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



Chris Dabb MCN's agony uncle and former road test with 30 years' biking experience

I ride a Triumph Speed Four all 0 year round and have a bellypan fitted to it. Unfortunately, every winter the paint on the tip of the bellypan, closest to the front wheel, seems to disintegrate with all the road salt and crud that hits it. Short of either removing it or covering the front with cling film, do you know of any ways to stop the paintwork chipping and degrading in this vulnerable area?

You have got a couple of options to give your bike's paintwork a nore robust finish. The hardest wearing option is an adhesive-backed urethane covering developed by 3M called Ventureshield. There is a network of fitters for both cars and bikes, but the bike kit has been designed to be DIY fitted and comes as a pre-cut kit for each bike's fairing panels and headlight lens. Every sheet is fitted in much the same way as an Airfix transfer using the supplied soap solution to slide it into place. The water is then squeegeed out from under the film and any air bubbles are smoothed away. But because the covering is so tough even if you mess up the fitting you can peel it off and start again.

Prior to fitting you have to ensure all the surfaces are scrupulously clean and the ambient temperature has to be over 15°C, but Ventureshield should be more than capable of resisting any crud thrown up by your front wheel, and comes with a five-vear quarantee.

Prices range from £55 for a naked bike, up to £120 for a full-dress tourer. Allow two hours to fit it. Oxford Products offer a similar product called Paintsaver (£23) that you cut yourself. Chris Dabbs, MCN



After my SV650, I'm torn between a sports 600 and a Triumph triple. I have £5000. Supersi1201, MCN forums





support at Cambrian Tyres, the UK's biggest trade tyre supplier

Brvn Phillip

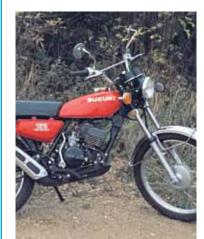
Works in product

How do I bleed an oil pump? I've lovingly restored a 1974 Suzuki TS125L and I'm having

some trouble bleeding the oil pump. I've managed to get oil through the pipe that goes to the top of the barrel, but trying to get oil through the other just isn't happening. Am missing something? Gungoss, MCN forums

The best way to bleed the system is to have a 50:1 petroil mix in the tank while you are coaxing the oil through. That way there will be sufficient lubrication whether the pump is working or not. You'll only need a couple of litres of the mix, and that extra lube will help if you're running in a new piston and rebore anyway.

The pump has a bleed screw at the bottom (it should be recognisable by its copper or red fibre washer). Remove the screw and allow oil to run free until there are no more air bubbles, and then replace the screw and sealing washer. Drain the carb at the float bowl to remove any neat petrol and allow the 50:1 mix in, then back off or remove both banjo bolts on the engine to allow the pump to push the oil through without any resistance. The oil pipes should be clear so you can watch the lube travel up the pipes. Start the engine and wait for the oil to seep out around the bolts, tighten them and it's done. Steve Scully, GT Motorcycles



Using premix after a rebuild will help as you prime the oil pump for the first time





In 2011 the GSX-R got more midrange, a close-Triumph's big triple makes similar power to a supersport bike, but that 1050 triple generates ratio gearbox. Big Piston Forks and Brembo radial front brakes. If only it looked a bit more special. amazing torque, all wrapped in a great chassis. 126bhp | 187kg | 17l | 810mm seat 128bhp | 189kg | 18l | 815mm seat

ASK YOUR QUESTION Email: advice@motorcyclenews.com Web: www.motorcyclenews.com/expert and simply post your guery on our Ask The Expert forums

Here's a bike that combines three-cylinder grunt

with a top-end howl a lot like a sports 600. It will

keep all but the most hardcore riders entertained.

98bhp | 167kg | 17.4l | 800mm seat

SPORT

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What should be on my present list to Santa?

DAN SHARP, EMAIL

It's that time of year when I'm getting asked what I want for Christmas by the family, Instead of socks or aftershave I'd like to get some bike-related kit up to a £40 limit. What gear has MCN used over the year that's impressed? Dan Sharp, email



Senior Editor Richard Newland really rates Motul's Insect Remover and E4 Perfect Seat spray, hich he says is ver lood on even the

most tired looking vinyl saddle. The SDoc100 gel cleaner, a must-have for winter riding, gets a thumbs-up too.

Production Editor Emma Franklin thinks that SDoc100's chain cleaner is also "fantastic, if a little pricey" at £10 for 300ml. Senior Reporter Andy Downes is a fan of angled tyre valve adaptors that start for as little as £2.99 and make using car-centric garage airlines so much easier. They shouldn't be left on the tyre though, so make sure you have a sealing dust cap fitted before you unscrew it each time to minimise pressure loss. A neck warmer would feature on Andy Downes' Christmas list too. He uses an Oxford ChillOut Essential Turtleneck that is waterproof. Simple fleece warmers start at £2.99 and go up to £29 for combined neck warmers and balaclavas.

If you value your paintwork (and eve sockets). Staff Writer Andv Davidson's advice is to switch from 'lively' bungees to Rok Straps which loop back on themselves and are adjustable from 12 to 60 inches. A twin pack costs between £10 to £19.

If you've already got a rear paddock stand then consider a Halfords trolley jack for £24.99, like the one Senior Editor Tim Thompson's got. If used carefully under the sump with a rear stand, it allows you to lift the front end off the ground slightly to check headraces, bearings, brake pads and disc run-out.

Books are a predictable fallback option and Executive Editor Phil West has already earmarked Continental Circus – The Races and the Places, the People and the Faces from Mastix Press. Riders, wives, mechanics, and drivers: they are all here in over 400 photos with extended captions chronicling a vanished world. Chris Dabbs, MCN

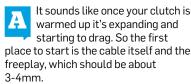
Motul E4 Perfect Seat - 250m £7.99 lotul E7 Insect Remover - 400 £4.99





Why is neutral so hard to find?

I'm having trouble selecting neutral on my Honda CBR900RRT after short rides of around 30 mins. What should I check? Gavin Walden, Facebook



If this doesn't help, it's going to be the clutch internals. Either the plates are worn or they have warped slightly or the basket has developed notches that are not allowing the plates to

Scott Bullett, Doble motorcycles

There's now a fair choice of rubber for the XR120

What rubber will suit mv XR1200?

need new tyres on my Harley XR1200. The Dunlops it comes with have been OK and I'm on my second set, but are there any other makes I can consider? **Chris Roberts, Facebook**

There's plenty of choice these days. Dunlop has the RoadSmart I and they're also about to reintroduce the original RoadSmart. But if you want a total change, there are Bridgestone's T30 and the older BT-023, while Continental offer the RoadAttack 2. From Metzeler there's the Roadtec Z8 Interact and the older Roadtec Z6. Michelin has the Pilot Road 3, and Pirelli have the Angel GT. Bryn Phillips, Cambrian Tyres

MCNLAV Your legal questions

WILL BENEFITS **STOP ONCE I'VE CLAIMED?**

I have an ongoing insurance claim following an accident which I had nearly 18 months ago. It was a typical "sorry mate I didn't see you" case. My beloved Triumph Daytona was written off, but as it was insured fully comp I have been paid out for it. I am still not back to work as a self-employed plumber and am currently on benefits. But with settlement approaching I am wondering what will happen to my benefits if I receive what is likely to be about £100,000 in compensation? I am still not fit to return to work but don't want to spend my compensation for day-to-day living as I need to save it for the future. Gavin, Hayes

'A Personal Injury Trust has to be set up for any compensation to be paid into'

There is a way to continue to claim benefits despite receiving a significant amount of compensation. however certain rules apply. You have not said whether or not you have received any interim payments to date and this may have a bearing on whether you can receive benefits despite receiving your compensation. A Personal Injury Trust has to be set up for any compensation to be paid into. If you have received an interim payment of £6000 or more the Trust has to be set up within 12 months following receipt of the first payment

Once set up, you can continue to receive benefits in addition to having the funds available in your Trust account to be spent as you feel fit subject to Trustee approval. Trustees should therefore be close relatives or trusted friends (or your solicitor plus one other).



Solicitor and autho of the MCN Law column for the last

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