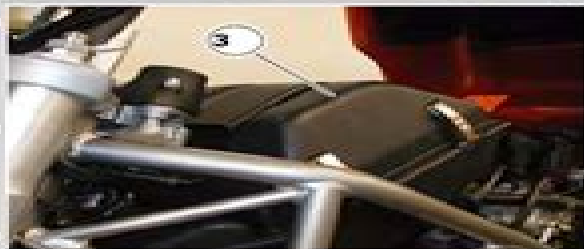


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Circuito aria aspirata

Il circuito aria è composto da due condotti di aspirazione (1), da un corpo farfallato (2) e da una scatola di aspirazione (3) (airbox) posta sopra al corpo farfallato.

Il sistema controllo motore (accensione - iniezione) ha una serie di sensori necessari per fare le correzioni sulla carburazione in funzione della pressione e temperatura dell'aria e del carico motore. Un sensore di pressione assoluta e temperatura aria (4) posizionato sul lato sinistro del supporto faro, misura la pressione barometrica ed invia questa informazione alla centralina, in modo che possano essere fatte le indispensabili variazioni sulla quantità di benzina iniettata, quando vengono effettuati percorsi con andamenti altimetrici variabili (ad esempio un tragitto che inizia al livello del mare e termina in quota); inoltre permette alla centralina di effettuare le correzioni della miscela in funzione della densità dell'aria. (Considerando un volume costante di aria, quando la temperatura è alta nel volume c'è meno aria e perciò meno ossigeno, mentre quando la temperatura è bassa nel volume c'è più aria e perciò più ossigeno. Nel primo caso la miscela va smagrita, nel secondo va ingrassata per conservare il miglior rapporto aria - benzina). Sull'albero della farfalla acceleratore del cilindro posteriore è montato il potenziometro (5) posizione farfalla, che invia in centralina un segnale indice indiretto della quantità d'aria aspirata dal motore (misura indiretta carico motore).

Intake air circuit

The air circuit consists of two intake manifolds (1), a throttle body (2) and an airbox (3) installed over the throttle body.

The engine control system (ignition and injection) relies on several sensors which correct mixture strength according to air pressure and temperature and engine load. An absolute air pressure and temperature sensor (4) - on the headlight support LH side - takes atmospheric pressure values and sends them to the CPU for necessary correction of injected fuel if riding on variable sea-level roads. It also allows the CPU to correct mixture strength according to air density. (Assuming that air volume is unchanging, if temperature is higher oxygen content will decrease, whereas it will increase if temperature is lower. If temperature is higher, mixture should be leaner; if lower it should be richer for best air-fuel ratio). A throttle position sensor (5) is fitted onto the rear cylinder throttle shaft. It sends to CPU a indirect signal of air amount taken in by the engine (indirect value for engine load).

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Matthew Coombs



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