
TECHNICAL COMMUNICATION No. 02-200317 April 2003

Subject: engine oil level**Model: Breva V750 i.e.****Frames involved: all**

Dear Dealer,

if experiencing an engine oil present in the filter housing and in the engine oil breather pipe anomaly, check the quantity of oil in the engine.

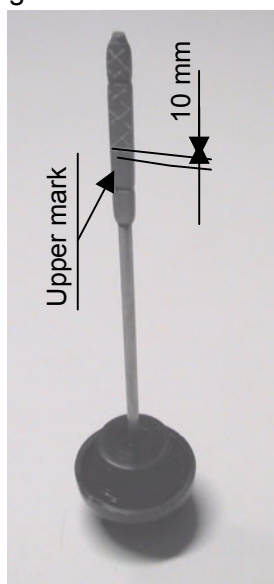
This communication applies to all vehicles produced.

Fault experienced on vehicle: excessive quantity of oil extracted from the oil recover circuit.

Main cause: excessive quantity of engine oil.

Technical solution: check and restore correct engine oil quantity (1.8 kg).

An excessive quantity of engine oil can cause an increase in the oil extracted by the crankcase gas recover circuit. In exceptional cases an oil present in the transparent recovery tube, which extends from the filter housing to the rear joint of the right half cradle, type of anomaly can be experienced.



Check the correct engine oil level to avoid this inconvenience.

The checking operation can be easily carried out by using the oil filler cap dipstick. The correct quantity of oil wets the dipstick up to around 10-11 mm under the maximum level reference mark. The highlighted part in the photo shows the section of dipstick which must be wet. The check must be carried out with the engine warmed up, after around 20 minutes that it is running.

It may be useful to make a reference mark at the indicated quota, to facilitate the check during regular engine oil replacements.

We will ship a sticker to place in the use and maintenance booklet containing the correct engine oil level measurement procedure.

Yours Sincerely,

AIR BOX

Subject: oil in the air box

Model: Nevada 750

Problem:

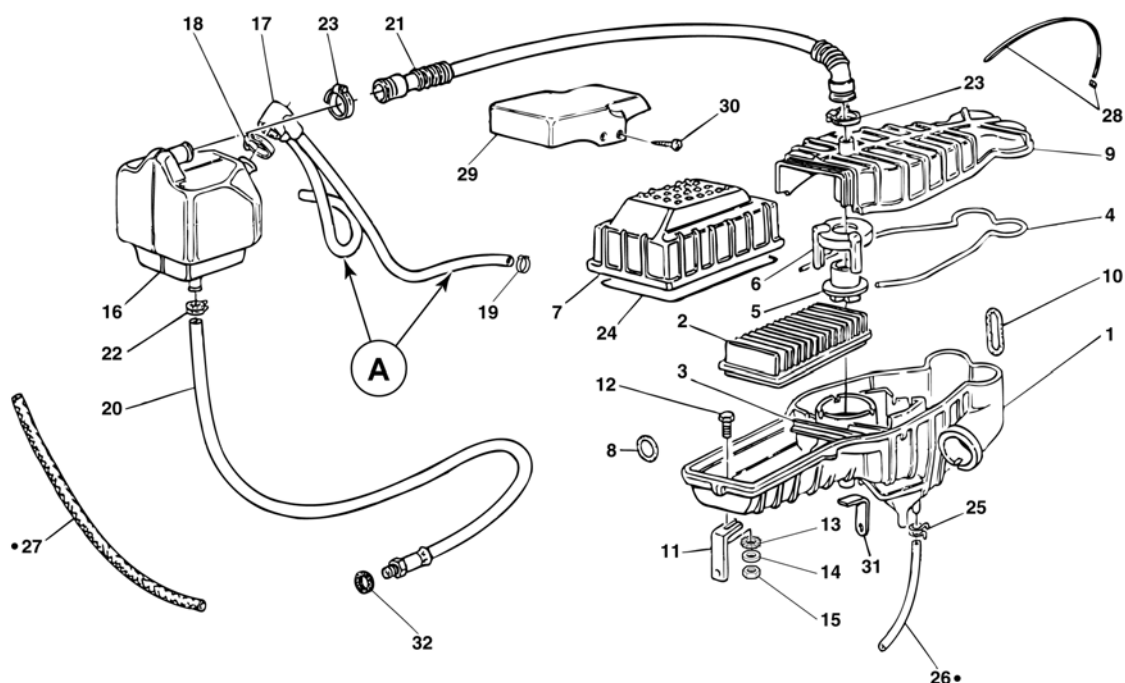
too much oil in the air box

Causes and solutions:

The presence of oil in the decanter box and -following oil vapours circuit- in the air box has two main causes:

- too high oil level
- high pressure of the gases inside the crankcase

With reference to the engine oil level, it is important to carefully read the techn. bulletin no. 002-2003 dated 17 Apr. 2003 referred to Breva 750 vehicles.



- Check that the two hoses (A) taking the oil vapours from the head covers to the decanter are not squashed due to their flexibility; if so, change them with more rigid hoses.

CARBURETION

Subject: carburetion

Model: Nevada 750 / 750 Club

Problem:

the problem might come out in different ways during a ride.

- Backfiring when releasing the throttle
- Erratic idling after acceleration
- Air leakage in the air box

Solution:

Since it is impossible to check the CO level with the gas analyser due to the lack of individual take-up points in the exhaust pipes and because there is the balancing pipe, it is necessary to proceed as follows.

Preliminary operations

- Check that the float needle valve (carburettor) is screwed in. If it is not so, change the gasket as per techn.bulletin no. 001-2003 dated 16 Jan. 2003 before tightening it.
- Connect the intake pipe take-up points to a vacuum meter.
- Start the bike and let it warm up to operating temperature.
- Set idling speed to 1150 ± 50 rpm.
- Balance the cylinders, make sure that idling speed stays the same. The idling speed adjusters (**A**) are the same that are used for balancing the vacuum on the intake pipes. It is necessary to slightly rev up, using the throttle grip, and balance the vacuum in the intake pipes using the threaded adjusters. Check that the play of the throttle drive cable is 1 mm at idling speed.

