Beta



Rev-3

MANUALE D'ISTRUZIONI
INSTRUCTION MANUAL
MANUAL DE ISTRUCCIONES
MANUEL D'INSTRUCTIONS

INFORMATI VA SULLA TUTELA DELLA PRIVACY

In riferimento alla Legge 31/12/1996 n. 675 sulla tutela delle persone rispetto al trattamento dei dati personali, La informiamo di quanto segue:

1)i dati da Lei forniti saranno inseriti, nel caso di Suo consenso, in una nostra banca dati relativa ai clienti, utilizzabile per eventuali informative commerciali nell'interesse della clientela ed indagini di mercato;

2)il conferimento dei dati inseriti nel "Tagliando di consegna per la garanzia 1anno è necessario per poter fornire le normali prestazioni di garanzia;

3)il trattamento dei dati da Lei forniti sarà improntato ai principi di correttezza, liceità e trasparenza previsti dalla normativa vigente;

4) Lei potrà in ogni momento far valere i diritti riconosciuti dall'articolo 13 della legge n. 675/96, rivolgendosi a:

INFORMATIVA SULLA LEGGE N.122 DEL 05/02/1992

In base alla legge n.122 del 05/02/1992 si consiglia, per qualunque operazione di manutenzione o riparazione, differente dalla sostituzione di filtri, olii lubrificanti o liquidi di raffreddamento, di appoggiarsi ad un ns. concessionario autorizzato.

REV-3

Thank you for choosing BETA. Wishing you a lots of good biking! This manual will give you the information you need to use your motorcycle correctly and to keep it in excellent condition.

BETAMOTOR S.p.A. reserves the right to change the data and features described in this manual and to modify its products at any time.

ATTENTION

After the first training hour, check all the tightenings and in a particular manner:

- Footboard supports
- Front and rear brake disks
- Wheel rims
- Shock absorber bolt
- Engine bolts and nuts
- Crown

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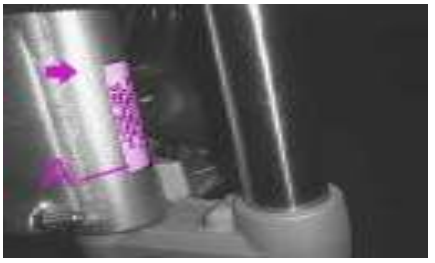
Electrical diagram

SECTION 1



MAIN PARTS

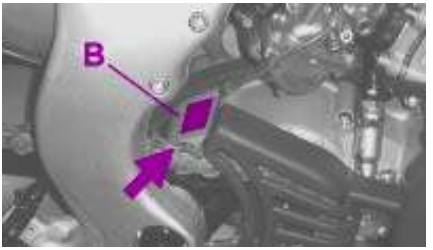
1-Filter box **2**-Fuel tank **3**-Fuel cap
4-Silencer **5**-Kick starter **6**-Filter cover



VEHICLE IDENTIFICATION DATA

Frame identification

Identification data **A** are stamped on the right side of the steering gear column.



Motor identification

Motor identification data **B** are stamped as indicated in the picture.

INSTRUMENT PANEL AND CONTROLS



1 Clutch lever
2 Front brake lever
3 Throttle grip

TECHNICAL DATA

Vehicle weight
-ready to operate (unfueled) ..... 71 (kg)

Dimensions
-total lenght ..... 1.985 mm
-total widht ..... 830 mm
-total height ..... 1.120 mm
-wheelbase ..... 1.315 mm
-saddle height ..... 640 mm
-clearance from ground ..... 300 mm

Tyre
-pressure kg/cm^2 ..... front 0,5 / rear 0,3
-dimensions ..... front 2,75- 21" (Tube Type)
rear 4,00 - 18" (X11Tubeless)

Filling capacity
-fuel tank ..... 3 (lt)
-including reserve of ..... 1 (lt)
-cooling circuit liquid ..... 600 (cc)
-engine oil ..... 550 (cc)

Front suspension
-hydraulic fork with 38 mm ϕ rods, adjustable in extension, and loading of springs.
Oil content in shafts:
-right 370cc
-left 350cc

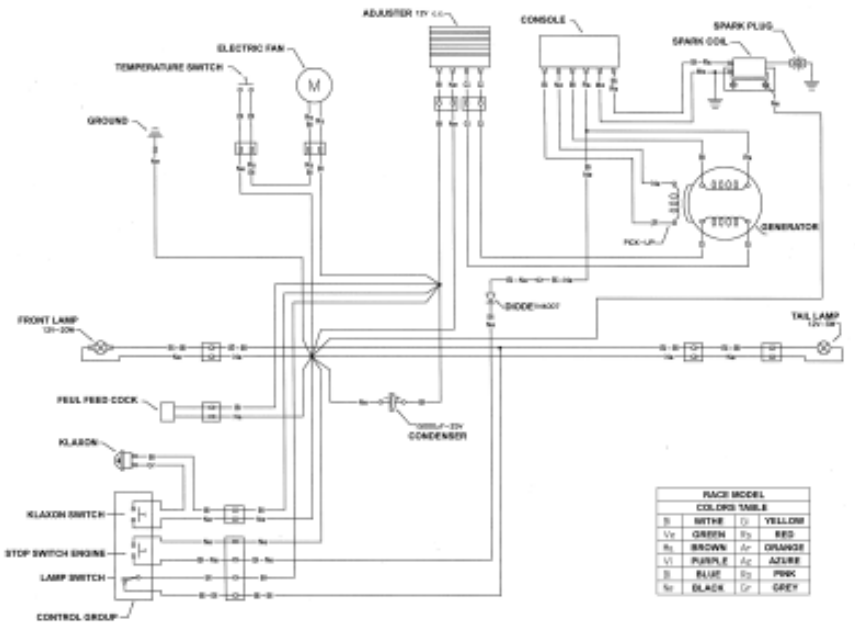
Rear suspension
-single-element hydraulic shock absorber with progressive system, adjustable in extension and loading of spring

Front and rear brake
-disk-type with hydraulic control

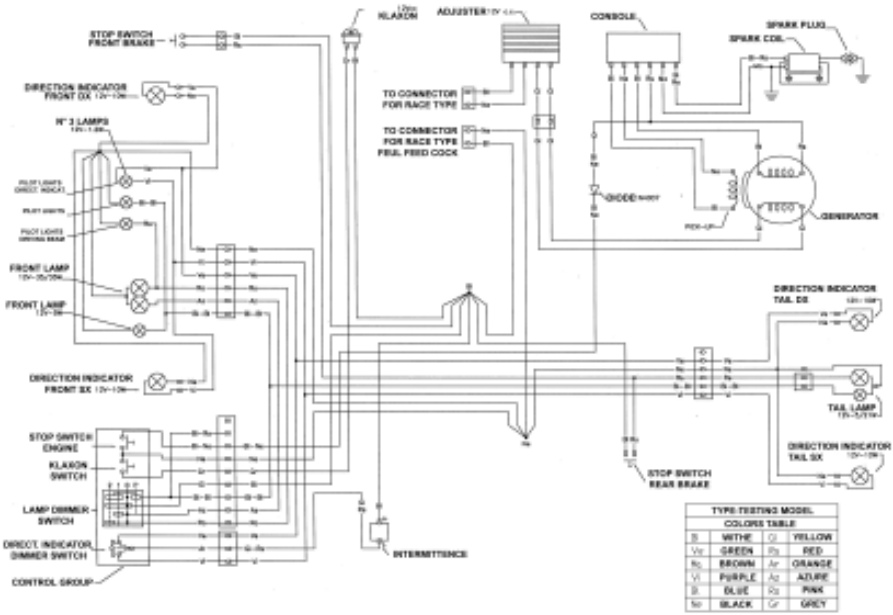
Engine
-type BETA6605 ZD3B9T
-number of cylinders 1
-bore x stroke ..... 72,5x60,5 mm
-displacement (cm^3) 249,7
-compression ratio 11,4:1
-liquid cooled
-electrical digital ignition by magneto flywheel alternator with variable spark advance
-kick-starter
-spark plug ..... NGK BR7ES

Fuel system
-carburetor ..... KEIHIN PWK28
-jet .....125 Min 50 - Max 115; 250-270 Min 48 - Max 110
-operation with unleaded gas/oil fuel mixture:
-synthetic oil 1,5%
(-mineral oil ..... 4%)

ELECTRICAL DIAGRAM



RACE MODEL COLORS TABLE			
Bi	WITHE	Gi	YELLOW
Ve	GREEN	Ro	RED
Ma	BROWN	Ar	ORANGE
Vi	PURPLE	Az	AZURE
B	BLUE	Ro	PINK
Ne	BLACK	Gr	GREY



TYPE-TESTING MODEL COLORS TABLE			
Bi	WITHE	Gi	YELLOW
Ve	GREEN	Ro	RED
Ma	BROWN	Ar	ORANGE
Vi	PURPLE	Az	AZURE
B	BLUE	Ro	PINK
Ne	BLACK	Gr	GREY

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Fueling

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Start up

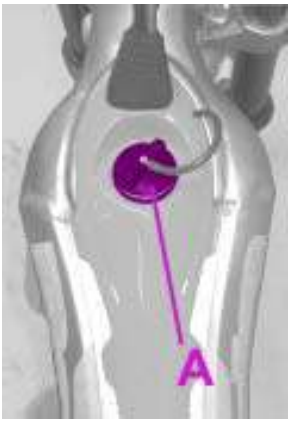
SECTION 2

CHECKS AND MAINTENANCE BEFORE AND AFTER OFF-ROAD USE

In order to avoid problems connected to the operation of the vehicle, it is advisable to perform a number of checks and maintenance operations before and after use. Just a few minutes given to these procedures will save you time and money, and will make riding much safer. Proceed as follows:

TIRES	check pressure general condition and thickness of tread
SPOKES	check for correct tension
NUTS AND BOLTS	check completely all bolts and nuts
CHAIN	check tension (20 mm play) and grease if necessary
AIR FILTER	clean filter and wet with suitable oil for filters
LEVERAGE	grease and check nuts and bolts

Note:
Check that you have the vehicle identification documents.
On cold days, warm up the motor by running it at minimum for a few minutes before starting off. Wash the vehicle carefully after every off-road use.



FUELING

Remove cap **A**.

The fuel tank will hold approximately 3 liters, 1 liter of which is reserve.

Use only a mixture of unleaded super grade gas and oil (mineral oil 4%, synthetic oil 1,5 %)

RECOMMENDED LUBRICANTS AND LIQUIDS

For better operation and longer vehicle life, we advise you to use the products listed in the following chart:

TYPE OF PRODUCT	TECHNICAL SPECIFICATION
TRANSMISSION OIL	BARDAHL GEARBOX 20W40
OIL FOR MIXTURE	BARDAHL VBA
BRAKE AND CLUTCH OIL	BARDAHL BRAKE FLUID DOT 4
FORK OIL	IDEMITSU OJ-RACING-01 or BEL RAY "MC 10 SAE 5"
GREASE FOR JOINTS AND RODS	BARDAHL OUTBOARD GREASE
LIQUID COOLANT	BARDAHL PERMANENT

NOTE:
For substitution, follow attentively the chart.

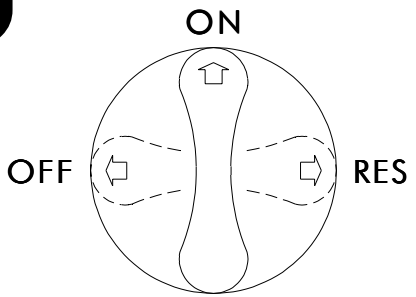
BREAKING IN

Breaking in takes approximately 10 hours of operation. During this time:

- To ride after having well warmed the engine
- Avoid travel at high speeds
- Change speed often so that the parts will break in uniformly and in a shorter time
- Avoid turning the throttle more than 3/4 of the way.

Warning:

- After the first 5 hours of operation, change the gear oil.
- Always use o mixture of unleaded super grade gas and oil (mineral oil 4%, synthetic oil 1,5 %).
- After the first off-road use, check all of the nuts and bolts.



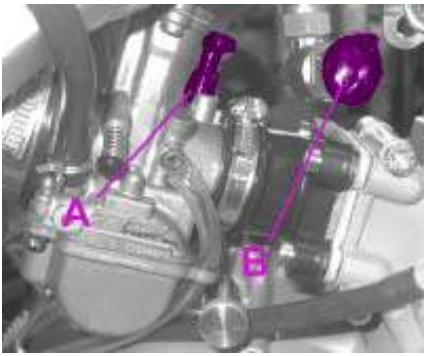
STARTUP

•Open fuel tank valve **B**

OFF = closed
ON = open
RES = reserve

•Check that the gears are in neutral

•Depress the kick-starter with a sharp movement of the foot and slightly turn the gas control



•Always close the fuel tank valve when the engine is off.

Note:
When the engine is cold, use choke **A.** Pull the lever, wait a few seconds, and then return the lever to its starting position.

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Gearbox oil

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Clutch pump all

Fork oil

Air filter

Spark plug

Front brake

Rear brake

Cooling liquid

Silencer

Carburetor

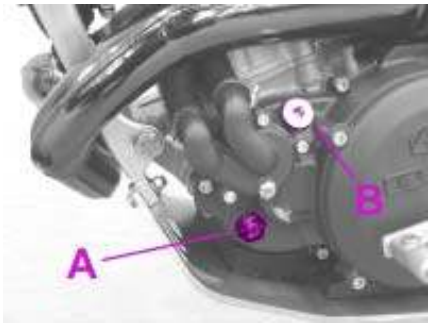
Valve petals

Checks after cleaning

Maintenance schedule

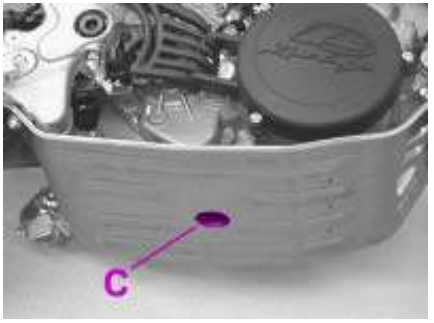
SECTION 3

GEARBOX OIL



Check

Hold the vehicle vertical to the ground. When engine is cold check the oil level by means of porthole **A**. The oil level must be always visible from the porthole.
In contrary case to restore the oil level through cap **B.**



Oil change

The engine must be hot when changing oil:

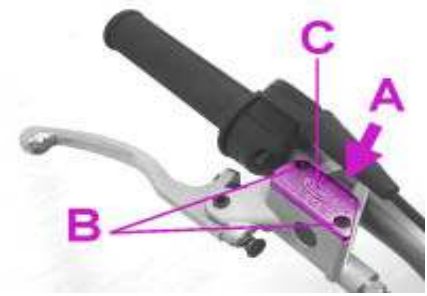
- Place a container under the engine
- Unscrew the filler cap and oil dram plug C
- Empty the crankcase completely
- Close drain plug C
- Put in the right oil quantity (table on page 43)
- Close the filler cap.

Note:
Change the gearbox oil after the first 5 hours of operation. For subsequent all changes, follow the instructions given on the chart on pag. 62, using the lubricants recommended on pag. 47.

BRAKE PUMP OIL

Front brake

Check the oil level by means of oil porthole **A**. The oil level must be always visible from the porthole. In contrary case to restore the oil level.
To restore the oil level, top up by unscrewing the two screws **B,** lifting cap **C** and adding oil.



Rear brake

To check the oil level remove the rear cover by unscrewing its 5 relevant screws , then check, oil level by means of oil container **E**.
Oil level must never be below the minimum level mark on container **E**. To restore the oil level, top up by means of oil filter cap **F**.



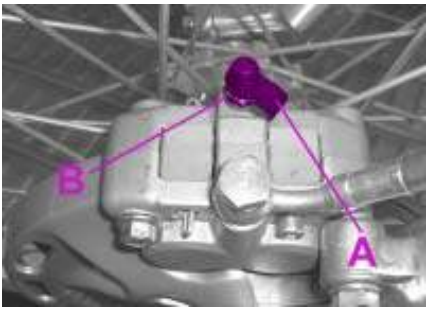


Warning:

If the lever feels soft, there may be an air bubble in the circuit. Apply to your dealer immediately.

Note:

For oil changes, follow the instructions given on the chart on pag. 62, using the lubricants recommended on pag. 47.

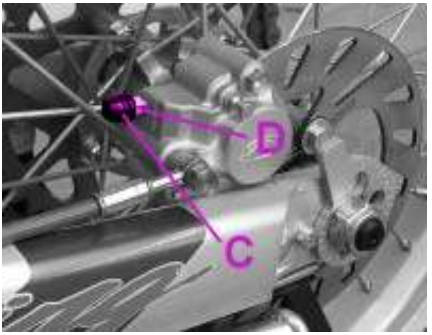


Bleeding of front brake

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

- Remove the rubber cap **A** from valve **B**
- Open the oil sump cap
- Insert one end of a tube trasparent into valve **B** and the other end into a container
- Pump with the brake lever 2/3 times an remain with the pressed lever
- Unscrew the valve until obtaining a continuous outflow of oil with no air bubbles
- Close the valve and release the lever
- If in to the pipe they are visible of air bubbles, repeat the preceding operation until obtaining a continuous outflow of oil with no air bubbles

  Note: During this procedure, you must continuously top up the brake pump tank to replace the oil that is removed
- Remove the tube.
- Replace the rubber cap.



Bleeding of rear brake

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

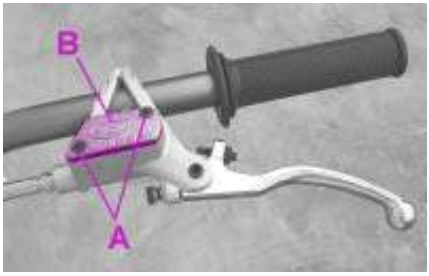
- Remove the rubber cap **C** from valve **D**
- Open the oil sump cap
- Insert one end of a tube trasparent into valve **D** and the other end into a container
- Pump with the brake lever 2/3 times an remain with the pressed lever
- Unscrew the valve until obtaining a continuous outflow of oil with no air bubbles
- Close the valve and release the lever
- If in to the pipe they are visible of air bubbles, repeat the preceding operation until obtaining a continuous outflow of oil with no air bubbles

  Note: During this procedure, you must continuously top up the brake pump tank to replace the oil that is removed
- Remove the tube.
- Replace the rubber cap.

Note:
Handle the hydraulic oil very carefully. It is corrosive, and will irreparably damage painted or plastic parts of the motorcycle upon contact.

CLUTCH PUMP OIL

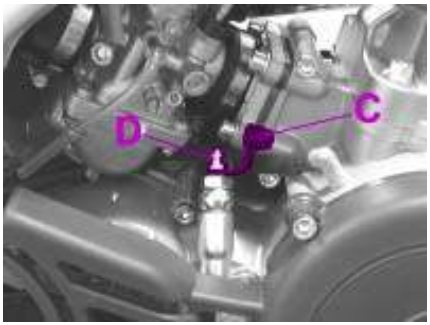
Check the oil level. The oil level must never be below half the tank capacity.
To restore the oil level, top up by unscrewing the two screws **A**, lifting cop **B** and adding oil.



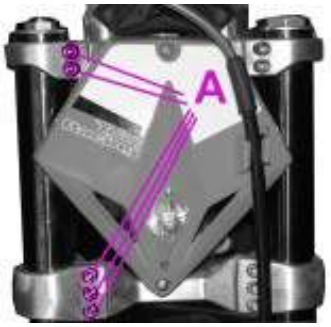
Note:
For oil changes, follow the instructions given on the chart on pag. 62, using the lubricants recommended on pag. 47

Bleeding of clutch
To bleed air from the clutch circuit, proceed as follows:

- Remove the rubber cap **C** from valve **D**
- Open the oil sump cap
- Insert one end of a tube trasparent into valve **D** and the other end into a container
- Pump with the lever 2/3 times an remain with the pressed lever
- Unscrew the valve until obtaining a continuous outflow of oil with no air bubbles
- Close the valve and release the lever
- If in to the pipe they are visible of air bubbles, repeat the preceding operation until obtaining a continuous outflow of oil with no air bubbles
  Note: During this procedure, you must continuously top up the brake pump tank to replace the oil that is removed
- Remove the tube
- Replace the rubber cap.



Note:
Handle the hydraulic oil very carefully. It is corrosive, and will irreparably damage painted or plastic parts of the motorcycle upon contact.

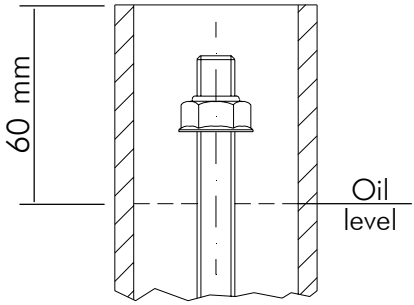


FORK OIL

Right shaft

To replace the oil, proceed as follows:

1) Remove the front wheel
2) Remove the handlebar (see pag.65)
3) Loosen left shaft lock the screws A and take off the slider
4) Unscrew upper plug
5) Unscrew fixing lock nut and take off the plug
6) Unscrew the fixing screw of the cartridge positioned under the slider, and extract the cartridge
7) Empty the fork leg and the cartridge, the drain all the inside oil
8) Fit again the cartridge on the slider tightening the fixing screw, then refill oil (OJ01) in the cartridge up to the level indicated in the figure (with fork in the fully compressed position)
9) Fit again the plug on the rod, tighten the lock nut and, extending the fork leg, screw the plug on the shaft
10) Fit again the fork

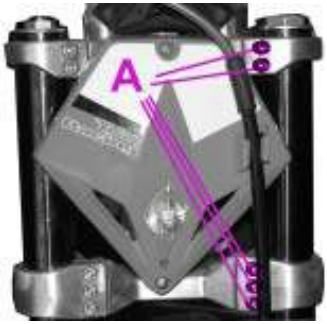


Note:

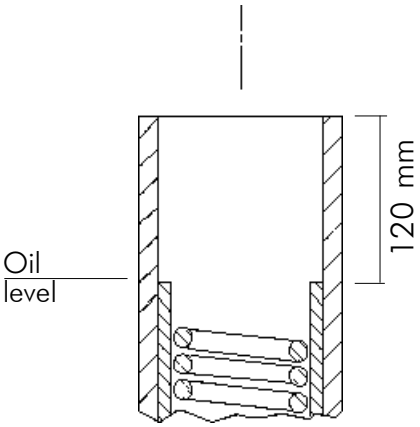
For screw A: torque wrench setting 7,8 : 9,1 Nm.

Left shaft
To replace the oil, proceed as follows:

1) Remove the front wheel
2) Remove the handlebar (see pag. 65)
3) Unloose the shaft lock the screws **A**
4) Unscrew slider plug
5) Remove the spring and totally empty the oil
6) Reset the spring and fill with oil (OJ01) up to the level indicated in figure



Note:
For all changes, follow the instructions given on the chart on pag. 62, using the lubricants recommended on pag. 47.
Check regularly and clean thoroughly removing any dirt on dust cover and also check the rubber seal to ensure a good seal.



Note:
For screw A: torque wrench setting 7,8 : 9,1 Nm.





AIR FILTER

To access the filter you must remove the filter cover by unscrewing the rear screw, and then proceed as follows:

- Remove filter capping and filter
- Wash the filter with water and soap
- Dry the filter
- Wet the filter with filter oil, removing any excess oil so that there is no dripping
- If necessary, clean the inside of the filter box
- Reassemble. We suggest to assemble previously the filter capping on filter .

Note:

- If the filter is very dirty, wash it first with gasoline and then with water and shampoo.
- If the filter is damaged, replace it immediately.

Warning:

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

Clean the filter every time the vehicle is used cross-country.

SPARK PLUG

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

To perform the check, simply slide off the electrical connection tube and unscrew the spark plug.
Examine the distance between the electrodes with a feeler. This distance should be from 0.5 to 0.6 mm. If it is not, it may be corrected by bending the earth electrode.

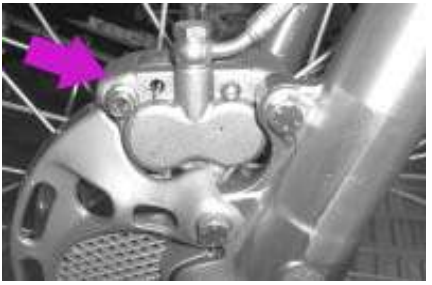
Check as well that there are no cracks in the insulation or corroded electrodes. If so, replace immediately.

Observe the chart on page 62 when performing the check.

When replacing the spark plug, screw it in by hand until it stops, then tighten with a wrench.

Note:
- The use of low-quality oil will cause an increase in carbon deposits. We therefore advise the use of BARDHAL VBA oil.
- Always use NGK BR7ES spark plugs.

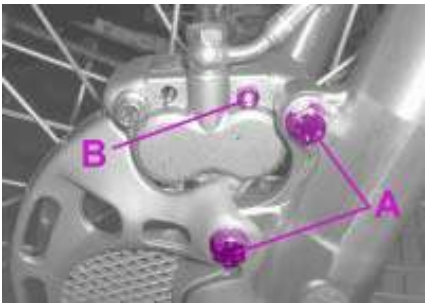
FRONT BRAKE



Check

To check the front brake for wear, simply observe the caliper from the front, where it is possible to see the ends of the two pads. These pads should have at least a 2 mm layer of lining. If this layer is thinner than 2 mm, replace the pads immediately.

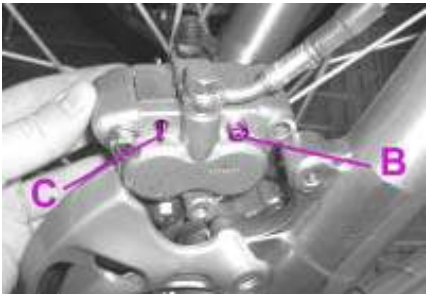
Note:
Observe the times given on the chart on pag. 62 when performing the check.



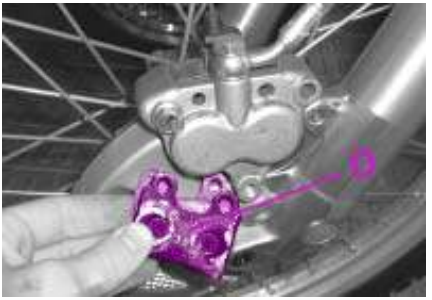
Replacement

To replace the pads, proceed as follows:

- Disassemble the disk cover and the caliper by unscrewing the two screws **A** and releasing the screw **B**
- Slide the split pin **C**
- Unscrew the screw **B**
- Remove the pads **D** and replace them
- To reassemble, proceed in the reverse order.



Note:
To avoid braking problems, pay particular attention to the correct reassembly of the split pins.

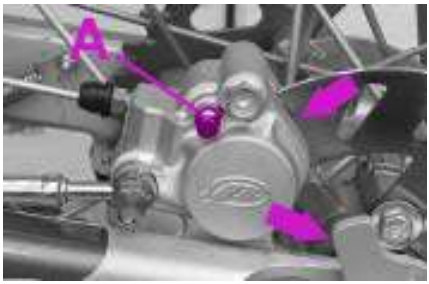


If the brake disk is removed, apply Loctite to the screws when reassembling.

REAR BRAKE

Check

To check the rear brake for wear, simply observe the caliper from the rear, where it is possible to see the ends of the two pads. These pads should have at least a 2 mm layer of lining. if this layer is thinner than 2 mm, replace the pads immediately.



Note: Observe the times given on the chart on pag. 62 when performing the check.

Replacement

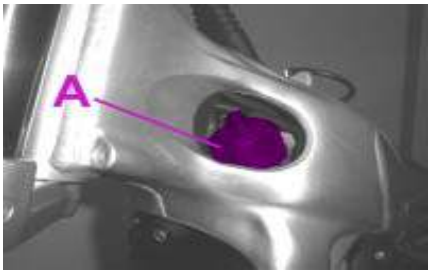
To replace the pads, proceed as follows:

- Unscrew the screw A
- Make to slip the pads towards the sock posterior (see arrow), favoring the spillage of the pads.
- Remove the pads and replace them
- To reassemble, proceed in the reverse order. Apply "frenafiletti medio" to the screw A.

If the brake disk is removed, apply Loctite to the screws when reassembling.

LIQUID COOLANT





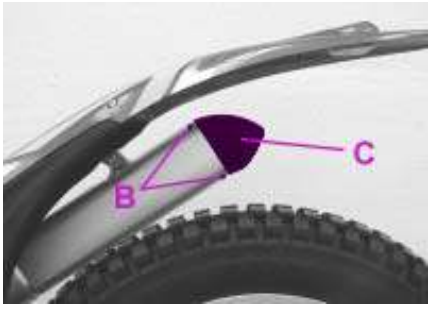
The level check must be performed with the engine cold, as follows:

- Remove plastic grid D
- Unscrew cap **A** and check the level of the liquid
- If the level is dose to the bottom of pipe proceed to add liquid

Circuit capacity is indicated in the table on pag. 43. Use the liquids recommended on the table on pag. 47.

WARNING:
To avoid burns, never unscrew the radiator filer cap when the engine Is hot.

SILENCER

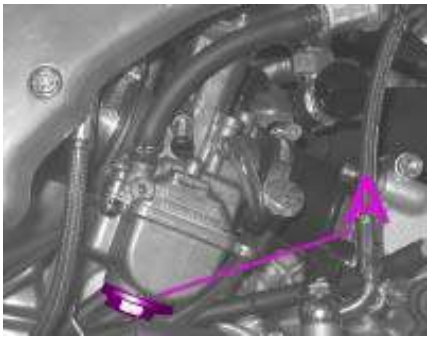


If an increase in exhaust noise is noted, check the silencer.
Proceed as follows:

- Unscrew the two screws **B**
- Remove end piece **C**
- Extract the preformed part in fiber wool and substitute with a new one (disposable as spare-part)
- To reassemble, proceed in the reverse order.

CARBURETOR

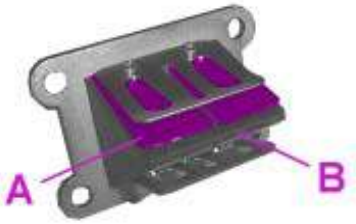
To ensure excellent carburetor performance, the carburetor must be cleaned thoroughly.
Unscrew plug A. To check that there is not of the dirty. Otherwise it will be necessary to open the tank and to carefully clean the jets.



VALVE PETALS

We recommend to check the valve petals as follows after every 40 hours of use:

- Check that flaps **A** show no signs of breakage.
- Check that flaps **A** close perfectly on valve body **B.**



CHECKS AFTER CLEANING

After cleaning the motorcycle, it is good practice to check:

- Clean the air filter (proceed as described on pag.56)
- Remove the flywheel cover to eliminate any water that may have entered.
- If ignition is disassembled and reassembled, check the position of the stator marked by an indicator on the plate and by a corresponding marker on a halt-casing fastening support.
- For carburetor tank proceed as described on pag.61, to eliminate any water that may have entered.
- Grease the chain.

MAINTENANCE SCHEDULE

	Trial Rev-3	breaking in..5 hours	1st counterfoil. 40 hours or 1000 km	2nd counterfoil. 80 hours or 2000 km	3rd counterfoil. 120 hours or 3000 km	4th counterfoil. 160 hours or 4000 km	5th counterfoil 200 hours or 5000 km	6th counterfoil. 240 hours or 6000 km	7th counterfoil. 280 hours or 7000 km	8th counterfoil. 320 hours or 8000 km	9th counterfoil. 360 hours or 9000 km
engine	spark plug	CL	CL	CL	R	CL	CL	R	CL	CL	R
	clutch	C-A	C-A	C-A	R	C-A	C-A	R	C-A	C-A	R
	flaps		C	C	R	C	C	R	C	C	R
	liquid coolant		C	C	R	C	C	R	C	C	R
	engine oil	R	R	R	R	R	R	R	R	R	R
	piston			C		R		C		R	
	distance between spark plug electrodes	C	C	C	C	C	C	C	C	C	C
cycle	rear shock absorber	C	C	C	C	C	C	C	C	C	C
	nuts and bolts *	T	T	T	T	T	T	T	T	T	T
	throttle grip	C-A	C-A	C-A	C-A	C-A	C-A	C-A	C-A	C-A	C-A
	bearing and steering gear play	C	C	C	C	C	C	C	C	C	C
	lighting equipment	C	C	C	C	C	C	C	C	C	C
	air filter **	CL	CL	R	CL	CL	R	CL	CL	R	CL
	brakes	C	C	C	C	C	C	C	C	C	C
	general greasing *	C	C	C	C	C	C	C	C	C	C
	oil level brakes	C	C	C	C	C	C	C	C	C	C
	fork oil		R							R	
	brake and clutch pump oil		C	C	R	C	C	R	C	C	R
	tires	C	C	C	C	C	C	C	C	C	C
	tension and grease chain *	C	C	C	C	C	C	C	C	C	C
	tension spokes *	C	C	C	C	C	C	C	C	C	C
	motorcycle test	C	C	C	C	C	C	C	C	C	C

*** ceck every out** **** clean every out**

legend:
C - cecks (cleaning, adjustement, greasing, replacement if necessary)
R - replacement
A - adjustement
CL - cleaning
T - tightening

INDEX

Adjustment of brakes

Adjustment of clutch

Adjustment of idling speed

Adjustment of gas clearance

Check and adjustment of steering gear

Tightening the chain

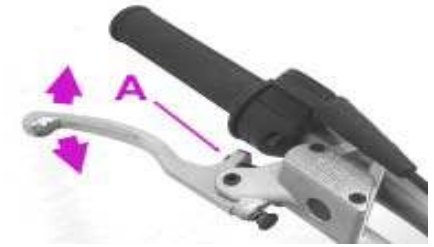
Adjustment of front suspension

Positioning of handlebar

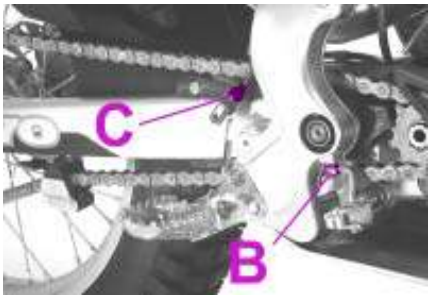
Adjustment of rear shock absorber

SECTION 4

ADJUSTMENT OF BRAKES

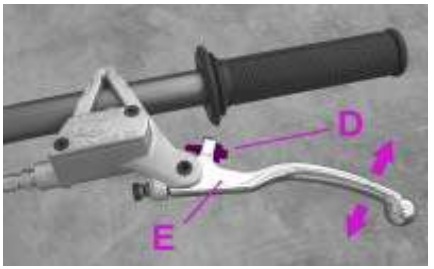


Front brake
The front brake is disk type with hydraulic control, and therefore requires only ordinary maintenance. If you want to adjust the position of the lever, use register **A**.

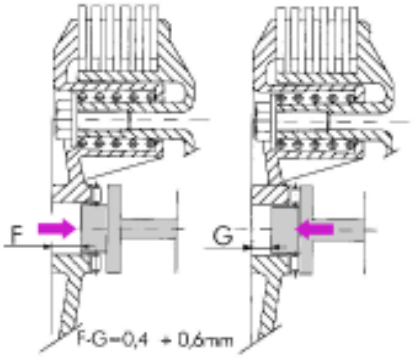


Rear brake
The rear brake is disk type with hydraulic control. You may adjust pedal height by means of registers **B** and **C**.
A minimum of clearance is reccommended.

ADJUSTMENT OF CLUTCH



Generally, the only operation that is performed on the clutch is adjustment of the position of lever **E.** To do this, use register **D.**

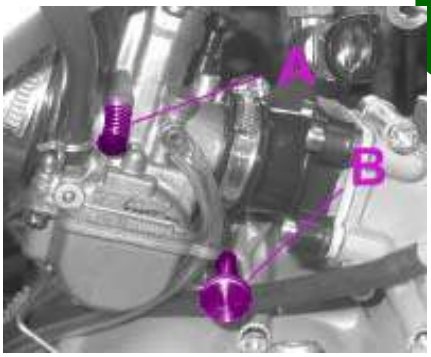


Note:
The device you push clutch must have a play of between 0.4 mm and 0.6 mm. Therefore, proceed as follows when replacing disks:

- Reassemble the clutch without the outer cover
- Send the control rod to end of travel by pushing from the pressure plate and measure distance **F**
- Operate the clutch lever until the control rod activates the pressure plate. Measure distance **G** and check that there is difference of approximately 0.4-0.6mm.

ADJUSTMENT OF IDLING SPEED

In order to perform this operation correctly, we advise you to do it when the engine is hot, connecting an electric revolution counter to the spark plug wire. To use the register **A,** to calibrate the minimum (1000 rpm).



ADJUSTMENT OF GAS CLEARANCE

Whenever the accelerator shows unloaded travel exceeding 3 mm, measured from the edge of the handle, you should adjust it by means of cable gas register.



ADJUSTMENT AIR

It is advised to 1 1/2 (B).

CHECK AND ADJUSTMENT OF STEERING GEAR

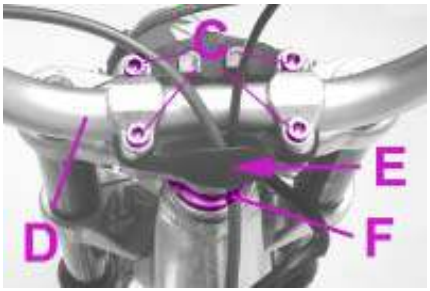
Periodically check the play in the steering sleeve by moving the fork back and forth as shown in the figure. Whenever you feel play, adjust as described below:

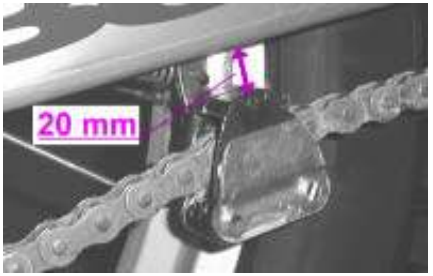
- Unscrew the 4 screws **C**
- Remove handlebar **D**
- Loosen nut **E**
- Loosen the screws **G**
- Take up the play by means of ring nut **F**.
- Tighten the nut **E**

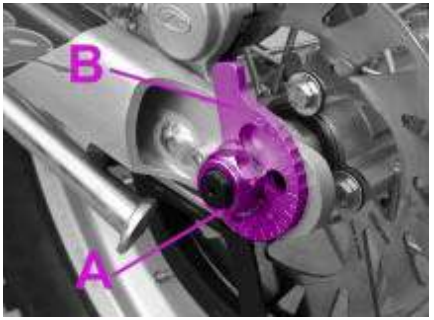
For reassembly. proceed in the reverse order.











TIGHTENING THE CHAIN

Checking the drive chain periodically to ensure longer chain life.
Always keep it lubricated and clean of deposited dirt.
If play exceeds 20 mm, tighten the chain as follows:

- Loosen nut **A**
- Adjust lever **B**
- Adjust the same lever on the opposite side, bringing it to the same position
- Check wheel alignment
- Tighten and block nut **A.**

ADJUSTEMENT OF FRONT SUSPENSION

Fork

- For a more active "quicker" suspension setting, totally unscrew regulation knob **B** compared to the std. position
- For a more controlled "slower" suspension setting, preload spring for about 4-5 turns on the adjusting screw **A** and turning the knob **B** by 15 clicks from the fully opened position, which is in the middle of the adjustement.
- Rider weight. According to the riders weight, use the following settings:



RIDER WEIGHT (kg)	SPRING PRELOAD
weight > 80	+ 10 turns 108 mm
75<weight <80	+ 5 turns 110 mm
weight <70	0 112 mm

In the event of any malfunction, contact our authorised customer service network.



ADJUSTMENT OF REAR SHOCK ABSORBER

Adjustment of spring load

- For a more active "quicker" suspension setting, open compression regulation knob A
- For a more controlled "slower" suspension setting, closed compression regulation A

- Cleaning periodically the rebound rubber as follow: lower/remove rebound rubber using a little screwdriver and blow with compressed air in the spring spacer milling
- Always check the top and bottom bolts are tight.

In the event of any malfunction, contact our authorised customer service network.

INDEX

Troubleshooting

SECTION 5

PROBLEM	CAUSE	REMEDY
The engine doesn't start	-Fuel system (tubes, fuel tank, valve) is blocked	Clean the system
	-Air filter is very dirty	Proceed as indicated on page 56
	-No current arriving at spark plug	Clean or replace spark plug. If the problem persists, consult one of our Authorized Dealers
	-Engine is flooded	With gas completely open, continue trying to start engine for a few moments. If engine still doesn't start, remove the spark plug and dry it off.
Engine misfires	-Spark plug has irregular electrode distance	Restore correct distance. See page 57
	-Spark plug is dirty	Clean or replace
	-check mass	Control isolation mass push-button
Piston knocks	-Ignition too early	Check phases
	-Carbon deposits inside cylinder or on spark plug	Consult one of our Authorized Dealers
	-Silencer partially obstructed	Consult one of our Authorized Dealers
Engine overheats and loses power	-Silencer partially obstructed	Consult one of our Authorized Dealers
	-Exhaust clearance partially obstructed	Consult one of our Authorized Dealers
	-Mix too lean	Jet may be partially obstructed
	-Delayed ignition	Check phases
Weak front brake	-Worn pads, greased, vitrify	Proceed as indicated on page 58
	-Air or moisture in hydraulic circuit	Proceed as indicated on page 52
Weak rear brake	-Worn pads, greased, vitrify	Proceed as indicated on page 58
	-Air or moisture in hydraulic circuit	Proceed as indicated on page 52

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