X-PRO USA 125-200-25-300



Rideability

Beta motorcycles

2027 OWNERS MANUAL

RR XPRO 125-200-250-300 2T EUROPA
RR XPRO 125-200-250-300 2T

Thanks for you 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 040.44.072.83.00

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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EN

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

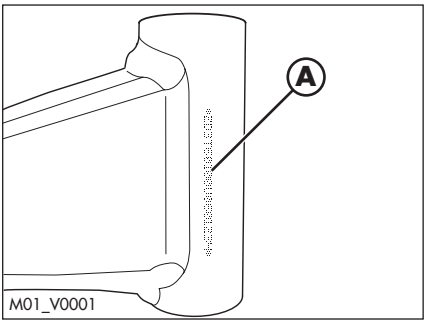
RIDING SAFETY

- 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.

CHAPTER 1 GENERAL INFORMATION

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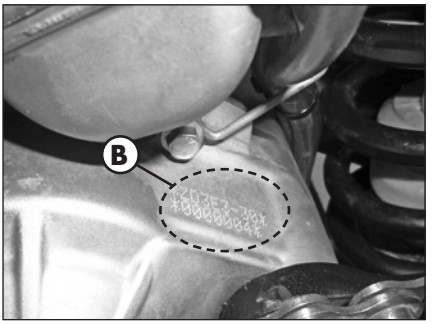
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VEHICLE IDENTIFICATION DATA

FRAME IDENTIFICATION

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



ENGINE IDENTIFICATION

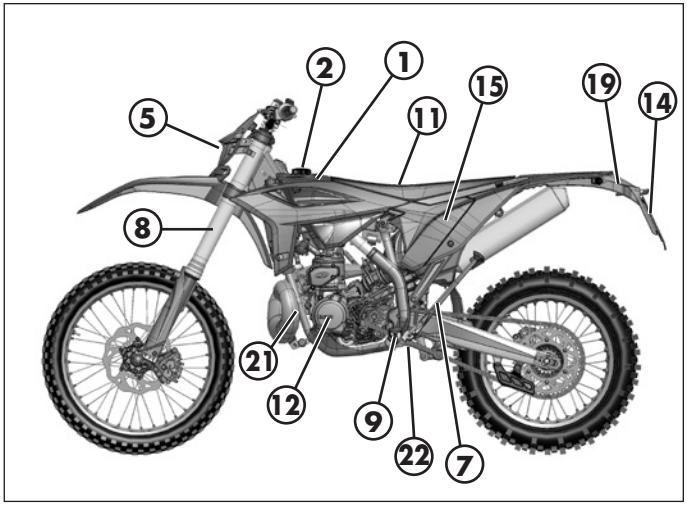
Engine identification data **B** are stamped in the area shown in the figure.

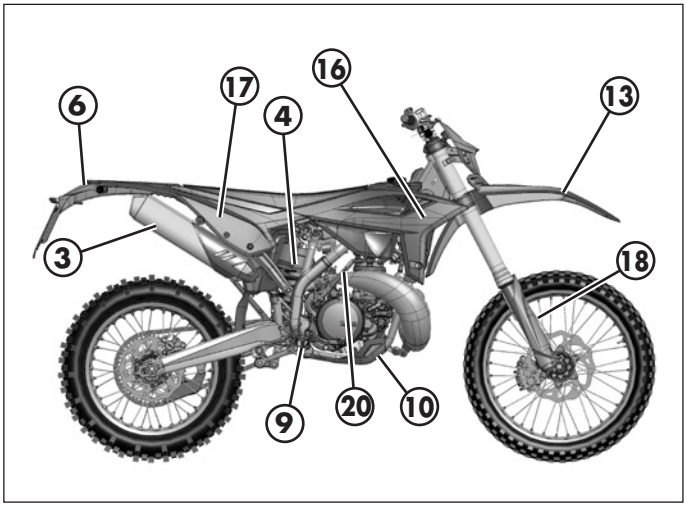


TOOLS KIT

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

* For markets where required

SPECIFICATIONS

WEIGHT

Weight in running order with full fuel and optional:
RR 125 ..... 107kg (front 51kg; rear 56kg)
RR 200 ..... 110kg (front 52kg; rear 58kg)
RR 250-300 ..... 118kg (front 57kg; rear 61kg)

DIMENSIONS

Version	RR 125-200	RR 250-300
Maximum length (with plate holder) [mm]	2270	2270
Maximum width [mm]	830	830
Overall height [mm]	1270	1270
Wheelbase [mm]	1477	1482
Saddle height [mm]	930	930
Ground clearance [mm]	325	320
Footrest height [mm]	410	407

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 80/100-21 90/100-21	120/80-18 120/90-18 130/90-18 140/80-18	1,5 (road use)	1,8 (road use)
			1 (off-road use)	1 (off-road use)
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
Mixer oil tank [ml]	-	650	650
including reserve [ml]	-	180	180
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])	8	8,4
Oil type	Fuchs SAE 5W	
Oil quantity right fork leg# [g]	580±5	590±5
Oil quantity left fork leg# [g]	535±5	535±5
Wheel excursion [mm]	295	295
Compression clicks (from completely closed)	12	12
Rebound clicks (from completely open)	15	12
Spring preload clicks (from completely open)	completely open	

For a completely dry fork

REAR SUSPENSION

Single shock absorber with compound lever

Version	RR 125-200	RR 250-300
Spring (K - [daN/mm])	4,7	5,1
Static sag load - SAG	35	35
Shock absorber travel [mm]	132	132
Rear wheel travel [mm]	290	290
Compression clicks, high speeds (from completely closed)	18±2	18±2
Compression clicks, low speeds (from completely closed)	20±2	20±2
Rebound clicks (from completely closed)	16±2	16±2

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	67,4X69,9	73 x 69.9
Displacement [cm^3]	124,8	190,2	249	292,6
Compression ratio	15,2:1	13,6:1	13,2:1	11,6:1
CO2 [g/km] * #	58	59	53	61
Fuel consumption [l/100km] * #	2,5	2,5	2,2	2,6

* 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	130	172	130	160	130	165	130	165
Slow jet	38	50	35	45	38	38	38	38
Start jet	50	85	50	85	45	85	50	85
Needle	N84G	N0ZI	N84K	N1EI	N84G	N0ZJ	N84I	N2ZW
Needle position (from top)	1°	3°	5°	3°	4°	3°	4°	3°
Air screw turns (from all closed)	1+ 5/8	2	1+ 1/8	2	1+ 3/4	1+ 1/4	1+ 3/8	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 BR8ECM	NGK IR GR7CI-8

Clutch..... wet, multidisc

Gearchange

Version	RR 125		RR 200		RR 250		RR 300	
	Europe		Europe		Europe		Europe	
Primary drive	23/73	23/73	25/73	25/73	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	13/50	13/50	15/49	15/49	14/49	14/49	14/48	14/48

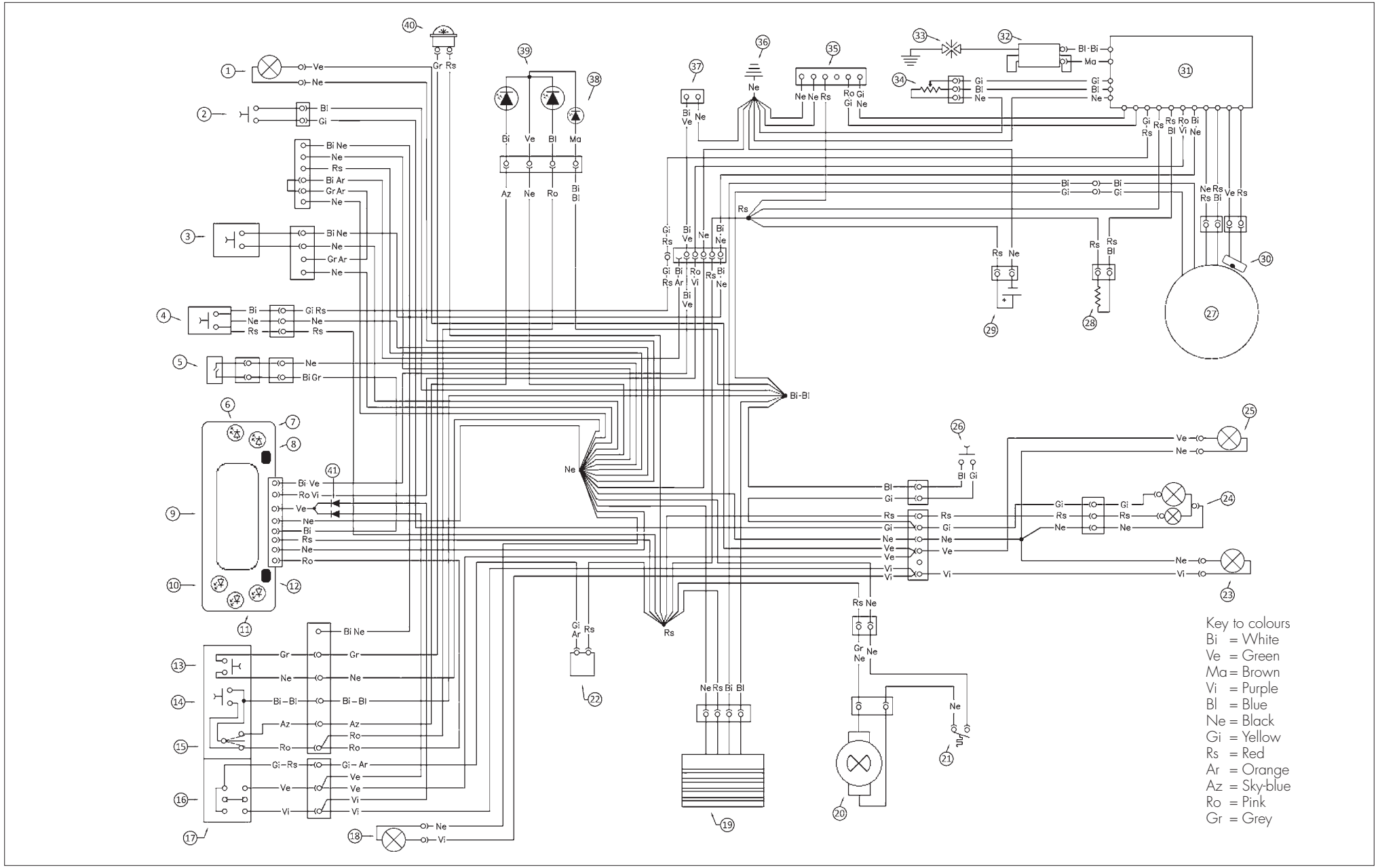
Exhaust valve.....centrifugal operation with reaction springs

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

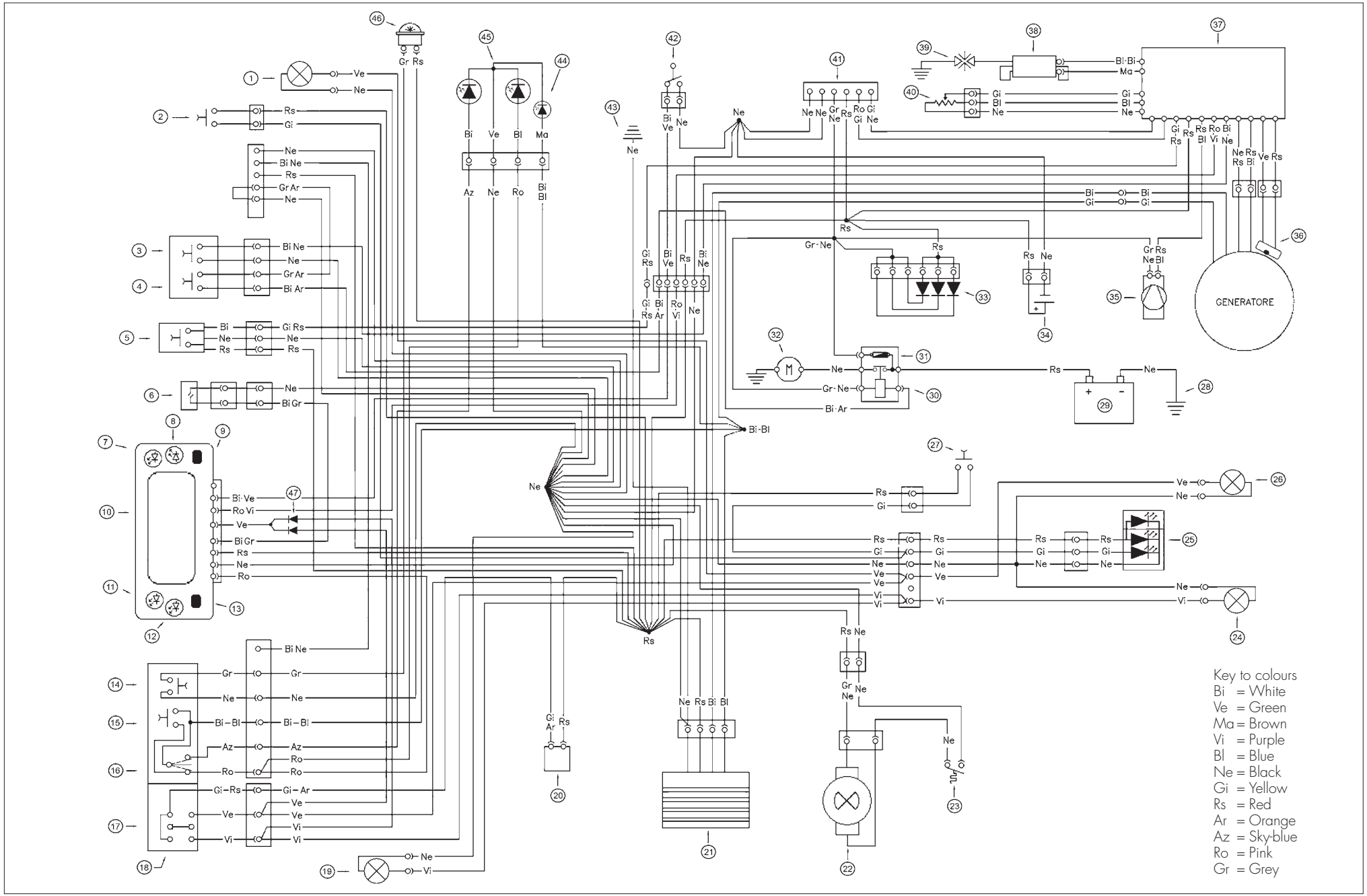
ELECTRICAL DIAGRAM RR 125 EUROPE - RR 125



LEGEND ELECTRICAL DIAGRAM

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) LEFT-HAND CONTROL GROUP
18) LEFT-HAND 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 µF
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
41) DIODES

ELECTRICAL DIAGRAM RR 200-250-300 EUROPE - RR 200-250-300



LEGEND ELECTRICAL DIAGRAM

1) RIGHT FRONT TURN SIGNAL WITH 12V - 6W BULB
2) FRONT STOP BUTTON
3) DUAL MAP BUTTON (OPTIONAL)
4) ENGINE STOP BUTTON
5) START BUTTON
6) MAP SWITCH
7) RIGHT/LEFT TURN SIGNAL LIGHT
8) DIAGNOSTIC LIGHT
9) MODE BUTTON
10) DIGITAL INSTRUMENT PANEL
11) HIGH BEAM WARNING LIGHT
12) LOW OIL WARNING LIGHT
13) SET BUTTON
14) HORN BUTTON
15) HIGH BEAM FLASHER
16) HEADLIGHT SWITCH
17) TURN SIGNAL SWITCH
18) LEFT CONTROL PANEL
19) LEFT FRONT TURN SIGNAL WITH 12V - 6W BULB
20) FLASHER LIGHT
21) REGULATOR
22) ELECTRIC FAN
23) THERMAL SWITCH
24) REAR TURN SIGNAL LEFT WITH 12V - 6W BULB
25) LED TAILLIGHT
26) RIGHT REAR TURN SIGNAL LIGHT, 12V - 6W BULB
27) REAR STOP BUTTON
28) GROUND CABLE TO FRAME
29) BATTERY
30) STARTER RELAY
31) 10A FUSE
32) STARTER MOTOR
33) DIODE ASSEMBLY
34) 4700µF CAPACITOR
35) OIL PUMP
36) PICK-UP SENSOR
37) CONTROL UNIT
38) COIL
39) SPARK PLUG
40) TPS THROTTLE POSITION SENSOR
41) DIAGNOSTIC CONNECTOR
42) OIL RESERVE SENSOR
43) GROUND TO FRAME
44) FRONT PARKING LIGHT
45) 12V 10/10W LED FRONT HEADLIGHT
46) HORN
47) DIODES

1

BULBS

High beam/low beam .....LED
Parking/daytime .....LED
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 E5 95 RON
MIXTURE OIL	LIQUI MOLY MOTORBIKE 2T SYNTH OFFROAD RACE
GEAR AND CLUTCH OIL	LIQUI MOLY MOTORBIKE 4T SYNTH 10W-50 OFFROAD RACE
BRAKE OIL	LIQUI MOLY BRAKE FLUID DOT 5.1
CLUTCH ACTUATOR OIL	LIQUI MOLY BRAKE FLUID DOT 5.1
FORK OIL	FUCHS SAE 5W
TIE ROD GREASE	LIQUI MOLY SCHMIERFIX
LIQUID COOLANT	LIQUI MOLY COOLANT READY MIX RAF12+

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

CHAPTER 2 OPERATION

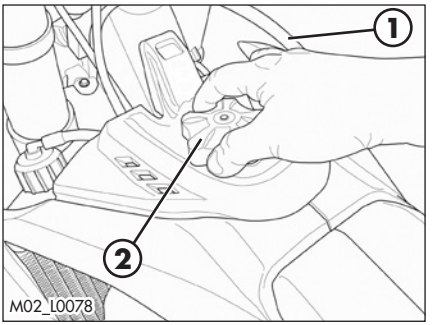
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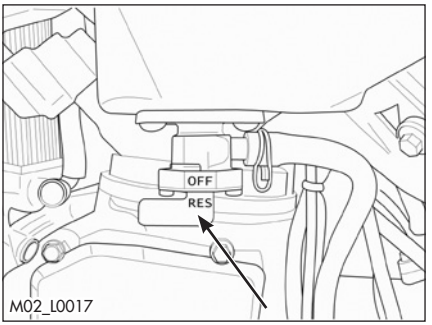


MAIN PARTS

FUEL TANK CAP

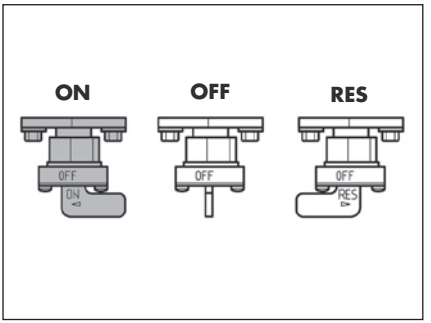
Disconnect the ventilation pipe **1**.
To open the tank turn the cap **2** anticlockwise.

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



FUEL COCK

Fuel cock has three positions:



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

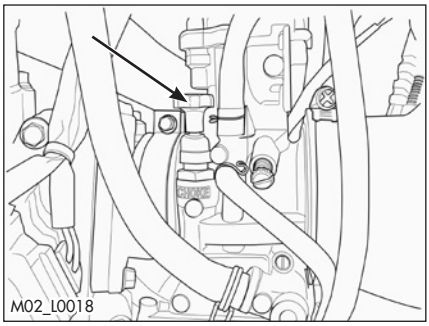
ON: fuel supply enabled. Fuel flows from the tank to the carburettor. The tank empties until it reaches the reserve level.

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.

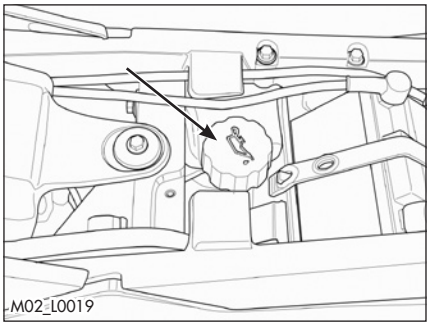
To operate the choke pull it upward.



MIXER OIL TANK CAP (RR 200-250-300)

The mixer oil tank cap is located under the saddle.

To gain access remove the saddle (page 86).

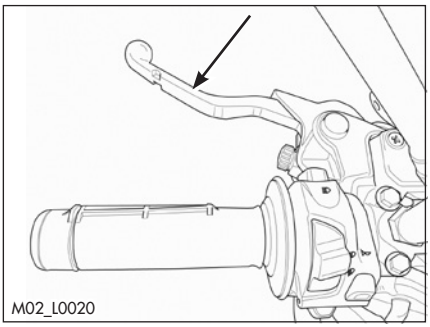


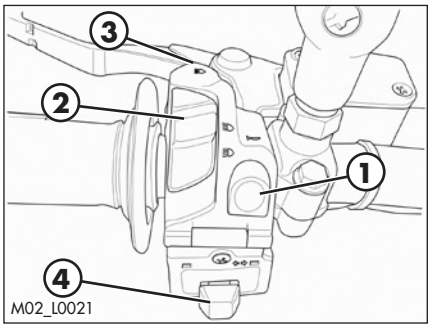
To open the fuel tank cap turn it anticlockwise.

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

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;

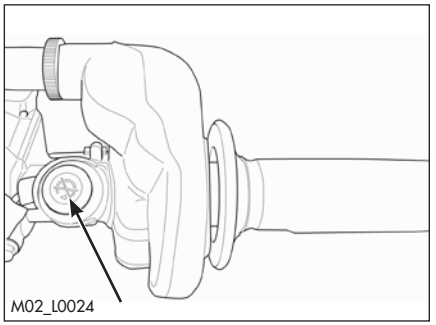
2 - Dip switch:

parking lights and high beam;

parking lights and low beam;

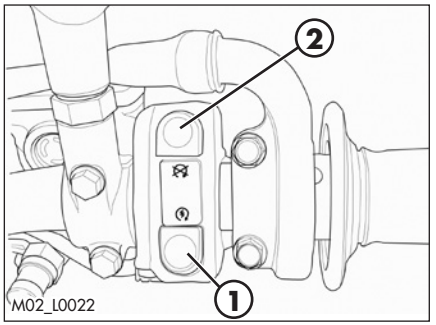
3 - Flash-to-pass button;

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.



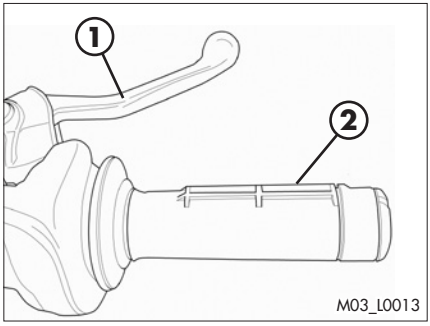
RH SWITCH (RR 200-250-300)

Starter button **1** is located on the right-hand side of the handlebars and operate the electric engine starter. For startup, refer to page 32. Do not press the button **1** while the engine is running.

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

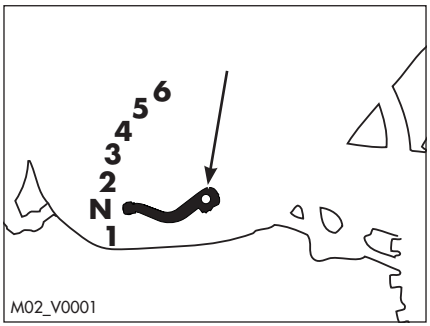
FRONT BRAKE LEVER AND GAS CONTROL

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



GEAR CHANGE LEVER

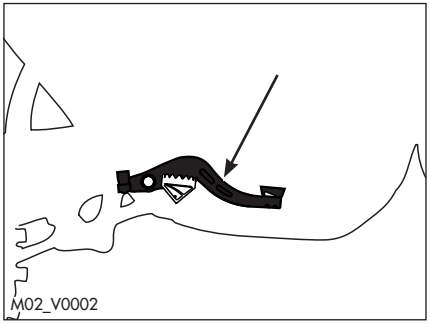
Gear change lever is fitted to the left side of the engine.
The positions corresponding to the different gears are shown in the figure.



BRAKE PEDAL

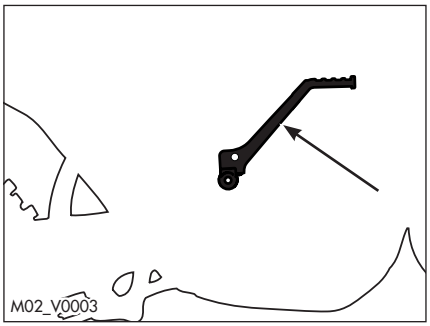
Brake pedal is located in front of the right-hand footrest.

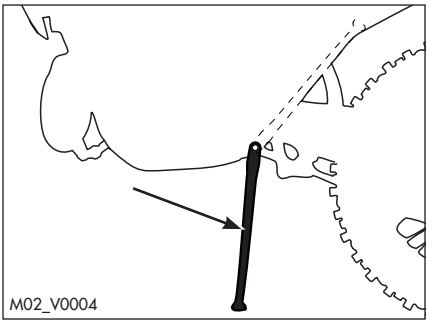
The rear brake is operated by pressing down the pedal.



KICKSTART - OPTIONAL (RR 200-250-300)

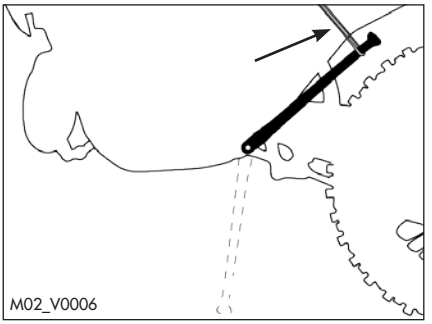
Kickstart is fitted to the right-hand side of the engine.
The upper part of the kickstart can be oriented.





SIDE STAND

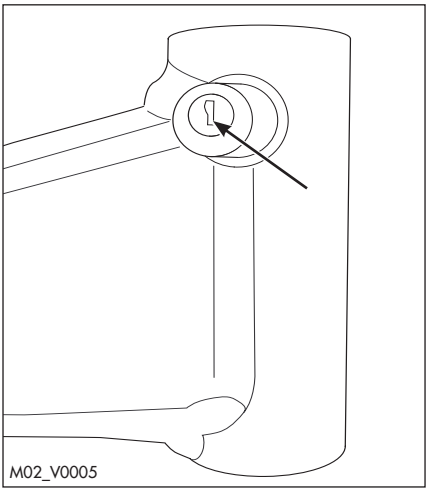
Press down side stand with the foot and lean the vehicle against it.
Ensure that the ground is solid and the vehicle stands steadily.



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

Low battery

Speedometer
Display range: 0360 km/h (0225 MPH)
Display unit: km/h or MPH
Average speed (AVG)
Maximum speed (MAX)

Indicator lights
High beam light (Blue)
Mixer oil level
MIL (Engine management system fault)
Turn indicators (Green)

Select button
Press the **Select button** on the main screen to switch between odometer (ODO), partial distance (DIST/2), total hour meter (ART), maximum speed record (MAX), and average speed record (AVG).
Press and hold the **Select button** for 3 seconds on the DIST/2 screen to modify the value.
Press and hold the **Select button** for 3 seconds on the ODO screen to view the remaining distance until the next service.



Time
Clock: 12/24 MODE
Total hour meter.

Adjust Button
Press the **Adjust button** on the main screen to switch between odometer (ODO), partial distance (DIST/2), total hour meter (ART), average speed (AVG), and maximum speed (MAX).
Press and hold the **Adjust button** for 3 seconds on the DIST/2 screen to reset.
Press and hold the **Adjust button** on the ODO screen to reset average speed (AVG) and maximum speed (MAX).

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).

WARNING LIGHTS

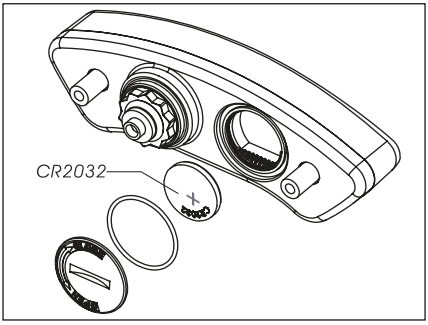


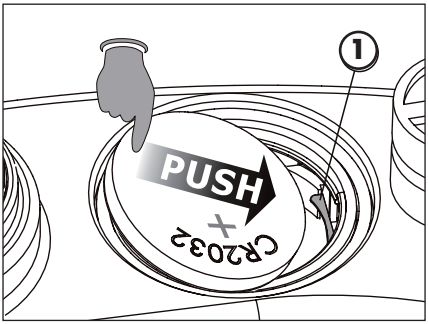
1 Headlight indicator
The system activates the indicator in synchrony with the activation of the mains beams.

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 11. Refuel with special oil as indicated in the "Table of Lubricants and Recommended Liquids" on page 18 .

4 MIL indicator light (Engine management system fault)
Indicates a fault in the engine management system. Contact as soon as possible an authorized Betamotor.





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 the main screen, press the **Adjust or Select button** once to scroll through the DST, DST2 and ODO screens.



In the DST2 screen, press and hold the **Adjust button** for 3 seconds to reset the recorded trip distance.





Press the Adjust or Select button to access the ODO / Hour Meter (ART) screen.



If the ODO total is selected, press and hold the **Adjust button** for 3 seconds to reset the recorded maximum speed (MAX) and average speed (AVG).



SELECT BUTTON FUNCTION INSTRUCTION



Press and hold the **Select button** for 3 seconds in the DIST/2 screen to modify the trip values.



The **Select button** decreases the value.
The **Adjust button** increases the value.

TO ENTER THE SETTING MODE

Enter Setting Mode (Adjust + Select x 5 sec)

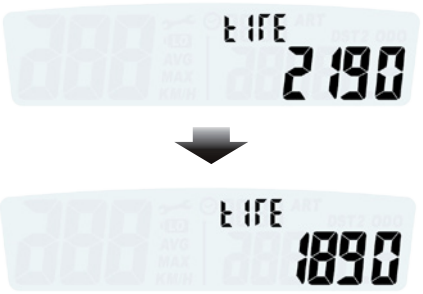


Press and hold Adjust + Select simultaneously for 5 seconds to enter the setting mode. Every 5 seconds, the screen will switch through the following options:
- Unit of measurement (km/h – MPH)
- Wheel size (2190 – 1890)
- Clock format (12/24h)
- Clock settings (hours and minutes)
- Scheduled Maintenance Distance



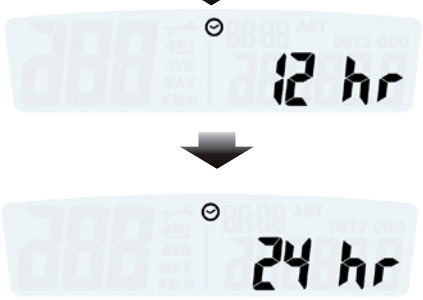
1st screen: Unit of measurement
Press the **Adjust or Select button** to toggle between km/h and MPH.

The tire circumference and sensing point setting



2nd screen: Wheel size
Press the **Adjust or Select button** to change the tire circumference between the two standard values: 2190 mm and 1890 mm.

NOTE: Wait until the main screen reappears to save the changes.



3rd screen: Clock format (12/24h)
Press the **Adjust or Select button** to switch between 12-hour and 24-hour format.

The clock setting



4th screen: Clock setting
Press the **Adjust button** to increase the value by 1 minute.
Press the **Select button** to decrease the value by 1 minute.

NOTE: To speed up the operation, press and hold the button.

Maintenance Light Mileage Setting



5th screen: Scheduled Maintenance Dis tance.
Press the **Adjust button** to increase the value by 1 meter.
Press the **Select button** to decrease the value by 1 meter.

NOTE: To speed up the operation, press and hold the button.

Resetting The Maintenance Warning Light



1 Press the right button until you reach screen 3, which displays the total odometer (ODO), accumulated operating time (ART), and average speed.

2 Press and hold the left button for three seconds to access the service reset screen (image below).

3 Press and hold the right button for three seconds; the maintenance alert resets to the user-defined value (see image below), and the countdown restarts based on the maintenance interval previously selected in the configuration menu (Owner's Manual, page 29).



4 Once the maintenance interval reset procedure is complete, the screen closes automatically, returning to the screen from step 1.

2 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 64).
3 Check pressure, general condition and thickness of tread (page 72).
4 Check that the spokes are properly tightened.
5 Check the tensioning of the chain (page 71).
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 79).

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 / RR 125 Europe	RR 200-250-300 / RR 200-250-300 Europe
3%	1%

2 Use the oil indicated on page 18 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 18 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 Europe	RR 125
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.

OIL MIXER REFUELLING (RR 200-250-300)

To refuel open the tank cap (page 21).

Fuel tank capacity is shown on page 10.

After refuelling, screw the cap back and tighten securely.

Use the oil indicated on page 18 in the "Recommended lubricants and liquids" table.

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.

For temperatures between 20-30°C, keep the choke engaged:

125 and 200 cc: approximately 50 seconds after starting;
250 and 300 cc: approximately 30 seconds after starting.
Once the specified time has elapsed, return the choke to its initial position.

For temperatures lower than those indicated, extend the activation time.

NOTE: If, after returning the choke to its initial position, the engine tends to stall, operate the starter device until the engine revs up again.

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

3

CONTENTS

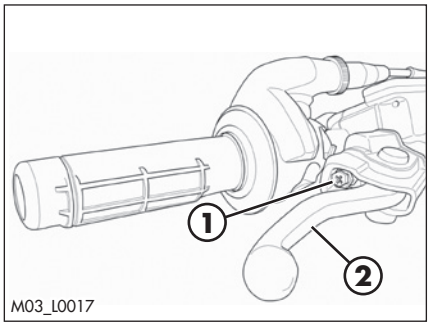
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KEY TO SYMBOLS

Tightening torque

Threadlocker Medium

Grease



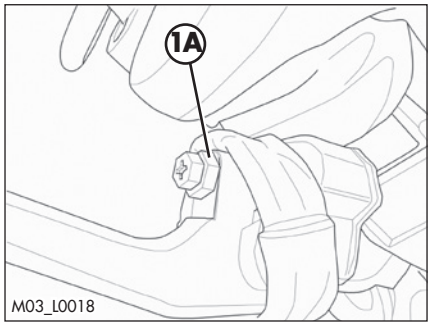
M03_L0017

BRAKES

FRONT BRAKE

The front brake is disk type with hydraulic control.

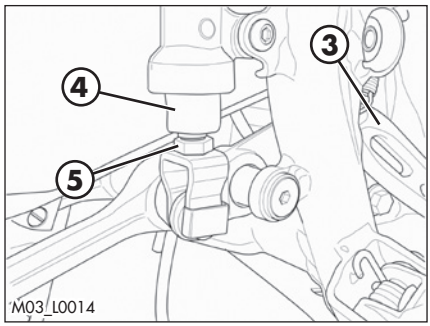
The home position of brake lever **2** can be adjusted by means of screw **1**.



M03_L0018

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

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



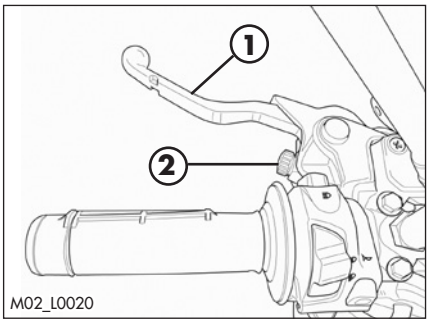
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REAR BRAKE

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.

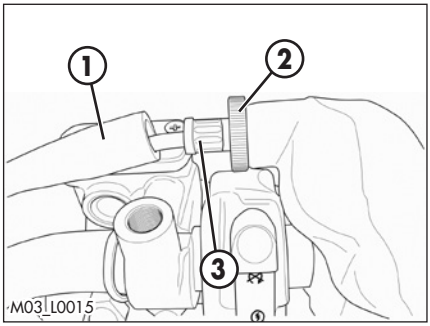
CLUTCH

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



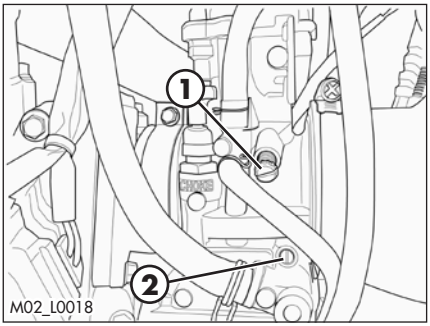
ADJUSTMENT OF GAS CLEARANCE

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:

SLM	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 (SLM)	Carburetor setting	Ambient temperature					
		-20°C÷ ÷-7°C	-6°C÷ 5°C	6°C ÷ 15°C	16°C ÷ 24°C	25°C ÷ 36°C	37°C ÷ 49°C
		-2°F ÷ 20°F	19°F ÷ 41°F	42°F ÷ 60°F	61°F ÷ 78°F	79°F ÷ 98°F	99°F ÷ 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 (SLM)	Carburetor setting	Ambient temperature					
		-20°C÷ ÷-7°C	-6°C÷ 5°C	6°C ÷ 15°C	16°C ÷ 24°C	25°C ÷ 36°C	37°C ÷ 49°C
		-2°F ÷ 20°F	19°F ÷ 41°F	42°F ÷ 60°F	61°F ÷ 78°F	79°F ÷ 98°F	99°F ÷ 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

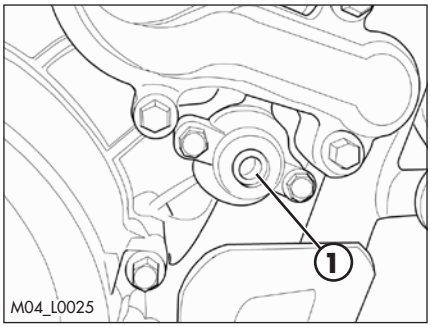
Version RR 250							
Altitude (SLM)	Carburetor setting	Ambient temperature					
		-20°C÷ ÷-7°C	-6°C÷ 5°C	6°C ÷ 15°C	16°C ÷ 24°C	25°C ÷ 36°C	37°C ÷ 49°C
		-2°F ÷ 20°F	19°F ÷ 41°F	42°F ÷ 60°F	61°F ÷ 78°F	79°F ÷ 98°F	99°F ÷ 120°F
3000 m	AVA	1,25	1,75	1,75	2,25	2,25	
10000 ft	Gm	38	35	35	35	35	
⬆	GM	165	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 (SLM)	Carburetor setting	Ambient temperature					
		-20°C ÷-7°C	-6°C÷ 5°C	6°C ÷ 15°C	16°C ÷ 24°C	25°C ÷ 36°C	37°C ÷ 49°C
		-2°F ÷ 20°F	19°F ÷ 41°F	42°F ÷ 60°F	61°F ÷ 78°F	79°F ÷ 98°F	99°F ÷ 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.

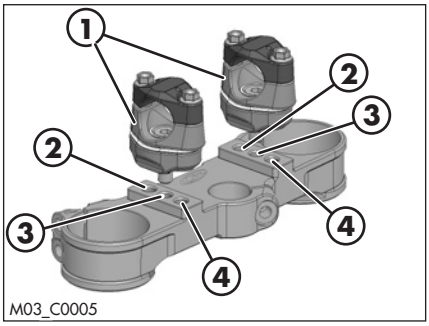
For any adjusting, please contact Betamotor's Authorized Service Network.



HANDLEBAR ADJUSTMENT

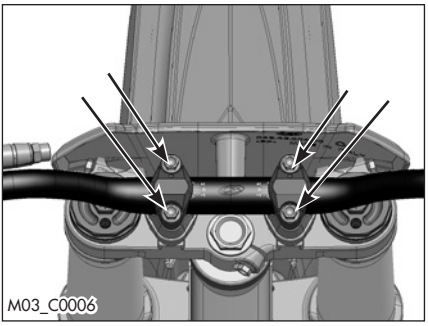
U-BOLT POSITION ADJUSTMENT

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.

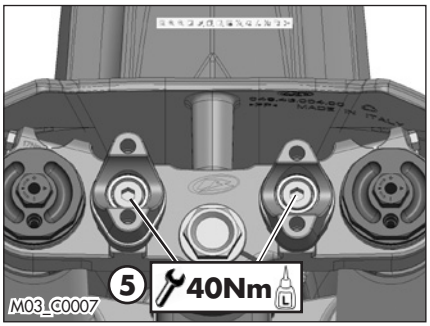
Remove the handlebar.

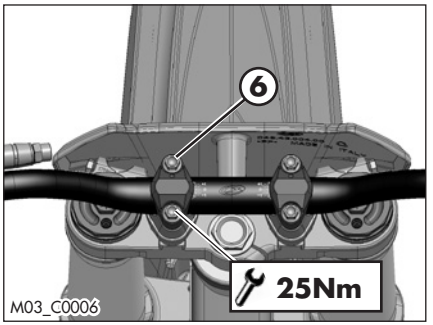


Remove the screws **5**.

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.



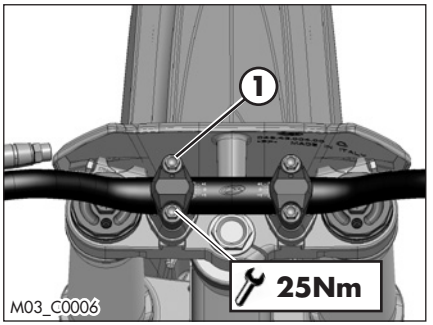


Apply the handlebar.

Apply the top u-bolt.

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

NOTE: First, position the side of the U-bolt indicated with a dot and tighten to the specified torque. Then, perform the tightening on the other side as well.



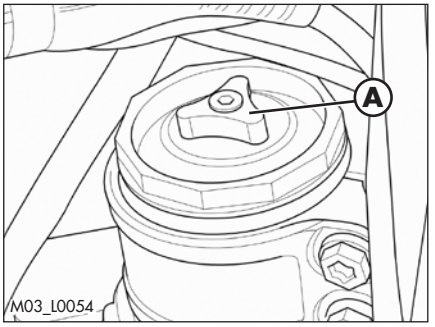
ADJUSTMENT OF THE HANDLEBAR POSITION

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

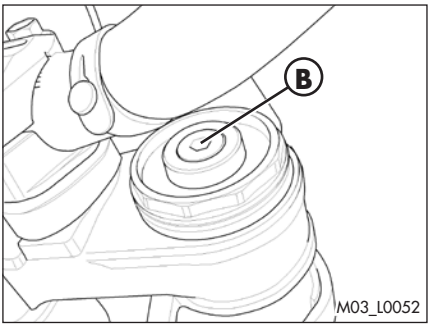
ADJUSTING THE REBOUND DAMPER

Extension adjuster **A** manages the fork return speed after each compression. The adjuster closes by moving the control towards the **+ sign**, thus increasing the braking effect; the adjuster opens by moving the control towards the **– sign**, thus decreasing the braking effect.

For standard calibration, refer to page 11.

ADJUSTING THE SPRING PRELOAD

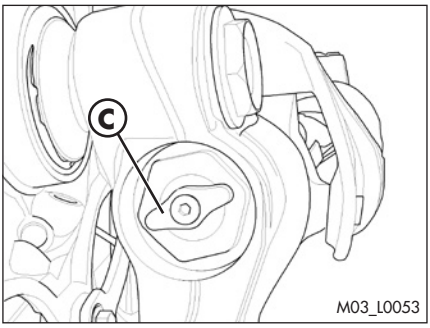
The spring pre-load instead adjusts the bike setup, especially according to the rider's weight. The front setup raises by moving the adjustment control **B** clockwise, and it lowers by moving it anticlockwise.



ADJUSTING THE COMPRESSION DAMPER

Hydraulic compression adjuster **C** is used to manage the ability of the fork to absorb a shock. The adjuster closes by moving the control towards the **+ sign**, thus increasing the braking effect; the adjuster opens by moving the control towards the **– sign**, thus decreasing the braking effect.

For standard calibration, refer to page 11.

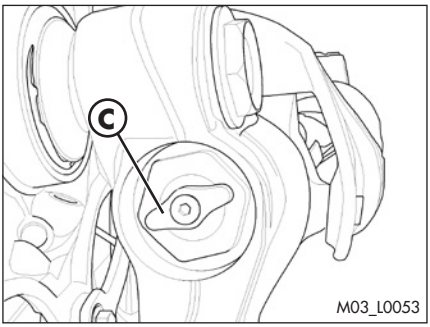


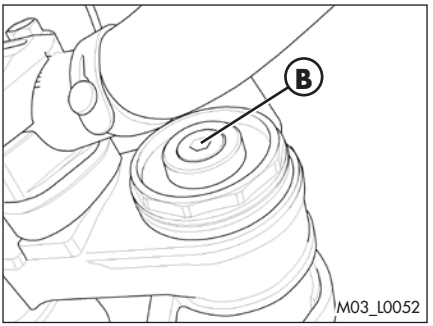
ADJUSTING THE SUSPENSIONS

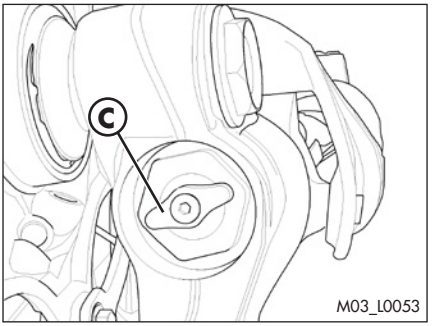
Suggestions for adjustment according to use

• Increased comfort

To make it easier to follow the ground and its roughness, open (turn towards "-") the compression control **C** by about 5 clicks. If after the modification the result is not as expected, the setup of the bike is probably too low and it is necessary to act on the







spring pre-load adjuster **B**.

• Lack of grip

Dirt roads or not very challenging roads

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

Challenging terrain

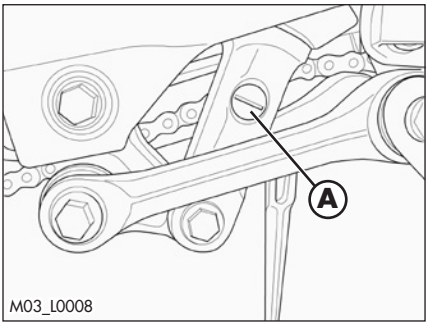
For the use on challenging terrain it is necessary to intervene on the extension adjuster **A**. To find the right grip balance of the front wheel with respect to the terrain, open (turn towards "-") or close (turn towards "+") the adjuster.

Potholes in sequence or strong compressions

In the presence of potholes or strong compressions, close (turn towards "+") the compression adjuster **C** by a few clicks and, if necessary, close (turn towards "+") the spring pre-load adjuster **B** as well. Balance out the extension adjuster **A** accordingly to keep the best contact with the ground.

Muddy terrain

Act on the spring pre-load adjuster **B** by closing it (turning it towards "+") by a few turns to compensate for the weight of the mud that adheres to the bike, and to maintain a correct and constant setup.



SHOCK ABSORBER

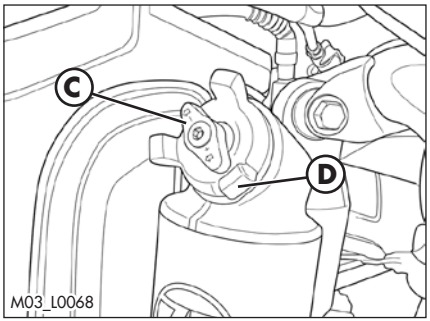
ADJUSTING THE REBOUND DAMPER

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:
- Turn knob **C** clockwise to increase hydraulic compression dampingmper.

For standard setting, refer to page 11.

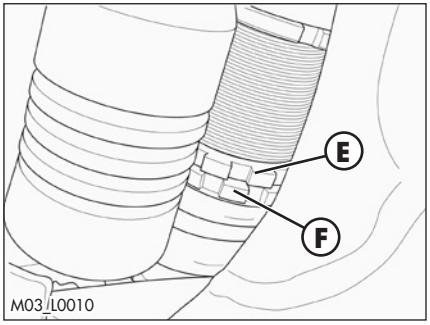
Adjustment for high compression speed:
- Turn ring nut **D** clockwise to increase compression damping.

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

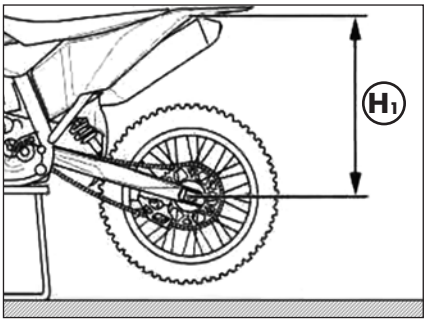


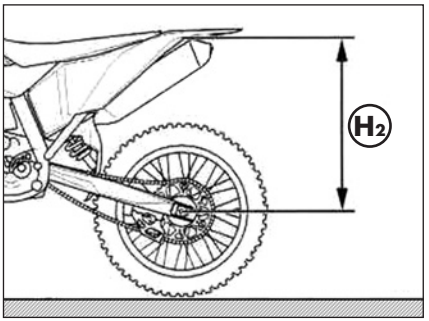
Loosen counter-ring **E**, rotate ring **F** clockwise to increase the spring preload (and consequently the shock absorber preload) or anticlockwise to decrease it. After obtaining the desired preload, turn counter-ring **E** until it stops against adjusting ring **F**.

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	70-90	8,0	4,7
	90-110	8,4	5,0
	>110	9,0	5,2
RR 250-300	<60	X	4,8
	60-70	X	5
	70-90	8,4	5,1
	90-110	8,4	5,4
	110-130	9,0	5,6
	>130	9,6	5,8

Standard settings

CHAPTER 4 CHECKS AND MAINTENANCE

4

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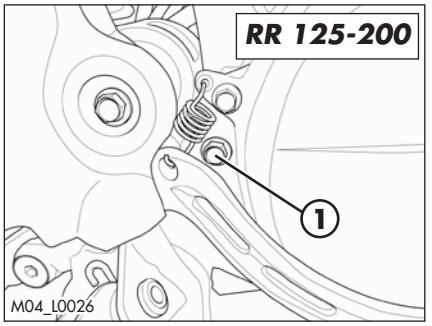
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KEY TO SYMBOLS

Tightening torque

Threadlocker Medium

Grease



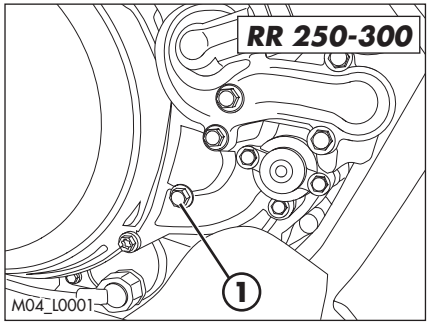
ENGINE OIL

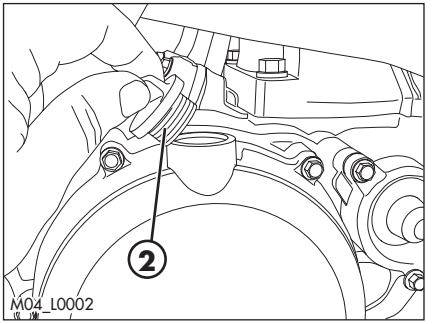
CHECK THE LEVEL

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.



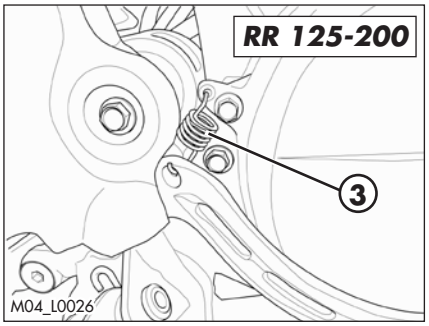


Otherwise restore the oil level through plug **2**.

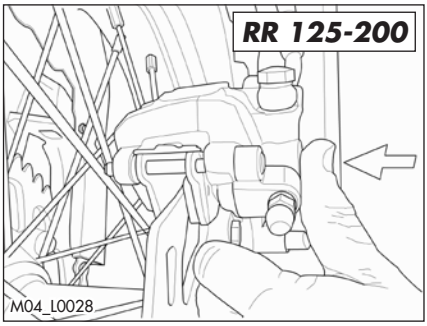
WARNING
The inspection cap is ONLY to check the oil level. For the oil drain, refer to the paragraph "REPLACEMENT" on page 52.

Use the oil indicated on page 18 in the "Recommended lubricants and liquids" table.

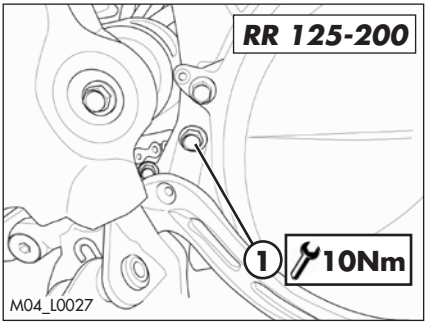
On RR 125-200, to facilitate this, it is recommended to:
- remove the spring **3**.



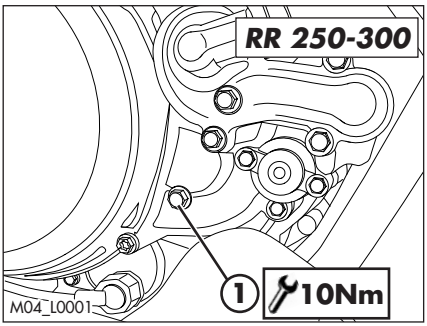
- push the brake caliper towards the inside of the vehicle and press down the brake pedal.

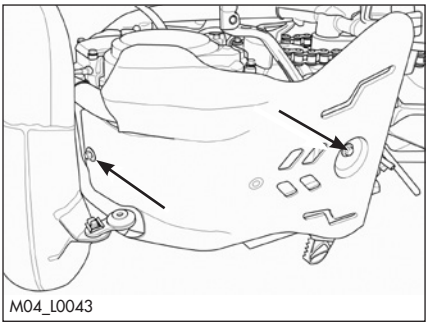


This way, screw **1** is uncovered.
Once this is completed, tighten screw **1** to 10Nm and reapply spring **3**.



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

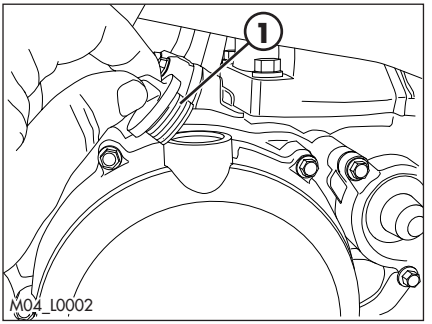



M04_L0043

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.

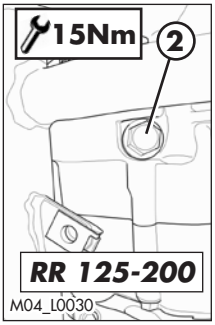
WARNING:
Hot oil can cause severe burns!
Screw on filler cap **1** again.



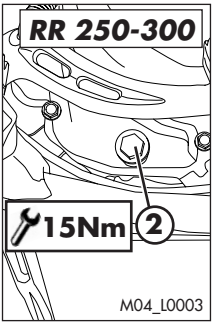
M04_L0002

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

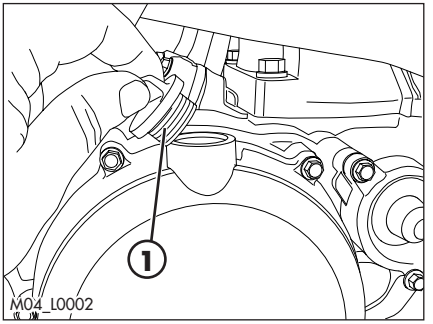
Pour in the quantity of liquid indicated on page 10.
Use the oil indicated on page 18 in the "Recommended lubricants and liquids" table.



M04_L0030



M04_L0003



M04_L0002

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 18 in the "Recommended lubricants and liquids" table.

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

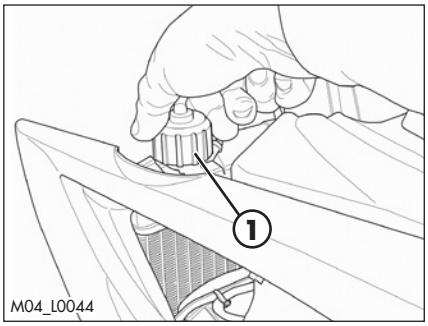
WARNING:
Wear appropriate protective clothing and protection gloves.

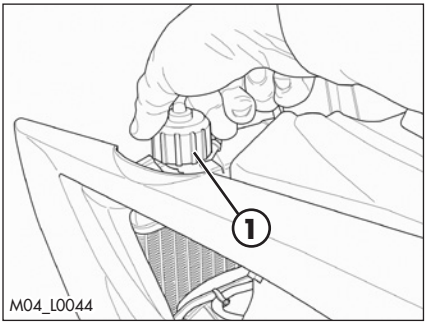
Keep coolant out of reach of children.

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.



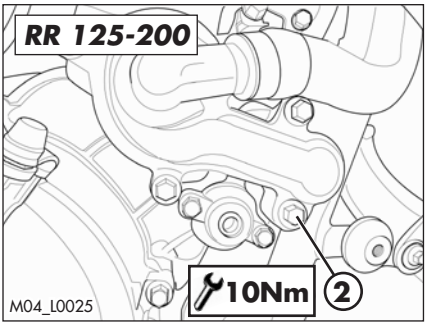


REPLACEMENT

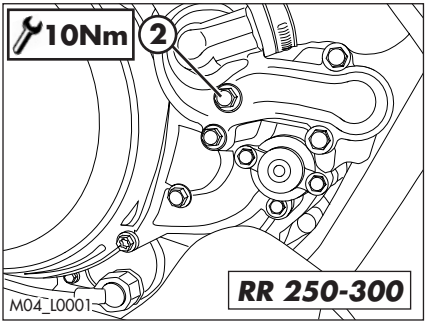
Keep the vehicle in vertical position relative to the ground.

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.

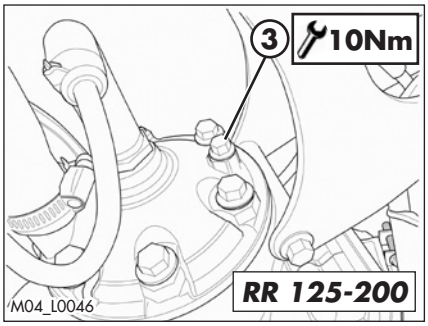


- Proceed to filling.

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 18 in the "Recommended lubricants and liquids" table.



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

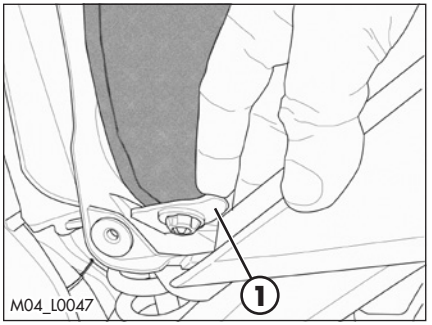
WARNING:
Wear appropriate protective clothing and protection gloves.

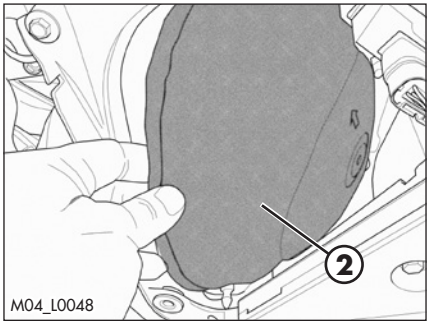
Keep coolant out of reach of children.

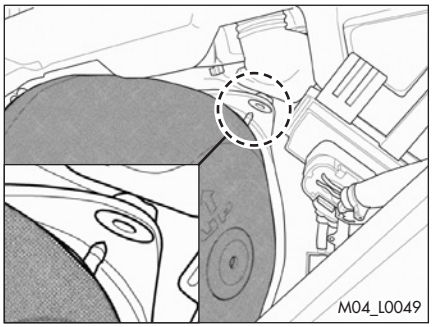
Avoid any direct contact of the coolant with skin, eyes or clothing. If this happens:

- 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 87).

•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 125/200/250/300 EUROPE

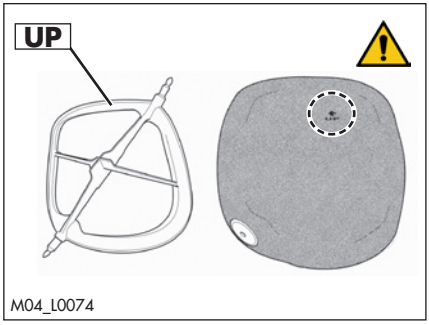
Blow the filter with compressed air.

AIR FILTER CLEANING - RR 125/200/250/300

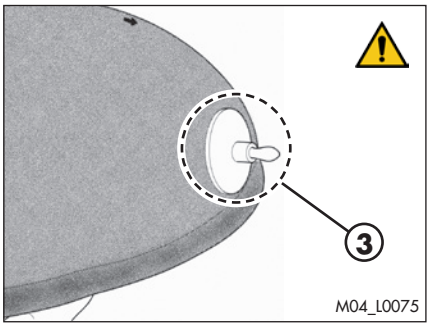
- Thoroughly wash the filter with water and soap.
- Dry the filter.
- Wet the filter with filter oil and then remove the excess oil to prevent it from dripping.

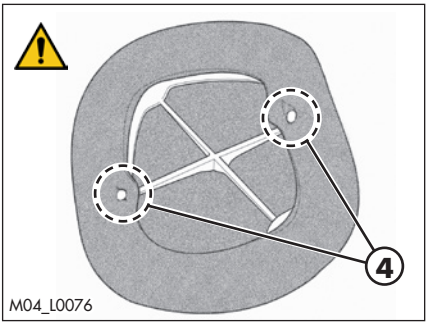
Apply the sponge filter element to the cage with care:

- to make to correspond the sign UP of the filter with that indicated by the cage.

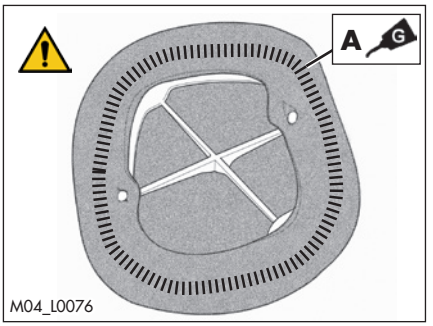


- To completely insert the rungs **3** of the cage into the filter seats.





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



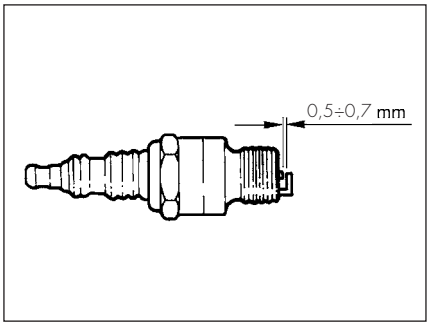
Note: before refitting the filter to the vehicle is recommended to apply a long-term grease in the area **A**.

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 87).

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.

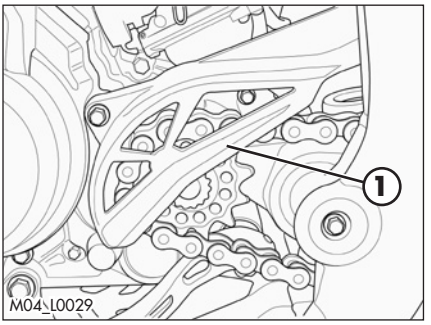
Check as well that there are no cracks in the insulation or corroded electrodes. If so, replace immediately.
Lubricate the spark plug thread, and then (when the engine is cold) screw in the spark plug by hand to its abutting end. Finally tighten the spark plug with the spanner.

WARNING:
Do not check while the engine is hot.

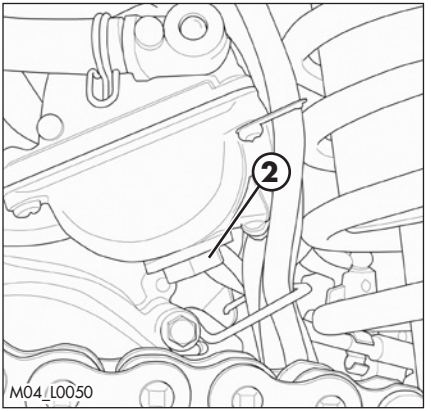
CARBURETTOR

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.

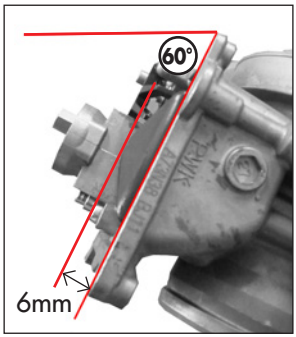
WARNING:
Environmental pollution hazard!
The fuel must not contaminate the ground water, the ground, or the sewage system.

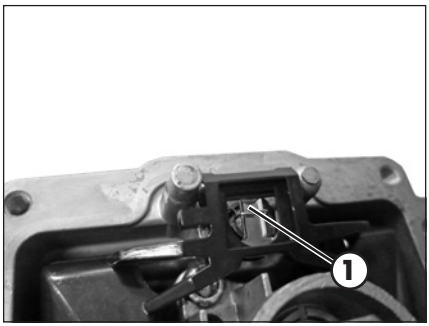
CHECKING THE FLOAT LEVEL

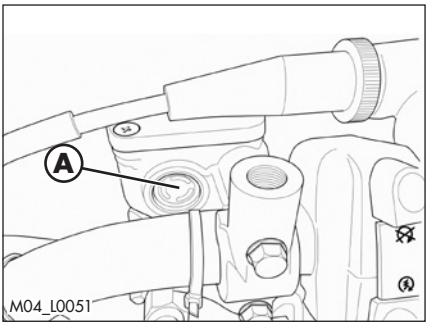
Remove the carburettor from the vehicle after following the procedure for emptying the carburettor bowl (page 79).

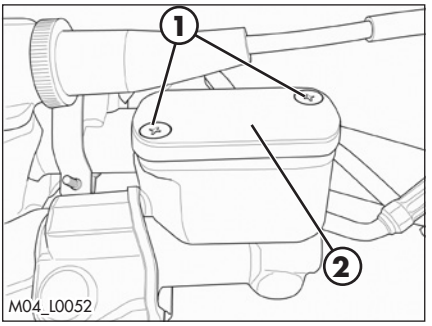
Remove the float chamber.

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 18 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.

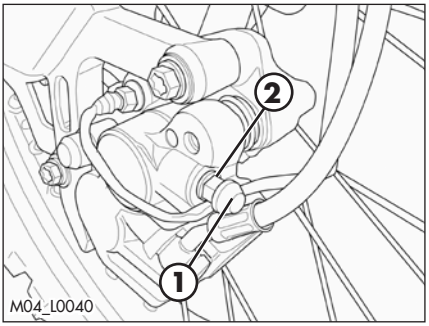
Keep coolant out of reach of children.

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 are 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 thank 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 18 in the "Recommended lubricants and liquids" table.

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

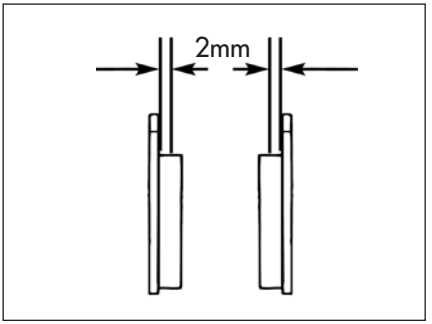
Wear appropriate protective clothing and protection gloves.

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.

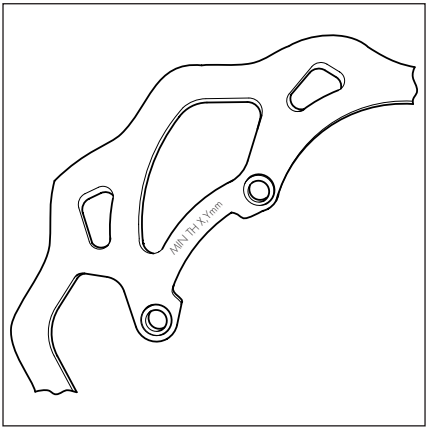


FRONT BRAKE LINING CONTROL

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 81.

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 18 in the "Recommended lubricants and liquids" table.

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

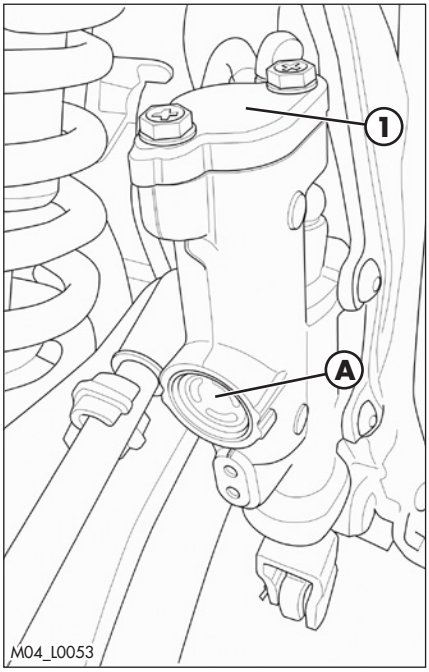
Wear appropriate protective clothing and protection gloves.

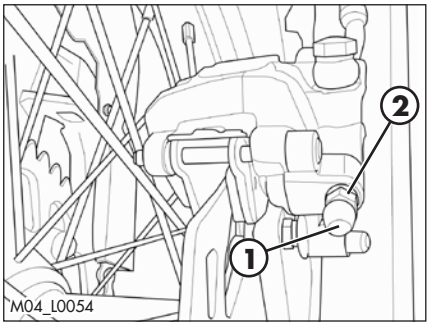
Keep coolant out of reach of children.

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.





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 are 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 thank 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 18 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.

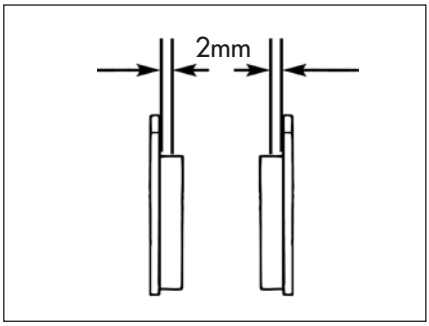
Keep coolant out of reach of children.

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

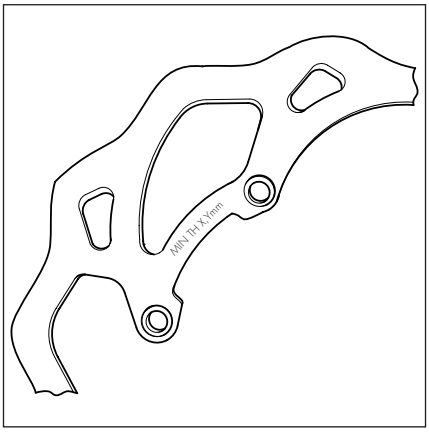


In order to verify the wear condition of rear brake is enough to view the caliper from above, where is possible to glimpse the brake lining tails which will have to show a brake of 2 mm in thickness. If the stratum is lesser let's start replacing them.

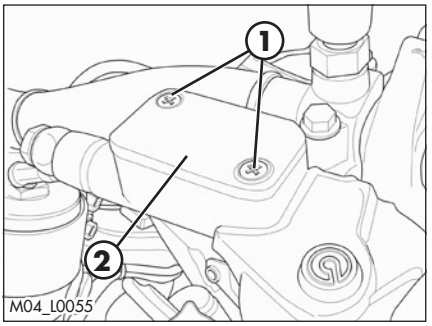
Note:
Perform the check according to the times shown in the table on page 81.

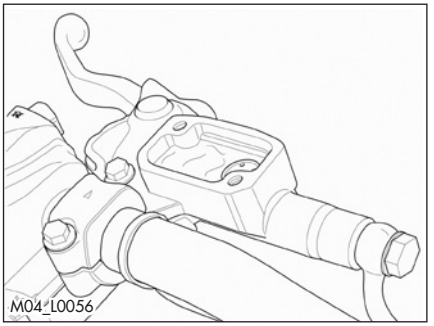
To replace, contact authorised Betamotor customer service.

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 18 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

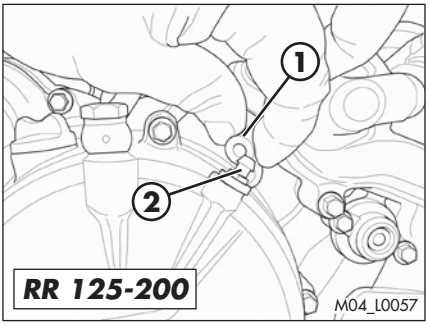
To bleed air from the clutch pump, proceed as follows:

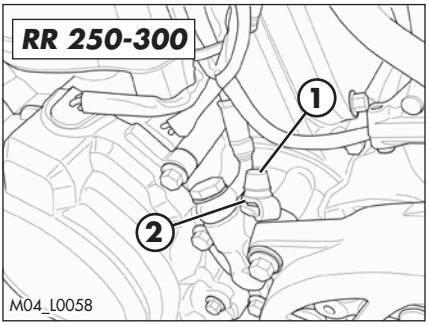
- Remove the rubber cap **1** from the valve **2**.
- Open the sump cap.
- Place one end of a small transparent tube into the valve **2**, and the other end inside a container.
- Pump with the clutch lever 2/3 times and keep the lever pressed.
- Unscrew the valve and let the oil drain.
- If are still 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 18 in the "Recommended lubricants and liquids" table.





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

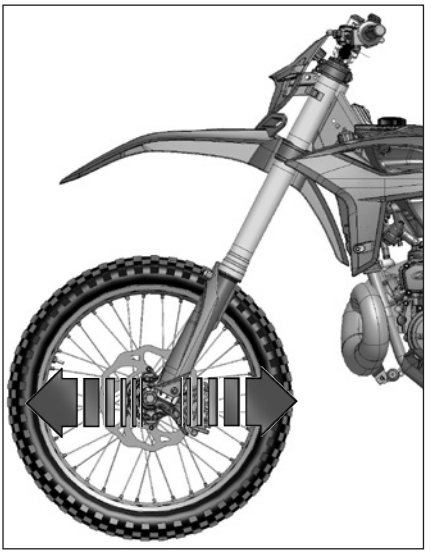
Wear appropriate protective clothing and protection gloves.

Keep coolant out of reach of children.

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

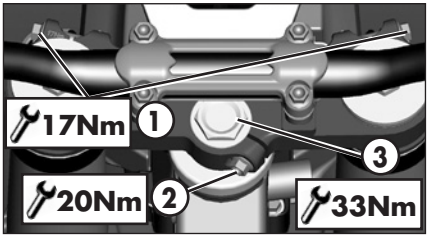
- with the eyes, rinse immediately with plenty of water and seek medical advice.
- with skin, immediately clean contaminated areas with soap and water. Change clothing that is contaminated with liquid.

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**

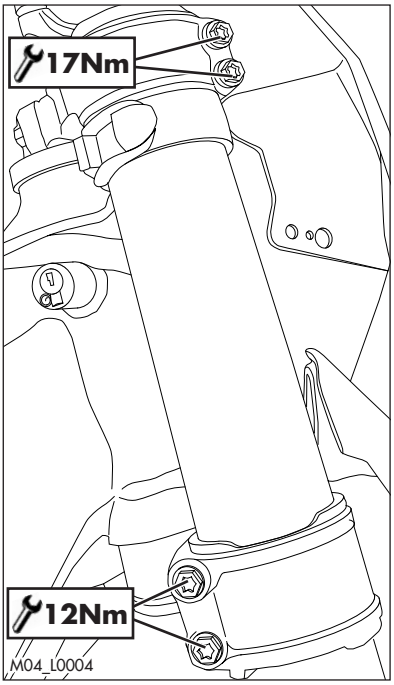
Tighten nut **3** to the indicated torque and make sure the steering wheel has no slack and moves freely, then proceed with tightening screws **1** and **2** to the indicated torque.

⚠ 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.



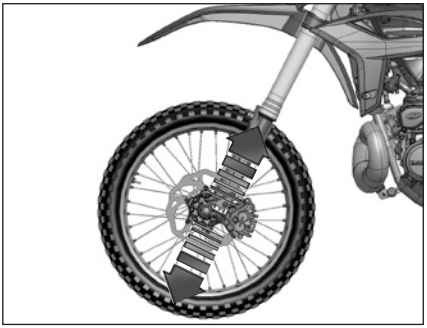
WARNING:
Tightening of the screws should be carried out by adjusting the torque wrench to the stability torque with repeated tightening until stability torque has been achieved.

FRONT WHEEL

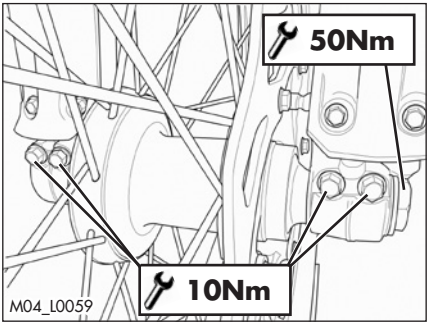
TIGHTENING

Following removal of the wheel:

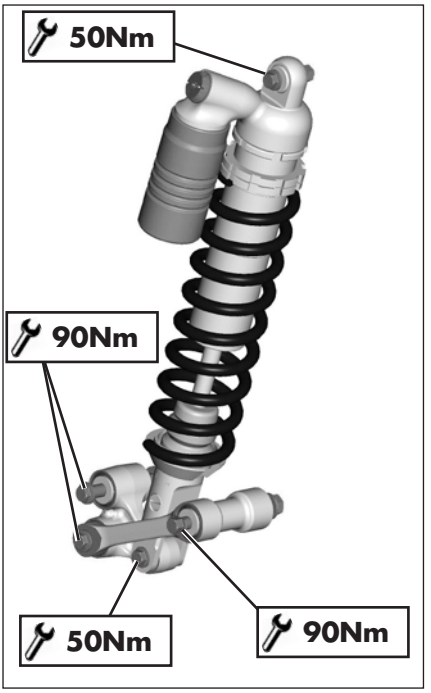
compress and release the fork 3-4 times.



Tighten the wheel bolt and the screws of the foot-leg.



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

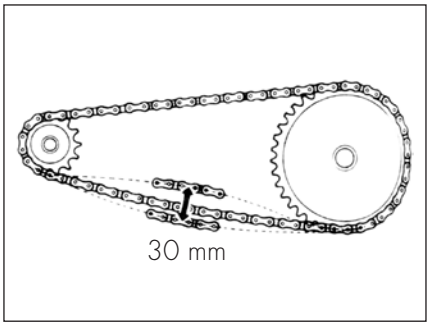
Checking the drive chain periodically to ensure longer chain life. Always keep it lubricated and clean of deposited dirt.

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.

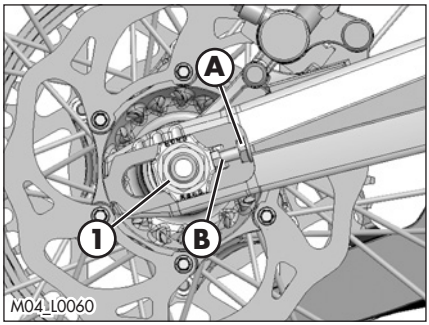
CHECK AND ADJUST TIGHTENING CHAIN

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

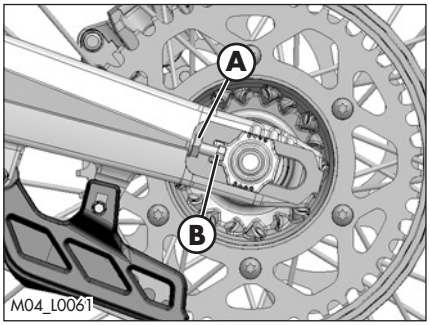
The chain clearance must comply with the measure indicated. Tension the chain if the clearance exceeds the indicated value.

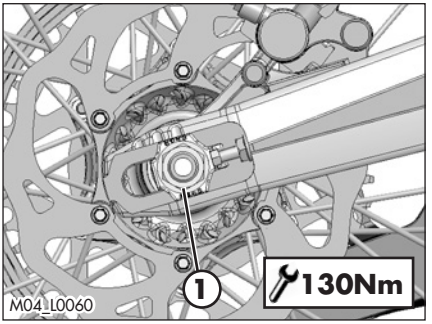


- Loosen the pin **1**.

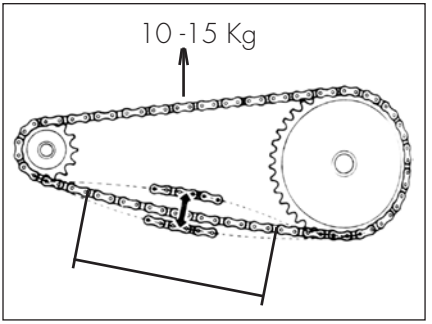


- Loosen counternuts **A** on either side of the fork.
- Turn adjusting screws **B** on either side until the desired chain tension is obtained.
- Tighten counternuts **A** on either side of the fork.





• 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 ≥ 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 71.

HEADLIGHT

To remove the headlamp mask (page 90).

Keep the headlight glass clean at all times (see page 79).

Periodically check the correct angle of the light beam.

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

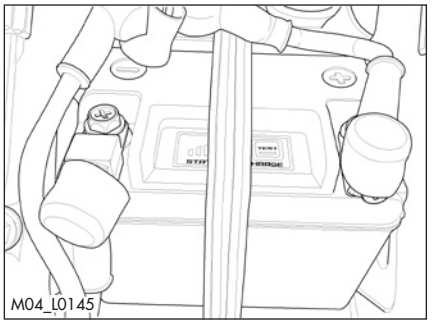
To replace, contact authorised Betamotor customer service.

TAIL LIGHT

Keep the tail light glass clean at all times (see page 79).

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.

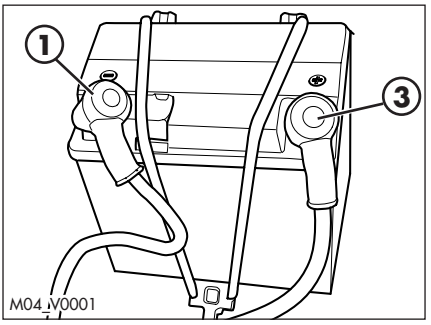
- Keep sparks and open flames away from the battery.

- 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 86).

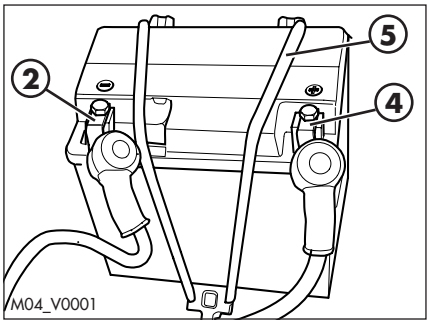
FIRST remove the cap **1** of the negative pole and disconnect the negative lug **2** (black) from the negative pole (-).

WARNING:
images are for illustrative purposes only and may differ from the actual vehicle.

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

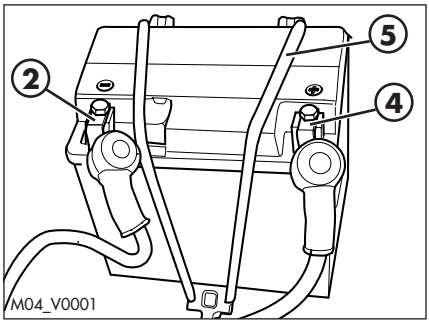
When fitting the battery, insert it with the terminals as shown in picture.

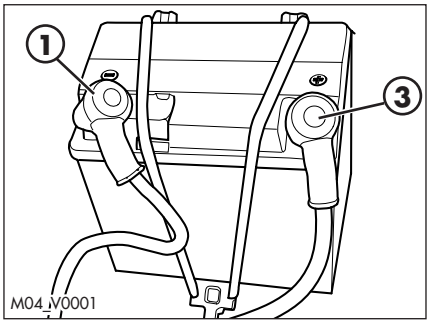
Reattach the rubber band **5**.

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 86).





INACTIVITY

If the vehicle is not going to be used for a long time:
- remove the battery (page 52);
- connect a suitable battery maintainer, or alternatively charge with an appropriate battery charger (page 78);
- 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

- Voltage < 9V:
  - Do NOT charge the battery
  - Replace the battery with a new equivalent one

- Voltage <13V:
  - Charge the battery

Guidelines to charge the battery:

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

As soon as the battery is charged, disconnect the charger from the terminals.

⚠ WARNING: maximum charging time 12h

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

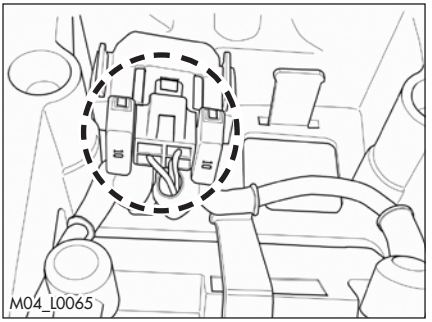
Ideal temperature for charging lithium ion batteries: 20 °C.

FUSES

To access the fuse, remove the saddle (page 86).

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

Three spare fuses comes with the kit accompanying the vehicle.


M04_L0065

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.

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
- Brake discs
- Brake calipers
- Pinion
- Brake pedal

		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
Engine	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**
Carburetor	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
Assembling groups	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
Brakes	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
Cycling	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 stearing		C	C	C	C	C	C	C
	Bolts		C	C	C	C	C	C	C
Wheels	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 brakets		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

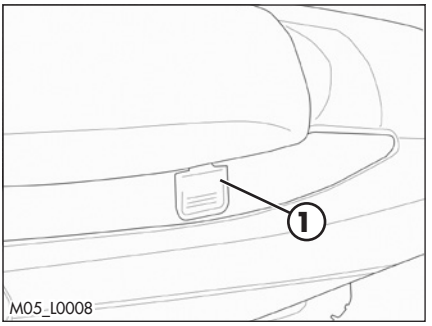
M Medium strength threadlock

* 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

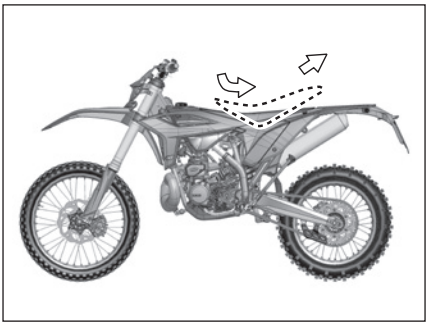
CONTENTS

Removing and installing of the saddle..... 86
Removing and installing air filter side panel..... 87
Removing and installing of the complete tank..... 87
Removing and installing the headlamp mask 90

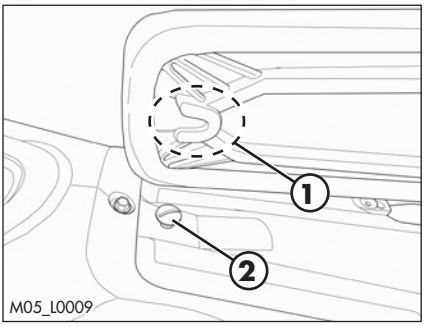


REMOVING AND INSTALLING OF THE SADDLE

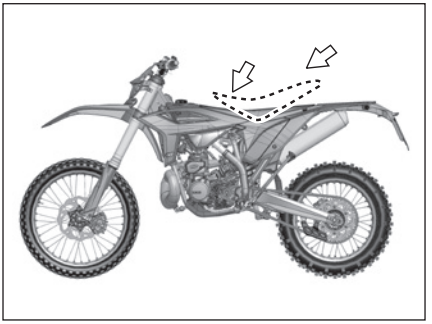
Press button **1**.



Remove the saddle towards the rear of the motorcycle.

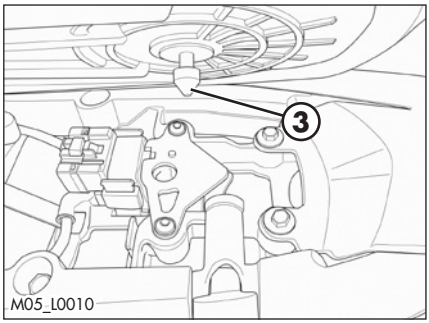


To re-assemble:
Insert the cavity **1** of the saddle in slot **2**.



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.

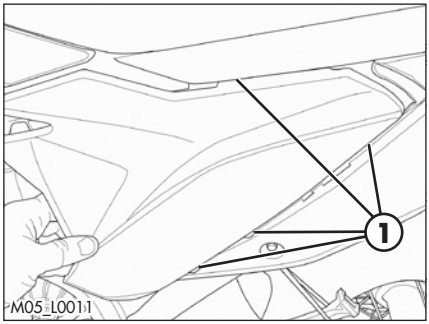


REMOVING AND INSTALLING AIR FILTER SIDE PANEL

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.

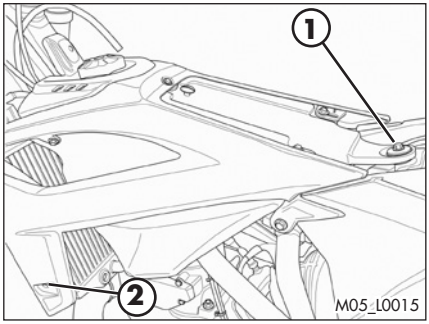
WARNING:
Fire hazard. Fuel is highly flammable.

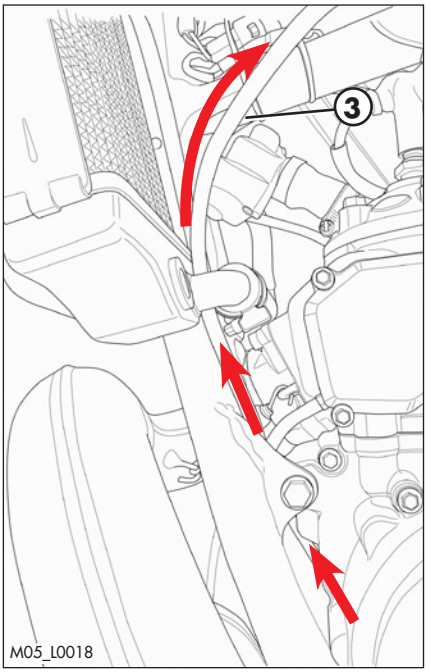
Always stop the engine when refuelling and keep open flames and lighted cigarettes away.

Immediately clean up any spilled fuel.

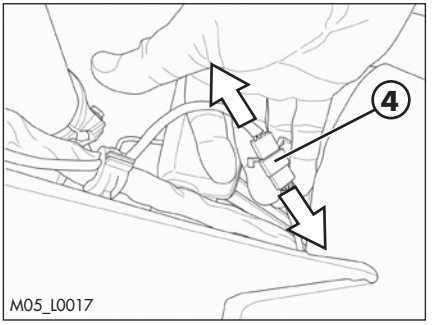
Remove the saddle (page 86).

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

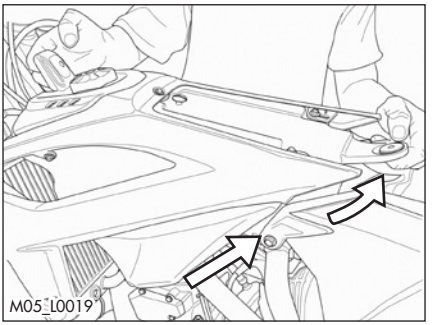




Lift the tank slightly and:
• remove the tube **3**.

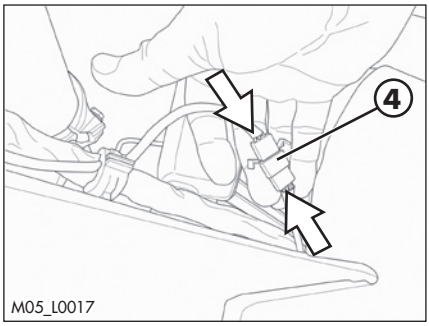


• disconnect the connector **4**.

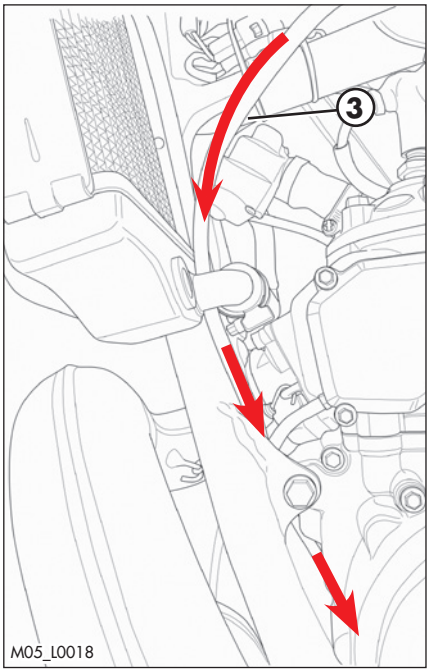


Lift the tank backwards and remove the tank towards the rear.

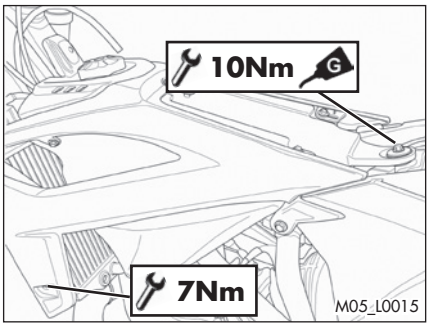
To refit the tank proceed as follows:
- place the tank to the vehicle and connect the connector **4**.

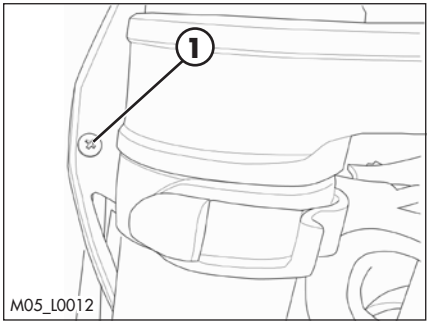


Insert the hose **3** following the passage as shown in figure.



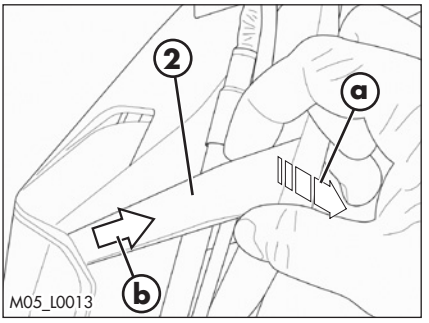
Tighten the tank screws to the torques given.
When assembly is complete, lightly pull the tube **3** so that it is stretched correctly.



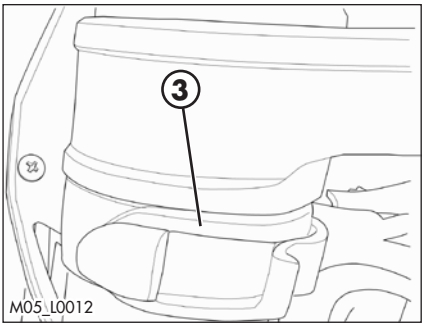


REMOVING AND INSTALLING THE HEADLAMP MASK

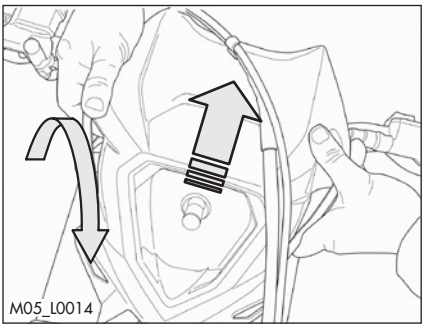
Remove the screw **1**.



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

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 63
Rear braking poor	- Brake pads worn	Contact authorised BETAMOTOR customer service
	- Air or humidity in the hydraulic circuit	Follow the procedure described on page 66

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