

# **RACE** 2025

**2-STROKE**

125 / 200 / 250 / 300



***Rideability***



**2025**  
**OWNERS MANUAL**



## **RR 125-200-250-300 RACE 2T**

Thanks for your preference, and have a good time! This handbook contains the information you need to properly operate and maintain your motorcycle.

The data, specifications and images shown in this manual does not constitute an engagement on the part of BETAMOTOR S.p.A. BETAMOTOR reserves the right to make any changes and improvements to its models at any moment and without notice.

Code 040.44.055.83.00

## IMPORTANT

We recommend you to check all the tightenings after the first one or two hours' ride over rough ground. Special attention should be paid to the following parts:

- rear sprocket
- ensure that the footrests are properly fixed
- front/rear brake levers/calipers/discs
- check that the plastics are properly fastened
- engine bolts
- shock absorber bolts/swingarm
- wheel hubs/spokes
- rear frame
- pipe connections
- tensioning the chain

## IMPORTANT

In the event of interventions on the vehicle, contact Betamotor after-sales service.

The operations specified in the maintenance schedule must be performed exclusively at an authorised Betamotor workshop and must be registered on the Betanet portal. Failure to register will result in rendering the warranty null and void.

Use of the vehicle in heavy-duty conditions, for example, on sand, circuits/off-road tracks with wet, dusty or muddy terrain, can result in above-average wear of components such as the drive system, brake system, air filter or suspension parts. Therefore, inspection or replacement of the components may be necessary even before the first service is due.

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## OPERATING INSTRUCTIONS

- The vehicle must be accompanied by: number-plate, registration document, tax disc and insurance.
- Any modifications of the engine or other parts are punishable by severe sanctions including the confiscation of the vehicle.
- To protect your safety and that of others, always drive carefully and with your helmet on and always keep low beams on.
- Do not sit on the vehicle when it is on its stand.
- Do not start the engine in closed places.

### WARNING

Any modifications and tampering with the vehicle during the warranty period exempt the manufacturer from all responsibility and invalidate warranty.

## SYMBOLS



### SAFETY/ATTENTION

Failure to respect information marked with this symbol can entail a personal hazard.



### INTEGRITY OF THE VEHICLE

Failure to respect information marked with this symbol can entail serious damage to the vehicle and termination of the warranty.



### FLAMMABLE LIQUID HAZARD



Read the use and maintenance manual carefully.



### MANDATORY TO WEAR PROTECTIVE CLOTHING

Use of the vehicle is subject to wearing specific protective clothing and safety footwear.



### PROTECTIVE GLOVES MANDATORY

To perform the operations described, it is mandatory to wear protective gloves.



FORBIDDEN TO USE NAKED FLAMES OR POSSIBLE UNCONTROLLED IGNITION SOURCES



NO SMOKING



DO NOT USE MOBILE PHONE



### CORROSIVE SUBSTANCES HAZARD

Liquids marked with this symbol are highly corrosive: handle with care



### POISONING HAZARD

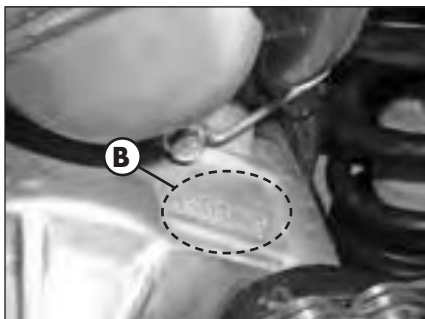
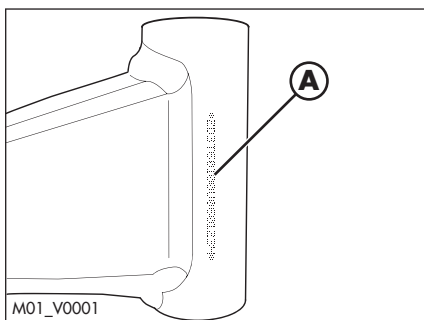
## RIDING SAFETY

- Observe the Highway Code.
- Always wear approved personal protective equipment.
- Always keep the crash helmet visor clean.
- Do not keep sharp or brittle objects in your pockets while riding.
- Properly adjust the rearview mirrors.
- Always ride in a seated position, with both hands on the handlebars and both feet on the footrests.
- Never ride abreast with other vehicles.
- Do not tow and avoid being towed by other vehicles.
- Always keep a safe distance from other vehicles.
- Do not start off while the vehicle is on its stand.
- Avoid swaying and wheelies as they are extremely dangerous for your own and other people's safety as well as for your vehicle.
- Always apply both brakes on dry roads with no gravel and sand. Using one brake may be dangerous and cause uncontrolled skidding.
- To reduce the braking distance, always apply both brakes.
- On wet roads and in off-road riding, drive with care and at moderate speed. Take special care in applying the brakes.

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## VEHICLE IDENTIFICATION DATA

## FRAME IDENTIFICATION

Frame identification data **A** are stamped on the right side of the steering head tube.

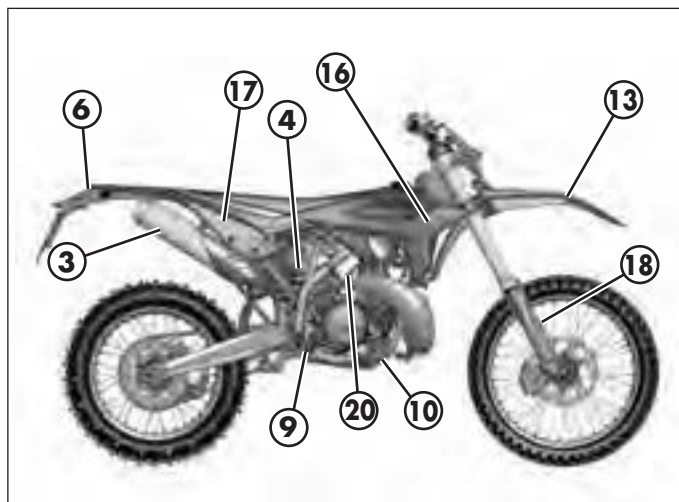
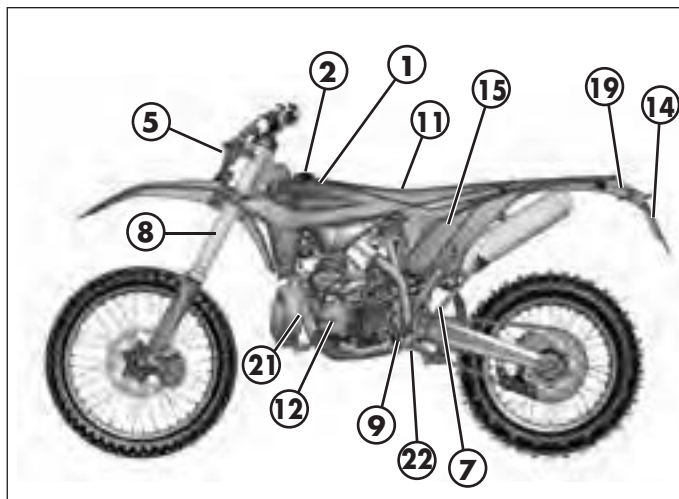
## ENGINE IDENTIFICATION

Engine identification data **B** are stamped in the area shown in the figure.

## TOOLS KIT

The following items are supplied as standard: operation, maintenance manual, tool kit and the cable adapter to connect the CAN socket to a scantool.

## FAMILIARIZING WITH THE VEHICLE



## MAIN PARTS:

- |                         |                            |                            |
|-------------------------|----------------------------|----------------------------|
| 1 - Fuel tank           | 10 - Lower bumper          | 17 - Rear side panel       |
| 2 - Tank cap            | (Bumper kit)               | 18 - Fork covers           |
| 3 - Silencer            | 11 - Saddle                | 19 - Rear mudguard         |
| 4 - Rear shock absorber | 12 - Engine                | 20 - Kickstarter           |
| 5 - Headlight           | 13 - Front mudguard        | 21 - Carbon Canister *     |
| 6 - Rear light          | 14 - Number-plate holder   | 22 - Fuel vapor recovery * |
| 7 - Side stand          | 15 - Side panel air filter |                            |
| 8 - Fork                | cover                      |                            |
| 9 - Rider's footrests   | 16 - Front side panel      |                            |

\* For markets where required

## SPECIFICATIONS

### WEIGHT

Wet weight:

RR 125 ..... 94kg (front 45kg; rear 49kg)

RR 200 ..... 97kg (front 47kg; rear 50kg)

RR 250-300 ..... 103,5kg (front 50,8kg; rear 52,7kg)

### DIMENSIONS

| Version               | RR 125-200 | RR 250-300 |
|-----------------------|------------|------------|
| Maximum length [mm]   | 2167       | 2175       |
| Maximum width [mm]    | 830        | 830        |
| Overall height [mm]   | 1275       | 1275       |
| Wheelbase [mm]        | 1477       | 1482       |
| Saddle height [mm]    | 950        | 950        |
| Ground clearance [mm] | 345        | 340        |
| Footrest height [mm]  | 430        | 430        |

FRAME ..... molybdenum steel with double cradle split above exhaust port

### TYRES

| Version    | Dimensions |                        | Pressure [Bar]   |                  |
|------------|------------|------------------------|------------------|------------------|
| RR 125-200 | Front tyre | Rear tyre              | Front tyre       | Rear tyre        |
|            | 90/90-21   | 120/80-18              | 1,5 (road use)   | 1,8 (road use)   |
|            | 80/100-21  | 120/90-18              | 1 (off-road use) | 1 (off-road use) |
|            | 90/100-21  | 130/90-18<br>140/80-18 |                  |                  |
| RR 250-300 | Front tyre | Rear tyre              | Front tyre       | Rear tyre        |
|            | 90/90-21   | 140/80-18              | 1,5 (road use)   | 1,8 (road use)   |
|            |            |                        | 1 (off-road use) | 1 (off-road use) |

front rim ..... 21x1,6 - 36 holes

rear rim ..... 18x1,85 - 36 holes

### WHEELS

| Version                | Dimensions |           |
|------------------------|------------|-----------|
|                        | Front      | Rear      |
| RR 125                 | J 1.6x21   | J 1.85x18 |
| RR 200 - RR250 - RR300 | J 21x1.6   | J 18x2,15 |

## CAPACITIES

| Version                                | RR 125 | RR 200 | RR 250-300 |
|--|--------|--------|------------|
| Fuel tank * [l]                        | 9,5    | 9,5    | 9,5        |
| including reserve [l]                  | 2,3    | 2,3    | 2,3        |
| Coolant circuit [ml]                   | 1300   | 1300   | 1300       |
| Gear oil [ml]                          |        |        |            |
| • (following normal maintenance work)  | 690    | 690    | 800        |
| • (following a complete engine review) | 720    | 720    | 850        |

\* Such data is referred to a conditioned and arranged tank

## FRONT SUSPENSION

Open cartridge hydraulic upside-down fork (Ø48 mm shafts)

| Version                                     | RR 125-200       | RR 250-300 |
|---|------------------|------------|
| Spring (K - [N/mm])                         | 4,1              | 4,4        |
| Oil type                                    | KYB FORK OIL 01M |            |
| Oil quantity internal cartridge# [cc]       | 195              | 195        |
| Oil quantity external cartridge# [cc]       | 310              | 310        |
| Wheel excursion [mm]                        | 300              | 300        |
| Compression clicks (from completely closed) | 12               | 14         |
| Rebound clicks (from completely open)       | 14               | 12         |

# For a completely dry fork

## REAR SUSPENSION

Single shock absorber with compound lever

| Version  | RR 125-200 | RR 250-300 |
|--|------------|------------|
| Spring (K - [daN/mm])                                    | 4,8        | 5,2        |
| Static sag load - SAG                                    | 35         | 35         |
| Shock absorber travel [mm]                               | 130        | 130        |
| Rear wheel travel [mm]                                   | 287        | 287        |
| Compression clicks, high speeds (from completely closed) | 1-1/2      | 1-1/2      |
| Compression clicks, low speeds (from completely closed)  | 15         | 13         |
| Rebound clicks (from completely closed)                  | 12         | 13         |

**FRONT BRAKE**

Ø 260 mm disc and dual-piston floating caliper

**REAR BRAKE**

Ø240 mm disc and single-piston floating caliper

**ENGINE**

| Version                         | RR 125  | RR 200  | RR 250    | RR 300    |
|---------------------------------|---|---------|-----------|-----------|
| Type                            | Single-cylinder, 2-stroke, liquid cooled and electric start |         |           |           |
| Bore x stroke [mm]              | 54 x 54,5   | 62 x 63 | 66,4 x 72 | 73 x 69,9 |
| Displacement [cm <sup>3</sup> ] | 124,8   | 190     | 249       | 292,6     |
| Compression ratio               | 15,2:1  | 14,4:1  | 13,8:1    | 11,6:1    |
| CO <sub>2</sub> [g/km] * #      | 64  | 65      | 60        | 62        |
| Fuel consumption [l/100km] * #  | 2,8   | 2,8     | 2,5       | 2,7       |

\* Only valid for EUROPA version

# WMTc cycle related data, for class L vehicles

Fuel system ..... carburetor

Carburetor

| Version                           | RR 125 |      | RR 200 |      | RR 250 |        | RR 300 |        |
|-----------------------------------|--------|------|--------|------|--------|--------|--------|--------|
|                                   | Europe |      | Europe |      | Europe |        | Europe |        |
| Main jet                          | 95     | 172  | 65     | 160  | 130    | 165    | 130    | 165    |
| Slow jet                          | 35     | 50   | 35     | 45   | 38     | 38     | 38     | 38     |
| Start jet                         | 50     | 85   | 50     | 85   | 50     | 85     | 50     | 85     |
| Needle                            | N84I   | N0ZI | N84J   | N1EI | N84K   | N0ZJ   | N84I   | N2ZW   |
| Needle position (from top)        | 3°     | 3°   | 4°     | 3°   | 2°     | 3°     | 1°     | 3°     |
| Air screw turns (from all closed) | 1+ 1/2 | 2    | 1+ 1/2 | 2    | 1+ 1/2 | 1+ 1/4 | 2+ 1/2 | 1+ 1/4 |

Cooling system ..... forced liquid circulation by pump

Spark plug

| Version | RR 125       | RR 200     | RR 250     | RR 300     |
|---------|--------------|------------|------------|------------|
| Type    | NGK BR9ECMVX | NGK BR8ECM | NGK MR7BI8 | NGK MR7BI8 |

Clutch..... wet, multidisc

Gearchange

| Version             | RR 125 |       | RR 200 |       | RR 250 |       | RR 300 |       |
|---------------------|--------|-------|--------|-------|--------|-------|--------|-------|
|                     | Europe |       | Europe |       | Europe |       | Europe |       |
| Primary drive       | 23/73  | 23/73 | 23/73  | 23/73 | 27/72  | 27/72 | 27/72  | 27/72 |
| Gear ratio 1st gear | 12/33  | 12/33 | 12/33  | 12/33 | 12/31  | 12/31 | 12/31  | 12/31 |
| Gear ratio 2nd gear | 15/31  | 15/31 | 15/31  | 15/31 | 15/28  | 15/28 | 15/28  | 15/28 |
| Gear ratio 3rd gear | 17/28  | 17/28 | 17/28  | 17/28 | 19/28  | 19/28 | 19/28  | 19/28 |
| Gear ratio 4th gear | 19/26  | 19/26 | 19/26  | 19/26 | 20/24  | 20/24 | 20/24  | 20/24 |
| Gear ratio 5th gear | 21/25  | 21/25 | 21/25  | 21/25 | 27/27  | 27/27 | 27/27  | 27/27 |
| Gear ratio 6th gear | 20/20  | 20/20 | 20/20  | 20/20 | 28/24  | 28/24 | 28/24  | 28/24 |
| Final drive         | 13/45  | 13/50 | 14/49  | 15/49 | 15/42  | 14/49 | 15/42  | 14/48 |

Exhaust valve.....centrifugal operation with reaction springs

Ignition ..... CDI without trembler,  
with digital variable spark advance

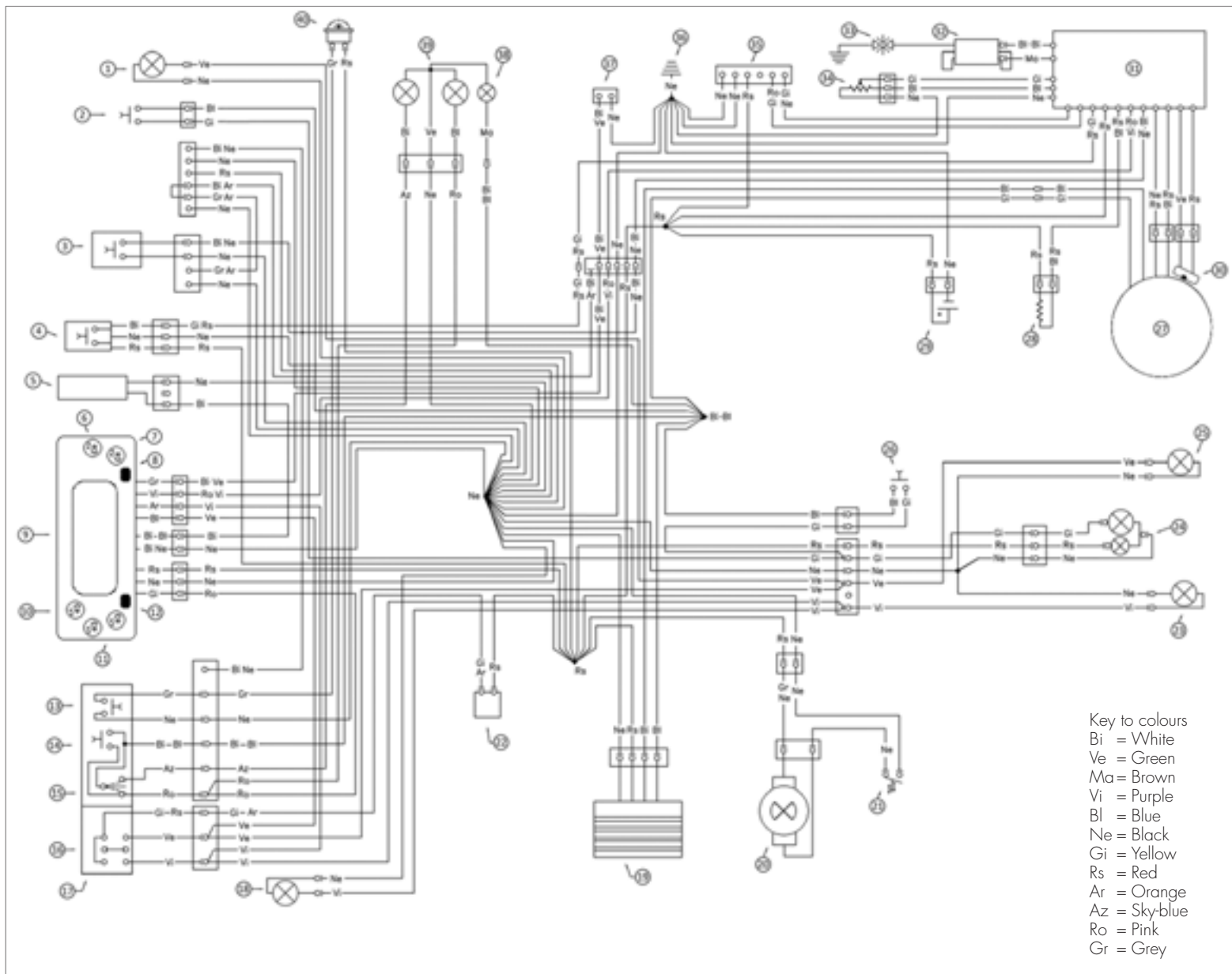
Starting..... Kick-starter (RR 125, optional RR 200-250-300)  
.....electric starter (RR 200-250-300)

## ELECTRICAL SYSTEM

## ELECTRICAL DIAGRAM RR 125 EUROPE - RR 125

## LEGEND

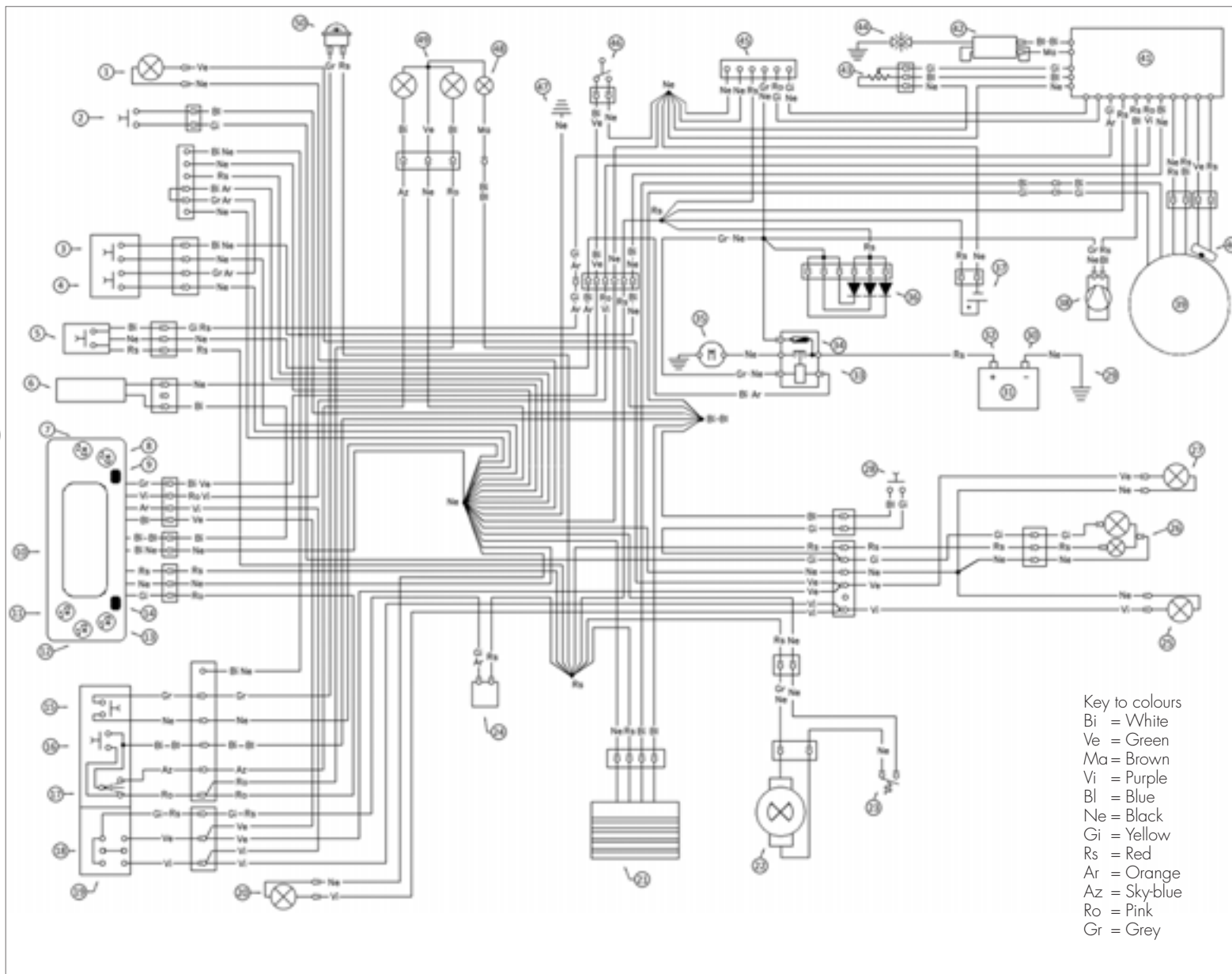
- 1) RIGHT-HAND FRONT TURN INDICATOR 12V 6W
- 2) FRONT BRAKE LIGHT BUTTON
- 3) ENGINE STOP BUTTON
- 4) SECOND MAP SWITCH
- 5) WHEEL REVOLUTION SENSOR
- 6) RIGHT TURNING INDICATORS WARNING LIGHT
- 7) ADJUST PUSHBUTTON
- 8) DIAGNOSTIC SYSTEM WARNING LIGHT
- 9) SPEEDOMETER
- 10) HIGH BEAM TELLTALE LAMP
- 11) LEFT TURNING INDICATORS WARNING LIGHT
- 12) SET PUSHBUTTON
- 13) HORN PUSHBUTTON
- 14) FLASH-TO-PASS BUTTON
- 15) HEADLIGHT SELECTOR
- 16) TURNING SIGNAL LAMPS SWITCH
- 17) LEFTHAND CONTROL GROUP
- 18) LEFTHAND FRONT TURN INDICATOR 12V 6W
- 19) VOLTAGE REGULATOR
- 20) ELECTRIC FAN (OPTIONAL)
- 21) THERMOSWITCH
- 22) UNIT TURN SIGNAL LAMPS
- 23) LEFT-HAND REAR TURN INDICATOR (12V 6W BULB)
- 24) TAIL LIGHT WITH NUMBER PLATE LIGHT
- 25) RIGHT-HAND REAR TURN INDICATOR (12V 6W BULB)
- 26) REAR STOP SWITCH
- 27) POWER GENERATOR
- 28) OIL MIX DIAGNOSTIC SYSTEM PUPPET RESISTOR
- 29) CAPACITOR 4700  $\mu\text{F}$
- 30) PICK-UP SENSOR
- 31) ELECTRONIC CONTROL UNIT
- 32) HT COIL
- 33) SPARK PLUG
- 34) THROTTLE POSITION SENSOR
- 35) DIAGNOSTIC SYSTEM CONENCTOR
- 36) FRAME GROUND
- 37) OIL RESERVE SENSOR
- 38) PARKING LIGHT 12V 5W
- 39) HEADLIGHT (12V-35/35W BULB)
- 40) 12V HORN



## ELECTRICAL DIAGRAM RR 200 EUROPE - RR 200

## LEGEND ELECTRICAL DIAGRAM

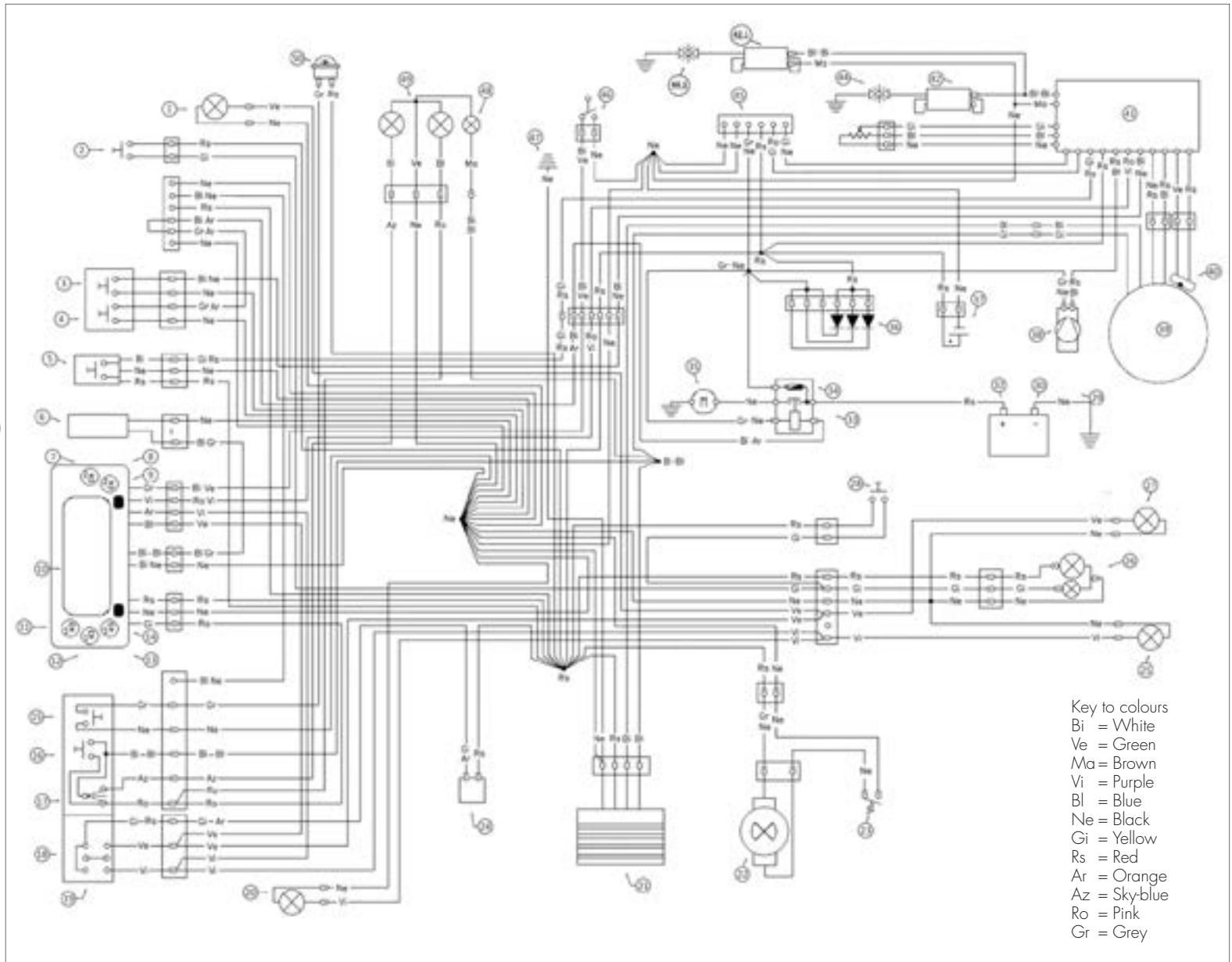
- 1) RIGHTHAND FRONT TURNING INDICATOR 12V 6W
- 2) FRONT BRAKE LIGHT BUTTON
- 3) ENGINE STOP BUTTON
- 4) START BUTTON
- 5) SECOND MAP SWITCH
- 6) WHEEL REVOLUTION SENSOR
- 7) TURN INDICATORS WARNING LIGHT
- 8) ENGINE MALFUNCTION WARNING LIGHT
- 9) ADJUST PUSHBUTTON
- 10) DASHBOARD
- 11) HEADLIGHT TELL TALE LAMP
- 12) LEFT TURNING INDICATOR LIGHT
- 13) OIL RESERVE WARNING LIGHT
- 14) SET PUSHBUTTON
- 15) HORN PUSHBUTTON
- 16) FLASH-TO-PASS BUTTON
- 17) HEADLIGHT SELECTOR
- 18) TURN SIGNAL LAMPS SWITCH
- 19) LEFT-HAND CONTROL GROUP
- 20) LEFT-HAND FRONT TURN INDICATOR 12V 6W
- 21) VOLTAGE REGULATOR
- 22) ELECTRIC FAN (OPTIONAL)
- 23) THERMOSWITCH
- 24) UNIT TURN SIGNAL LAMPS
- 25) LEFT-HAND REAR TURN INDICATOR (12V 6W BULB)
- 26) TAIL LIGHT WITH NUMBER PLATE LIGHT
- 27) RIGHTHAND REAR TURN INDICATOR (12V 6W BULB)
- 28) REAR STOP BUTTON
- 29) FRAME EARTH WIRE
- 30) BATTERY NEGATIVE TERMINAL
- 31) LITHIUM 12V 2AH BATTERY
- 32) BATTERY POSITIVE TERMINAL
- 33) STARTER RELAY
- 34) 10A FUSE
- 35) STARTER MOTOR
- 36) DIODES GROUP
- 37) CONDENSATOR 4700  $\mu$ F
- 38) OIL PUMP
- 39) GENERATOR
- 40) PICK-UP SENSOR
- 41) ELECTRONIC CONTROL UNIT
- 42) COIL
- 43) TPS
- 44) SPARK PLUG
- 45) DIAGNOSTIC SYSTEM CONNECTOR
- 46) OIL RESERVE SENSOR
- 47) FRAME EARTH
- 48) PARKING LIGHT 12V 5W
- 49) FRONT HEADLIGHT (12V/35/35W BULB)
- 50) 12V HORN





**ELECTRICAL DIAGRAM RR 250-300 EUROPE - RR 250-300****LEGEND ELECTRICAL DIAGRAM**

- 1) RIGHTHAND FRONT TURNING INDICATOR 12V 6W
- 2) FRONT BRAKE LIGHT BUTTON
- 3) ENGINE STOP BUTTON
- 4) START BUTTON
- 5) SECOND MAP SWITCH
- 6) WHEEL REVOLUTION SENSOR
- 7) TURN INDICATORS WARNING LIGHT
- 8) ENGINE MALFUNCTION WARNING LIGHT
- 9) ADJUST PUSHBUTTON
- 10) DASHBOARD
- 11) HEADLIGHT TELL TALE LAMP
- 12) LEFT TURNING INDICATOR LIGHT
- 13) OIL RESERVE WARNING LIGHT
- 14) SET PUSHBUTTON
- 15) HORN PUSHBUTTON
- 16) FLASH-TO-PASS BUTTON
- 17) HEADLIGHT SELECTOR
- 18) TURN SIGNAL LAMPS SWITCH
- 19) LEFT-HAND CONTROL GROUP
- 20) LEFT-HAND FRONT TURN INDICATOR 12V 6W
- 21) VOLTAGE REGULATOR
- 22) ELECTRIC FAN (OPTIONAL)
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- 24) UNIT TURN SIGNAL LAMPS
- 25) LEFT-HAND REAR TURN INDICATOR (12V 6W BULB)
- 26) TAIL LIGHT WITH NUMBER PLATE LIGHT
- 27) RIGHTHAND REAR TURN INDICATOR (12V 6W BULB)
- 28) REAR STOP BUTTON
- 29) FRAME EARTH WIRE
- 30) BATTERY NEGATIVE TERMINAL
- 31) LITHIUM 12V 2AH BATTERY
- 32) BATTERY POSITIVE TERMINAL
- 33) STARTER RELAY
- 34) 10A FUSE
- 35) STARTER MOTOR
- 36) DIODES GROUP
- 37) CONDENSATOR 4700  $\mu$ F
- 38) OIL PUMP
- 39) GENERATOR
- 40) PICK-UP SENSOR
- 41) ELECTRONIC CONTROL UNIT
- 42) COIL
- 42.1) PERIMETER COIL
- 43) TPS
- 44) SPARK PLUG
- 44.1) PERIMETER SPARK PLUG
- 45) DIAGNOSTIC SYSTEM CONNECTOR
- 46) OIL RESERVE SENSOR
- 47) FRAME EARTH
- 48) PARKING LIGHT 12V 5W
- 49) FRONT HEADLIGHT (12V-35/35W BULB)
- 50) 12V HORN



## BULBS


|  |                  |
|--|------------------|
| High beam/low beam .....                                 | HS1 12V - 35/35W |
| Parking/daytime .....                                    | 12V - W5W        |
| Turn indicators .....                                    | 12V - H6W        |
| Rear position light/Stop light/License plate light ..... | LED              |

## FUSES (200-250-300)

|                              |     |
|------------------------------|-----|
| Two, one of them spare ..... | 10A |
|------------------------------|-----|

## RECOMMENDED LUBRICANTS AND LIQUID

To maximize the vehicle's performance and ensure many years of trouble-free operation, we recommend using the following products:

| PRODUCT TYPE        | SPECIFICATIONS  |
|---------------------|---|
| FUEL                | GASOLINE  95 RON |
| MIXTURE OIL         | LIQUI MOLY MOTORBIKE 2T SYNTH<br>OFFROAD RACE   |
| GEAR AND CLUTCH OIL | LIQUI MOLY MOTORBIKE 4T SYNTH 10W-50<br>OFFROAD RACE  |
| BRAKE OIL           | LIQUI MOLY BRAKE FLUID DOT 5.1  |
| CLUTCH ACTUATOR OIL | LIQUI MOLY BRAKE FLUID DOT 5.1  |
| FORK OIL            | KYB FORK OIL 01M  |
| TIE ROD GREASE      | LIQUI MOLY SCHMIERFIX   |
| LIQUID COOLANT      | LIQUI MOLY COOLANT READY MIX RAF 12+  |

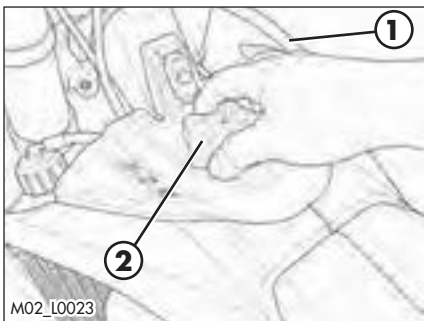
Note:

It is essential that all renewals should be performed with the products listed in the table above.



**CHAPTER 2 OPERATION****CONTENTS**

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## MAIN PARTS

### FUEL TANK CAP

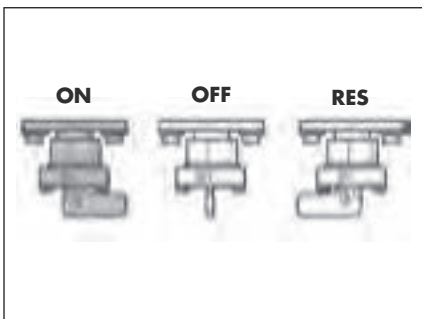
Disconnect the ventilation pipe **1**.  
To open the tank turn the cap **2** anticlockwise.

To close the fuel tank's cap, set it on the tank and screw it clockwise.



### FUEL COCK

Fuel cock has three positions:



OFF: fuel supply closed. Fuel cannot pass from the tank to the carburettor.

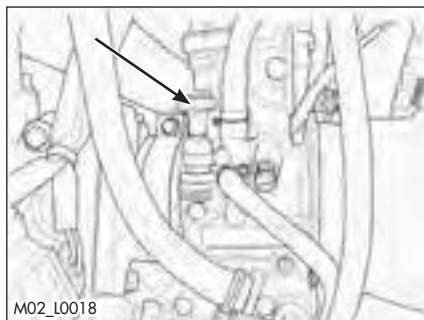
ON: fuel supply enabled. Fuel flows from the tank to the carburettor. The tank empties until it reaches the reserve level.

RES: reserve fuel supply. Fuel flows from the tank to the carburettor and the tank empties completely.

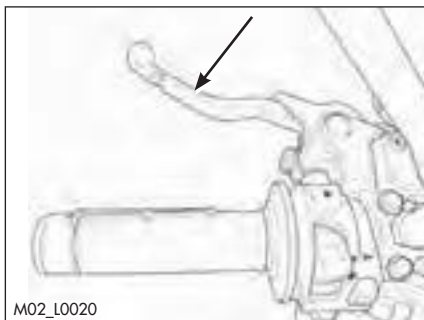
**STARTER**

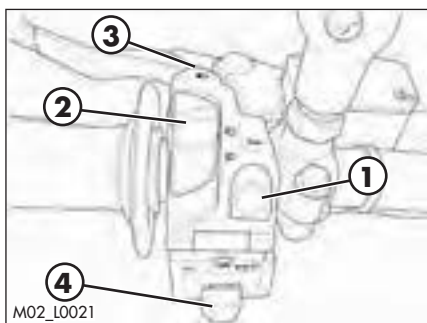
The starter lever is located on the carburettor.

To operate the choke pull it upward.

**CLUTCH LEVER**

Clutch lever is fitted to the left-hand side of the handlebars.





## LH SWITCH

The dip and service switch is located on the left side of the handlebar and is composed as follows:

**1** - Horn button;

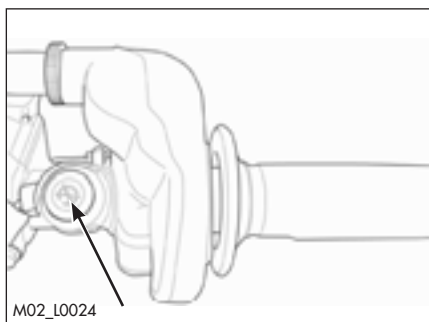
**2** - Dip switch:

 parking lights and high beam;

 parking lights and low beam;

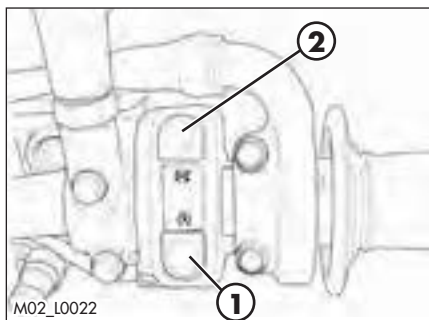
**3** - Flash-to-pass button;

**4** - Turn signal light switch: shifting lever left or right activates the left or right indicators. When released, the lever returns to the central position. Press it to turn the indicators off.



## RH SWITCH (RR 125)

The button turns off the engine.



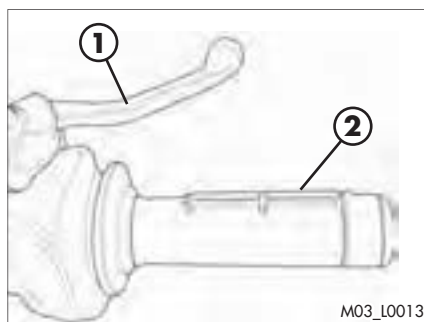
## RH SWITCH (RR 200-250-300)

Starter button **1** is located on the right-hand side of the handlebars and operate the electric engine starter. For startup, refer to page 36. Do not press the button **1** while the engine is running.

The button **2** turns off the engine.

## FRONT BRAKE LEVER AND GAS CONTROL

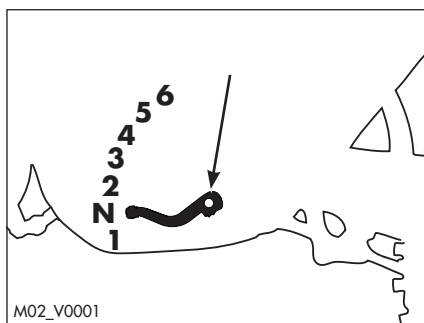
The front brake lever **1** and the gas throttle **2** are located on the right side of the handlebar.



## GEAR CHANGE LEVER

Gear change lever is fitted to the left side of the engine.

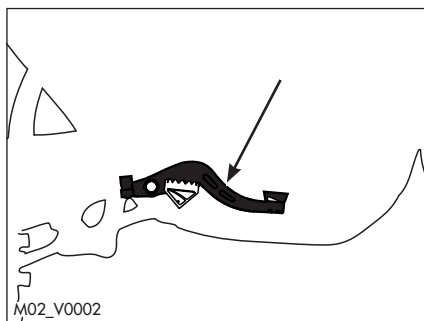
The positions corresponding to the different gears are shown in the figure.



## BRAKE PEDAL

Brake pedal is located in front of the right-hand footrest.

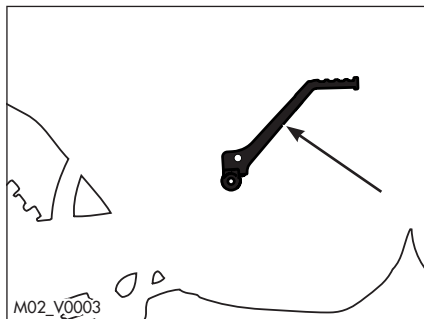
The rear brake is operated by pressing down the pedal.



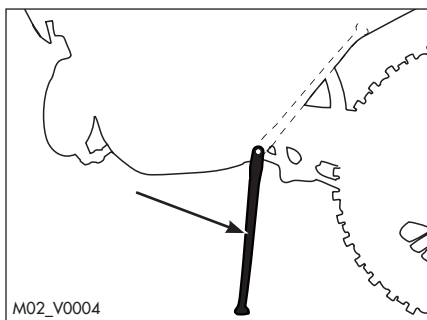
## KICKSTART - OPTIONAL (RR 200-250-300)

Kickstart is fitted to the right-hand side of the engine.

The upper part of the kickstart can be oriented.

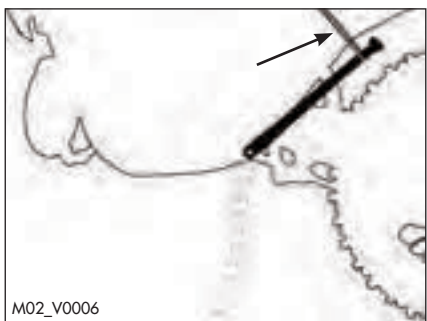






## SIDE STAND

Press down side stand with the foot and lean the vehicle against it. Ensure that the ground is solid and the vehicle stands steadily.



If the vehicle is used off-road, the closed stand can be further fastened by means of rubber band.

## KEYS

The vehicle is supplied with two keys (one key and its spare).

## STEERING LOCK

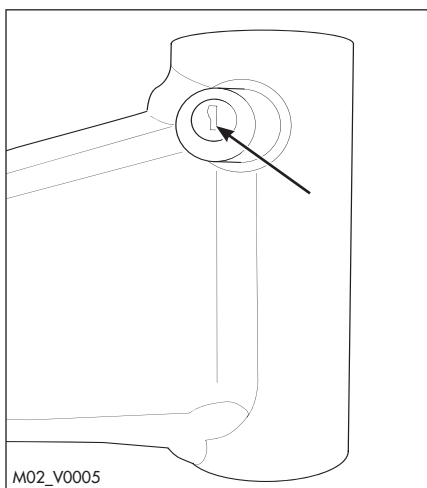
To activate the steering lock:

- turn the handlebar counter-clockwise;
  - push the key and turn counter-clockwise;
- Remove the key from this position.

To deactivate the steering lock:

- turn the key clockwise;
- turn the handlebar clockwise;

From this position, the handlebar is free to move, the key can be removed.



**WARNING:** do not keep the spare key inside the vehicle, but in a safe place.

We suggest you note the code number stamped on the keys. In this way you can obtain a duplicate.

# DASHBOARD OPERATING INSTRUCTIONS

## MAIN PARTS

### Speedometer

Display range: 0~360km/h (0~225 MPH)


Display unit: km/h or MPH

### Indicator lights

High beam light (Blue) 

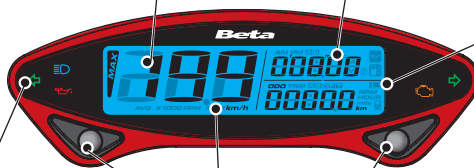
Mixer oil level 

MIL (Engine management system fault) 

Turn indicators (Green) 

### Select button

Press the **Select button** in the main screen to switch between 12/24 hour mode, speedometer record, stopwatch, and MAX record.



### Time

Clock: 12/24 MODE

Stopwatch: According to setup distance to record the testing time.

Speed Log: Average speed and max speed record

### Battery

Inner Battery Level:

Display range: 4 levels.

### Adjust Button

Press the **Adjust button** in the main screen to switch between ODO, TripA/B, Total Hour meter, Hour meter A/B.

Press and hold the **Adjust button** for 3 seconds in Trip A/B screen to reset.

Press and hold the **Adjust button** for 3 seconds in Hour meter A/B screen to reset.

### Odo meter

Display range: 0~99999 km (miles), reset automatically after 99999 km (miles).

Display unit: 1 km (mile).

### Trip meter

Display range: 0~9999.9 km (miles), reset automatically after 999.9 km (miles).

Display unit: 0.1 km (mile).



### 1 Headlight indicator

The system activates the indicator in synchrony with the activation of the mains beams.

### 2 Turn indicator lights

The system activates the indicator in synchrony with the activation of the turn indicators.

### 3 Mixer oil level indicator light

If the warning light comes on, refuel as soon as possible. The mixer tank reserve is indicated on page 10. Refuel with special oil as indicated in the "Table of Lubricants and Recommended Liquids" on page 17.

### 4 MIL indicator light (Engine management system fault)



Indicates a fault in the engine management system. Contact as soon as possible an authorized Betamotor.



### Vehicle battery voltage displaying

When the vehicle is running, the vehicle battery voltage is displayed.

#### WARNING:

If the voltage value blinks turn off the engine and disconnect the battery as described at page 78.

Contact authorised BETAMOTOR customer service.

## BATTERY REPLACEMENT

Follow this procedure for proper installation.

The meter includes an internal battery (CR2032). This battery shall be replaced only when power runs out.

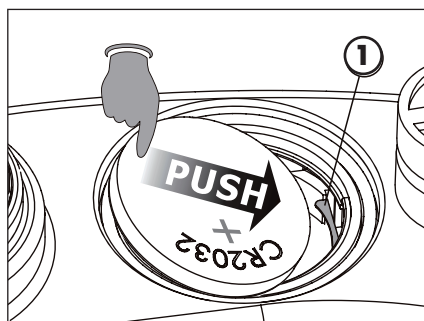
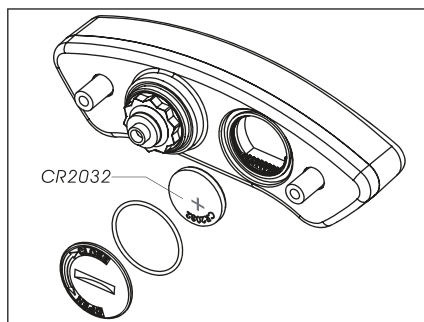
For replacement remove the headlight mask. Remove the battery cover located behind the instrument and pull out the battery.

In order to install the battery properly, push the battery as shown on figure to make sure the battery is placed underneath the metal tab (1).

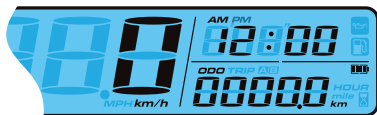


**WARNING:**

Not following this procedure could result in permanent damage to the meter.



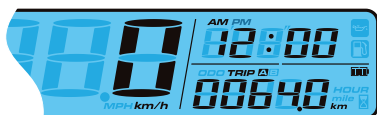
## ADJUST BUTTON FUNCTION INSTRUCTION



In main screen, press the **Adjust** button once to switch the function from odometer to trip.



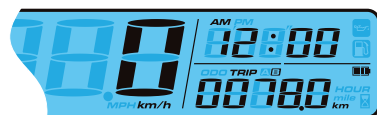
In main screen, you could hold pressing the **Adjust** button for 3 seconds to change the speed and space unit, from **km / h** and **km** to **MPH** and **mile** and vice versa.



Press the **Adjust** button to switch from trip A to trip B.



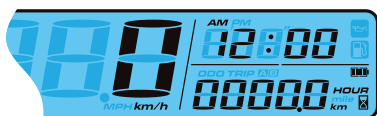
Hold pressing the **Adjust** button for 3 seconds to reset the trip A.



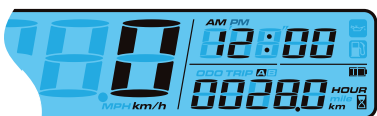
Press the **Adjust** button to switch from trip B to total hour meter.



Hold pressing the **Adjust** button for 3 seconds to reset the trip B.



Press the **Adjust** button to switch from total hour meter to hour meter A.

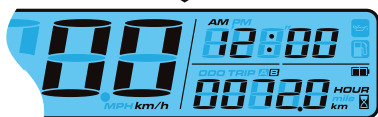


Press the **Adjust** button to switch from hour meter A to hour meter B.



Press and hold the **Adjust** button for 3 seconds to reset the hour meter A.

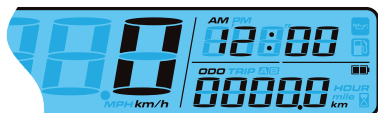




Press the **Adjust button** to switch from Hour Meter B back to the main screen.

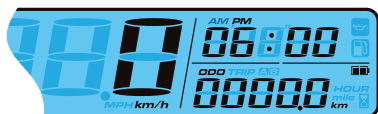


Press and hold the **Adjust button** for 3 seconds to reset the Hour Meter B.



The main screen.

## SELECT BUTTON FUNCTION INSTRUCTION



Press the **Select button** during main screen to switch from Clock to Stopwatch.

Press and hold the **Select button** for 3 seconds to change between 12/24hour mode.

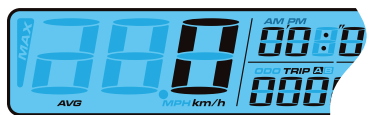


NOTE: If 24hour mode is chosen, then the AM/PM symbol will not be displayed.



Press the **Select button** to switch from Stopwatch to Speed Record.

Press and hold the **Select button** for 3 seconds to reset the Stopwatch.



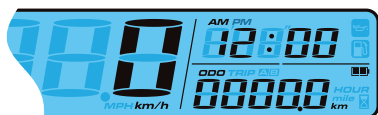
Press the **Select button** to switch from Speed Record back to main screen.

Press and hold the **Select button** for 3 seconds to reset the Speed Record.



NOTE: If Engine Oil Light goes up, reset the Engine Oil Light in this screen to recalculate the mileage.

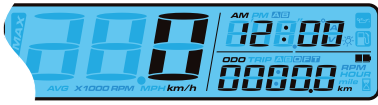
NOTE: Average speed and the Max speed display in the 3 seconds rotation.



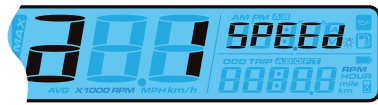
The main screen.

## TO ENTER THE SETTING MODE

## Adjust+SelectX3 function instruction



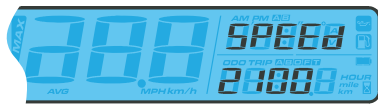
In main screen, press down the Adjust+SelectX3 to enter the tire circumference and sensing point setting (for changing different size tire.)



The tire circumference and sensor point setting.

Press the **Adjust button** to enter the tire circumference setting.

## The tire circumference and sensing point setting



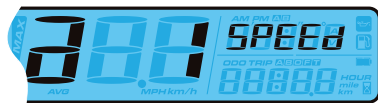
EX. The tire circumference is 2100 mm. Press the **Select button** to change the setting.

NOTE: The tire circumference setting range 2100mm / 1811mm.



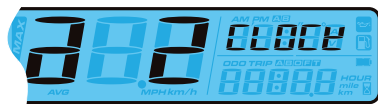
EX. The tire circumference setting is changed from 2100mm to 1811mm.

Press **Adjust button** to go back to tire circumferences value setting screen.



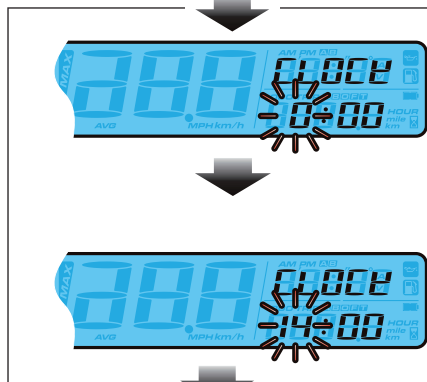
From **a 1** switch to **a 2** screen.

Press the **Adjust button** to enter the clock (Hour) setting.



Press the **Select button** to enter the clock (Hour) setting.

## The clock (Hour) setting



EX: You want to set the hour at 14.

Press the **Select button** to choose the hour you want to set.

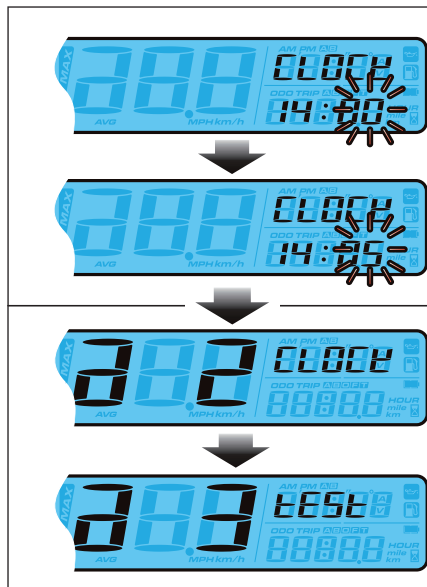
NOTE: Setting range: 0~23 H.

NOTE: The sequent of cursor movement:  
Hour>Ten-Digit of Minute>Single  
Digit of Minute

EX. Now the setting is changed from 0:00 to 14:00.

Press the to enter the **Adjust button** minute setting.

## The clock (minute) setting



EX. To change the setting to 14:05.

Press the **Select button** to choose the minute you want to set.

NOTE: Setting range: 0~59 minutes..

EX. Now the minute is changed from 14:00 to 14:05.

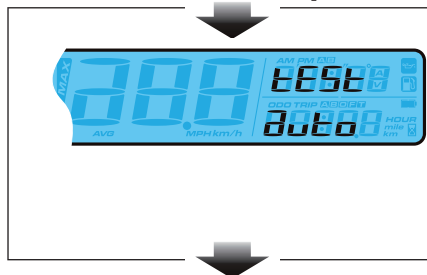
Press **Adjust button** to get back to Clock setting screen.

Switch from **a 2** to **a 3**

Press **Select button** to switch to Stopwatch distance setup entering screen.

Press **Adjust button** to enter the distance setup for Stopwatch.

## Distance setup for Stopwatch



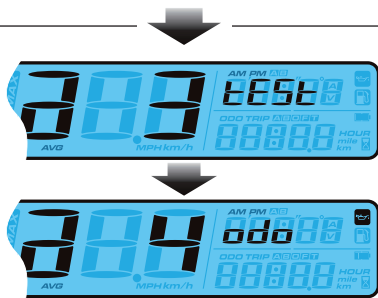
Press the **Select button** to choose auto/manual stopwatch function.

If Auto is chosen, press the **Adjust button** to exit the stopwatch setting function.



NOTE: Default:AUTO



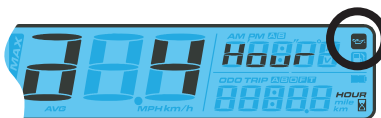


Switch from **a 3** to **a 4**

Press **Select** button to switch to Engine Oil Light Mileage setting screen.

Press **Adjust** button to enter the Engine Oil Light Mileage setting.

## Maintenance Light Mileage Setting



Press the **Select** button to choose maintenance mileage ON or OFF.

NOTE: Default: OFF

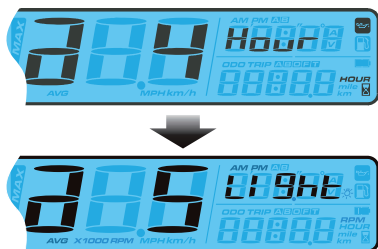


If ON is chosen, press **Adjust** button to enter the maintenance mileage setting

Press the **Adjust** button to move the cursor to the digit that would like to set.



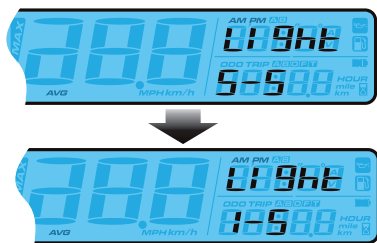
If OFF is chosen then press the **Adjust** button to exit the maintenance mileage setting.



Press Select button to switch the ODO setting screen from **a 4** to **a 5**

Press the **Adjust** button to enter the Backlight Brightness setting.

## Backlight brightness



Press the **Select button** to adjust the brightness of the backlight

NOTE: Adjustable Range: 1 ~ 5

NOTE: Default: 5

Press the **Adjust button** to exist from the Backlight Brightness setting.

## CHECKS BEFORE AND AFTER USE

For safe driving and long vehicle life you should:

- 1 Check all fluid levels.
- 2 Check the correct operation of the brakes and brake pad wear (page 66).
- 3 Check pressure, general condition and thickness of tread (page 74).
- 4 Check that the spokes are properly tightened.
- 5 Check the tensioning of the chain (page 73).
- 6 Check the adjustment and the operation of all the cable controls.
- 7 Inspect all the nuts and bolts.
- 8 With the engine running, check the operation of the headlight, the rear and brake lights, the indicators, the warning lights and the horn.
- 9 Wash the motorcycle thoroughly after off-road use (page 81).

## BREAKING IN

The running-in period lasts approximately 5 hours, during which it is advisable to:

- 1 Make the first refuelling with a mixture of:

|  |
|--|
| RR 125-200-250-300 / RR 125-200-250-300 Europe |
| 3%   |

- 2 Use the oil indicated on page 17 in the "Recommended lubricants and liquids" table.
- 3 During the first 3 hours of operation the engine should only be used to approximately 70 percent of its power. In addition, the engine speed should not exceed 11,000 rpm.
- 4 For the next 2 hours of operation the engine should only be used to about 90 percent of its power.
- 5 Use the vehicle after properly warming up the engine.
- 6 Avoid travelling at constant speed (changing the speed causes the different components to bed in evenly and more quickly).

This procedure should be followed each time piston, piston rings, cylinder, crankshaft or crankshaft bearings are replaced.

### WARNING

Replace the transmission oil after the first 3 hours or after 15 l. of mixture.

## REFUELLING

See page 17 for the fuel specifications.

Fuel tank capacity is show on page 10.

To refuel open the tank cap (page 20).

After refuelling, screw the cap back and tighten securely.

ONLY RR 125 Europe / RR 125

Mix the fuel with oil according to the percentages listed in the table. Use the oil indicated on page 10 in the "Recommended lubricants and liquids" table.

| RR 125-200-250-300 Europe | RR 125-200-250-300 |
|---------------------------|--------------------|
| 2%                        | 2,5%               |

### WARNING

The refuelling should be performed with the engine off.



WARNING:

Fire hazard. Fuel is highly flammable.



Always stop the engine when refuelling and keep open flames and lighted cigarettes away.



Do not top up fuel while using a mobile phone.

Refuel in an open well ventilated area.

Pay special attention so that the fuel does not come into contact with hot parts of the vehicle. Immediately clean up any spilled fuel.



WARNING: Risk of poisoning.

Fuel is poisonous liquid and a health hazard.



Fuel must not come into contact with the skin, eyes, and clothing. Do not breathe in the fuel vapours. If contact occurs with the eyes, rinse immediately with plenty of water and seek medical advice. If contact occurs with skin, immediately clean contaminated areas with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that is contaminated with fuel.

WARNING: Environmental pollution hazard.

The fuel must not contaminate the ground water, the ground, or the sewage system.

## 2 STARTING THE ENGINE

Move the fuel tank valve in ON or RES position (page 20).

Check that the gears are in neutral (page 23).

Pull the clutch lever (page 21).

Close the side stand (page 24).

WHIT ELECTRIC STARTER (RR 200-250-300):

Press the startup button for a max of 3 seconds (page 22). If the vehicle does not startup, wait 30 seconds before attempting a new startup.

### NOTE

Pauses are needed to diffuse the generated heat and to avoid damaging the battery. If the battery is at a temperature below 15°C, the electric startup will be weak, not because the battery is deteriorated but because it needs to be warmed up. Therefore, with temperatures below 15°C, several startup attempts may be necessary to heat the battery and thereby increase the battery power provided by the battery.

Do not press the button while the engine is running.

WITH KICK-STARTER (RR 125) (page 23):

Depress the kick-starter with a sharp movement of the foot.



### ATTENTION

Once the pedal has been depressed, release it immediately. This avoids jolts to the entire ignition group and to the foot.

### COLD STARTING:

Operate the starter (page 21), start the vehicle as described above, wait a few seconds, then move the starter back to its starting position.

## ENGINE SHUT-DOWN

To shut-down the engine press the button  on the left switch unit (page 22).

### NOTE:

With the engine off, make sure the fuel cock is set to OFF (page 20).

## CHAPTER 3 ADJUSTMENTS

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## KEY TO SYMBOLS



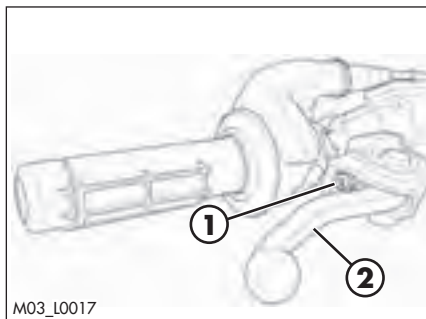
Tightening torque



Threadlocker Medium



Grease

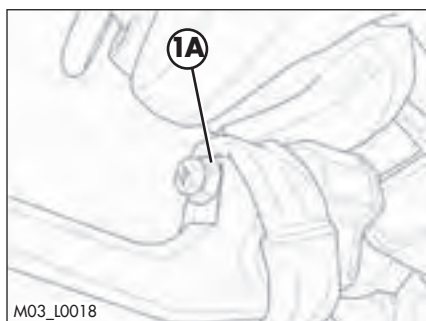


## BRAKES

### FRONT BRAKE

The front brake is disk type with hydraulic control.

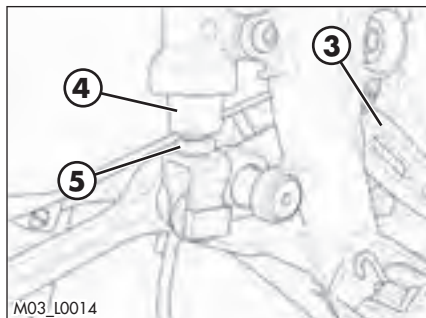
The home position of brake lever **2** can be adjusted by means of screw **1**.



Warning! Once the adjustment has been made, tighten the locknut **1A**.



Warning! Do not remove the locknut for any reason **1A**.

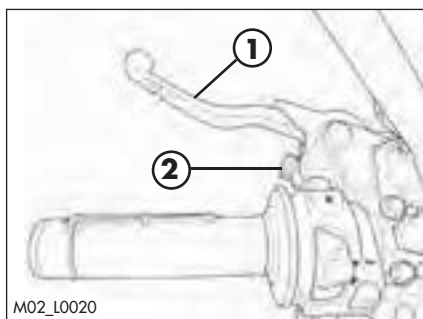


### REAR BRAKE

The home position of brake pedal **3** can be altered by turning adjusting screw **5** after loosening the locknut located under dust cap **4**. Loosen the locknut and turn the adjusting screw until the desired height is obtained. Retighten the locknut after completing the operation.

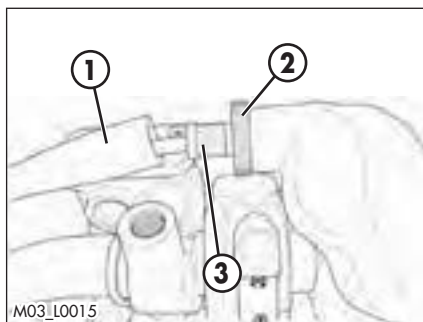
## CLUTCH

The adjustment screw **1** allows adjustment of the distance of lever **2** from the knob. The empty run is recovered automatically.



## ADJUSTMENT OF GAS CLEARANCE

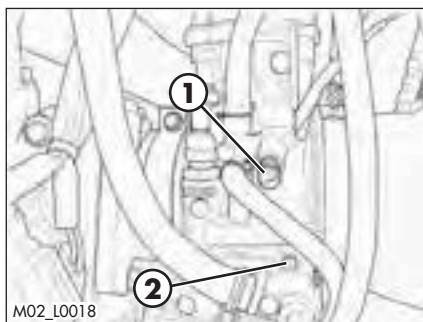
The throttle control cable should always have a 3-5 mm play. In addition, the idle speed should not change when the handlebars are fully rotated to the left or right. Push back protective cap **1**. Loosen counternut **2** and turn adjusting screw **3**. Tighten the locknut and check that the throttle twist grip turns smoothly.



## ADJUSTING THE IDLE SPEED

Idling adjustment greatly affects the appropriate start-up and the accelerator response.

Idling is adjusted through adjustment screw **1** and air adjustment screw **2**. Adjustment screw **1** adjusts the basis position of the gas valve. Turn the screw clockwise to increase the rotation conditions and counterclockwise to diminish it. The air adjustment screw **2** adjusts the quantity of which is mixed to the fuel for idling. If the screw is turned counterclockwise, the quantity of air increases (thin mix), if turned clockwise, the quantity of air diminishes (fat mix).





To properly adjust the idle speed, follow these steps:

- Tighten the air adjustment screw no. **2** fully and then loosen it up to the value described in the carburetor setting table (page 12).
- Warm the engine for approx. 5 minutes, until the operational temperature is attained.
- Slowly turn the air adjustment screw **2** clockwise, until idling starts diminishing.
- Mark the position, then slowly turn the air adjustment screw no. **2** counterclockwise, until idling decreases again.
- Adjust the screw between these two positions, at the highest idling point.

If a remarkable increase in the rpm occurred during the adjustment above, idling is to be reduced and taken back to the normal level, and then execute the above procedure.

If no satisfactory results are obtained after the procedure, this may be due to an incorrect slow-running jet.

If the air adjustment screw has been thoroughly tightened, but the rpm have not varied, a lower size slow-running jet is to be used.

Execute the adjustment procedure again after replacing the jet.

NOTE:

The correct idling should be between 1800 and 1900 rpm.






## CARBURETOR SETTINGS ACCORDING TO THE WORKING CONDITIONS






See the following tables to adjust the carburetor settings according to ambient temperature and altitude.






Legend:






|     |                                     |
|-----|-------------------------------------|
| SUM | Above sea level                     |
| AVA | Air screw opening (from all closed) |
| Gm  | Slow jet                            |
| SPL | Needle                              |
| POS | Needle position (from top)          |
| GM  | Main jet                            |
| VLV | Valve                               |

 Standard settings

| Version RR 125  |                       |                     |                |                |                |                |                 |
|---|-----------------------|---------------------|----------------|----------------|----------------|----------------|-----------------|
| Altitude<br>(SLM)   | Carburetor<br>setting | Ambient temperature |                |                |                |                |                 |
|   |                       | -20°C ÷<br>÷-7°C    | -6°C ÷<br>5°C  | 6°C ÷<br>15°C  | 16°C ÷<br>24°C | 25°C ÷<br>36°C | 37°C ÷<br>49°C  |
|   |                       | -2°F ÷<br>20°F      | 19°F ÷<br>41°F | 42°F ÷<br>60°F | 61°F ÷<br>78°F | 79°F ÷<br>98°F | 99°F ÷<br>120°F |
| 3000 m  | AVA                   | 2,25                | 2,75           | 2,75           | 3,25           | 3,25           |                 |
| 10000 ft  | Gm                    | 50                  | 48             | 48             | 48             | 48             |                 |
|    | GM                    | 175                 | 172            | 170            | 168            | 165            |                 |
|   | SPL                   | NOZI                | NOZI           | NOZJ           | NOZJ           | NOZJ           |                 |
| 2301 m  | POS                   | 3                   | 3              | 2              | 2              | 2              |                 |
| 7501 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7,5            |                 |
| 2300 m  | AVA                   | 2,25                | 2,25           | 2,75           | 2,75           | 3,25           | 3,25            |
| 7500 ft   | Gm                    | 50                  | 50             | 50             | 50             | 50             | 50              |
|    | GM                    | 178                 | 175            | 172            | 170            | 168            | 165             |
|   | SPL                   | NOZI                | NOZI           | NOZI           | NOZJ           | NOZJ           | NOZJ            |
| 1501 m  | POS                   | 3                   | 3              | 3              | 2              | 2              | 2               |
| 5001 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7,5             |
| 1500 m  | AVA                   | 2,25                | 2,25           | 2,25           | 2,75           | 2,75           | 3,25            |
| 5000 ft   | Gm                    | 52                  | 50             | 50             | 50             | 50             | 50              |
|    | GM                    | 180                 | 178            | 175            | 172            | 170            | 168             |
|   | SPL                   | NOZH                | NOZI           | NOZI           | NOZI           | NOZJ           | NOZJ            |
| 751 m   | POS                   | 4                   | 3              | 3              | 3              | 2              | 2               |
| 2501 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |
| 750 m   | AVA                   | 2,25                | 2,25           | 2,25           | 2              | 2,75           | 2,75            |
| 2500 ft   | Gm                    | 52                  | 52             | 50             | 50             | 50             | 50              |
|  | GM                    | 182                 | 180            | 178            | 172            | 172            | 170             |
|   | SPL                   | NOZH                | NOZH           | NOZI           | NOZI           | NOZI           | NOZJ            |
| 301 m   | POS                   | 4                   | 4              | 3              | 3              | 3              | 2               |
| 1001 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |
| 300 m   | AVA                   | 1,75                | 2,25           | 2,25           | 2,25           | 2,25           | 2,75            |
| 1000 ft   | Gm                    | 55                  | 52             | 52             | 50             | 50             | 50              |
|  | GM                    | 185                 | 182            | 180            | 178            | 175            | 172             |
|   | SPL                   | NOZG                | NOZH           | NOZH           | NOZI           | NOZI           | NOZI            |
| 0 m   | POS                   | 5                   | 4              | 4              | 3              | 3              | 3               |
| 0 ft  | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |

| Version RR 200  |                       |                     |                |                |                |                |                 |
|---|-----------------------|---------------------|----------------|----------------|----------------|----------------|-----------------|
| Altitude<br>(SLM)   | Carburetor<br>setting | Ambient temperature |                |                |                |                |                 |
|   |                       | -20°C ÷<br>÷ -7°C   | -6°C ÷<br>5°C  | 6°C ÷<br>15°C  | 16°C ÷<br>24°C | 25°C ÷<br>36°C | 37°C ÷<br>49°C  |
|   |                       | -2°F ÷<br>20°F      | 19°F ÷<br>41°F | 42°F ÷<br>60°F | 61°F ÷<br>78°F | 79°F ÷<br>98°F | 99°F ÷<br>120°F |
| 3000 m  | AVA                   | 2                   | 2,5            | 2,5            | 3              | 3              |                 |
| 10000 ft  | Gm                    | 45                  | 42             | 42             | 42             | 42             |                 |
|    | GM                    | 160                 | 158            | 155            | 152            | 150            |                 |
|   | SPL                   | N1EI                | N1EI           | N1EJ           | N1EJ           | N1EJ           |                 |
| 2301 m  | POS                   | 3                   | 3              | 2              | 2              | 2              |                 |
| 7501 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7,5            |                 |
| 2300 m  | AVA                   | 2                   | 2              | 2,5            | 2,5            | 3              | 3               |
| 7500 ft   | Gm                    | 45                  | 45             | 45             | 45             | 45             | 45              |
|    | GM                    | 162                 | 160            | 158            | 155            | 152            | 150             |
|   | SPL                   | N1EI                | N1EI           | N1EI           | N1EJ           | N1EJ           | N1EJ            |
| 1501 m  | POS                   | 3                   | 3              | 3              | 2              | 2              | 2               |
| 5001 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7,5             |
| 1500 m  | AVA                   | 2                   | 2              | 2              | 2,5            | 2,5            | 3               |
| 5000 ft   | Gm                    | 48                  | 45             | 45             | 45             | 45             | 45              |
|    | GM                    | 165                 | 162            | 160            | 158            | 155            | 152             |
|   | SPL                   | N1EH                | N1EI           | N1EI           | N1EI           | N1EJ           | N1EJ            |
| 751 m   | POS                   | 4                   | 3              | 3              | 3              | 2              | 2               |
| 2501 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |
| 750 m   | AVA                   | 2                   | 2              | 2              | 2              | 2,25           | 2,25            |
| 2500 ft   | Gm                    | 48                  | 48             | 45             | 45             | 45             | 45              |
|  | GM                    | 168                 | 165            | 162            | 160            | 158            | 155             |
|   | SPL                   | N1EH                | N1EH           | N1EI           | N1EI           | N1EI           | N1EJ            |
| 301 m   | POS                   | 4                   | 4              | 3              | 3              | 3              | 2               |
| 1001 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |
| 300 m   | AVA                   | 1,5                 | 2              | 2              | 2              | 2              | 2,25            |
| 1000 ft   | Gm                    | 50                  | 48             | 48             | 45             | 45             | 45              |
|  | GM                    | 170                 | 168            | 165            | 162            | 160            | 158             |
|   | SPL                   | N1EG                | N1EH           | N1EH           | N1EI           | N1EI           | N1EI            |
| 0 m   | POS                   | 5                   | 4              | 4              | 3              | 3              | 3               |
| 0 ft  | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |

| Version RR 250  |                       |                     |                |                |                |                |                 |
|---|-----------------------|---------------------|----------------|----------------|----------------|----------------|-----------------|
| Altitude<br>(SLM)   | Carburetor<br>setting | Ambient temperature |                |                |                |                |                 |
|   |                       | -20°C ÷<br>÷-7°C    | -6°C ÷<br>5°C  | 6°C ÷<br>15°C  | 16°C ÷<br>24°C | 25°C ÷<br>36°C | 37°C ÷<br>49°C  |
|   |                       | -2°F ÷<br>20°F      | 19°F ÷<br>41°F | 42°F ÷<br>60°F | 61°F ÷<br>78°F | 79°F ÷<br>98°F | 99°F ÷<br>120°F |
| 3000 m  | AVA                   | 1,25                | 1,75           | 1,75           | 2,25           | 2,25           |                 |
| 10000 ft  | Gm                    | 38                  | 35             | 35             | 35             | 35             |                 |
|    | GM                    | 165                 | 162            | 160            | 158            | 155            |                 |
|   | SPL                   | NOZJ                | NOZJ           | NOZK           | NOZK           | NOZK           |                 |
| 2301 m  | POS                   | 3                   | 3              | 2              | 2              | 2              |                 |
| 7501 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7,5            |                 |
| 2300 m  | AVA                   | 1,25                | 1,25           | 1,75           | 1,75           | 2,25           | 2,25            |
| 7500 ft   | Gm                    | 38                  | 38             | 358            | 38             | 38             | 38              |
|    | GM                    | 168                 | 165            | 162            | 160            | 158            | 155             |
|   | SPL                   | NOZJ                | NOZJ           | NOZJ           | NOZK           | NOZK           | NOZK            |
| 1501 m  | POS                   | 3                   | 3              | 3              | 2              | 2              | 2               |
| 5001 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7,5             |
| 1500 m  | AVA                   | 1,25                | 1,25           | 1,25           | 1,75           | 1,75           | 2,25            |
| 5000 ft   | Gm                    | 40                  | 38             | 38             | 38             | 38             | 38              |
|    | GM                    | 170                 | 168            | 165            | 162            | 160            | 158             |
|   | SPL                   | NOZI                | NOZJ           | NOZJ           | NOZJ           | NOZK           | NOZK            |
| 751 m   | POS                   | 4                   | 3              | 3              | 3              | 2              | 2               |
| 2501 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |
| 750 m   | AVA                   | 1,25                | 1,25           | 1,25           | 1,25           | 1,75           | 1,75            |
| 2500 ft   | Gm                    | 40                  | 40             | 38             | 38             | 38             | 38              |
|  | GM                    | 172                 | 170            | 168            | 165            | 162            | 160             |
|   | SPL                   | NOZI                | NOZI           | NOZJ           | NOZJ           | NOZJ           | NOZK            |
| 301 m   | POS                   | 4                   | 4              | 3              | 3              | 3              | 2               |
| 1001 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |
| 300 m   | AVA                   | 0,75                | 1,25           | 1,25           | 1,25           | 1,25           | 1,75            |
| 1000 ft   | Gm                    | 42                  | 40             | 40             | 38             | 38             | 38              |
|  | GM                    | 175                 | 172            | 170            | 168            | 165            | 162             |
|   | SPL                   | NOZH                | NOZI           | NOZI           | NOZJ           | NOZJ           | NOZJ            |
| 0 m   | POS                   | 5                   | 4              | 4              | 3              | 3              | 3               |
| 0 ft  | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |

| Version RR 300  |                       |                     |                |                |                |                |                 |
|---|-----------------------|---------------------|----------------|----------------|----------------|----------------|-----------------|
| Altitude<br>(SLM)   | Carburetor<br>setting | Ambient temperature |                |                |                |                |                 |
|   |                       | -20°C ÷<br>-7°C     | -6°C ÷<br>5°C  | 6°C ÷<br>15°C  | 16°C ÷<br>24°C | 25°C ÷<br>36°C | 37°C ÷<br>49°C  |
|   |                       | -2°F ÷<br>20°F      | 19°F ÷<br>41°F | 42°F ÷<br>60°F | 61°F ÷<br>78°F | 79°F ÷<br>98°F | 99°F ÷<br>120°F |
| 3000 m  | AVA                   | 1,25                | 1,75           | 1,75           | 2,25           | 2,25           |                 |
| 10000 ft  | Gm                    | 38                  | 38             | 38             | 35             | 35             |                 |
|    | GM                    | 165                 | 162            | 160            | 158            | 155            |                 |
|   | SPL                   | N2ZW                | N2ZJ           | N2ZJ           | N2ZK           | N2ZK           |                 |
| 2301 m  | POS                   | 3                   | 3              | 3              | 2              | 2              |                 |
| 7501 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              |                 |
| 2300 m  | AVA                   | 1,25                | 1,25           | 1,75           | 1,75           | 2,25           | 2,25            |
| 7500 ft   | Gm                    | 38                  | 38             | 38             | 38             | 35             | 35              |
|    | GM                    | 168                 | 165            | 162            | 160            | 158            | 155             |
|   | SPL                   | N2ZW                | N2ZW           | N2ZJ           | N2ZJ           | N2ZK           | N2ZK            |
| 1501 m  | POS                   | 3                   | 3              | 3              | 3              | 2              | 2               |
| 5001 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |
| 1500 m  | AVA                   | 1,25                | 1,25           | 1,25           | 1,75           | 1,75           | 2,25            |
| 5000 ft   | Gm                    | 38                  | 38             | 38             | 38             | 38             | 35              |
|    | GM                    | 170                 | 168            | 165            | 162            | 160            | 158             |
|   | SPL                   | N2ZH                | N2ZW           | N2ZW           | N2ZJ           | N2ZJ           | N2ZK            |
| 751 m   | POS                   | 4                   | 3              | 3              | 3              | 3              | 2               |
| 2501 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |
| 750 m   | AVA                   | 1,25                | 1,25           | 1,25           | 1,25           | 1,75           | 1,75            |
| 2500 ft   | Gm                    | 40                  | 38             | 38             | 38             | 38             | 38              |
|  | GM                    | 172                 | 170            | 168            | 165            | 162            | 160             |
|   | SPL                   | N2ZH                | N2ZH           | N2ZW           | N2ZW           | N2ZJ           | N2ZJ            |
| 301 m   | POS                   | 5                   | 4              | 3              | 3              | 3              | 3               |
| 1001 ft   | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |
| 300 m   | AVA                   | 0,75                | 1,25           | 1,25           | 1,25           | 1,25           | 1,75            |
| 1000 ft   | Gm                    | 40                  | 40             | 38             | 38             | 38             | 38              |
|  | GM                    | 175                 | 172            | 170            | 168            | 165            | 162             |
|   | SPL                   | N2ZG                | N2ZH           | N2ZH           | N2ZW           | N2ZW           | N2ZJ            |
| 0 m   | POS                   | 5                   | 5              | 4              | 3              | 3              | 3               |
| 0 ft  | VLV                   | 7                   | 7              | 7              | 7              | 7              | 7               |

## EXHAUST VALVE CONTROL ADJUSTMENT

ATTENTION! The vehicle is provided with an exhaust valve whose fine tuning is performed during the final try-out of the engine. The position of adjustment valve **1** must not be modified for any reason.

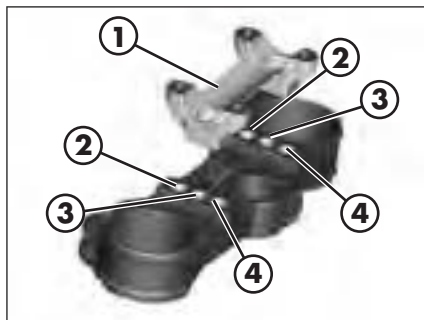
For any adjusting, please contact Betamotor's Authorized Service Network.



## HANDLEBAR ADJUSTMENT

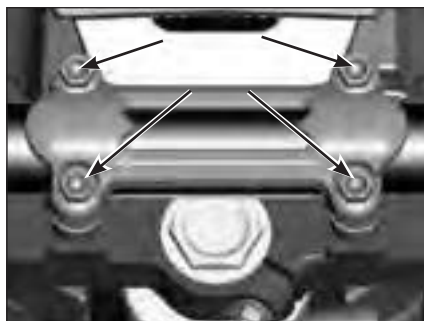
### U-BOLT POSITION ADJUSTMENT

The lower bracket **1** can be mounted in correspondence of the holes nr. **2**, **3** or **4** respectively.



To adjust the position of the u-bolt remove the screws shown in the figure.

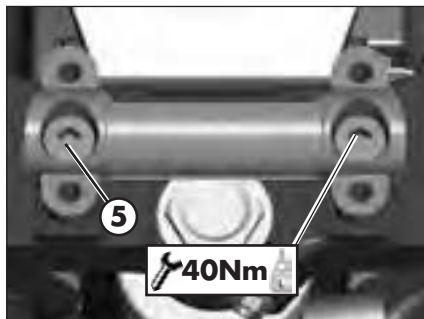
Remove the handlebar.

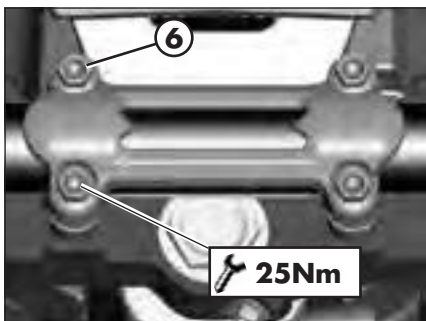


Remove the screws **5**.

Position the U-bolt according to requirements.

At the end refit the screws **5** after the application of thread lock fluid and tighten to the torque indicated.

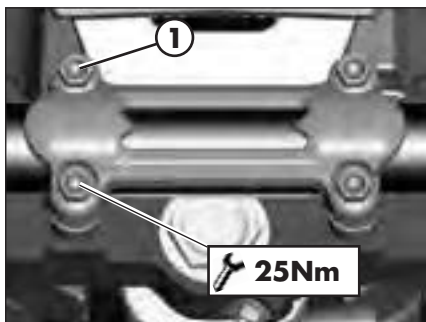




Apply the handlebar.

Apply the top u-bolt.

Refit the screws **6**. Tighten to the torque indicated.



### ADJUSTMENT OF THE HANDLEBAR POSITION

The handlebar can be adjusted by rotating it back and forth.

To adjust the handlebar loosen screws **1**.

Position the handlebar according to requirements.

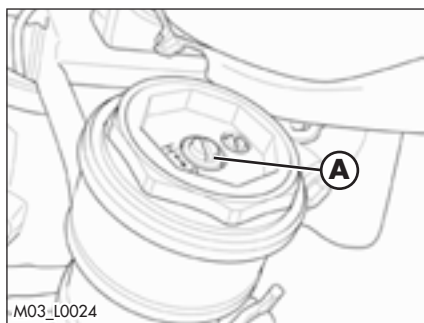
Tighten to the torque indicated.

## ADJUSTING FORK

### ADJUSTING THE COMPRESSION DAMPER

Hydraulic compression adjuster **A** is used to manage the ability of the fork to absorb a shock. By turning clockwise the adjuster closes, thus increasing the braking effect; conversely by turning counterclockwise the adjuster opens, thus decreasing the braking effect.

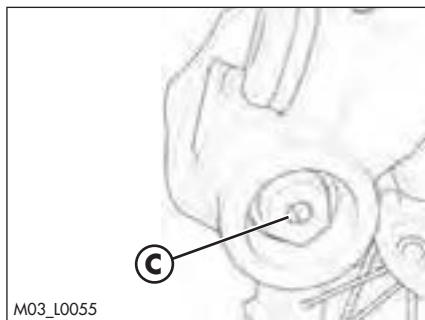
For standard calibration, refer to page 11.



### ADJUSTING THE REBOUND DAMPER

The hydraulic rebound damper determines the behaviour of the telescopic fork during extension and can be adjusted by means of screw **C**. By screwing the screw the action of the rebound damper increases; by unscrewing the screw the action of the rebound damper decreases.

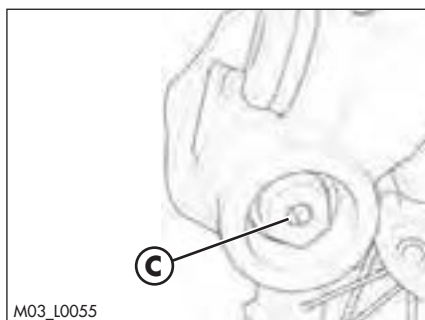
For standard calibration, refer to page 11.



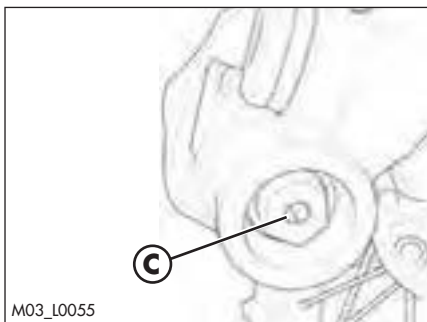
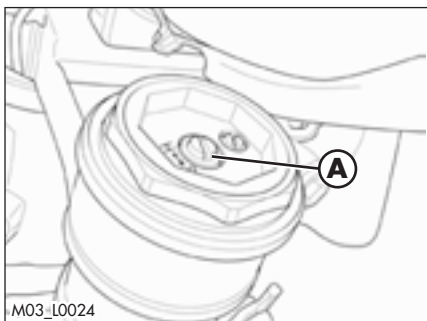
### ADJUSTING THE SUSPENSIONS

Suggestions for adjustment according to use:

- Increased comfort  
To make it easier to follow the ground and its roughness, open (turn counterclockwise) the compression control **C**.
- Lack of grip







### Dirt roads or not very challenging roads

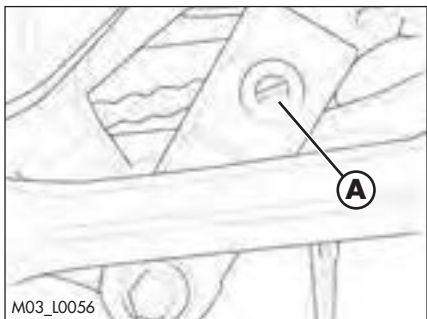
To absorb even the smallest roughness, open (turn counterclockwise) the compression adjuster **C** by a few clicks.

### Challenging terrain

For the use on challenging terrain it is necessary to intervene on the extension adjuster **A**. To find the right grip balance of the front wheel with respect to the terrain, open (turn counterclockwise) or close (turn clockwise) the adjuster.

### Potholes in sequence or strong compressions

In the presence of potholes or strong compressions, close (turn clockwise) the compression adjuster **C** by a few clicks. Balance out the extension adjuster **A** accordingly to keep the best contact with the ground.



## SHOCK ABSORBER

### ADJUSTING THE REBOUND DAMPER

Turn screw **A** to adjust the hydraulic rebound damper.

Turning the screw anticlockwise (out) decreases the damping effect.

For standard setting, refer to page 11.

## ADJUSTING THE HYDRAULIC COMPRESSION DAMPER (HIGH AND LOW SPEEDS)

Adjustment for low compression speed:

- Using a screwdriver, loosen screw **C** by turning it clockwise to increase the hydraulic compression damper.

For standard setting, refer to page 11.

Adjustment for high compression speed:

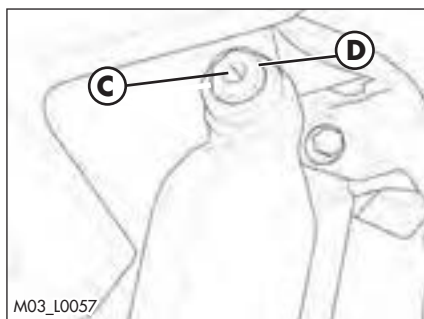
- Turn knob **D** anticlockwise to decrease the hydraulic compression damper.

For standard setting, refer to page 11.

### WARNING:

Starting from the standard position, turn the knob anticlockwise (with a closing action), the center screw will have an integral movement, then will rotate with the knob.

For standard setting, refer to page 11.

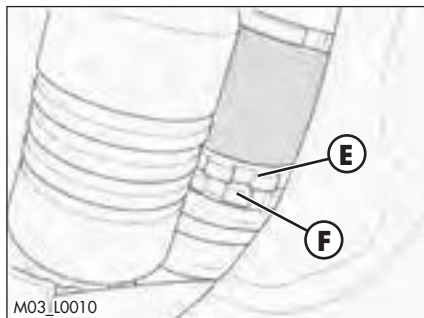


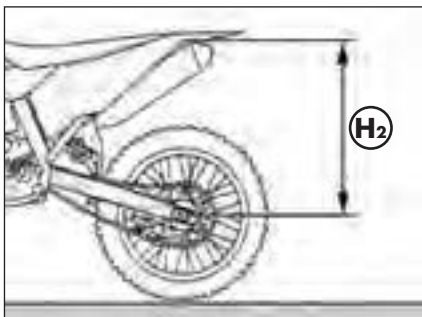
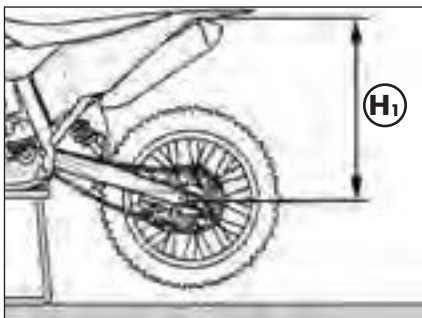
## ADJUSTING THE SPRING PRELOAD

Loosen counter-ring **E**, rotate ring **F** clockwise to increase the spring preload (and consequently the shock absorber preload) or anticlockwise to decrease it. After obtaining the desired preload, turn counter-ring **E** until it stops against adjusting ring **F**.

For standard setting, refer to page 11.

NOTE: for the handling of ring nuts use the specific wrench provided in the standard tool kit shown in the figure.





## STATIC SAG LOAD TEST

To verify the static sag of the shock absorber proceed as follows:

- Place the motorcycle on the work stand.
- Measure the vertical distance between the rear wheel axle and a reference point on the rear fairings.
- Write down the dimension  $H_1$ .
- Remove the work stand.
- Keep the motorcycle in vertical position and measure again the distance between the wheel axle and the reference point previously established.
- Write down the dimension  $H_2$ .

Verify that the value of the static compression  $X = H_1 - H_2$  matches the one shown on page 11. Otherwise, perform the adjustment of the spring preload as described above.

## SUSPENSIONS SETTINGS ACCORDING TO THE WEIGHT OF THE RIDER

The table below shows the spring constant  $K$  of the suspensions (fork and shock absorber) depending on the weight of the driver.

Refer to the accessories catalogue Betamotor to obtain the spring codes.

| Version    | Rider weight [kg] | K (Spring constant) |                         |
|------------|-------------------|---------------------|-------------------------|
|            |                   | FORK [N/mm]         | SHOCK ABSORBER [daN/mm] |
| RR 125-200 | 70-80             | 4,1                 | 4,8                     |
|            | 80-90             | 4,3                 | 5,0                     |
|            | 90-100            | 4,4                 | 5,2                     |
| RR 250-300 | <60               | 4,1                 | 4,8                     |
|            | 60-70             | 4,3                 | 5                       |
|            | 70-80             | 4,4                 | 5,2                     |
|            | 80-90             | 4,5                 | 5,4                     |
|            | 90-100            | 4,6                 | 5,6                     |
|            | >100              | 4,7                 | 5,8                     |

☐ Standard settings

## CHAPTER 4 CHECKS AND MAINTENANCE

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## KEY TO SYMBOLS



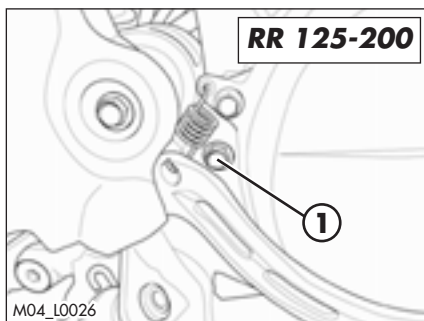
Tightening torque



Threadlocker Medium



Grease



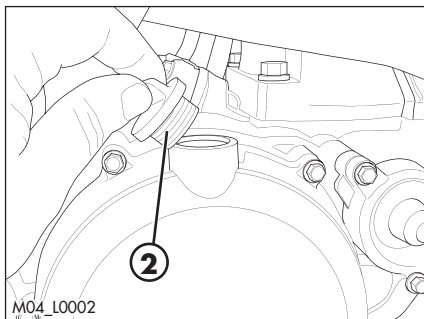
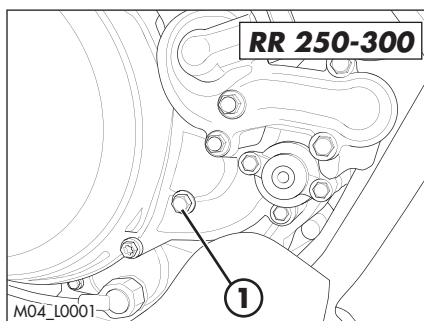
## ENGINE OIL

## CHECK THE LEVEL

Hold the vehicle upright.  
Position the drive on a flat base ensuring stability.

Remove the inspection cap **1**.

The oil level must arrive to the lower edge of check hole.



Otherwise restore the oil level through plug **2**.

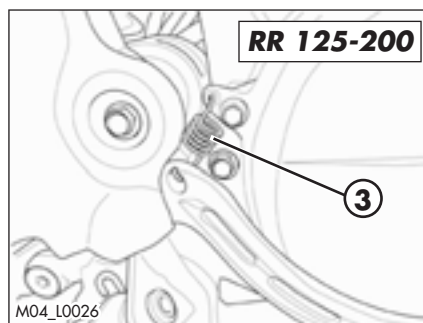
## WARNING

The inspection cap is **ONLY** to check the oil level. For the oil drain, refer to the paragraph "REPLACEMENT" on page 54.

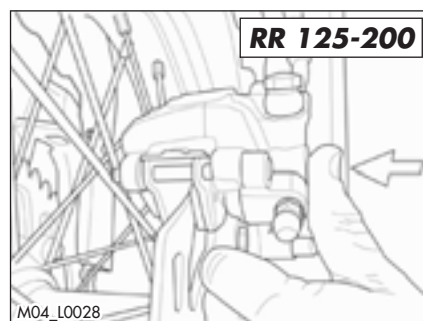
Use the oil indicated on page 17 in the "Recommended lubricants and liquids" table.

On RR 125-200, to facilitate this, it is recommended to:

- remove the spring **3**.



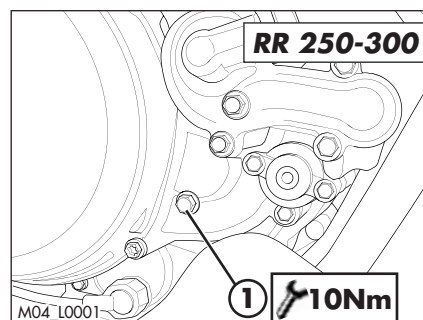
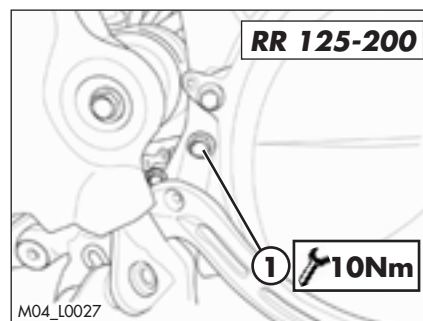
- push the brake caliper towards the inside of the vehicle and press down the brake pedal.

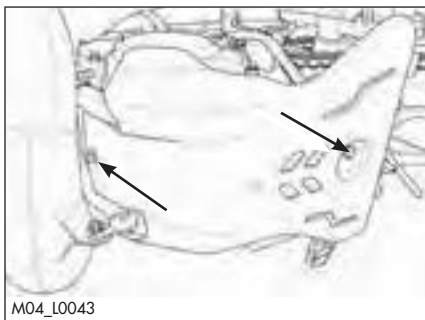


This way, screw **1** is uncovered.  
Once this is completed, tighten screw **1** to 10Nm and reapply spring **3**.



**WARNING!** Once completed, actuate the brake pedal repeatedly so as to make the rear brake operational again.





## REPLACEMENT

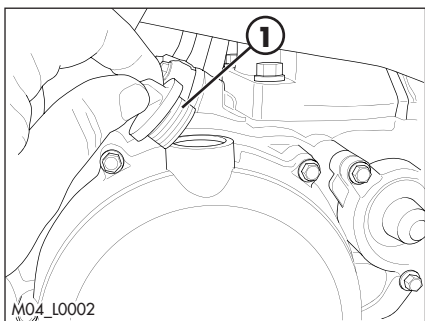
Always perform the replacement when engine is hot:

- Position the drive on a flat base ensuring stability.
- Remove the engine casing by loosening the screws shown in the figure.
- Place a container under the engine.



### WARNING:

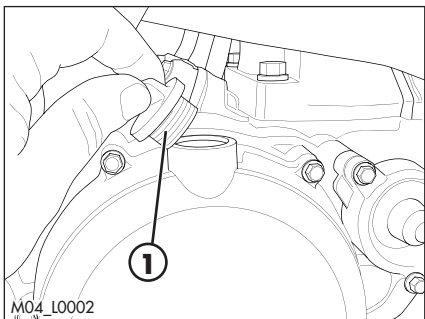
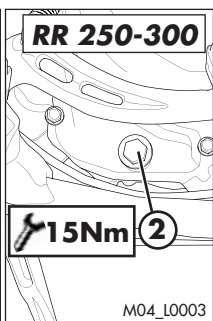
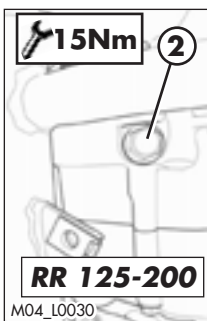
Hot oil can cause severe burns!  
Screw on filler cap **1** again.



- Unscrew filler plug **1** and drain plug **2**.
- Drain all the oil from the crankcase.
- Place the cap **2** and tighten to specified torque.

Pour in the quantity of liquid indicated on page 10.

Use the oil indicated on page 17 in the "Recommended lubricants and liquids" table.



Screw on filler cap **1** again.

### WARNING:

Dispose of used oil in compliance with the regulations in force.

Re-assemble the engine protection plate by tightening the screws to 7Nm.

## LIQUID COOLANT

### CHECK THE LEVEL



**WARNING:** Never unscrew the filler cap of the radiator when the engine is hot. Danger of burning!

Keep the vehicle in vertical position relative to the ground.

The level of the coolant must be checked when the engine is cold. Use the following procedure:

- Unscrew cap **1** and ensure that the liquid is visible in the lower portion of the loading tube.
- In the case in which the liquid is not visible proceed topping up.
- At the end of operation refit the filler cap.

Use the liquid coolant indicated on page 17 in the "Recommended lubricants and liquids" table.



**WARNING:** Never unscrew the filler cap of the radiator when the engine is hot. Danger of burning!



**WARNING:**

Wear appropriate protective clothing and protection gloves.



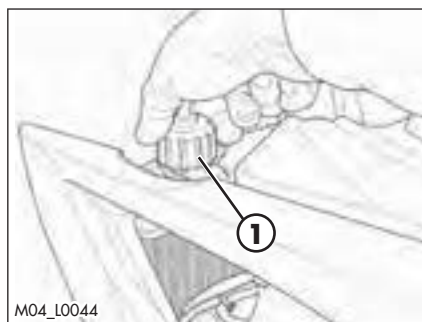
Keep coolant out of reach of children.



Avoid any direct contact of the coolant with skin, eyes or clothing. If this happens:

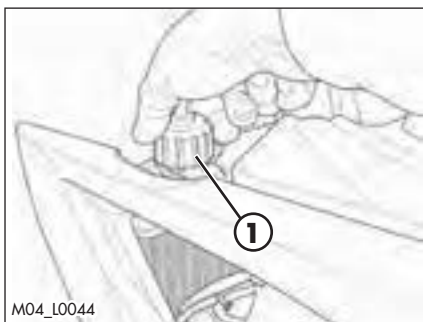
- with the eyes, rinse immediately with plenty of water and seek medical advice;
- with skin, Immediately clean contaminated areas with soap and water Change clothing that is contaminated with coolant.

If coolant is swallowed, contact a doctor immediately.



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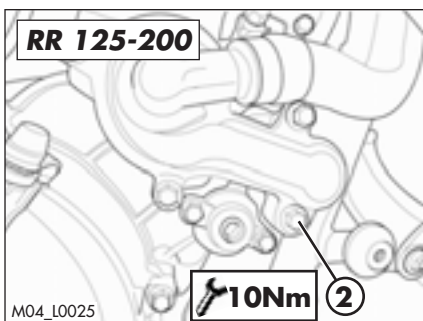


## REPLACEMENT

Keep the vehicle in vertical position relative to the ground.

Replacement of the coolant must take place when the engine is cold.

- Unscrew cap **1**.

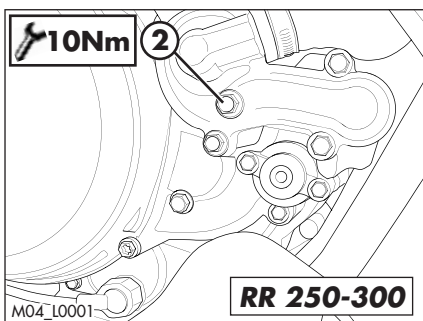


- Place a container under screw **2**.

- Unscrew the screw **2**.

- Drain the liquid.

- Tighten screw **2** applying the specific washer.



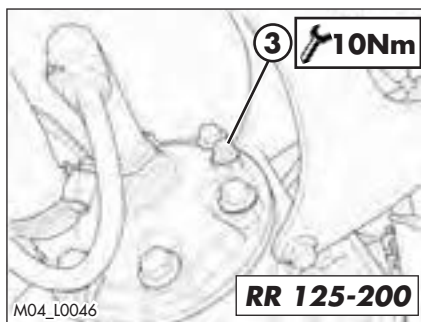
- Proceed to filling.

On RR 125-200, When filling is completed, purge the motor group through the screw **3**. After purging, verify the liquid level and top up if necessary.

- Reapply the loading cap.

The amounts of liquid are shown on page 11.

Use the liquid indicated on page 17 in the "Recommended lubricants and liquids" table.



**WARNING:**

Never unscrew the filler cap of the radiator when the engine is hot.  
Danger of burning!



**WARNING:**

Wear appropriate protective clothing and protection gloves.



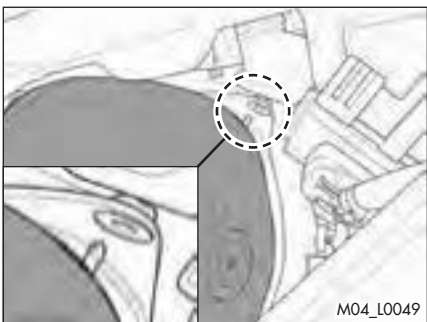
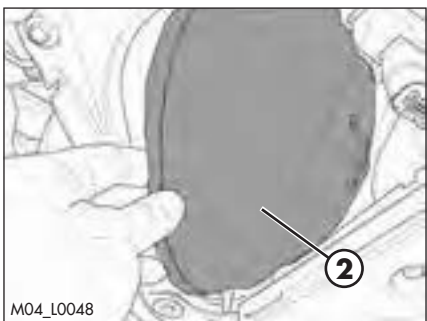
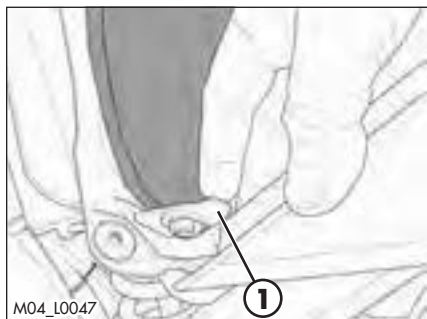
Keep coolant out of reach of children.



Avoid any direct contact of the coolant with skin, eyes or clothing. If this happens:

- with the eyes, rinse immediately with plenty of water and seek medical advice;
- with skin, Immediately clean contaminated areas with soap and water Change clothing that is contaminated with coolant.

If coolant is swallowed, contact a doctor immediately.



## AIR FILTER

Check after every ride.

### REMOVING AND INSTALLING AIR FILTER

To access the filter is necessary:

- Remove the air filter cover (page 89).
- Release filter fastener **1**.
- Pull out air filter **2**.

Reassemble by performing the operations in reverse order.



#### WARNING:

After every intervention, check that nothing has been left inside the filter box.



#### WARNING!

When re-inserting the filter, be careful that the pin on the filter cage is properly engaged into the specific housing.



#### NOTE:

If the filter is damaged, replace it immediately.  
To replace, contact authorised Betamotor customer service.



#### WARNING:

Never use the vehicle if the air filter is not in place. The infiltration of dust and dirt can cause damage and considerable wear.



#### WARNING:

After every intervention, check that nothing has been left inside the filter box.

## AIR FILTER CLEANING - RR 125/250/300 EUROPE

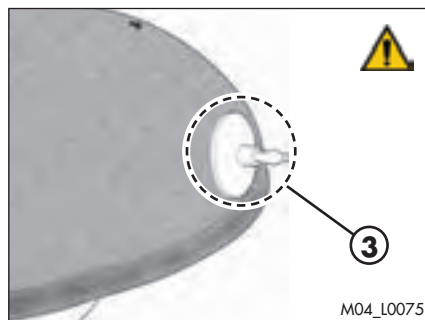
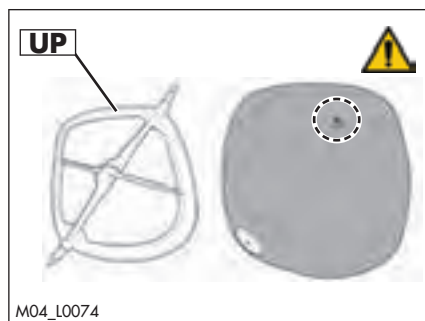
Blow the filter with compressed air.

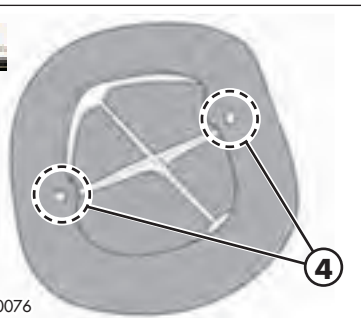
## AIR FILTER CLEANING - RR 200/250/300

- Thoroughly wash the filter with water and soap.
- Dry the filter.
- Wet the filter with filter oil and then remove the excess oil to prevent it from dripping.

Apply the sponge filter element to the cage with care:

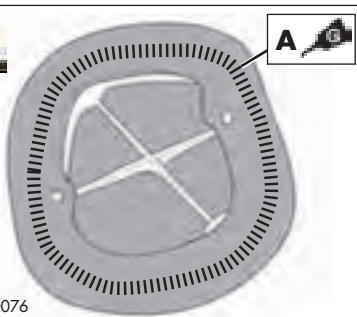
- to make to correspond the sign UP of the filter with that indicated by the cage.
- To completely insert the rungs **3** of the cage into the filter seats.





M04\_L0076

- To hook the inside edges of the filter with the correspondents grafts **4** found on the cage.



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Note: before refitting the filter to the vehicle is recommended to apply a long-term grease in the area **A**.

## SPARK PLUG

Keeping the spark plug in good condition will reduce fuel consumption and increase engine performance.

To accede to spark plug, is necessary to take off the fuel tank with side fairings (page 89).

To perform the check, just extract the spark plug cap and unscrew the spark plug by means of the provided wrench.

Carefully clean the electrodes using a wire brush. Blow the spark plug with compressed air to prevent any residues from getting into the engine.

Examine the distance between the electrodes with a feeler. This distance should be from 0,5 - 0,7 mm. If it is not, it may be corrected by bending the earth electrode.

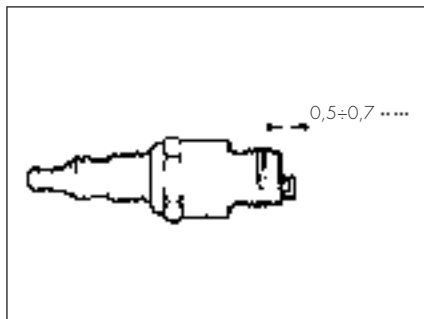
Check as well that there are no cracks in the insulation or corroded electrodes. If so, replace immediately.

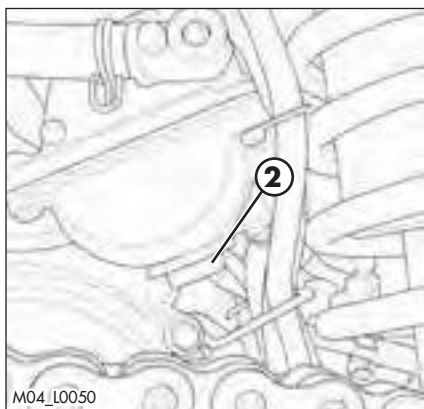
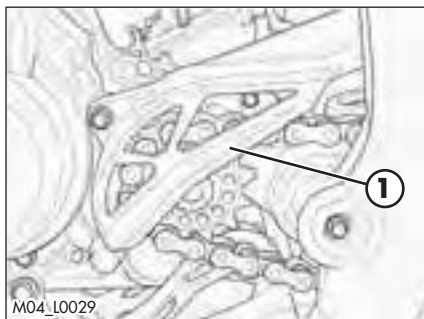
Lubricate the spark plug thread, and then (when the engine is cold) screw in the spark plug by hand to its abutting end. Finally tighten the spark plug with the spanner.



### WARNING:

Do not check while the engine is hot.





## CARBURETTOR

### DRAINING THE CARBURETTOR FLOAT CHAMBER

If the carburettor tank needs to be emptied, proceed as described.

Remove the chain protection **1**, close the tank tap and put a cloth under the carburettor, so that you can collect the running out fuel.

Open the drain screw **2** to drain the fuel. Close the drain screw. Apply the chain protection and tighten the screws at 10Nm.



**WARNING:**

Follow action on a cold engine.



**WARNING:**

Fire hazard. Fuel is highly flammable.



Always stop the engine when refuelling and keep open flames and lighted cigarettes away.



Refuel in an open well ventilated area.



Immediately clean up any spilled fuel.

**WARNING:**

Risk of poisoning!

Fuel is poisonous liquid and a health hazard.



Wear appropriate protective clothing and protection gloves.

Fuel must not come into contact with the skin, eyes, and clothing. Do not breathe in the fuel vapours. If contact occurs with the eyes, rinse immediately with plenty of water and seek medical advice. If contact occurs with skin, immediately clean contaminated areas with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that is contaminated with fuel.

**WARNING:**

Environmental pollution hazard!

The fuel must not contaminate the ground water, the ground, or the sewage system.

**CHECKING THE FLOAT LEVEL**

Remove the carburettor from the vehicle after following the procedure for emptying the carburettor bowl (page 81).

Remove the float chamber.

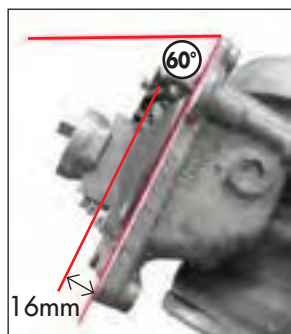
Keep the carburettor on a 60° approx. inclined, so that float leans on the needle valve without pressing it.

In this position the edge of the float should be at the specified height (see image).

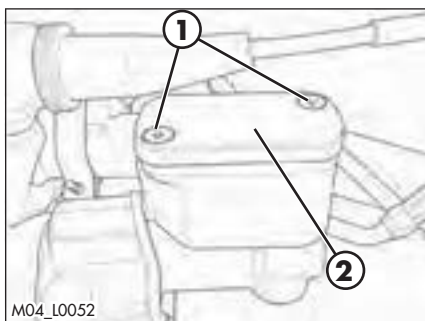
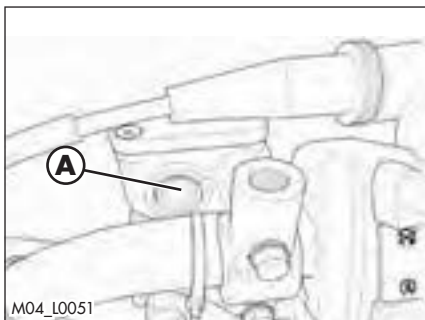
If the float height does not correspond to the nominal value, check the float needle valve and if necessary replace it.

If the needle valve is in working order, adjust the float height by bending float lever **1**.

Assemble the carburettor tank, assemble the carburettor and check idling.







## FRONT BRAKE

### CHECK THE LEVEL OF THE FRONT BRAKE FLUID

Check the level of the brake fluid through sight **A**. The level of the fluid should never fall below the mark in the sight.

### RESTORING THE LEVEL OF THE FRONT BRAKE FLUID

To restore the level of the brake fluid, loosen the two screws **1**, lift cap **2** and add brake fluid until its level is 5 mm below the upper rim of the reservoir.

Use the liquid indicated on page 17 in the "Recommended lubricants and liquids" table.



#### WARNING:

The clutch fluid is extremely corrosive. Take care not to spill it on the paintwork.



Wear appropriate protective clothing and protection gloves.



Keep coolant out of reach of children.



**WARNING:** Avoid any direct contact of the liquid with skin, eyes or clothing. If this happens:

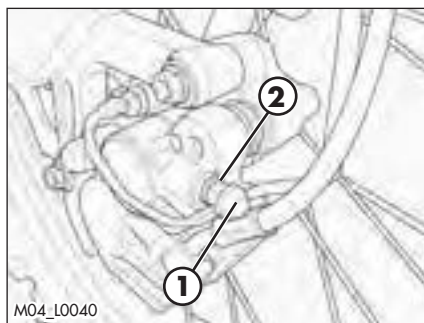
- with the eyes, rinse immediately with plenty of water and seek medical advice.
- with skin, immediately clean contaminated areas with soap and water. Change clothing that is contaminated with liquid.

If liquid is swallowed, contact a doctor immediately.

## BLEEDING THE FRONT BRAKE

To bleed air from the front brake circuit, proceed as follows:

- Remove the rubber cap **1** from the valve **2**.
- Open the sump cap.
- Place one end of a small transparent tube into the valve **2**, and the other end inside a container.
- Pump with the brake lever 2/3 times and keep the lever pressed.
- Unscrew the valve and let the oil drain.
- If air is still visible in the tube repeat above operation until obtaining a continuous outflow of oil within no air bubbles.
- Close the valve and release the lever.



### NOTE:

during this procedure, continuously top up the brake pump tank to replace the oil that is out flowing.

- Remove the tube.
- Replace the rubber cap.
- Close the oil reservoir cap.

Use the liquid indicated on page 17 in the "Recommended lubricants and liquids" table.



### WARNING:

The brake fluid is extremely corrosive. Take care not to spill it on the paintwork.



Wear appropriate protective clothing and protection gloves.



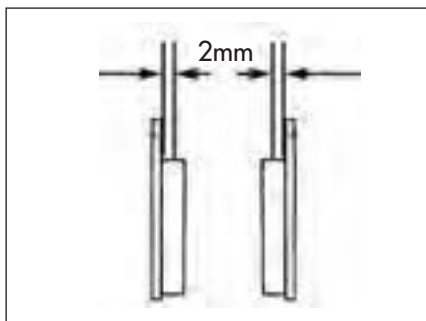
Keep coolant out of reach of children.



**WARNING:** Avoid any direct contact of the liquid with skin, eyes or clothing.  
If this happens:

- with the eyes, rinse immediately with plenty of water and seek medical advice.
- with skin, immediately clean contaminated areas with soap and water. Change clothing that is contaminated with liquid.

If liquid is swallowed, contact a doctor immediately.



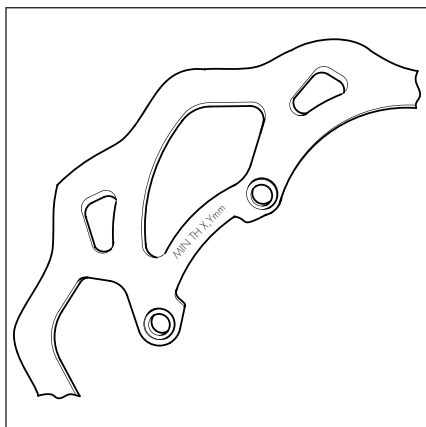
## FRONT BRAKE LINING CONTROL

In order to verify the wear condition of front brake is enough to view the caliper from the bottom, where is possible to glimpse the brake lining tails which will have to show a brake of 2 mm in thickness. If the stratum is lesser let's start replacing them.

Note:

Perform the check according to the times shown in the table on page 83.

To replace, contact authorised Betamotor customer service.



## BRAKE DISC THICKNESS CONTROL

Periodically verify disc condition. In case signs of damage, veins, or deformations are present, proceed with replacement. Verify disc thickness. The minimum thickness is engraved on the disc.

Once the limit is in proximity or has been reached, proceed with brake disc replacement.

For replacement, contact an authorised Betamotor after-sales service centre.

## REAR BRAKE

### CHECK THE LEVEL OF THE REAR BRAKE FLUID

Check the level of the brake fluid through sight **A**. The level of the fluid should never fall below the mark in the sight.

### RESTORING THE LEVEL OF THE REAR BRAKE FLUID

To restore the oil level, top up by means of oil filler cap **1**.

Use the liquid indicated on a page 17 in the "Recommended lubricants and liquids" table.



#### WARNING:

The brake fluid is extremely corrosive. Take care not to spill it on the paintwork.



Wear appropriate protective clothing and protection gloves.



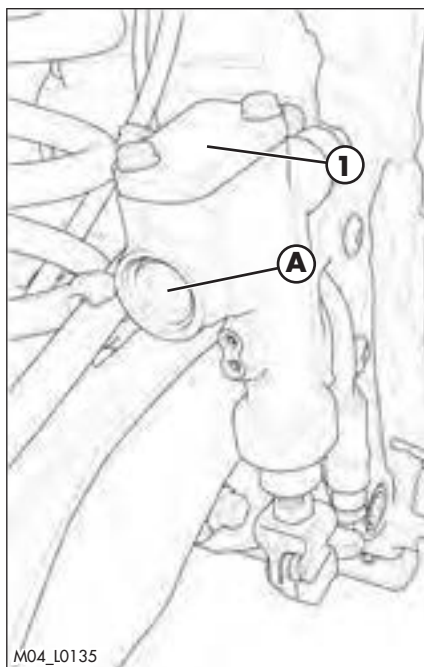
Keep coolant out of reach of children.



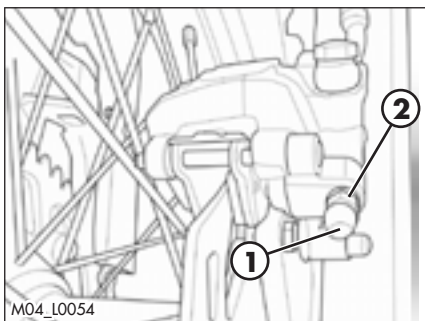
WARNING: Avoid any direct contact of the liquid with skin, eyes or clothing. If this happens:

- with the eyes, rinse immediately with plenty of water and seek medical advice.
- with skin, immediately clean contaminated areas with soap and water. Change clothing that is contaminated with liquid.

If liquid is swallowed, contact a doctor immediately.



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## BLEEDING THE REAR BRAKE

To bleed air from the rear brake circuit, proceed as follows:

- Remove the rubber cap **1** from the valve **2**.
- Open the sump cap.
- Place one end of a small transparent tube into the valve **2**, and the other end inside a container.
- Pump with the brake lever 2/3 times and keep the pedal pressed.
- Unscrew the valve and let the oil drain.
- If air is still visible in the tube repeat above operation until obtaining a continuous outflow of oil without air bubbles.
- Close the valve and release the lever.

### NOTE:

During this procedure, continuously top up the brake pump tank to replace the oil that is out flowing.

- Remove the tube.
- Replace the rubber cap.
- Close the oil reservoir cap.

Use the liquid indicated on page 17 in the "Recommended lubricants and liquids" table.



### WARNING:

The brake fluid is extremely corrosive. Take care not to spill it on the paintwork.



Wear appropriate protective clothing and protection gloves.



Keep coolant out of reach of children.



**WARNING:** Avoid any direct contact of the liquid with skin, eyes or clothing.  
If this happens:

- with the eyes, rinse immediately with plenty of water and seek medical advice.
- with skin, immediately clean contaminated areas with soap and water. Change clothing that is contaminated with liquid.

If liquid is swallowed, contact a doctor immediately.

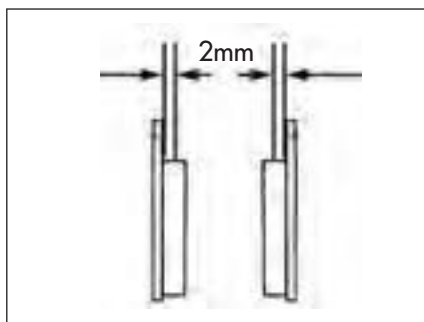
## REAR BRAKE LINING CONTROL

In order to verify the wear condition of rear brake is enough to view the caliper from above, where is possible to glimpse the brake lining tails which will have to show a brake of 2 mm in thickness. If the stratum is lesser let's start replacing them.

Note:

Perform the check according to the times shown in the table on page 83.

To replace, contact authorised Betamotor customer service.

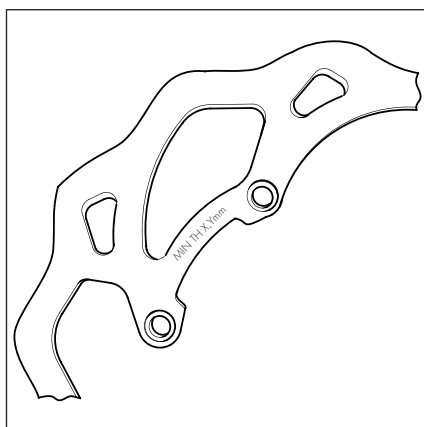


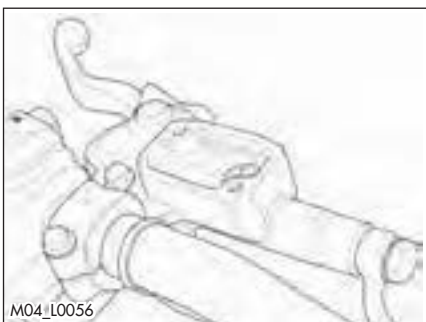
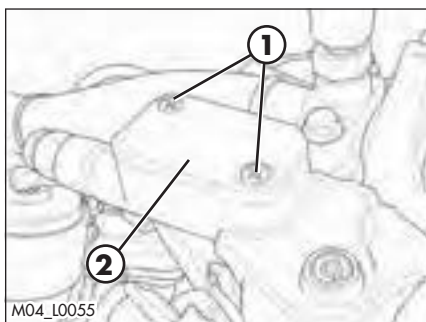
## BRAKE DISC THICKNESS CONTROL

Periodically verify disc condition. In case signs of damage, veins, or deformations are present, proceed with replacement. Verify disc thickness. The minimum thickness is engraved on the disc.

Once the limit is in proximity or has been reached, proceed with brake disc replacement.

For replacement, contact an authorised Betamotor after-sales service centre.





## CLUTCH CONTROL

### CHECK THE LEVEL

To check the oil level in the clutch pump, first remove cover **2**.

Remove the two screws **1** and take off cover **1** together with the rubber bellows. With the clutch pump in a horizontal position, the level of the oil should be 5 mm below the upper rim.

In the case where the level is lower than specified top up.

Use the liquid indicated on page 17 in the "Recommended lubricants and liquids" table.



**WARNING:**

The clutch fluid is extremely corrosive. Take care not to spill it on the paintwork.



Wear appropriate protective clothing and protection gloves.



Keep coolant out of reach of children



**WARNING:** Avoid any direct contact of the liquid with skin, eyes or clothing. If this happens:

- with the eyes, rinse immediately with plenty of water and seek medical advice.
- with skin, immediately clean contaminated areas with soap and water. Change clothing that is contaminated with liquid.

If liquid is swallowed, contact a doctor immediately.

## BLEEDING

To bleed air from the clutch pump, proceed as follows:

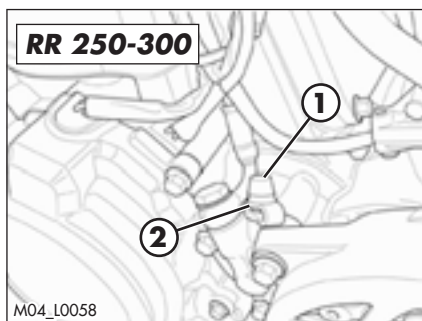
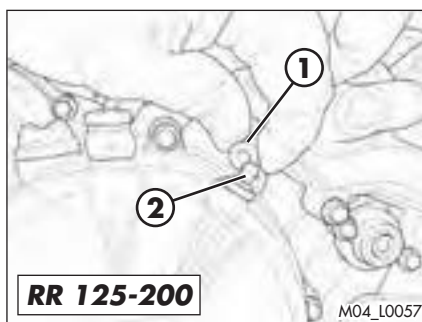
- Remove the rubber cap **1** from the valve **2**.
- Open the sump cap.
- Place one end of a small transparent tube into the valve **2**, and the other end inside a container.
- Pump with the clutch lever 2/3 times and keep the lever pressed.
- Unscrew the valve and let the oil drain.
- If air is still visible in the tube repeat above operation until obtaining a continuous outflow of oil within no air bubbles.
- Close the valve and release the lever.

### NOTE:

During this procedure, continuously top up the pump tank to replace the liquid that is out flowing.

- Remove the tube.
- Replace the rubber cap.

Use the liquid indicated on page 17 in the "Recommended lubricants and liquids" table.



### WARNING:

The clutch fluid is extremely corrosive. Take care not to spill it on the paintwork.



Wear appropriate protective clothing and protection gloves.



Keep coolant out of reach of children.



**WARNING:** Avoid any direct contact of the liquid with skin, eyes or clothing. If this happens:

- with the eyes, rinse immediately with plenty of water and seek medical advice.
- with skin, immediately clean contaminated areas with soap and water. Change clothing that is contaminated with liquid.

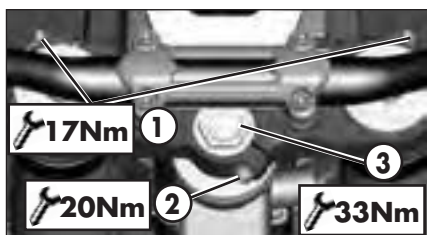
If liquid is swallowed, contact a doctor immediately.





## CHECK AND ADJUSTING OF STEERING PLAY

Periodically check the play in the steering sleeve by moving the fork back and forth as shown in the figure. Whenever you feel play, adjust as described below:



- Loosen the screws **1**
- Loosen the screw **2**
- Reduce the play by turning nut **3**

Tighten nut **3** to the indicated torque and make sure the steering wheel has no slack and moves freely, then proceed with tightening screws **1** and **2** to the indicated torque.



### WARNING:

Tightening of the screws should be carried out by adjusting the torque wrench to the stability torque with repeated tightening until stability torque has been achieved.

## FORK

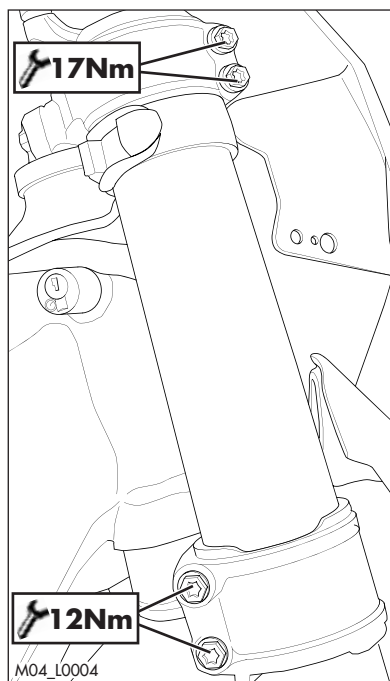
To maintenance refer at an authorized service centre Betamotor.

To check the tightening torques see as shown in the figure.



### WARNING:

Tightening of the screws should be carried out by adjusting the torque wrench to the stability torque with repeated tightening until stability torque has been achieved.



## FRONT WHEEL

### TIGHTENING

Following removal of the wheel:  
compress and release the fork 3-4 times.

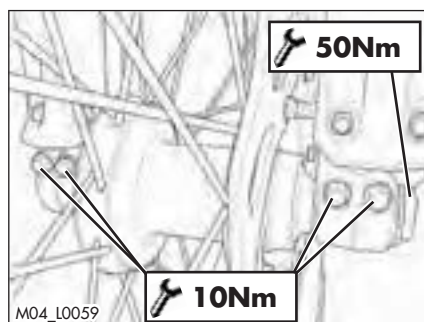


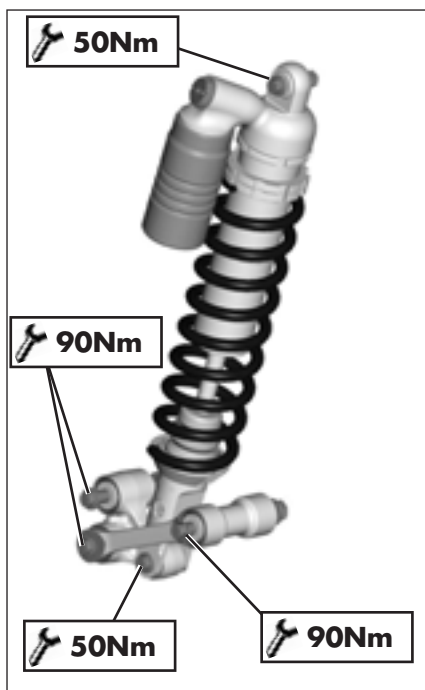
Tighten the wheel bolt and the screws of the footleg.



### WARNING:

Tightening of the screws should be carried out by adjusting the torque wrench to the stability torque with repeated tightening until stability torque has been achieved.





## REAR SUSPENSION LEVERAGE

In order to guarantee optimal operation and duration over time of the progressive leverage of the rear suspension, it is recommended to periodically check correct tightness of nuts and bolts.

Verify that suspension nuts and bolts are at the indicated torque.

## TYRES

Only fit tyres approved by BETAMOTOR.

Unsuitable tyres can adversely affect the road holding of the vehicle.

- To protect your safety, immediately replace any damaged tyres.
- Slick tyres adversely affect the road holding of the vehicle, especially on wet roads and in off-road riding.
- Insufficient pressure results in abnormal wear and overheating of the tyres.
- The front and rear tyres must have the same tread design.
- Always measure the inflating pressures when the tyres are cold.
- Keep the tyre pressures within the prescribed range.

## CHAIN

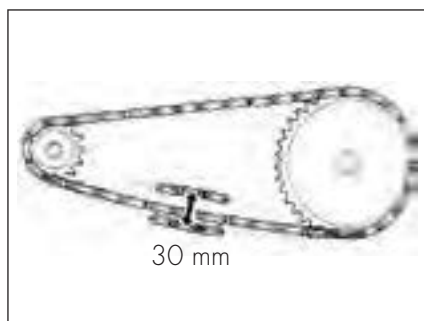
Checking the drive chain periodically to ensure longer chain life. Always keep it lubricated and clean of deposited dirt.

Take special care in preventing the lubricant from coming into contact with the rear tyre or brake disc, otherwise the tyre grip and the action of the brake would be greatly reduced, making it very difficult to control the vehicle.

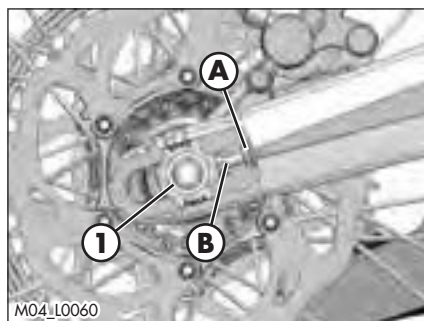
### CHECK AND ADJUST TIGHTENING CHAIN

Hold the vehicle upright on the ground on a flat base ensuring stability.

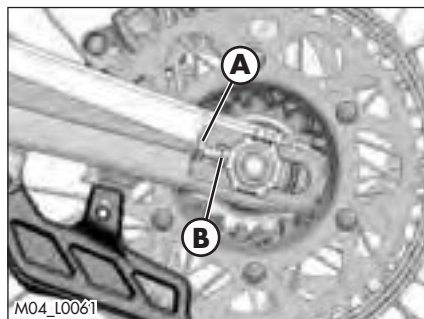
The chain clearance must comply with the measure indicated. Tension the chain if the clearance exceeds the indicated value.

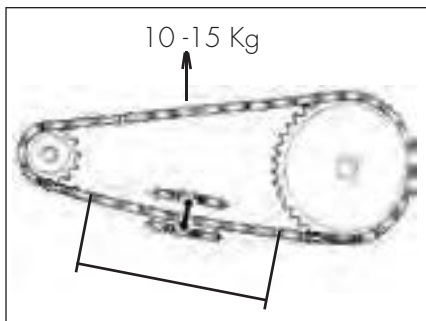
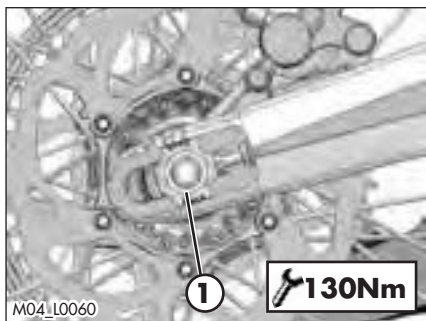


- Loosen the pin **1**.



- Loosen counternuts **A** on either side of the fork.
- Turn adjusting screws **B** on either side until the desired chain tension is obtained.
- Tighten counternuts **A** on either side of the fork.





- Tighten the pin **1** to the torque indicated.

### CHECK FOR CHAIN WEAR

Shift into neutral, pull up the upper stretch of the chain with a force of 10 - 15 kg (see figure). Measure the length of 18 links on the lower stretch of the chain. If the length is  $\geq 272$  mm, replace the chain. Chains do not always wear evenly. For this reason it is important that the measurement is taken at different points along the chain.

When fitting a new chain, be sure to replace the chainring and sprocket as well. New chains wear more quickly if fitted on old and worn sprockets. After replacing the chain, adjust its tension as described on page 73.

### HEADLIGHT

Keep the headlight glass clean at all times (see page 81).

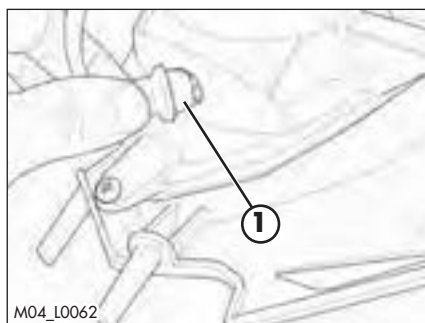
Periodically check the correct angle of the light beam.

For disassembly and refitting see page 77.

## REPLACING THE HEADLIGHT BULBS

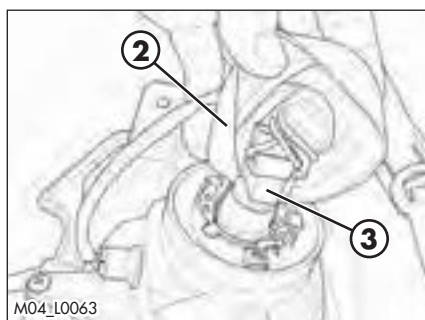
To remove the headlamp mask (page 92).

For the replacement of the day light/position light **1** remove the lamp from the lamp holder and replace it with a new one (page 17 for the lamp type).



For the replacement of high/low beam:

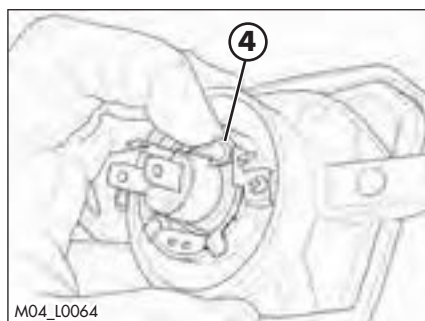
- remove the rubber cap **2**;
- disconnect the connector **3**;



- unhook the spring **4** and remove the light bulb.

Replace with a new lamp (page 17 for lamp data).

Warning: don't touch the bulb to avoid compromising the efficiency of the lamp. For the reassembly proceed inversely as described above.

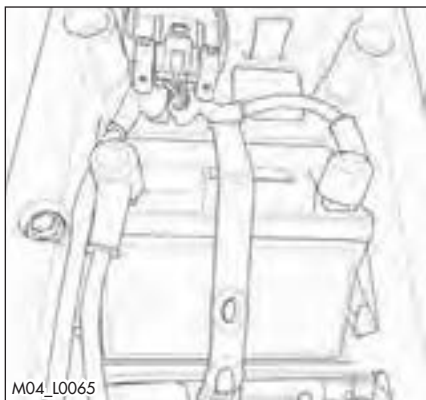


## TAIL LIGHT

Keep the tail light glass clean at all times (see page 81).

The LED tail light is sealed. In the case of burnout of one or more LEDs it is necessary to replace the entire group.

To replace, contact authorised Betamotor customer service.



## BATTERY (200-250-300)

Battery is located under the saddle and requires no maintenance.

Keep the battery terminals clean. If necessary, protect them with a thin film of acid-free grease.



### WARNING:

The battery contains hazardous substances:

- Keep the battery out of the reach of children.



- Keep sparks and open flames away from the battery.



- Charge the battery only in well-ventilated areas, keeping it away from flammable materials. Use only chargers suitable for charging lithium-ion batteries.

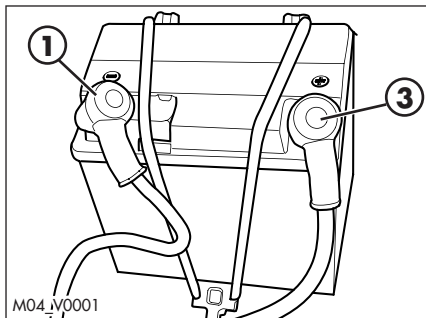


- Do not attempt to charge fully exhausted batteries with a voltage lower than the minimum 9V. In this case, dispose of the battery according to applicable regulations.



- Do not remove the protections.

- When installing the battery, be sure to observe the polarity of the terminals.



## BATTERY REMOVAL

Shut off all electrical users and stop the engine.

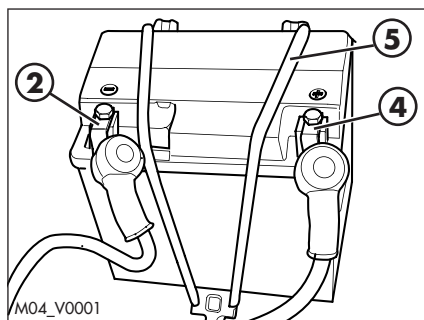
Remove the saddle (page 88).

FIRST remove the cap **1** of the negative pole and disconnect the negative lug **2** (black) from the negative pole (-).

THEN remove the cap of the positive pole **3** and disconnect the positive lug **4** (red) from the positive pole (+).

Release the rubber band **5**.

Remove the battery.



## BATTERY ASSEMBLY

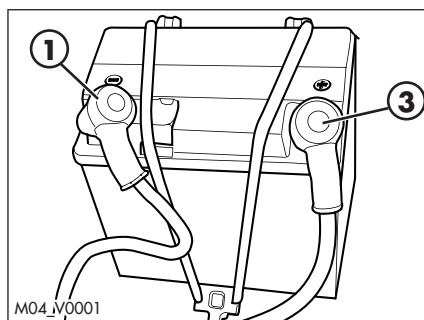
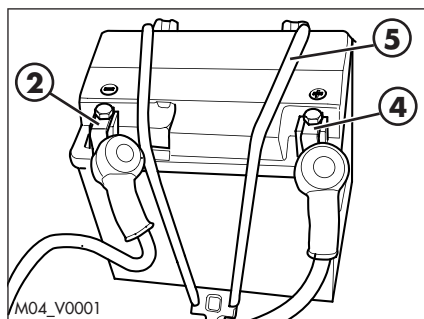
When fitting the battery, insert it with the terminals as shown in picture.

Reattach the rubber band **5**.

FIRST Connect the positive lug **4** (red) to the positive pole (+) of the battery by pushing the protective cap **3** in its position.

THEN secure the negative lug **2** (black) to the negative pole (-) of the battery by bringing the relative protective cap **1** in position.

Refit the saddle (page 88).



## INACTIVITY

If the vehicle is not going to be used for a long time:

- remove the battery (page 54)
- charge with an adequate charger (page 80)
- store the battery in a dry place. The ideal temperature for storing the lithium-ion battery is 20°C.





## CHARGING THE BATTERY

Check the battery charge using a multimeter or by pressing the "TEST" button on the battery (if it is present)

- **Voltage < 9V or "LOW":**

- Do NOT charge the battery
- Replace the battery with a new equivalent one

- **Voltage < 12.4V or "MED":**

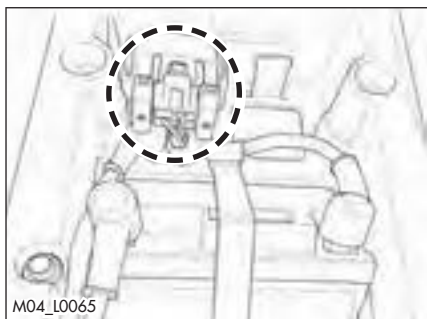
- Charge the battery

Guidelines to charge the battery:



Use **ONLY** chargers suitable for charging lithium-ion batteries.

Recharge the battery with a specific battery charger when the vehicle is not used for more than 6 months.



## FUSES

To access the fuse, remove the saddle (page 88).

In the case of blown fuse, the vehicle will not start/stop:

Three spare fuses comes with the kit accompanying the vehicle.





A blown fuse should only be replaced with another of the same type.

Should the new fuse also burn out when fitted, immediately contact a specialized BETAMOTOR dealer.

## CLEANING THE VEHICLE

### GENERAL PRECAUTIONS

 **WARNING:** Do not clean your vehicle with a high-pressure device with a strong jet of water. Excessive pressure can reach electrical components, connectors, flexible cables, bearings, etc and can damage or destroy them.

 **WARNING:** Wash motorbikes frequently with cold water that are used near the sea (salty air) and on roads subject to salt spreading in winter. Cover with a film of oil or silicone spray unpainted parts and the most exposed parts such as wheels, forks and swingarm. Do not treat rubber parts and brakes.

When cleaning, avoid direct exposure to sunlight.

Close off the exhaust system to prevent water from entering.

 Avoid directing the jet of water onto the air filter box cover and the throttle body.

### WASHING MODE



Use water jet to soften the dirt and mud accumulated on the paintwork, then remove them with a soft bodywork sponge soaked in water and shampoo. Subsequently rinse well with water, and dry with air and cloth or suede leather.

Detergents pollute water. Always wash the vehicle in areas equipped for collection and purification of the washing liquids.

### AFTER WASHING

Proceed to the emptying of the filter box using the appropriate ventilation and drying.

After cleaning, ride a short distance until the engine reaches operating temperature.

  **WARNING:** braking effect is reduced with wet brakes. Operate the brakes cautiously to allow them to dry.

Push back the handlebar control covers, so that water can evaporate.

When the bike is completely dry and cooled down, lubricate all moving parts.

Treat all plastic and painted components with non-aggressive detergents or products that are specific for the care of the motorcycle.

## 4 PROLONGED INACTIVITY

A few simple operations should be performed to keep the vehicle in good condition whenever it is to remain inactive for a long period (e.g. during the winter):

- Thoroughly clean the vehicle.
- Reduce the tyre pressures by approximately 30 percent, and if possible raise the tyres off the ground.
- Cover the unpainted parts, excepting the brakes and the rubber parts, with a film of oil or spray silicone.
- Cover the vehicle with a non-waterproof sheet to protect from dust.

### AFTER PROLONGED INACTIVITY

- Restore the tyre inflating pressures.
- Check the tightening of all the screws having an important mechanical function.

## SCHEDULED MAINTENANCE VEHICLE

**WARNING!** Register the maintenance operation on Betanet.

**WARNING!** After the first 100 Km (62 miles) of riding check the tightening of the following safety parts:

- Rear sprocket
- Pinion
- Brake discs
- Brake pedal
- Brake calipers

|                   |  | Version # | End of running-in - 3 hours | Coupon 1 - 30 hours | Coupon 2 - 60 hours | Coupon 3 - 90 hours | Coupon 4 - 120 hours | Coupon 5 - 150 hours | Coupon 6 - 180 hours |
|-------------------|--|-----------|-----------------------------|---------------------|---------------------|---------------------|----------------------|----------------------|----------------------|
| <b>Engine</b>     | Gear and clutch oil                      |           | S                           | S                   | S                   | S                   | S                    | S                    | S                    |
|                   | Spark plug                               |           | C                           |                     | S                   |                     | S                    |                      | S                    |
|                   | Head screws                              |           | T                           |                     |                     |                     |                      |                      |                      |
|                   | Engine clamping screws to the frame *    |           | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                   | Kick start and gearchange lever screws   |           | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                   | Spark plug cap                           |           | P                           | P                   | P                   | P                   | P                    | P                    | P                    |
|                   | Driving clutch disks (coated)            | 125/200   |                             | C                   | S                   | C                   | S                    | C                    | S                    |
|                   |  | 250/300   |                             | C                   | C                   | S                   | C                    | C                    | S                    |
|                   | Clutch springs length                    |           |                             | C                   | C                   | S                   | C                    | C                    | S                    |
|                   | Clutch hub - clutch bell                 |           |                             | C                   | C                   | C                   | C                    | C                    | C                    |
|                   | Cylinder                                 |           |                             |                     | C                   |                     | C                    |                      | C                    |
|                   | Piston and segments                      | 125/200   | S every 40 hours            |                     |                     |                     |                      |                      |                      |
|                   |  | 250/300   |                             |                     | S                   |                     | S                    |                      | S                    |
|                   | Connecting rod                           | 125/200   |                             |                     | S                   |                     | S                    |                      | S                    |
|                   |  | 250/300   |                             |                     |                     | S                   |                      |                      | S                    |
|                   | Drive shaft bearings and seals           | 125/200   |                             |                     | S                   |                     | S                    |                      | S                    |
|                   |  | 250/300   |                             |                     |                     | S                   |                      |                      | S                    |
|                   | Surface appearance of the gearbox        | 125/200   |                             |                     | C                   |                     | C                    |                      | C                    |
|                   |  | 250/300   |                             |                     |                     | C                   |                      |                      | C                    |
|                   | Gearbox bearings (primary shaft)         | 125/200   |                             |                     | S                   |                     | S                    |                      | S                    |
|                   |  | 250/300   |                             |                     |                     | S                   |                      |                      | S                    |
|                   | Water pump oil seal                      |           |                             |                     |                     | S                   |                      |                      | S                    |
|                   | Exhaust valve                            |           |                             |                     | C/P                 |                     |                      | C/P                  |                      |
|                   | Reed valve                               |           |                             |                     | C                   |                     | C                    |                      | C                    |
|                   | Noise-absorbing material of the silencer |           |                             | S                   | S                   | S                   | S                    | S                    | S                    |
| <b>Carburetor</b> | Tightness                                |           | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                   | Idling setting                           |           | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                   | Fuel pipe                                |           | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                   | Breather pipe                            |           | C                           | C                   | C                   | C                   | C                    | C                    | C                    |

# If not specified it's worth for all the version

Key

**C Check** (Clean, adjust, lubricate, replace as necessary)

**S Replace/renew**

**R Adjust**

**P Clean**

**T Tighten**

|                          | Version#  | End of running-in - 3 hours | Coupon 1 - 30 hours | Coupon 2 - 60 hours | Coupon 3 - 90 hours | Coupon 4 - 120 hours | Coupon 5 - 150 hours | Coupon 6 - 180 hours |
|--------------------------|---|-----------------------------|---------------------|---------------------|---------------------|----------------------|----------------------|----------------------|
| <b>Assembling groups</b> | Coolant system tightness and coolant level                                    | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Exhaust manifold tightness  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Drives sliding and regulation   | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Liquid level clutch pump  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Airbox and air filter   | P                           | P                   | P                   | P                   | P                    | P                    | P                    |
|                          | Final transmission  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Read the error memory with a generic OBD2 diagnosis tester                    | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Operation of the electric system by blowing and greasing the main connections | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Check and recharge the 12V battery  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
| <b>Brakes</b>            | Liquid level, pads thickness  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Disc thickness  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Pipe tightness  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Idle travel levers and drives sliding   | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
| <b>Cycling</b>           | Chassis   | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Swing arm   | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Mobile parts  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Shock absorber and telescopic fork  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Rear suspension linkage   | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Fork cover  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Fuel lines  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Bearings of steering  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Bolts   | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
| <b>Wheels</b>            | Wheel spokes and rim coaxiality   | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Tyres (wear and pressure)   | C                           | C                   | C                   | C                   | C                    | C                    | C                    |
|                          | Bearings clearance  | C                           | C                   | C                   | C                   | C                    | C                    | C                    |

# If not specified it's worth for all the version

Key

**C Check** (Clean, adjust, lubricate, replace as necessary)

**S Replace/renew**

**R Adjust**

**P Clean**

**T Tighten**

WARNING:

For any service requirements, please contact Betamotor's Authorized Service Network.

## TIGHTENING TORQUE OVERVIEW

Here below is an overview of the tightening torque of all pieces subject to adjustment or maintenance:

| Forecarriage                                    |                        |            |
|---|------------------------|------------|
|   | Tightening torque [Nm] | Threadlock |
| Wheel pin                                       | 50                     |            |
| Fork foots - wheel pin                          | 10*                    |            |
| Brake caliper - Fork                            | 35                     | M          |
| Left fork protection u-bolt                     | 1,5                    |            |
| Steering head base - fork legs                  | 12*                    |            |
| Steering head - fork legs                       | 17*                    |            |
| Stem pin on steering head                       | 20                     |            |
| Lower handlebar u-bolt - steering head          | 40                     | M          |
| Upper handlebar u-bolt - lower handlebar u-bolt | 25                     |            |
| Steering head clearance adjustment nut          | 33                     |            |

| Rear axle                        |                        |            |
|----------------------------------|------------------------|------------|
|                                  | Tightening torque [Nm] | Threadlock |
| Wheel pin                        | 130                    |            |
| Rear shock absorber - frame      | 50                     | M          |
| Rear shock absorber - rocker arm | 50                     |            |
| Connecting rod - frame           | 90                     |            |
| Connecting rod - rocker arm      | 90                     |            |
| Rocker arm - swinging arm        | 90                     |            |

| Engine                 |                        |            |
|------------------------|------------------------|------------|
|                        | Tightening torque [Nm] | Threadlock |
| Gearbox oil drain plug | 15                     |            |

| Engine - Frame                           |          |                   |            |                        |
|--|----------|-------------------|------------|------------------------|
| (*) Fixing                               | Version# | Screw             | Threadlock | Tightening torque [Nm] |
| Engine to the frame                      |          | Special screw M10 |            | 45                     |
| Fixing head to frame tightening brackets |          | M8x16             | M          | 35                     |
| Brackets to attach the head - motor      | 125/200  | M8x16             | M          | 35                     |
|  | 250/300  | M8x60             | M          | 35                     |

# If not specified it's worth for all the version

M Medium strength threadlock



\* **WARNING:**

Tightening of the screws should be carried out by adjusting the torque wrench to the stability torque with repeated tightening until stability torque has been achieved.

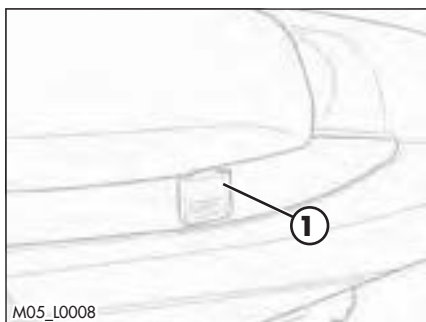


## CHAPTER 5 REMOVING AND INSTALLING SUPERSTRUCTURES

### CONTENTS

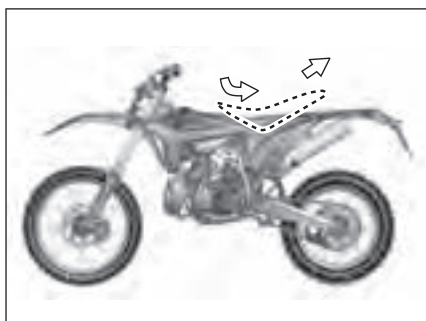
|  |    |
|--|----|
| Removing and installing of the saddle.....         | 88 |
| Removing and installing air filter side panel..... | 89 |
| Removing and installing of the complete tank.....  | 89 |
| Removing and installing the headlamp mask .....    | 92 |



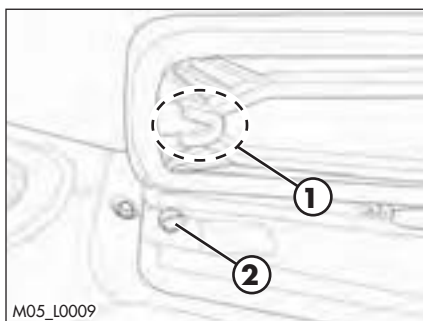


## REMOVING AND INSTALLING OF THE SADDLE

Press button **1**.

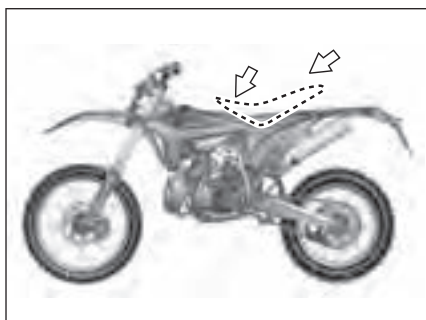


Remove the saddle towards the rear of the motorcycle.



To re-assemble:

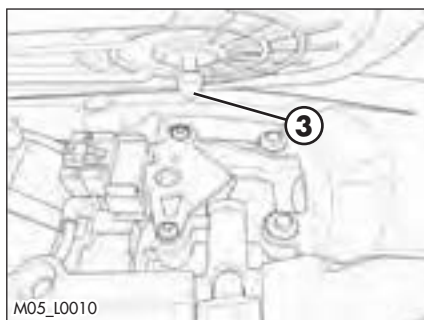
Insert the cavity **1** of the saddle in slot **2**.



Press the saddle down in the middle and at the same time, push it forwards until the bayonet joint engages in its seat.

**WARNING**

Make sure the bayonet joint **3** is firmly inserted into the button lock.

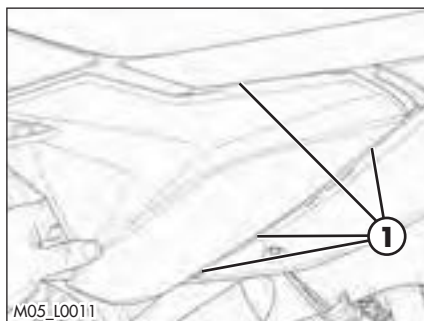


## REMOVING AND INSTALLING AIR FILTER SIDE PANEL

Grab the side panel in the front side and pull out.

To refit insert the tabs **1** into their slots.

Slide the side panel toward the vehicle.



## REMOVING AND INSTALLING OF THE COMPLETE TANK

Disconnect the fuel tank vent pipe.

Turn the fuel cock to OFF position (page 20) and disconnect the fuel hose from the fuel cock.

**WARNING:**

Follow action on a cold engine and in a well ventilated area.

**WARNING:**

Fire hazard. Fuel is highly flammable.



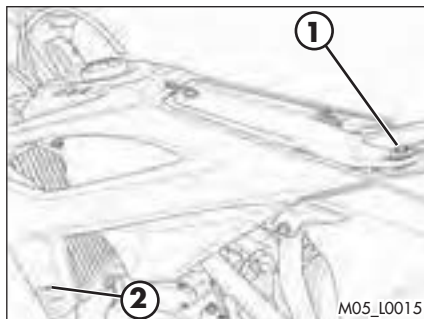
Always stop the engine when refuelling and keep open flames and lighted cigarettes away.

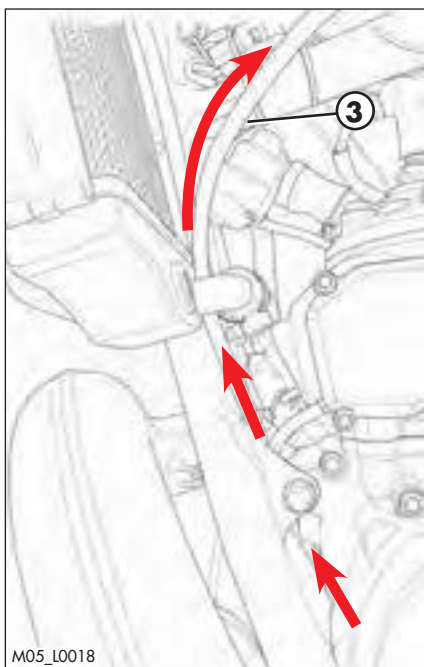


Immediately clean up any spilled fuel.

Remove the saddle (page 88).

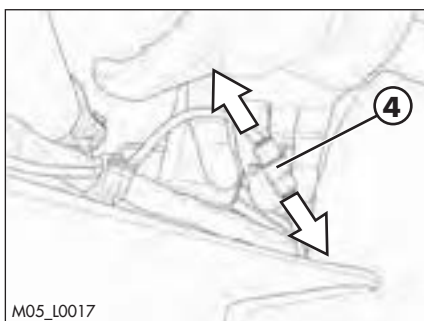
Remove the screw **1** fastening the tank to the frame and the screws **2** (one per side) securing the fairing to the radiator.



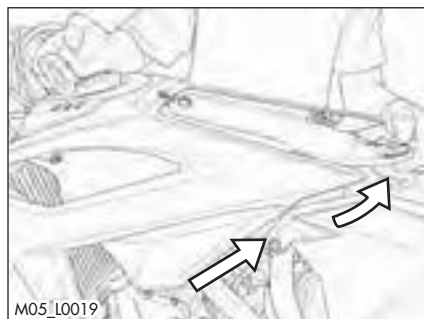


Lift the tank slightly and:

- remove the tube **3**.



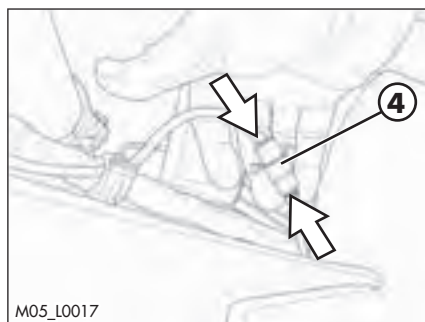
- disconnect the connector **4**.



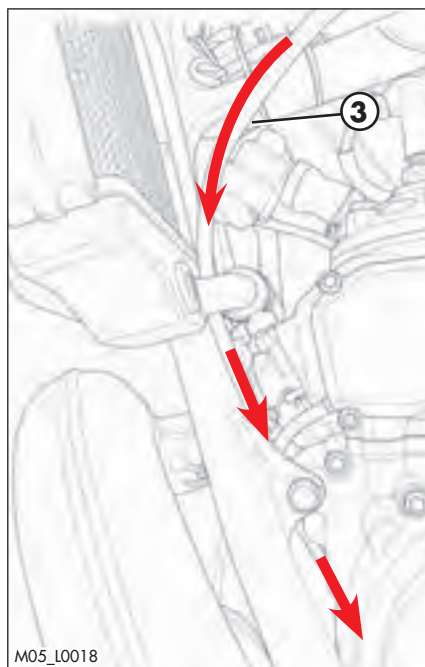
Lift the tank backwards and remove the tank towards the rear.

To refit the tank proceed as follows:

- place the tank to the vehicle and connect the connector **4**.

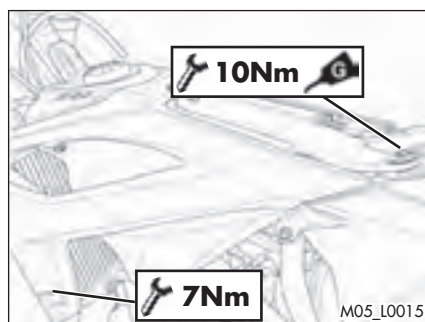


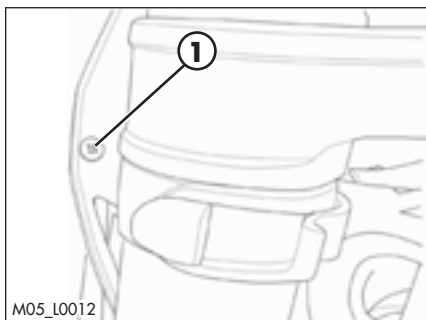
Insert the hose **3** following the passage as shown in figure.



Tighten the tank screws to the torques given.

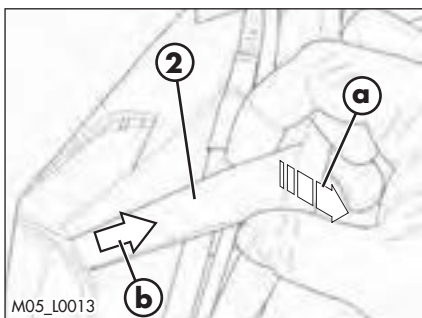
When assembly is complete, lightly pull the tube **3** so that it is stretched correctly.



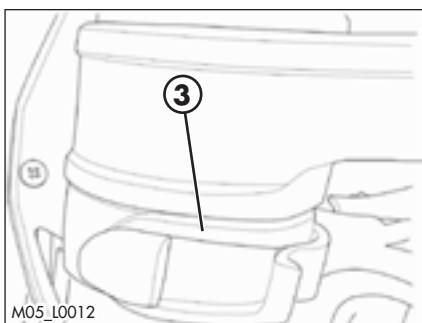


## REMOVING AND INSTALLING THE HEADLAMP MASK

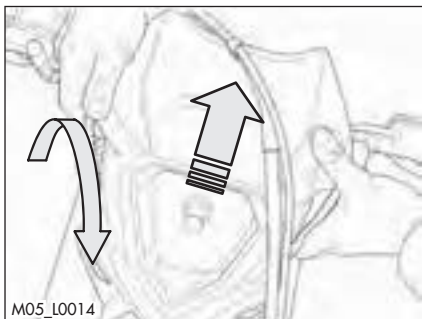
Remove the screw **1**.



Remove the jumper **2** by pulling the rear portion towards you and slide it towards the rear.



Unhook the elastics **3** (one on each side).



Pull the mask upwards and rotate it forward from the top.

Disconnect all the electric connector attaching the mask to the vehicle.

Remove the mask.

For reassembly, proceed inversely compared to the previously-described disassembly procedures.


**CHAPTER 6 TROUBLESHOOTING**

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# 6 TROUBLESHOOTING

## TRUBLESHOOTING

| PROBLEM  | CAUSE   | REMEDY   |
|--|---|--|
| Engine does not start  | -Fuel system clogged (fuel lines, fuel tank, fuel cock) | Contact authorised BETAMOTOR customer service  |
|  | -Air filter dirty                                       | Check the air filter   |
|  | -No current supplied to spark plug                      | Clean or replace the spark plug. If the problem persists, contact authorised BETAMOTOR customer service                        |
|  | -Engine flooded   | Operate the electrical starter push button 2 times for 5 seconds. If the vehicle does not start, remove and dry the spark plug |
|  | -Excessive distance between the electrodes              | Check the distance between the electrodes  |
|  | -Ignition connector or coil slackened or oxidized       | Clean with a spray product for electric contacts and tighten   |
|  | -Presence of water in the carburettor                   | Empty the carburettor tank   |
| The engine starts but the telltale "MIL" lights on  | -Engine management system fault                         | Contact authorised BETAMOTOR customer service  |
| "High Voltage" appears on the instrument   | -Overcharging   | Turn off the engine and contact authorised BETAMOTOR customer service  |
| Engine misfires  | -Spark gap wrongly adjusted                             | Restore the spark gap  |
|  | -Spark plug dirty                                       | Clean or replace the spark plug  |
| The engine does not hold idling  | -Idling air jet clogged                                 | Contact authorised BETAMOTOR customer service  |
|  | -Adjustment screws poorly adjusted                      | Adjust   |
|  | -Faulty spark plug                                      | Replace the spark plug   |
|  | -Faulty ignition system                                 | Check the coil and the spark plug cap  |
| Engine overheats and loses power   | -Silencer partly clogged                                | Contact authorised BETAMOTOR customer service  |
|  | -Laminar pack damaged                                   | Contact authorised BETAMOTOR customer service  |
|  | -Fault in the ignition system                           | Contact authorised BETAMOTOR customer service  |
| Excessive smoke  | -Possible mixer system fault                            | Contact authorised BETAMOTOR customer service  |
| Front braking poor   | -Brake pads worn  | Contact authorised BETAMOTOR customer service  |
|  | -Air or humidity in the hydraulic circuit               | Follow the procedure described on page 65  |
| Rear braking poor  | -Brake pads worn  | Contact authorised BETAMOTOR customer service  |
|  | -Air or humidity in the hydraulic circuit               | Follow the procedure described on page 68  |

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