

ASK THE EXPERTS

Got a problem? MCN's team of specialists has the answers

	GENERAL Chris Dabbs MCN's agony uncle and former road tester with 30 years' biking experience		HONDA Scott Bullett Workshop manager and a Honda-approved diagnostic technician at Doble Motorcycles		TRIUMPH Adrian Clancy Worked as a head mechanic in New York and now at Total Triumph in Taunton		YAMAHA Stuart Gaines Senior Technician at Yamaha dealership A2 Motorcycle Centre in Gravesend
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The generator cables for my Yamaha R6 seem to have fried themselves and I'm still trying to find the cause. I have replaced them all and measured the resistance of the coils. It should be in the range of 0.27-0.32ohm. I measured 0.8. Is the generator coil broken, or is it the rectifier?

Q Frying tonight... the wiring in my R6

BREGT VAN GOETHEM, FACEBOOK

A Now the bike is all back together you can check those replacement cables by unplugging the generator from the regulator/rectifier with the bike running – it will still run, but as a total loss system getting its charge from the battery. The lead you are looking for should have three white or yellow wires coming from it. Connect your multimeter negative to a decent earth and connect up the positive to each wire in turn. You are looking for three constant readings in the same range from the stator. If one is way out, the generator coil is shot.

To check the regulator/rectifier, monitor the voltage going into the battery from the alternator. You want a bit over 14 volts, with the engine running at a few thousand rpm.

With a fully charged battery, connect up your multimeter to the battery terminals, and measure the battery voltage when you press the starter. Much less than 10 volts and the battery is ready for the skip.
Stuart Gaines, A2 Motorcycle Centre



Time to get busy with the multimeter

Are some filters better than others?

Q I am giving my bike a 'fluids service' before laying it up for the winter. I'm happy with the bike-specific engine oil I've chosen, but I am undecided whether to stick with an OE oil filter or fit an aftermarket one.
Jez White, email

A Some aftermarket filters come in cheaper than OE kit, so can be worth considering, but don't go to the expense of buying a performance filter offering higher flow rates than standard unless you are riding your bike on the limit every time, either as a trackday bike or a full-blown racer. There is no discernible performance benefit for road riders.

A magnetic oil filter will pull out any ferrous material that's been shaved off in the engine and is floating around in the oil. A DIY option is to cable-tie a magnet from a hi-fi speaker to the oil filter. Or there are magnets that can be attached to the end of the filter canister that gather up any metal particles to the inside of the filter for you to inspect at the next change. Just don't forget to remove the magnet when you throw away the old filter.

Some filters have a built-in bolt head that makes removal and refitting easier. But if you have an aftermarket exhaust make sure you have the wriggle room to get a spanner in there.

Chris Dabbs, MCN



Don't invest in a higher flow rate filter unless you're riding right on the limit

Q Help me get a grip all year round

MARK FORTUNE, EMAIL

I have a 2012 Honda Fireblade and plan to use it through the winter on the occasional sunny, dry days and then take in some track days next year when the warm weather returns. Is there a tyre that will take both in its stride?



You are almost spoilt for choice with the latest generation of tyres. There are three basic types of road tyres you can fit to your sportsbike: sports touring, sports and trackday. I took part in a tyre comparison test at a Metzeler event during the summer at the Nordschleife circuit at the Nürburgring and did a back-to-back comparison of their sports range, which vividly demonstrated the differences between the genres.

Using my BMW S1000R long-term test bike I tried out their Roadtec Z8 sports touring tyre and M7 Sportec RR sports rubber on the 14-mile circuit and ran a set of Racetec K3 trackday tyres on the S1000R's big sister: the HP4. I also rode the Sportecs to the Ring from the UK and the Roadtecs back.

To get the best out of a superbike on track you need sticky rubber.

Compared to a normal sports tyre, the Racetec K3s (soon to be replaced by the Racetec RR) let you brake deeper, lean harder and accelerate with complete confidence through the fearsome circuit's breath-taking twists and turns. And because they're not dedicated race-compound tyres they're easy to manage – they don't need tyre warmers, work in most temperatures and last a decent amount of time. You should get around 2000 miles out of a rear on your Blade.

One of the biggest surprises during our test was how capable a modern-generation sports touring tyre like the Roadtec Z8 is on a powerful bike such as the S1000R on-track. They offer light steering, excellent stability, warm up quickly and don't lack grip. They're confidence-inspiring on wet roads and the rear will last a good 6000 miles on a big bike.

But for the type of riding you plan to do, an all-purpose sports tyre like the Metzeler M7 Sportec RR is the one to go for. It's a friendly tyre with a wide operating window that will easily handle the power of your Blade on the road and track throughout the year.

Michael Neeves, MCN

Modern sports and sports-touring tyres offer stunning performance



OPTIONS

		
Metzeler Roadtec Z8 £216	Metzeler Sportec M7RR £213	Metzeler Racetec K3 £243

AVERAGE MAIL ORDER PRICES. NOT FITTED. SIZES 120/70X17 & 185/55X17, 120/70X17 & 185/55X17 AND 120/70X17 & 200/55X17 RESPECTIVELY

CHOOSE BEFORE YOU LOSE
£3000 BIKES FOR FUN ROUND TOWN
MCN bikesforsale.com

I have a £3000 budget for a 600 naked for short urban hops.
Graham Driscoll, email

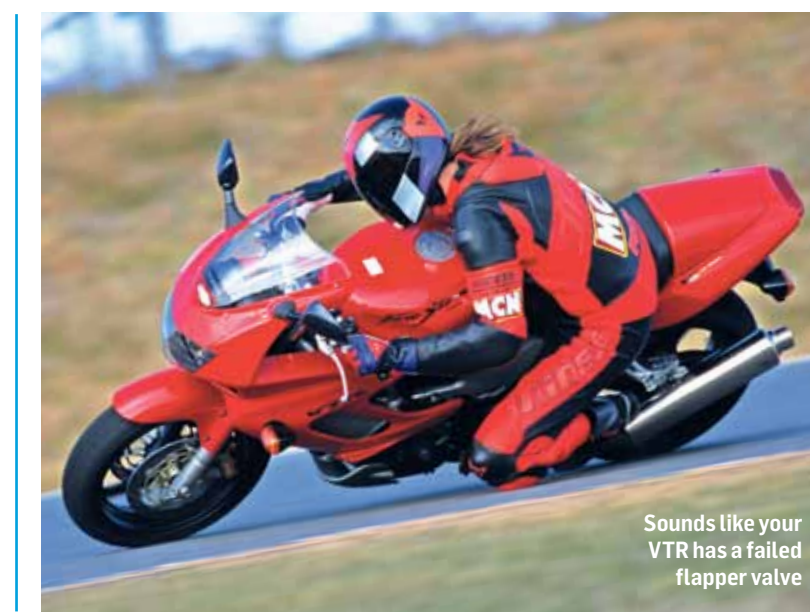
MCN CHOICE

		
The twin option KAWASAKI ER-6N £1990-£3010 A late-reg Kawasaki ER-6 looks tame but is spectacular fun to ride. It has enough puff for experienced riders and is great for novices too. 71bhp • 174kg • 15.5l • 785mm seat	The funky option SUZUKI GSR600 £2560-£5200 The GSR600 uses a de-tuned GSX-R600 K4 engine, has decent torque and clips along at a fair rate while revving to a dizzying 14,000rpm. 88bhp • 183kg • 16.5l • 785mm seat	The sharp option YAMAHA FZ6 £2290-£4699 Sharp looks, brilliant motor, excellent handling and huge versatility. Towns, twisties and long treks... it can do it all. A great all-rounder. 90bhp • 186kg • 19.4l • 795mm seat

Why does my 955i smell of fuel?

Q There's a smell of petrol from my 2001 Triumph Daytona 955i. I read that the mapping could be out and the bike is overfueling to the extent that it is pushing fuel past the injectors. I downloaded a different map from the internet but it still smells.
Proskaterdp, MCN forums

A Leaking injectors are a mechanical problem, not electrical. They need to be cleaned out and pressure-tested by a specialist mechanic. Unless you have a gas analyser and a good understanding of electronics, using a £15 diagnostic tool to download various maps is opening a can of worms.
Adrian Clancy, Total Triumph



Sounds like your VTR has a failed flapper valve

Why won't my FireStorm rev out?

Q My 1999 Honda FireStorm will rev out at a standstill, but will no longer pull past 7000rpm on the road. Where do I start looking?
Paddy McDonald, Facebook

A A vacuum flapper valve in the air intake duct can cause problems. It reduces air intake noise by reducing intake duct volume by 65% at 5500rpm and can cause a power dip between 5000-7000rpm. It should reopen at 6700rpm, but if it gets stuck it strangles the bike above 7000rpm. The flap will stay open permanently if you disconnect the hose feeding the flap and then plug the hose with a screw or bolt before tucking it away.
Scott Bullett, Doble Motorcycles

MCN LAW

Your legal questions

IS 50/50 THE BEST RESULT I CAN GET?

Q I was involved in an accident on a roundabout. I was positioned to take the right-hand lane of the road ahead. I was aware of a car to my left, which was positioned to travel in the same direction as me but in the left-hand lane. As I accelerated to leave the roundabout, the driver changed direction in an attempt to stay on the roundabout. In doing so she collided with me. My solicitor wants me to accept 50% of the blame but I do not feel that I am in any way to blame. Should I change solicitors?
Tanya Ward, Newbury

'Your solicitor needs to be realistic, but this doesn't mean not aiming for 100%'

A There is case law which deals with accidents on roundabouts. For example, the outcome in the Court of Appeal case of Grace v Tanner (2003) means that the worst case scenario (based on the facts that you have given me) would be a liability split of 50/50. This shouldn't stop your solicitor aiming to achieve 100% in your favour, but it does mean he/she has to be realistic. That said, each case is dealt with on its own facts and merits. You should not feel that you are being forced into accepting an offer. Your solicitor should take time to explain the various factors affecting any potential settlement so that you understand why you are receiving the advice that you are. Only then will you be able to make an informed decision as to whether or not to accept the offer that you are being presented with. If you feel your solicitor has not fought hard enough on your behalf and simply wants the case off his or her desk then you are of course entitled to change solicitors.



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