

# ANY QUESTION ANSWERED

If we don't know the answer, we'll find the person who does  
Send your questions to: [advice@motorcyclenews.com](mailto:advice@motorcyclenews.com) or 01733-468002

## Should I heed this warning light?

The engine warning light has come on my 2015 Triumph 675 Daytona indicating a faulty exhaust power valve. My Triumph dealer suggested I either replace the downpipes at a cost of £600 plus labour or fit a full race Arrow exhaust at around £1500! They said that this is a non-servicable part and that there wasn't much else that could be done. They didn't know whether the valve was open or closed but I have to be honest, I can't feel any difference at low or high speed. So, apart from the fact that I have a light on that might mask another issue, I'd be happy to leave it. Can this sensor be disabled? Triumph say no.  
**Grant Kitchenham, email**

**Answered by Chris Jagger of Jack Lilley Triumph**  
Early power valves did seize solid and we went through a period of remobilising them, but they'd seize up again in

time. Yours is one of the later type and seizures are rare. Your problem is more likely to be with the motor and the cables. Disconnect the cables and see if the valve will move on its own when you apply pressure to it and if the motor is turning when you switch the ignition on. However, you need the Triumph diagnostic tool to reset the cables. The Arrow exhaust comes with a different map that turns the light off. So, you could manually set the valve to open, get your dealer to install the Arrow map and fit a K&N filter. However, there is a danger that you might melt your cat. You could fit a cat-free straight-through pipe in this section to get around that.



It's more likely to be the cables or motor than the exhaust valve

## KIT CHOOSER

### I want to look cool on my commute. What's best?

I commute into London and ride my bike to the station. I feel a bit self-conscious wearing my textile jacket on the train. Someone said I should get a wax cotton jacket but my memories of my old Belstaff from the 1980s aren't great. Are there modern equivalents?  
**Paul Johnson, email**

**Answered by Keith Roissetter, Infinity Motorcycles**  
The wax cotton jacket was pioneered many moons ago, but the good news is that they're a lot better these days, and just as stylish. Instead of relying on just the wax cotton to keep you dry, everything I'm mentioning here has a breathable PTFE membrane, and armour in all the right places. There are quite a few variations in style as well and the longer Oxford Heritage Jacket (£189.99) is from the classic school of design, whilst the shorter Oxford Hardy (£189.99) is



Oxford Heritage Jacket

£189.99



Oxford Hardy Jacket

£189.99



Merlin Yoxall

£229.99



Merlin Heritage

£199.99

a more modern cut. Merlin offer similar variations with their Yoxall (£229.99) and Heritage (£199.99). Held have their own take on styling with the Falcon (£216.99) which also comes in blue. The Spada Staffy (£189.99) has its fans as does the Rev'it Zircon (£299.99).



Held Falcon

£216.99



Spada Staffy

£189.99



Rev'it Zircon

£299.99

### Should I get a trackhack?

I'm looking at doing trackdays, however I currently ride a 63-plate Honda VFR1200 and don't want to take it on a circuit. I'm considering buying a cheap bike to use for this, but I've been used to big bikes since my Yamaha YZF-R1 days many years ago. Do you have any recommendations for a decent bike to fit my requirements?  
**Rob Hope, #ride5000miles Facebook page**

**Answered by Alan Seeley, technical editor, Practical Sportsbikes**

There are a host of reasonably priced sportsbikes from the late 1990s that will allow you to have some fun on a reasonable budget. You probably won't want anything too extreme at first and as you've become used to tourers. Look for a Kawasaki ZX-7R perhaps, or a Suzuki GSX-R600 or 750 SRAD. Budget a couple of grand and you should also be able to net a one-piece leather suit for your track exploits. Get out and have some fun.



Budget a couple of grand for a tidy GSX-R and some leathers for track exploits

### Should I bin my Blade?

I had my 1990s Honda Fireblade serviced and MoT'd and I was shocked at the MoT advisory list, which consisted of corroded downpipes, a warped disc and notchy steering. I got a £1400 estimated bill. They also said gearbox was whining. Is it time to trade the old thing in for something new?  
**Sion Jones, #ride5000miles Facebook page**

**Answered by Gary Hurd of the Motorcycle Works and Grumpy 1260 Spares**

Corroded downpipes aren't blown downpipes, so no immediate panic there. The head bearings and discs are certainly less than £200 in parts and you could replace these yourself. That still leaves plenty of change to treat your Blade to an aftermarket exhaust. I'd say hang on to it!



Old Blades are collectable. Keep it!

## MCN LAW

Your legal questions

### Can you get out of a PCP deal?

With the great popularity of PCP finance as a means to getting a shiny new bike, I was wondering about financial liability if something happens to the person that has taken out the deal. For example, what would happen if somebody died or became permanently disabled

### 'You can actually end a PCP deal once 50% of the balance payable under the contract has been paid'

mid-term in a three-year PCP deal? Also, if a bike was written off where would the liability lie to settle the outstanding finance, especially if the insurance valuation didn't meet the value of the outstanding finance?  
**Ian Ronald, email**

**Answered by Ian Ronald**  
PCP stands for Personal Contract Purchase/Plan. It is now a very common way of buying a bike or car and you pay a deposit, then monthly payments for usually three or four years. At the end of the term, you can either pay the agreed balloon payment and own the vehicle, or walk away or trade it in for a new deal.

You can actually end a PCP vehicle once 50% of the balance payable under the contract has been paid, so should someone die or become disabled then the vehicle can simply be handed back if the 50% rule has come into play. If someone dies earlier on into the term that person's estate becomes liable for the contract.

If a bike is written off, then valuation arguments can be avoided by taking out 'gap' insurance at the start of the PCP, covering the difference between the two valuations.

**Andrew Campbell**  
Solicitor and author of the MCN Law column for the last ten years

**Andrew Campbell, Bikelawyer.**  
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Motorcycle Accident Solicitors

## EXPERT'S GUIDE TO... TILTING THREE-WHEELERS

Why getting a trike to corner like a bike is more complicated than you might think



### THE EXPERT



**Si Martin**  
has a TEC Diploma in motorcycle Engineering from Merton College and 30 years experience building, modifying and repairing motorcycles from Supermonos to CBX1000 café racers.

Grip is the one thing that riders crave above everything else and that's particularly true at the front end – as we push the boundaries of that palm-sized contact patch through each bend. So, doubling the contact area with a second front wheel sounds like a no-brainer, but achieving it while maintaining the exclusive riding dynamics of a mono-track

vehicle is a massive brain ache. Yamaha are the first to attempt to take the technology beyond the realm of scooters. Convincing an inherently conservative market that the Niken is a 'proper' motorbike requires them to keep it as close as possible to looking and feeling like a regular two-wheeler. In engineering terms, that's a tall order.



The extra forks are there to resist twisting



This guy is so confident about the Niken's grip that he's riding in thermal undies

## THINGS YOU NEED TO KNOW...

### The Ackerman effect

In order for a two-track vehicle to steer through a corner, the inside wheel must follow a tighter radius or the tyres will be forced to slip.

Ackerman systems were developed in the very early days of motoring to overcome this problem. A steering link turns the fork assemblies via lever arms, with the angularity of each arm increasing or reducing the steering angle of each fork through a turn.

It is not possible to achieve perfectly matched steering through the full turning range but this is less critical on a leaning vehicle such as the Niken, as the turn angle required to corner at high speeds is relatively small.

### Why four forks?

Bikers expect their front end to be suspended by telescopic forks, however mounting the wheels in a pair of conventional forks



Piaggio MP3 won't fall over

would leave restricted space for the steering and leaning mechanisms. The Niken's dual forks feature one conventional fork leg per side, incorporating springs and damping, with the second leg acting solely as a brace to resist twisting.

### Rocking the bends

All of this would be for nothing if the Niken couldn't get its lean on and the fork assemblies are mounted on a pair of coat-hanger-shaped rockers that pivot about their

centreline on the headstock, keeping the forks parallel.

When the Niken leans, the inside fork assembly rises relative to the chassis as the outside fork is pushed down and Yamaha claim a lean angle of 45°.

### Piaggio got there first

The original leaning three-wheeler, Piaggio's MP3, was created to encourage

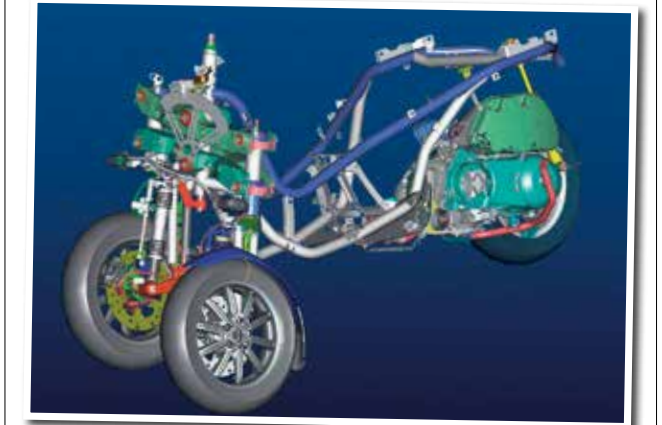
riders put off by the inherent instability of two wheels. At walking pace, the bike can be locked upright at the press of a button, automatically releasing as speeds increase.

The MP3 uses similar steering and leaning systems to the Niken, but incorporates leading link forks – typical scooter fare and perfectly acceptable for the intended market, proving to be a

massive seller for the firm.

### Peugeot's car style

Perhaps not surprisingly given the parent company, the Metropolis RX-R 400i uses a system that would be instantly recognisable to a car mechanic, with the wheels mounted on uprights suspended between upper and lower parallel control arms. A single shock absorber lies horizontally across the upper control arms and the system hangs off a substantial chassis beam between the wheels.



The MP3 can be locked in an upright position at a standstill

### Next week See in the dark...

