

ASK THE EXPERTS

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



RIDING

Sean Hayes

Boss of Circuit Based Training at Mallory Park and co-author of "Pass The Bike Test"



DUCATI

John Burrows

Service manager at Ducati Coventry with 40 years' experience, 20 years on Ducatis



SUZUKI

Steve Scully

Service manager at GT Motorcycles, Plymouth, 30 years of Suzuki experience



HONDA

Scott Bullett

Workshop manager and a Honda-approved diagnostic technician at Doble

Q I have fitted Termignoni cans to my Ducati 1098. When it's in the meat of the powerband it's lovely to ride with a throaty exhaust note, but when it gets hot it stalls a lot. Is this normal?

A The 1098's engine mapping went from closed loop to open loop early on its life. With a closed loop system the Lambda sensors in the exhaust control the system, telling the ECU how to fuel the engine based on parameters that are set at the factory. If the exhaust change takes those figures out of the programmed range it will play up, so you'd need a race ECU to make the bike open loop.

An open loop system doesn't feed the exhaust gas composition back to the ECU. Instead it uses revs and throttle position, fuel injector pulse values 'trimmed' by environmental conditions, ambient air temperature, engine temperature and air pressure.

If yours is stalling when it's hot that sounds more like the throttle bodies need balancing and realigning. It's not a job that you can do at home. The throttle position sensor will need to be reset using software at a Ducati dealer or specialist.

You'll also have to hook up a gas analyser and adjust the CO levels (typically between 3.5 to 4.5% CO is fine). Adjusting the CO levels is achieved by adding or removing trimming values via the bike's software and manually playing with air bleeding screws in the throttle bodies. The idea is to achieve the same CO value in both cylinders.

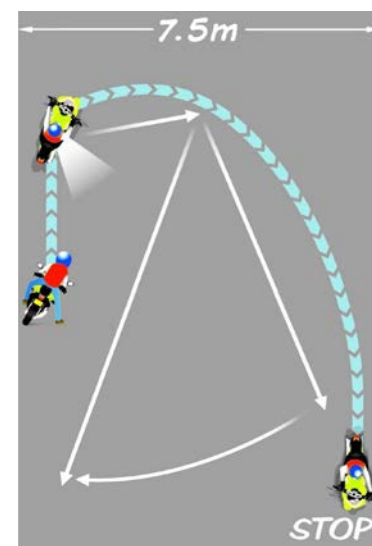
John Burrows, Ducati Coventry

Why is my 1098 stalling when hot?

STUART BEALES, FACEBOOK



Stalling issues sound like a problem with the throttle bodies



STEVEN SILVERWOOD

U-turn is driving me round the bend

Q I'm training for my test and have a problem with U-turns. I can do one over my left shoulder, but I lose balance to the right. Do you have the choice over which side to do a U-turn?

Lexism, MCN forums

A You don't have a choice so you are going to have to make right-handers work for you.

Ride forward positively and stop the bike parallel to the painted line, then switch from left to right foot on the floor. Turn the bars onto the right lockstop with your hand on the brake. Now do your safety checks while stationary.

Once you're satisfied the examiner can see your checks have been done, shift across in the saddle and get your right foot planted on the road well ahead. The bike should lean to the right so it is 'comfortably heavy' against your right thigh. Set like this the bike will want to follow the arc you have planned.

As you start off don't lift your right foot immediately, ride past it and let it lift naturally (it's not a 'dab' because it started on the ground). Lent over like this the bike will naturally go where you want to go and if you focus on the exit of the U-turn and not the course markings you'll breeze it.

Sean Hayes, Circuit Based Training

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I am looking for a full-on 600 sportsbike for less than £4000.

Ashley Ferris, email

MCN CHOICE



The kick-ass option

2006-2007 TRIUMPH DAYTONA 675
£3850-£4750

Silky handling, allied to kick-ass power, makes the Daytona 675 a winner on road or track.

123bhp | 165kg | 17.4l | 825mm seat



The classy option

2003-2004 HONDA CBR600RR £2750-£3700

A superb-handling motorcycle. Quick steering yet pretty stable on a smooth track with huge angles of lean achievable. Brakes are hard to fault, too.

115bhp | 163kg | 18l | 820mm seat



The hardcore option

2005-2007 SUZUKI GSX-R600 £3494-£4895

The GSX-R steers sweetly, sounds wicked, goes like stink and rides beautifully as it's more softly sprung than some of its rivals.

111bhp | 161kg | 16.5l | 810mm seat