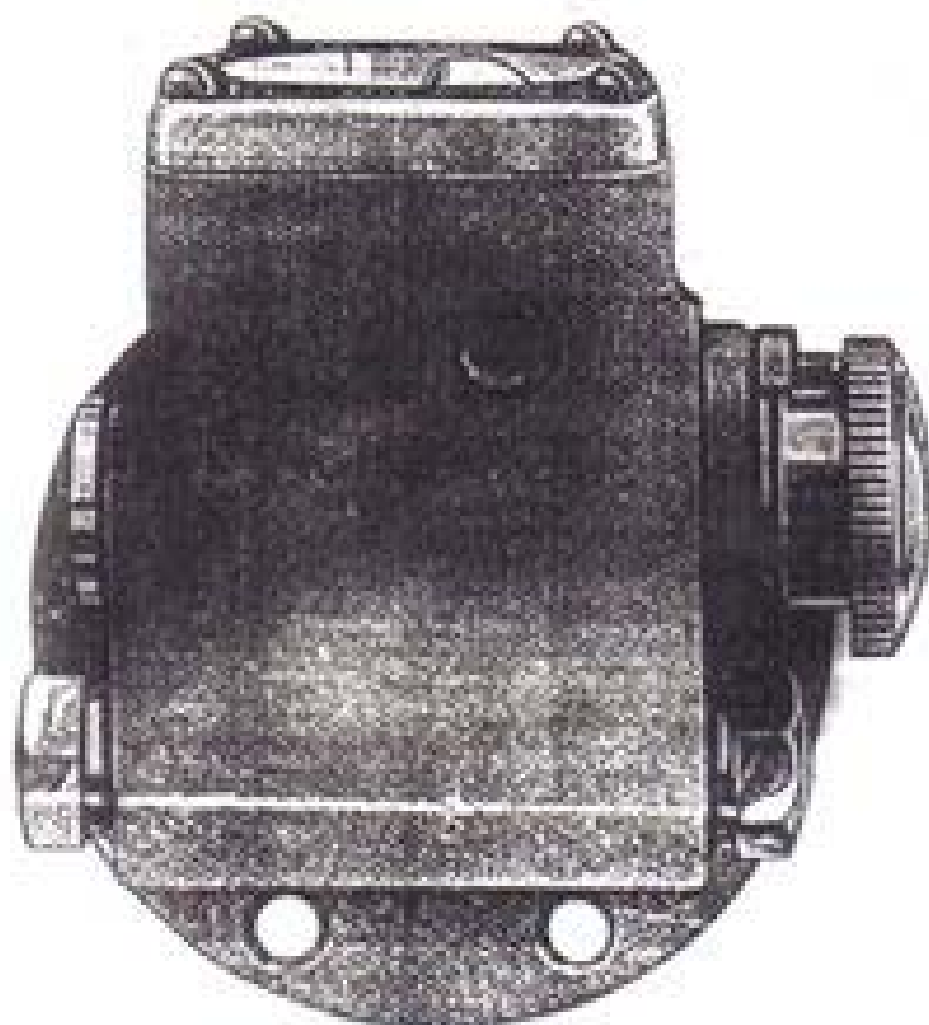


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# The "PILGRIM"

## Type "F" Sight Mech. Oil Pump

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Patent No. 252215

**THE PILGRIMS WAY MOTOR CO., Ltd.**

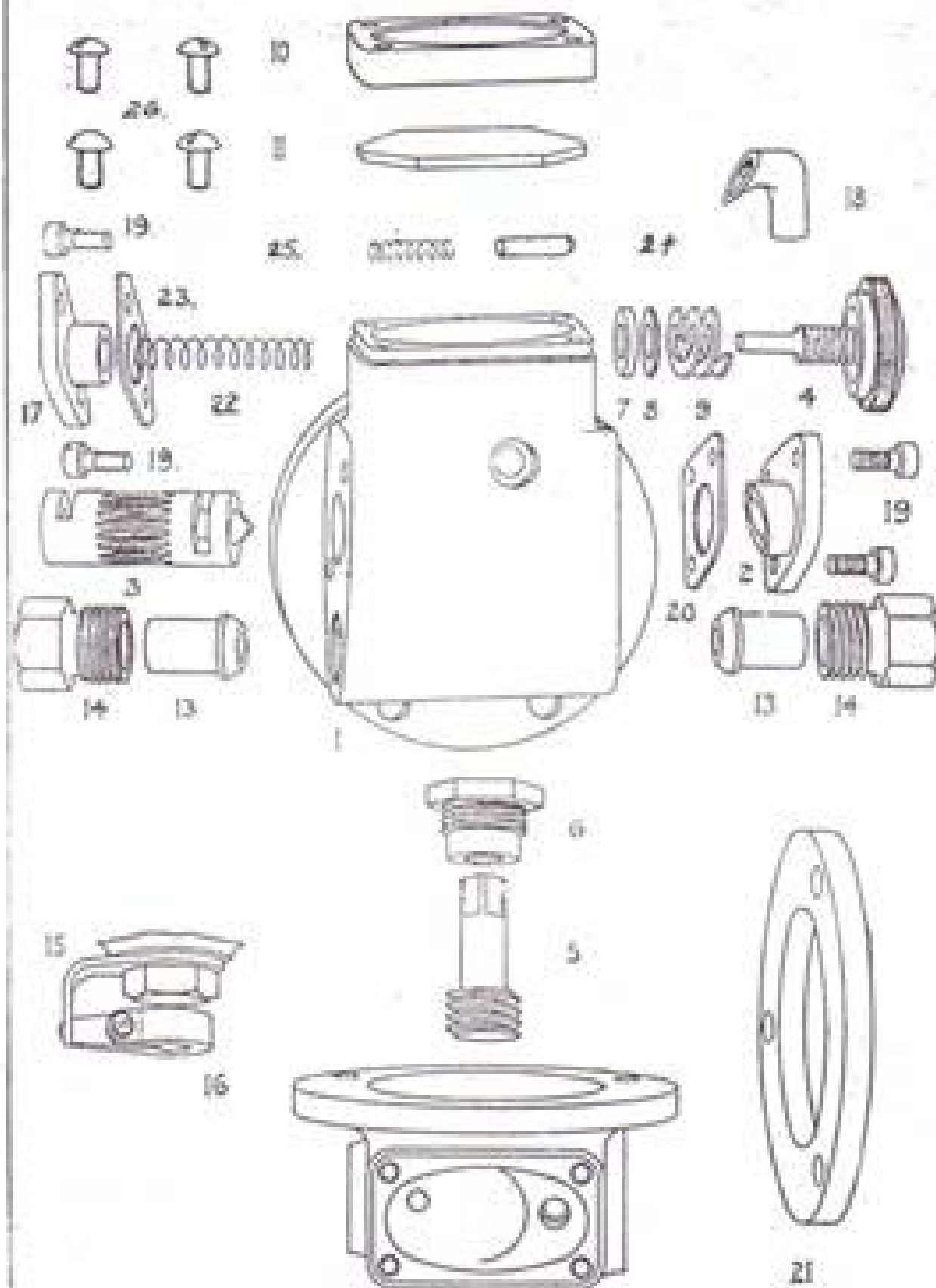
**FARNHAM SURREY**

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# SPECIFICATION.

PART No.	NAME	PRICE	
		₹	¢
1	Body	6	0
2	End Cam	1	0
3	Plunger	3	0
4	Control Spindle	1	6
5	Driving Worm	1	6
6	Bush	0	9
7	Fibre Washer	0	1
8	Steel Washer	0	1
9	Spring Washer	0	1
10	Window Frame	1	0
11	Window	0	2
13	Nipple	0	3
14	Gland for Nipple	0	3
15	Driving Dog	0	2
16	Driven Dog	0	6
17	End Plate	0	6
18	Beak	0	3
19	Cam and End Plate Screw	0	1
20	Cam Washer	0	1
21	Distance Piece	2	0
22	Spring	0	3
23	End Plate Washer	0	1
24	Ratchet	0	0½
25	Ratchet Spring	0	0½
26	Frame Screw	0	0½

# COMPONENT PARTS



## FITTING INSTRUCTIONS.

When ordering, please state what machine the Pump is for. Lock the Driver (Part 15) under Sprocket lock nut on the exhaust cam spindle.

Mount Pump as axially as possible on Timing cover and secure by three  $\frac{1}{8}$ " Whit screws. The driven Dog (Part 16) must be fastened on to driving square of Pump.

Where a gear train is used to drive the Magneto, the drive is not so simple, but can be arranged by grinding a slot across a spindle end. If necessary a Distance piece (Part 21) can be supplied at extra cost, to build the Pump out from the Timing cover to get the requisite clearance. Flywheel ignition two strokes are outside the scope of this Pump.

Couple the tank pipe to right-hand Pump nipple, and the crank case feed to left-hand nipple.

A gravity feed is usually obtainable but is by no means essential.

Where there is an existing plain hand pump, and it is not required to keep this, a simple feed is obtained by removing both Ball valves from same and coupling direct to mechanical Pump.

If the machine has a semi-automatic drip feed, oil cannot be drawn through the sight glass. Rather take a separate feed from tank, or cut out drip, and lead hand pump outlet direct to mechanical Pump through an elbow, operate hand pump once, and a syphon will be set in motion, controlled however by the mechanical Pump.

When first connecting up, let the oil expel all the air from the supply pipe before coupling same to pump, or a delay of several minutes will ensue while the air is pumped through.

Now start engine, open control to maximum setting, see that the delivery is regular, and then cut down to your engine's requirements.

**REMEMBER THIS.**—The Pump does not rely on gravity or crankcase suction to get the oil out of the sight. Oil is drawn out of the sight chamber by the Pump itself and pumped through to the engine with considerable potential pressure.

After decarbonizing or draining crank case, oil must be poured into the crank case before starting up, as the mechanical Pump cannot put in a large quantity instantaneously.

## RUNNING AND CARE.

Little need be given in the way of running instructions, as the inclusion of a sight feed shows exactly what is happening at any time.

**TO DISMANTLE THE PUMP, IF THIS IS EVER NECESSARY, FIRST UNSCREW THE DRIVING SPINDLE BUSH (R.H. THREAD PART 6) AND SO REMOVE WORM. FOR ANTI-CLOCK PUMPS THIS WILL BE L.H. THREAD.**

Then remove End Plate (Part 17) and Plunger can be withdrawn.

On re-assembling, the End cam (Part 2) should first be mounted, then the Plunger (Part 3) inserted cam first, so that the two cams are in contact.

Then the return spring should be put in the open end of the Plunger, i.e., the end with the longest hole, and this is all closed in by the End Plate (Part 17).

Then insert worm and finally screw in the Bush.

Oil delivery is varied by means of the Control spindle (Part 4). Screwing this down has the effect of reducing oil delivery.

Should the glass break at any time, it will not in any way prevent the Pump working.

Caution dictates that the sight be temporarily covered by a piece of paper or some suitable material, but this is purely to keep mud, etc., out of the Pump internals.

Both suction from tank and feed to engine are cam controlled, so the possibility of failure is reduced to a very minimum.

# PRICES:

	s.	d.
PUMP AND PAIR OF DRIVING DOGS ...	17	6
DISTANCE PIECE ... ..	2	0

Postage 6d.

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## Order Form.

*Please supply:*

**TYPE "F" PILGRIM SIGHT PUMP**

*with* } *Distance Piece to suit* \_\_\_\_\_  
*without* }

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*Remittance herewith.*

*Cheque* }  
*Money Order* } *value* £       :       :  
*Postal Order* }

*Name* \_\_\_\_\_

*Address* \_\_\_\_\_

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# **WARNING**

**THE PUMP DRIVING WORM MUST NEVER BE REVOLVED WITH EITHER THE END PLATE OR END CAM REMOVED FROM THE PUMP BODY.**

**THE PUMP PLUNGER MUST NEVER BE REMOVED FROM THE PUMP BODY UNLESS THE DRIVING WORM AND BUSH HAVE BEEN FIRST REMOVED.**

**FAILURE TO OBSERVE THESE POINTS WILL IMMEDIATELY RENDER THE PUMP PLUNGER AND DRIVING WORM LIABLE TO SERIOUS DAMAGE.**