

# ANY QUESTION

# ANSWERED ✓

If we don't know the answer, we'll find the person who does



Won't idle on a cold day? It's probably a sticky stepper motor

## OWNING & RIDING

### Q Why's my Daytona afraid of the cold?

My 2013 Triumph Daytona 675 has developed an annoying problem. Most of the time it works fine but on some days when I take it out of the garage it will start and then cut out again.

To keep it running while it warms up I have to hold the throttle open slightly. It has also cut out at traffic lights just as I

am about to move when the lights change. I have replaced the plugs and fitted a new air filter but I am starting to worry it's an ECU issue. Jenkink, MCN forums

Answered by Adrian Clancy, Total Triumph  
It's possibly a partially stuck idle stepper motor linkage. The linkage

is between the stepper motor and the throttle body butterflies and can become a little 'sticky' over time, especially in the winter.

When this happens the stepper motor cannot open the throttle valves sufficiently for a fast idle and this will cause problems when cold. You will need to remove the airbox, then spray some lube on

the linkage to free it up.

It's a good idea to have it done at a dealership as they will be able to adjust the linkage if necessary, which is done using the Triumph Diagnostic Tool. Another possibility is a faulty or maladjusted throttle position sensor and the only way to test this is again at a dealership.



Sounds like the blade on your EXUP valve has gone out of alignment

### Q My Yamaha R1 is buzzing... but not in a good way

When I turn the ignition on for my Y-reg Yamaha R1 I can hear the fuel pump start up, but the EXUP valve doesn't move and there is just the sound of a buzzing, arcing, noise from the EXUP motor. The EXUP valve itself is turning freely and when I turn the EXUP motor with a pair of grips it does reset when I turn the ignition on, but then it just sits making the aforementioned noise. Mojo67, MCN forums

Answered by Charles Marvell, Flitwick Motorcycles

The EXUP mechanism is sited in the most hostile environment on the bike with rainwater, dirt, salt and heat combining to attack it, and the slightest friction in the EXUP housing will be enough to stall the valve. Although you say it is turning freely, can you flick it through its range of movement with your fingertips? The valve blade can get out of alignment and the only sure-fire way to recover its profile is to spin it up on a lathe. Maybe a previous owner had to use heat to loosen the bolts and that has been enough to distort the housing too, so you may need to polish that as well.

### Q Is it safe to leave my trickle charge on full time?

I recently read in MCN about leaving a bike on a trickle charger to stop the battery sulphating. I have an Oxford Oximiser attached to my BMW F800GT that's been switched on for four weeks and the state says the battery is 'strong'. Do I leave it on, or should I switch it off from time to time while the bike is laid up?

Adrian Bird, email

Answered by Chris Dabbs, MCN  
Trickle chargers such as your Oximiser are designed to assess the battery condition and apply the correct charge. So they can be left connected and turned on indefinitely to charge a modern gel or maintenance-free battery. If the battery is an older acid type with refill caps then it's important to monitor the fluid levels as the battery will lose electrolyte over time. Modern sealed types do not suffer from fluid loss.



Change the fuel filter to restore your Ducati's monster performance

### Q Why can't I unleash the beast when I want Monster fun?

My 2010 Ducati 1100 Monster is great for gassing past clumps of cars where I live in London. But when I stretched its legs with a run to Bath recently I noticed that the engine seemed to be holding back slightly above 7000rpm and wouldn't pull up to the redline in the higher gears. What's wrong?

Harry Cracknell, London

Answered by Richard Llewellyn, Louigi Moto

The symptoms you're describing are typical for a partially blocked fuel filter restricting fuel flow at higher revs. The filter has a two-year life and is located in the fuel tank itself. It's a 30-minute job to replace and I'm sure fitting a new one will transform your bike's performance.

## TRAVEL & TOURING

### Q Is Canada a better biking destination than America?

Answered by Andy Davidson, MCN tourism specialist

The world and its dog have flown in to the US to ride the same old, worn out cliché that is Route 66. Every Harley rider from both sides of the pond has been there and done that. Canada, however, is fresh beauty; it's where you need to be for the greatest riding week of your life and have a real adventure in the Rockies with a GS, on open roads, with epic

backdrops and more wildlife than you can shake a broken twig at. Its best feature is the vast amount of nothingness. British Columbia, especially, offers a true sense of adventure that's getting harder and harder to find these days. You can rent a bike online from vancouver.cyclebc.ca and have an epic trip riding through BC, the scenery is so gorgeous it's almost fake; you'll be tempted to stretch out your fingers and touch

it to double check. The roads slicing through the awe-inspiring landscapes are peppered with wildlife including grizzlies, elk and hawks. You'll ride by waterfalls, huge glaciers, the Icefields Parkway and won't want to come home. It'll cost around £600 for a week rental and return flights are around £700. B&Bs are popular and cost £45 a night on average, with food and drink matching UK prices. Go for it, you'll love it.

So gorgeous it's almost unreal, make Canada your destination



## MCN LAW

Your legal questions

### Q Drivers says I was riding in the chevroned area

While filtering past a line of stationary traffic, a car pulled out from my left and hit me, causing me to crash. I would have thought this was obviously his fault. But I was in the area to the right of the vehicles with a chevroned area with broken white lines to my right. The driver who hit me claims I was in the chevroned area but I definitely was not. Even if I was, does this make a difference or is it just a red herring? James Davies, Abergavenny

The Highway Code states that areas of white diagonal stripes or chevrons painted on the road are there to separate traffic lanes or to protect traffic turning right. If the area is bordered by a broken white line you should not enter the area unless it is "necessary" and you can see that it is "safe to do so". If the area is

### 'Liability needs to be considered with attention paid to witness evidence'

marked with chevrons and bordered by solid white lines you must not enter it except in an emergency. As the driver is claiming you were in a chevroned area liability needs to be considered very carefully with attention paid to witness evidence and so on. If it is found by the court that you were in the chevroned area then contributory negligence will most likely apply.

However, I can foresee an interesting legal argument over the definition of "necessary" – necessary to make progress would be your argument although note the "necessary" and "safe" – your opponent is bound to argue it was not necessary and wasn't safe. As far as I know the "necessary" element has never been tested in court and realistically this is likely to be a case of shared blame.



Andrew Campbell, Bikelawyer.  
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### Q What lids will stop my bijou bounce looking ridiculous?

I've been trying on helmets and even the ones in XS size look massive on me. How can I find something that won't make me look stupid?

Rafaël Lester, Hadleigh, Essex

Answered by Tony Hoare, MCN Consumer Editor

A helmet's outer size and inner size don't always relate well because some helmets, especially cheaper ones, only come in one or two shell sizes and then the fit is adjusted

with thicker or thinner padding. It's because each individual shell size has to be safety tested separately, adding cost. Look in the specification for helmets that come in three or four shell sizes. Then there should be a dedicated shell for extra small and small heads, meaning you won't have to wear a helmet that's big enough for a 6ft 5in bloke but with three feet of foam lining. Alternatively, brands such as HJC make a dedicated model (the CLY) for smaller heads.



FROM £79.99

HJC CLY

FROM £139.99

Scorpion EXO-710 Air

FROM £329.99

Shoei NXR

FROM £299.99

AGV Veloce