



2022 RR Race Editions

Refined Suspension & Traction Control

Beta USA is proud to announce their 2022 RR Race Edition models. With a full eight model lineup, (4) two-stroke and (4) four-stroke models, Beta continues to offer riders more options along with a higher level of service to their customers.

Highlighting the updates to the 2022 Race Editions is a more refined suspension as well as on-demand traction control.

Suspension

» All race edition models come with KYB closed cartridge front forks. For 2022 the forks have been meticulously massaged with new valving specs to provide more suppleness over rocky terrain. Beta engineers have worked exclusively with KYB further developing the fork to provide a balanced feel.

Traction Control (4-Stroke Models)

» The big news for 2022 is all four-stroke RR Race Editions now come standard with an exclusive traction control system. This system provides the rider the ability with the push of a button to enable traction control while riding in slippery conditions reducing fatigue and at the same time providing the rider with more control.

2-Stroke Engine Improvements

125 RR

» Cylinder head and power valve: updated settings in the cylinder head squish and power valve provides a more linear power delivery.



200 RR

» Power valve: Modified head and replace two power valves with a single stiffer valve. This translates to increased power at mid to high engine speeds.

250 RR

» Diaphragm Clutch: this new clutch provides a lighter clutch pull while offering a more progressive control, significantly reducing rider fatigue. Both engagement and disengagement have been improved, while the clutch is now capable of transmitting even more torque. Riders can also adjust the clutch settings with three different spring options to suit his/her clutch feel.

300 RR

The 300's new engine, combined with a dedicated new engine control unit map, boasts a smoother and more progressive response to throttle input and a more linear power delivery. Despite the significant hike in maximum power, the bike as a whole is also easier to handle, more intuitive, and more forgiving to use than ever before.

» Engine: the engine's bore and stroke have been completely revised, with an all-new larger bore cylinder, a new piston, crankshaft, and a new power valve all to improve the power delivery and torque over the toughest trails.

» Cylinder Head: the head is also completely new, and has been redesigned in consideration of the other new components and the new iridium spark plug;

» Silencer: the smaller diameter silencer improves the top-end performance and tractability of the engine

» Diaphragm Clutch: this new clutch provides a lighter clutch pull while offering a more progressive control, significantly reducing rider fatigue. Both engagement and disengagement have been improved, while the clutch is now capable of transmitting even more torque. Riders can also adjust the clutch settings with three different spring options to suit his/her clutch feel.



Features on all Race Editions

- » Machined black anodized triple clamps, similar to the standard models but with a race-inspired coating to make the bike stand out.
- » Lighter weight over the standard RR models due to the removal of the oil injection system, on 2-Stroke models. The oil injection can be added as an accessory if the rider desires to run straight fuel. (Not available on the 125 RR Race Edition)

Other features include:

- » Front axle pull for quick tire changes
- » Moto-style Red Vertigo handguards
- » Metzeler Six Days off-road tires
- » Extra wide billet machined alloy footpegs
- » Dual-material rear sprocket for added chain life (outer ring is hardened steel),
- » Red billet caps (4-stroke), black anodized gear lever, & brake pedal, red alloy chain tensioner
- » New Racing graphics
- » Dedicated blue racing saddle

Availability

December

Pricing

TBA