# XTRAINER



Rideability

Beta motorcycles

# 2027 OWNERS MANUAL

**XTRAINER 200-250-300 2T EUROPA**
**XTRAINER 200-250-300**

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 054.44.029.83.00

## IMPORTANT

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

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

## IMPORTANT

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

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

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

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## OPERATING INSTRUCTIONS

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

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

## SYMBOLS


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


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


FLAMMABLE LIQUID HAZARD


Read the use and maintenance manual carefully.


MANDATORY TO WEAR PROTECTIVE CLOTHING
Use of the vehicle is subject to wearing specific protective clothing and safety footwear.


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


FORBIDDEN TO USE NAKED FLAMES OR POSSIBLE UNCONTROLLED IGNITION SOURCES


NO SMOKING


DO NOT USE MOBILE PHONE


CORROSIVE SUBSTANCES HAZARD
Liquids marked with this symbol are highly corrosive: handle with care


POISONING HAZARD

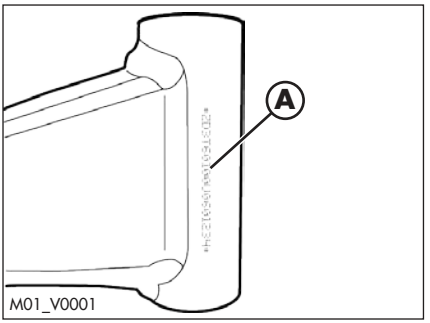
## RIDING SAFETY

- Observe the Highway Code.
- Always wear approved personal protective equipment.
- Always ride with the low beam on.
- Always keep the crash helmet visor clean.
- Avoid wearing garments with hanging ends.
- 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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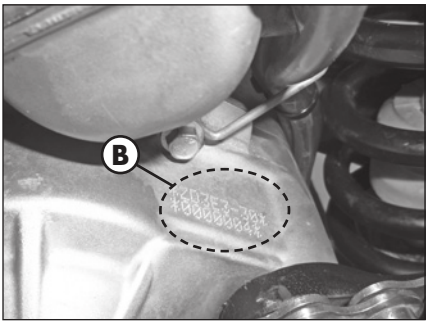

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# VEHICLE IDENTIFICATION DATA

## FRAME IDENTIFICATION

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




## ENGINE IDENTIFICATION

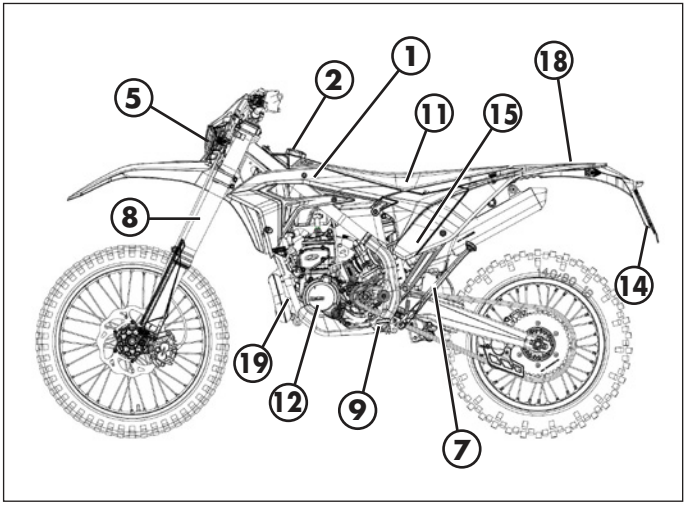
Engine identification data **B** are stamped in the area shown in the figure.

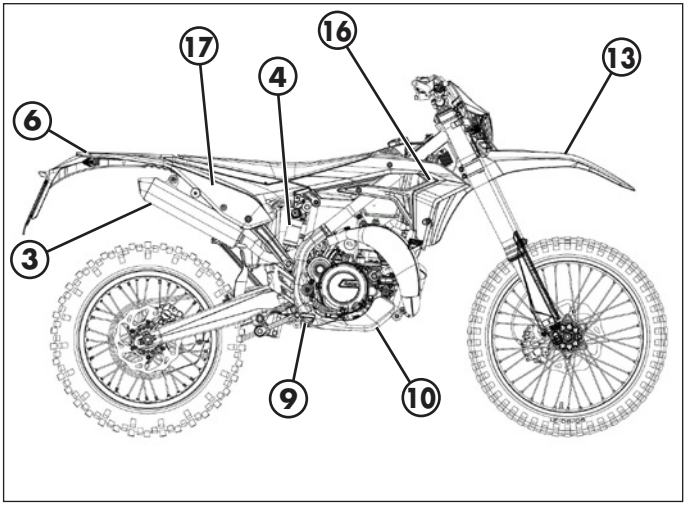



## TOOLS KIT

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 - Rear mudguard
19 - Carbon Canister *

* For markets where required

# SPECIFICATIONS

## WEIGHT

Weight in running order with full fuel and optional
XTrainer 200 ..... 107 kg (front 52 Kg; rear 55 Kg)
XTrainer 250-300 ..... 115 kg (front 55 Kg; rear 60 Kg)

## DIMENSIONS

maximum length (with plate holder) ..... 2270 mm
maximum width ..... 802 mm
overall height ..... 1245 mm
wheelbase..... 1467 mm
saddle height..... 910 mm
ground clearance..... 320 mm
footrest height..... 390 mm

## TYRES

| Dimensions | | Pressure [Bar] | |
|---|---|---|---|
| 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) |

## WHEELS

| Version | Dimensions | |
|---|---|---|
| | Front | Rear |
| Xtrainer 200 -250 - 300 | J 1.6x21 | J 1.85x18 |

## CAPACITIES

fuel tank [l] ..... 8,8
including reserve [l] ..... 1,5
coolant circuit [l] ..... 1,3
mixer oil tank [ml] ..... 650
including reserve [ml] ..... 180
gear oil XTrainer 200 [ml] (following normal maintenance work)..... 700
gear oil XTrainer 250-300 [ml] (following normal maintenance work) ..... 800
gear oil XTrainer 200 [ml] (following a complete engine review)..... 750
gear oil XTrainer 250-300 [ml] (following a complete engine review) ..... 850

## FRONT SUSPENSION

Hydraulic fork USD (shafts Ø43 mm)
Spring ..... K 8
Oil type ..... see table "Recommended lubricants and liquids", page 16
Oil quantity ..... 500 ml
Spring preload register ..... completely open
Rebound clicks (from completely closed) ..... 12
Wheel travel ..... 270 mm

## REAR SUSPENSION

Single shock absorber with compound lever
Spring ..... K 5,2
Static sag load (see page 41) ..... 22 mm
Compression clicks, high speeds (from completely closed) ..... 15
Rebound clicks (from completely closed) ..... 10
Shock absorber travel ..... 110 mm

## FRONT BRAKE

Ø260 mm disc and dual-piston floating caliper

## REAR BRAKE

Ø240 mm disc and single-piston floating caliper

## ENGINE

| Version | XTRAINER 200 | XTRAINER 250 | XTRAINER 300 |
|---|---|---|---|
| Type | Single-cylinder, 2-stroke, liquid cooled and electric start | | |
| Bore x stroke [mm] | 62x63 | 67,4X69,9 | 73 x 69.9 |
| Displacement [$cm^3$] | 190,2 | 249 | 292,3 |
| Compression ratio | 14,35:1 | 13,5:1 | 11,55:1 |
| $CO_2$ [g/km] * # | 59 | 55 | 62 |
| Fuel consumption [l/100km] * # | 2,5 | 2,4 | 2,6 |

* Only valid for EUROPA version
# WMTC cycle related data, for class L vehicles

Fuel system.....carburettor with electronic mixer

Carburettor

| Version | XTRAINER 200 | | XTRAINER 250 | | XTRAINER 300 | |
|---|---|---|---|---|---|---|
| | 2T Europa | 2T | 2T Europa | 2T | 2T Europa | 2T |
| Main jet | 130 | 162 | 130 | 155 | 130 | 145 |
| Slow jet | 35 | 42 | 38 | 35 | 38 | 38 |
| Start jet | 50 | 85 | 45 | 85 | 50 | 85 |
| Needle | N84K | NOZI | N84G | N0ZK | N84I | N1EK |
| Needle position (from top) | 5° | 2° | 4° | 3° | 4° | 2° |
| Air screw turns (from all closed) | 1+1/8 | 1+1/2 | 1 +7/8 | 1 +1/4 | 1 | 1 +1/2 |

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

Spark plug XTrainer 200..... NGK CMR7H
Spark plug XTrainer 250-300 .....NGK IR GR7CI-8

Clutch.....wet, multidisc

Gearchange

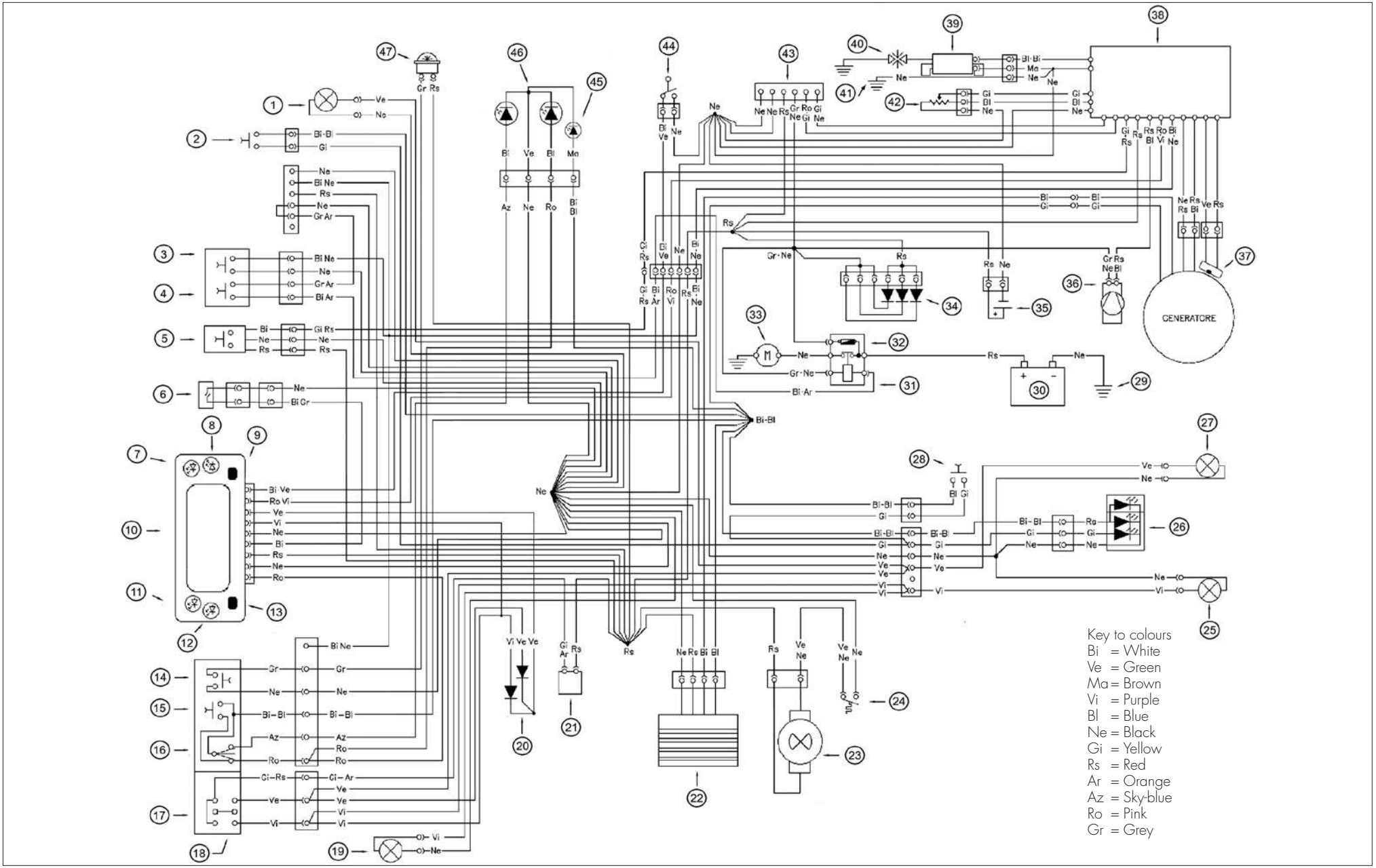
| Version | XTRAINER 200 | | XTRAINER 250 | | XTRAINER 300 | |
|---|---|---|---|---|---|---|
| | 2T Europa | 2T | 2T Europa | 2T | 2T Europa | 2T |
| Primary drive | 25/73 | 25/73 | 27/72 | 27/72 | 27/72 | 27/72 |
| Gear ratio 1st gear | 12/33 | 12/33 | 12/31 | 12/31 | 12/31 | 12/31 |
| Gear ratio 2nd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

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

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

Starting.....electric starter (Kick-starter optional)

## ELECTRICAL DIAGRAM



## 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) DIODES
21) FLASHER LIGHT
22) REGULATOR
23) ELECTRIC FAN
24) THERMAL SWITCH
25) REAR TURN SIGNAL LEFT WITH 12V - 6W BULB
26) LED TAILLIGHT
27) RIGHT REAR TURN SIGNAL LIGHT, 12V - 6W BULB
28) REAR STOP BUTTON
29) GROUND CABLE TO FRAME
30) BATTERY
31) STARTER RELAY
32) 10A FUSE
33) STARTER MOTOR
34) DIODE ASSEMBLY
35) 4700µF CAPACITOR
36) OIL PUMP
37) PICK-UP SENSOR
38) CONTROL UNIT
39) COIL
40) SPARK PLUG
41) GROUND TO ENGINE
42) TPS THROTTLE POSITION SENSOR
43) DIAGNOSTIC CONNECTOR
44) OIL RESERVE SENSOR
45) FRONT PARKING LIGHT
46) 12V 10/10W LED HEADLIGHT
47) HORN

# 1

## BULBS

High beam/low beam .....LED
Parking/daytime .....LED
Turn indicators .....LED
License plate light.....LED

## FUSES

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 |
| OIL MIXER TANK | 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 | SAE 15W |
| 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.

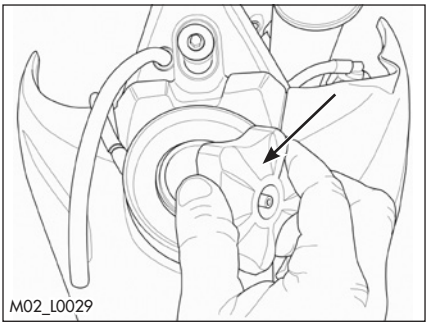
## CHAPTER 2 OPERATION

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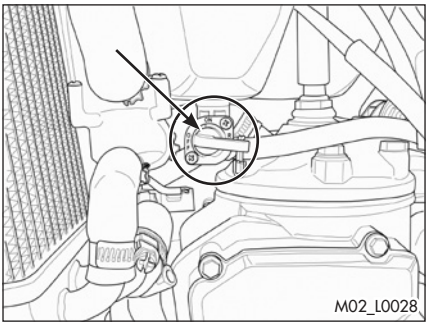



# MAIN PARTS

## FUEL TANK CAP

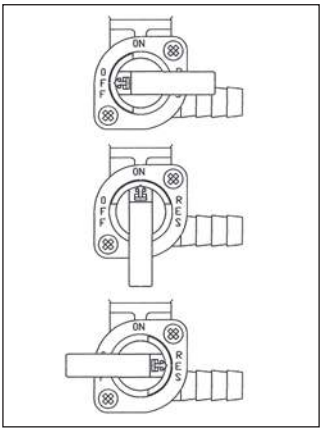
To open the fuel tank cap, turn it anticlockwise.

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




## FUEL COCK

Fuel cock has three positions:




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

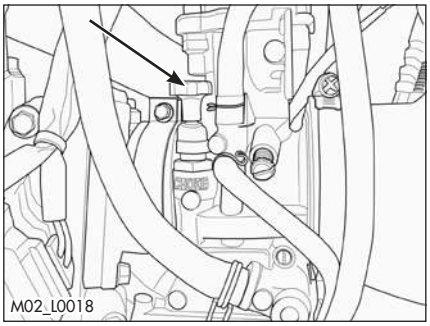
ON: fuel supply enabled. Fuel flows from the tank to the carburettor. The tank empties until it reaches the reserve level.

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

## STARTER

The starter lever is located on the carburettor.

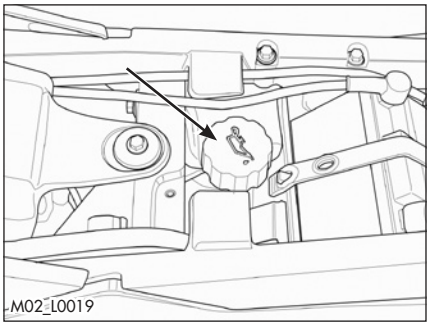
To operate the choke pull it upward.




## MIXER OIL TANK CAP

The mixer oil tank cap is located under the saddle

To gain access remove the saddle (page 76).

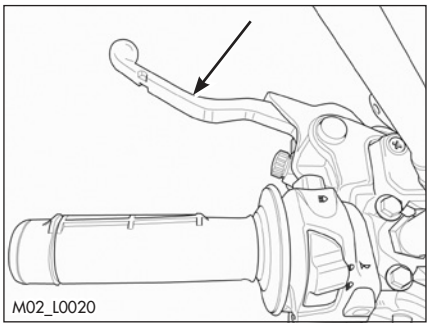


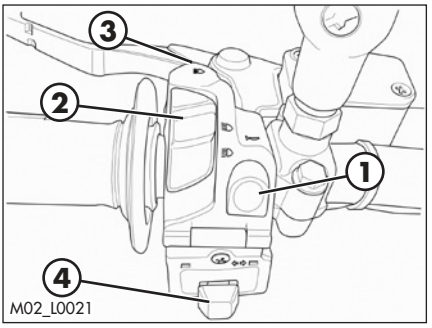

To open the fuel tank cap turn it anticlockwise.

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:

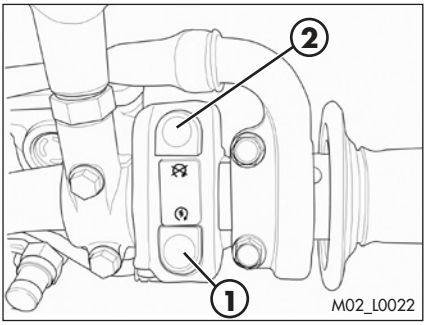
parking lights and high beam;

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.

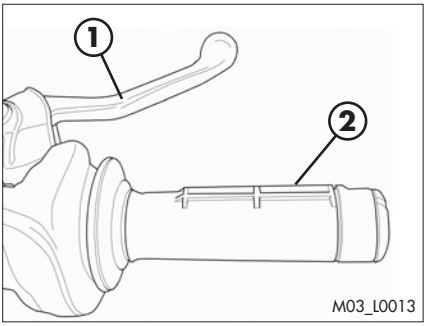





## RH SWITCH

Starter button **1** is located on the right-hand side of the handlebars and operate the electric engine starter. For startup, refer to page 30. Do not press the button **1** while the engine is running.

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

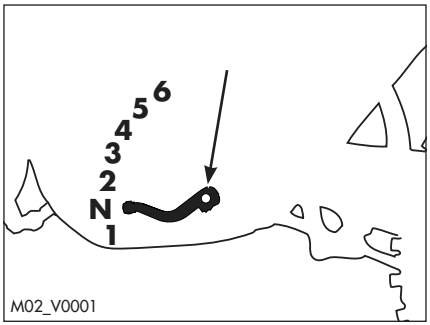



## FRONT BRAKE LEVER AND GAS CONTROL

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

## GEAR CHANGE LEVER

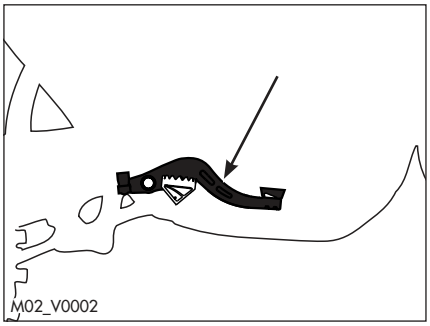
Gear change lever is fitted to the left side of the engine.
The positions corresponding to the different gears are shown in the figure.




## BRAKE PEDAL

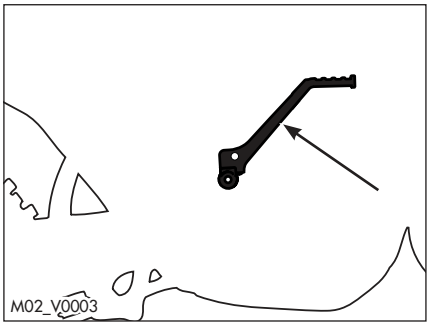
Brake pedal is located in front of the right-hand footrest.

The rear brake is operated by pressing down the pedal.



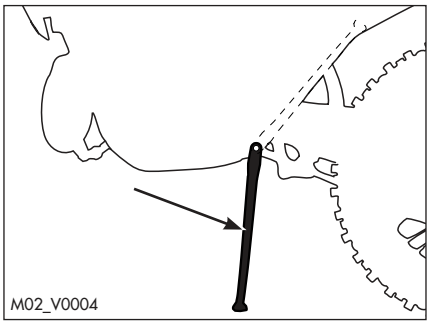

## KICKSTART - OPTIONAL

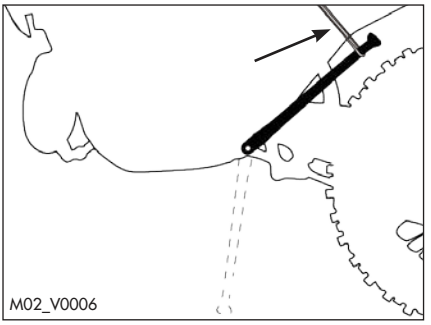
Kickstart is fitted to the right-hand side of the engine.
The upper part of the kickstart can be oriented.




## 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.

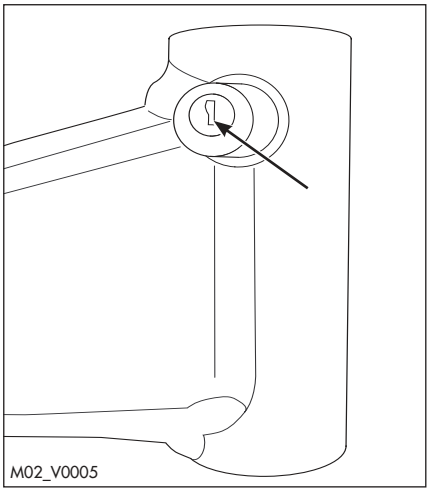





If the vehicle is used off-road, the closed stand can be further fastened by means of rubber band.

## 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**

**Time**
Clock: 12/24 MODE
Total hour meter.

**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)

**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).

**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.

**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

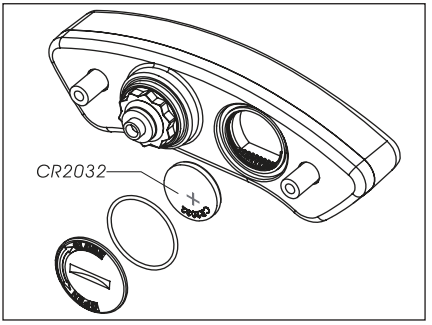


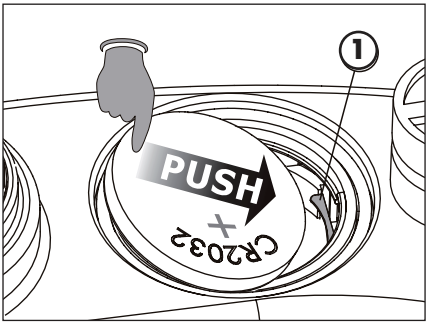

**1** Headlight indicator
The system activates the indicator in synchrony with the activation of the mains beams.

**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 10. Refuel with special oil as indicated in the "Table of Lubricants and Recommended Liquids" on page 16.

**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

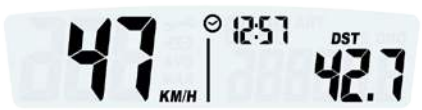
Follow this procedure for proper installation.
The meter includes an internal battery (CR2032). This battery shall be replaced only when power runs out.

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)**

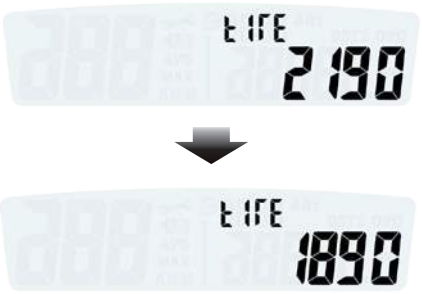



Press and hold Adjust + Select simultaneously for 5 seconds to enter the setting mode. Every 5 seconds, the screen will switch through the following options:
- Unit of measurement (km/h – MPH)
- Wheel size (2190 – 1890)
- Clock format (12/24h)
- Clock settings (hours and minutes)
- Scheduled Maintenance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



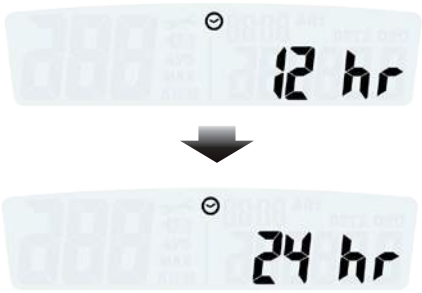

1st screen: Unit of measurement
Press the **Adjust or Select button** to toggle between km/h and MPH.

**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.

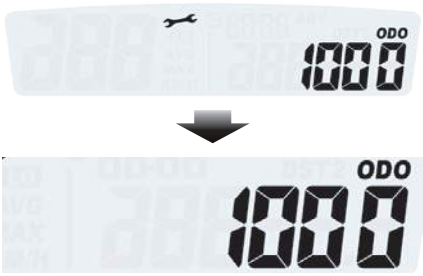
### The clock setting




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 the integrity of the oil pipe connecting the intake manifold to the electronic dosing.
2 Check all fluid levels.
3 Check the correct operation of the brakes and brake pad wear (page 53).
4 Check pressure, general condition and thickness of tread (page 64).
5 Check that the spokes are properly tightened.
6 Check the tensioning of the chain (page 64).
7 Check the adjustment and the operation of all the cable controls.
8 Inspect all the nuts and bolts.
9 With the engine running, check the operation of the headlight, the rear and brake lights, the indicators, the warning lights and the horn.
10 Wash the motorcycle thoroughly after off-road use (page 70).



## RUNNING IN

The running-in period lasts approximately 15 hours, during which it is advisable to:
1 Make the first refuelling with a mixture of 1%.
2 Use the oil indicated on page 16 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 7,000 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 16 for the fuel specifications.

Fuel tank capacity is shown on page 10.

To refuel open the tank cap (page 18).

After refuelling, screw the cap back and tighten securely.



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

To refuel open the tank cap (page 19).

Fuel tank capacity is shown on page 10.

After refuelling, screw the cap back and tighten securely.

Use the oil indicated on page 16 in the "Recommended lubricants and liquids" table.

## STARTING THE ENGINE

Move the fuel tank valve in ON or RES position (page 18).

Check that the gears are in neutral (page 21).

Pull the clutch lever (page 19).

Close the side stand (page 21).

WHIT ELECTRIC STARTER (page 20):
Push the button until the engine starts.
Do not press the button while the engine is running.

COLD STARTING:
Operate the starter (page 19), start the vehicle and wait a few seconds.

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

NOTE:
With the engine off, make sure the fuel cock is set to OFF (page 18).

## CHAPTER 3 ADJUSTMENTS

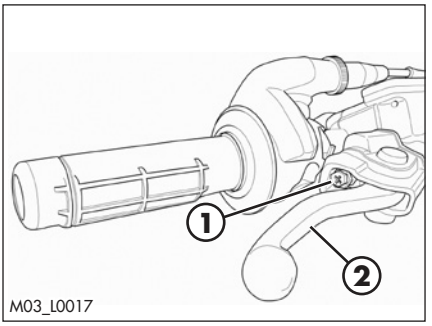
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## KEY TO SYMBOLS

Tightening torque

Threadlocker Medium

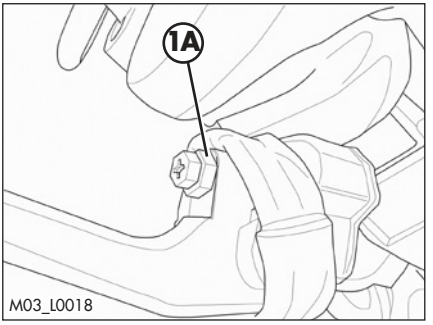



## BRAKES

### FRONT BRAKE

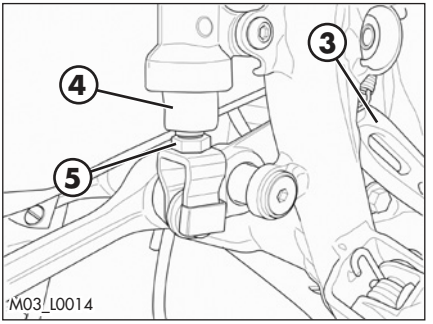
The front brake is disk type with hydraulic control.

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




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

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

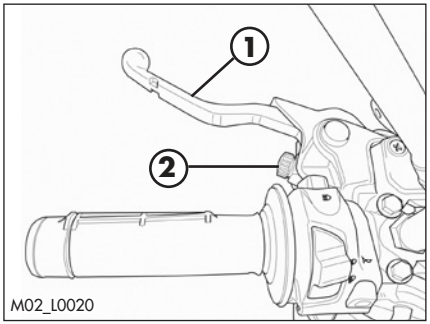



### REAR BRAKE

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

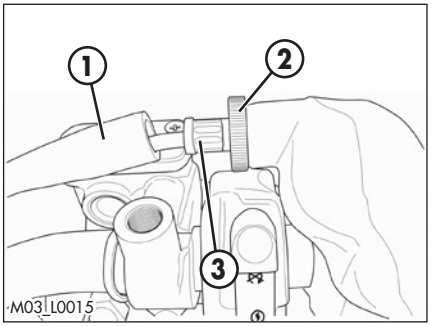
## CLUTCH

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



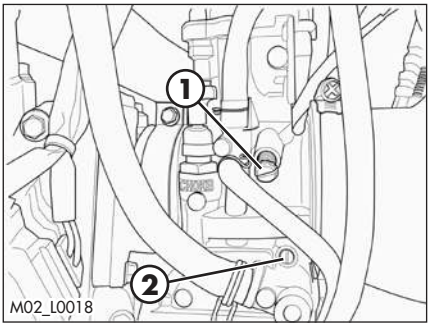

## ADJUSTMENT OF GAS CLEARANCE

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 counternut 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 1500 and 1600 rpm.



## CARBURETOR SETTINGS ACCORDING TO THE WORKING CONDITIONS

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

Legend:

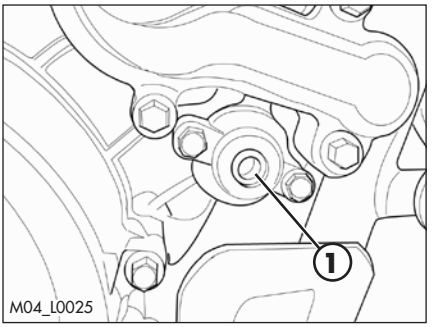
| | |
|---|---|
| SLM | Above sea level |
| AVA | Air screw opening (from all closed) |
| Gm | Slow jet |
| SPL | Needle |
| POS | Needle position (from top) |
| GM | Main jet |
| VLV | Valve |

Standard settings

| XTRAINER 200 2T | | | | | | | |
|---|---|---|---|---|---|---|---|
| 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 | 1,5 | 1,5 | 2 | 2 | |
| 10000 ft | Gm | 42 | 40 | 38 | 35 | 35 | |
| ⬆ | GM | 162 | 160 | 158 | 155 | 152 | |
| | SPL | N0ZI | N0ZI | N0ZI | N0ZI | N0ZJ | |
| 2301 m | POS | 2 | 2 | 2 | 1 | 1 | |
| 7501 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | |
| 2300 m | AVA | 1,25 | 1,25 | 1,5 | 1,5 | 2 | 2 |
| 7500 ft | Gm | 42 | 42 | 40 | 40 | 38 | 35 |
| ⬆ | GM | 165 | 162 | 160 | 158 | 155 | 152 |
| | SPL | N0ZI | N0ZI | N0ZI | N0ZI | N0ZI | N0ZJ |
| 1501 m | POS | 2 | 2 | 2 | 2 | 1 | 1 |
| 5001 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |
| 1500 m | AVA | 1,25 | 1,25 | 1,25 | 1,5 | 1,5 | 2 |
| 5000 ft | Gm | 43 | 42 | 42 | 40 | 40 | 38 |
| ⬆ | GM | 168 | 165 | 162 | 160 | 158 | 155 |
| | SPL | N0ZH | N0ZI | N0ZI | N0ZI | N0ZI | N0ZI |
| 751 m | POS | 3 | 2 | 2 | 2 | 2 | 1 |
| 2501 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |
| 750 m | AVA | 1,25 | 1,25 | 1,25 | 1,25 | 1,5 | 1,5 |
| 2500 ft | Gm | 45 | 45 | 42 | 42 | 40 | 40 |
| ⬆ | GM | 170 | 168 | 165 | 162 | 160 | 158 |
| | SPL | N0ZH | N0ZH | N0ZI | N0ZI | N0ZI | N0ZI |
| 301 m | POS | 4 | 3 | 2 | 2 | 2 | 2 |
| 1001 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |
| 300 m | AVA | 1 | 1,25 | 1,25 | 1,25 | 1,25 | 1,5 |
| 1000 ft | Gm | 45 | 45 | 42 | 42 | 40 | 40 |
| ⬆ | GM | 172 | 170 | 168 | 165 | 162 | 158 |
| | SPL | N0ZH | N0ZH | N0ZH | N0ZI | N0ZI | N0ZI |
| 0 m | POS | 4 | 4 | 3 | 2 | 2 | 2 |
| 0 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |

| XTRAINER 250 2T | | | | | | | |
|---|---|---|---|---|---|---|---|
| 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 | 1,5 | 1,5 | 2 | 2 | |
| 10000 ft | Gm | 35 | 35 | 35 | 35 | 35 | |
| ⬆ | GM | 155 | 152 | 150 | 148 | 145 | |
| | SPL | N0ZK | N0ZK | N0ZK | N0ZK | N0ZL | |
| 2301 m | POS | 3 | 3 | 3 | 2 | 1 | |
| 7501 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | |
| 2300 m | AVA | 1,25 | 1,25 | 1,5 | 1,5 | 2 | 2 |
| 7500 ft | Gm | 38 | 35 | 35 | 35 | 35 | 35 |
| ⬆ | GM | 158 | 155 | 152 | 150 | 148 | 145 |
| | SPL | N0ZK | N0ZK | N0ZK | N0ZK | N0ZK | N0ZL |
| 1501 m | POS | 3 | 3 | 3 | 3 | 2 | 1 |
| 5001 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |
| 1500 m | AVA | 1,25 | 1,25 | 1,25 | 1,5 | 1,5 | 2 |
| 5000 ft | Gm | 38 | 38 | 35 | 35 | 35 | 35 |
| ⬆ | GM | 160 | 158 | 155 | 152 | 150 | 148 |
| | SPL | N0ZJ | N0ZK | N0ZK | N0ZK | N0ZK | N0ZK |
| 751 m | POS | 4 | 3 | 3 | 3 | 3 | 2 |
| 2501 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |
| 750 m | AVA | 1,25 | 1,25 | 1,25 | 1,25 | 1,5 | 1,5 |
| 2500 ft | Gm | 40 | 38 | 35 | 35 | 35 | 35 |
| ⬆ | GM | 162 | 160 | 158 | 155 | 152 | 150 |
| | SPL | N0ZJ | N0ZJ | N0ZK | N0ZK | N0ZK | N0ZK |
| 301 m | POS | 5 | 4 | 3 | 3 | 3 | 3 |
| 1001 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |
| 300 m | AVA | 1 | 1,25 | 1,25 | 1,25 | 1,25 | 1,5 |
| 1000 ft | Gm | 40 | 40 | 38 | 38 | 35 | 35 |
| ⬆ | GM | 165 | 162 | 160 | 158 | 155 | 152 |
| | SPL | N0ZJ | N0ZJ | N0ZJ | N0ZK | N0ZK | N0ZK |
| 0 m | POS | 5 | 5 | 4 | 3 | 3 | 3 |
| 0 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |

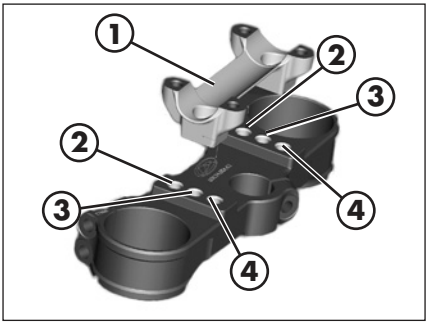
| XTRAINER 300 2T | | | | | | | |
|---|---|---|---|---|---|---|---|
| Altitude (SLM) | Carburetor setting | Ambient temperature | | | | | |
| | | -20°C ÷-7°C | -6°C÷ 5°C | 6°C ÷ 15°C | 16°C ÷ 24°C | 25°C ÷ 36°C | 37°C ÷ 49°C |
| | | -2°F ÷ 20°F | 19°F ÷ 41°F | 42°F ÷ 60°F | 61°F ÷ 78°F | 79°F ÷ 98°F | 99°F ÷ 120°F |
| 3000 m | AVA | 1,5 | 2 | 2 | 2,5 | 2,5 | |
| 10000 ft | Gm | 35 | 35 | 35 | 35 | 35 | |
| ⬆ | GM | 145 | 142 | 140 | 138 | 135 | |
| | SPL | N1EK | N1EK | N0ZK | N0ZK | N0ZK | |
| 2301 m | POS | 2 | 2 | 1 | 1 | 1 | |
| 7501 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | |
| 2300 m | AVA | 1,5 | 1,5 | 2 | 2 | 2,5 | 2,5 |
| 7500 ft | Gm | 38 | 35 | 35 | 35 | 35 | 35 |
| ⬆ | GM | 148 | 145 | 142 | 140 | 138 | 135 |
| | SPL | N1EK | N1EK | N1EK | N0ZK | N0ZK | N0ZK |
| 1501 m | POS | 2 | 2 | 2 | 1 | 1 | 1 |
| 5001 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |
| 1500 m | AVA | 1,5 | 1,5 | 1,5 | 2 | 2 | 2,5 |
| 5000 ft | Gm | 38 | 38 | 35 | 35 | 35 | 35 |
| ⬆ | GM | 150 | 148 | 145 | 142 | 140 | 138 |
| | SPL | N1EJ | N1EK | N1EK | N1EK | N0ZK | N0ZK |
| 751 m | POS | 2 | 2 | 2 | 2 | 1 | 1 |
| 2501 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |
| 750 m | AVA | 1,5 | 1,5 | 1,5 | 1,5 | 2 | 2 |
| 2500 ft | Gm | 40 | 38 | 38 | 38 | 38 | 38 |
| ⬆ | GM | 152 | 150 | 148 | 145 | 142 | 140 |
| | SPL | N1EJ | N1EJ | N1EK | N1EK | N1EK | N0ZK |
| 301 m | POS | 3 | 2 | 2 | 2 | 2 | 1 |
| 1001 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |
| 300 m | AVA | 1 | 1,5 | 1,5 | 1,5 | 1,5 | 1,5 |
| 1000 ft | Gm | 40 | 40 | 38 | 38 | 35 | 35 |
| ⬆ | GM | 155 | 152 | 150 | 148 | 145 | 142 |
| | SPL | N1EI | N1EJ | N1EJ | N1EK | N1EK | N1EK |
| 0 m | POS | 4 | 3 | 2 | 2 | 2 | 2 |
| 0 ft | VLV | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 | 7,5 |




## EXHAUST VALVE CONTROL ADJUSTMENT

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

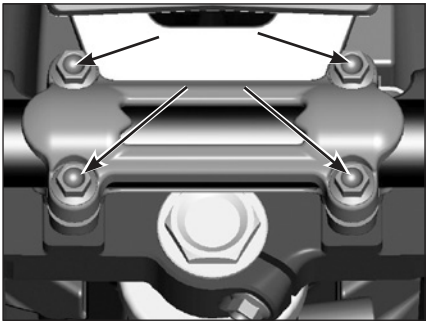
For any adjusting, please contact Betamotor's Authorized Service Network.




## HANDLEBAR ADJUSTMENT

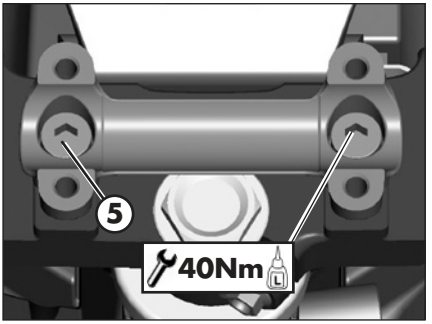
### U-BOLT POSITION ADJUSTMENT

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



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

Remove the handlebar.




Remove the screws **5**.

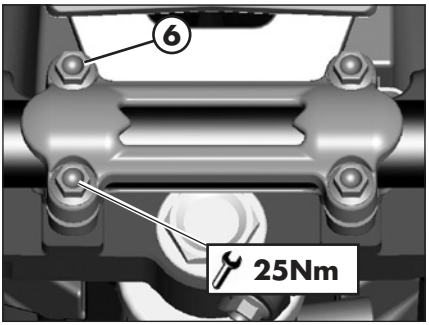
Position the U-bolt according to requirements.

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

Apply the handlebar.

Apply the top u-bolt.

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



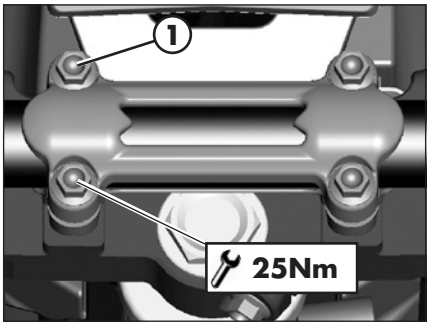

### ADJUSTMENT OF THE HANDLEBAR POSITION

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

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

Position the handlebar according to requirements.

Tighten to the torque indicated.

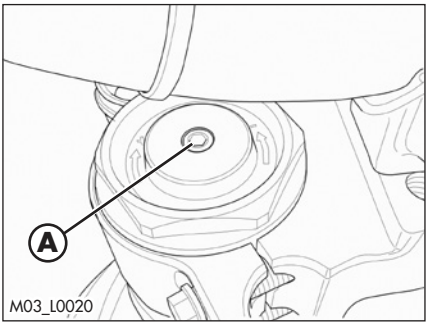



## ADJUSTING FORK

### ADJUSTING THE REBOUND DAMPER

The hydraulic rebound damper determines the behaviour of the telescopic fork during extension and can be adjusted by means of screw **A**. Turning the screw clockwise increases the action of the rebound damper; turning it anticlockwise decreases the action of the rebound damper.

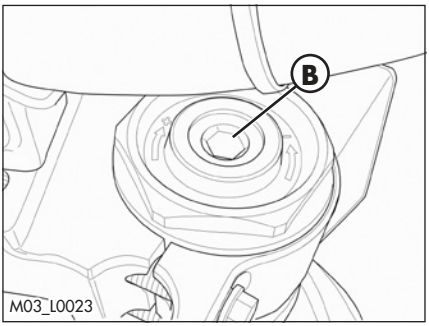
For standard calibration, refer to page 11.

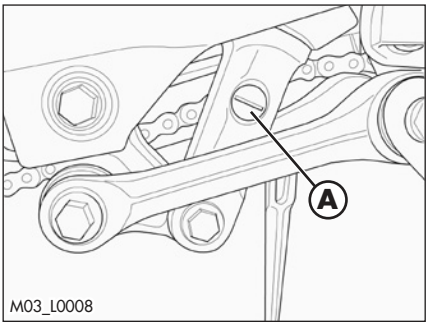



### ADJUSTING THE SPRING PRELOAD

Spring preload is adjusted by means of screw **B**. Turning clockwise will increase the preload, while rotating counter- clockwise decreases the preload.

For standard setting, refer to page 11.






## SHOCK ABSORBER

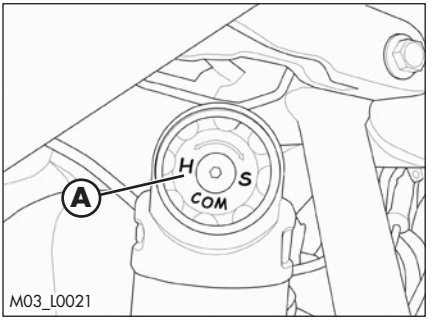
### ADJUSTING THE REBOUND DAMPER

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

| Increase braking effect | Decrease braking effect |
|---|---|
|  |  |

For adjustment refer to the table on the side.

For standard setting, refer to page 11.




### ADJUSTING THE HYDRAULIC COMPRESSION DAMPER

Turn knob **A** to adjust the hydraulic compression damper.

| Increase braking effect | Decrease braking effect |
|---|---|
|  |  |

For adjustment refer to the table on the side.

For standard setting, refer to page 11.

## ADJUSTING THE SPRING PRELOAD

To adjust the spring preload, use the procedure described below:

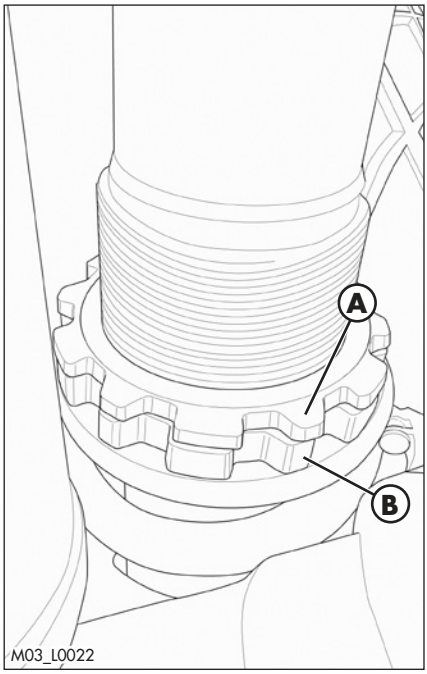
Loosen the locking dowel **A**.

Turn the ring nut **B** until you reach the desired preload.

Lock the locking dowel **A**.

For standard setting, refer to page 11.

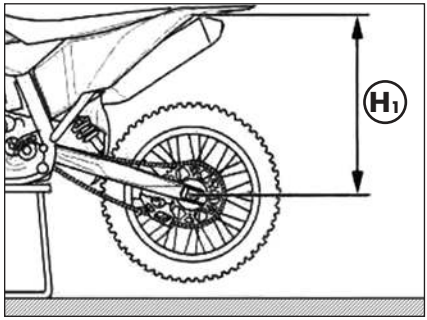
Note: for movement of the rings use a specific sector key with square pin.

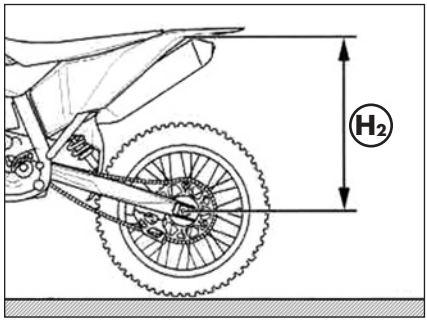



## STATIC SAG LOAD TEST

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.



## CHAPTER 4 CHECKS AND MAINTENANCE

4

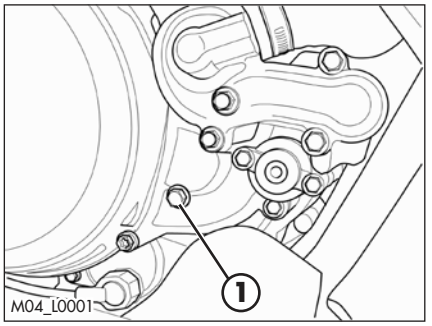
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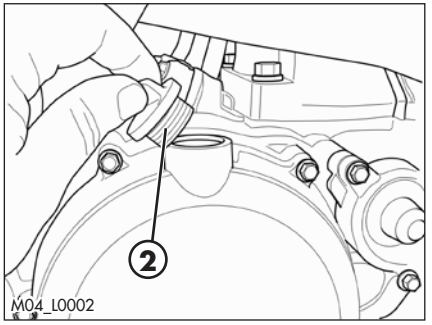
## KEY TO SYMBOLS

Tightening torque

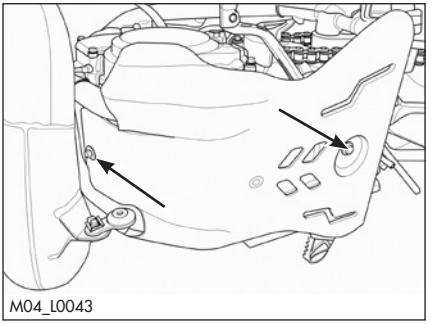
Threadlocker Medium



M04_L0001



M04_L0002


M04_L0043

## 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**.

Use the oil indicated on page 16 in the "Recommended lubricants and liquids" table.

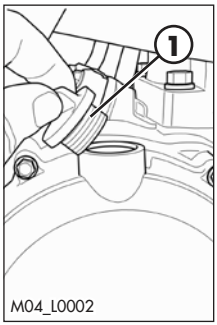
### REPLACEMENT

Always perform the replacement when engine is hot:

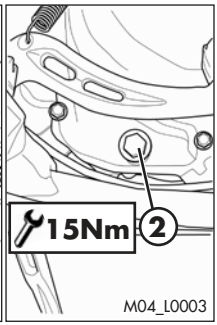
- Position the drive on a flat base ensuring stability.
- Remove the engine casing by loosening the screws shown in the figure.
- Place a container under the engine.

WARNING:
Hot oil can cause severe burns!

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



M04_L0002

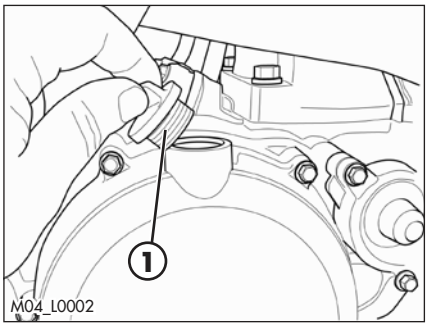


M04_L0003

Pour in the quantity of liquid indicated on page 10.
Use the oil indicated on page 16 in the "Recommended lubricants and liquids" table.

Screw on filler cap **1** again.

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



M04_L0002

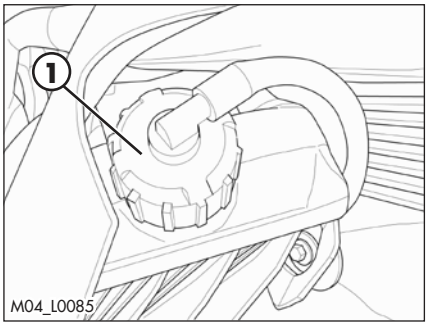
## LIQUID COOLANT

### CHECK THE LEVEL

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:

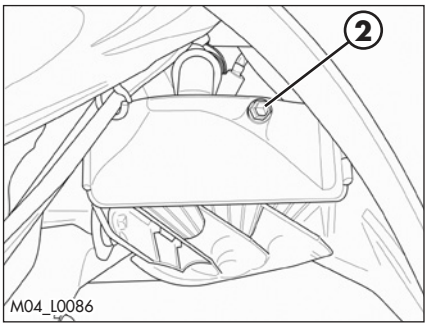
- Unscrew cap **1** and ensure that the liquid is visible in the lower portion of the loading tube.



M04_L0085

- In the case in which the liquid is not visible remove the vent screw **2** and proceed topping up.

- At the end of operation refit the filler cap and the vent screw.



M04_L0086

Use the oil indicated on page 16 in the "Recommended lubricants and liquids" table.

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

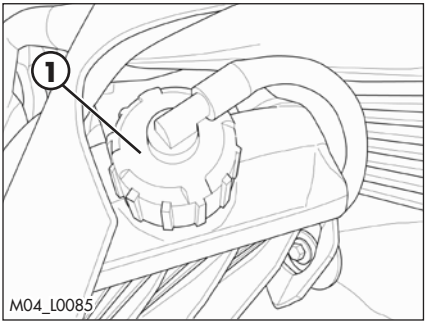
WARNING:
Wear appropriate protective clothing and protection gloves.

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.

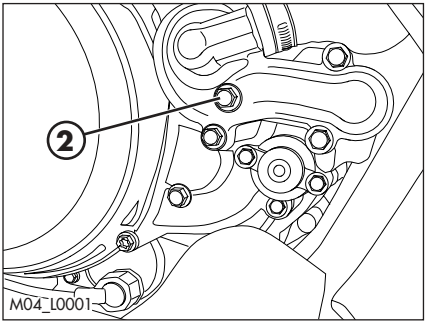



**REPLACEMENT**

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.

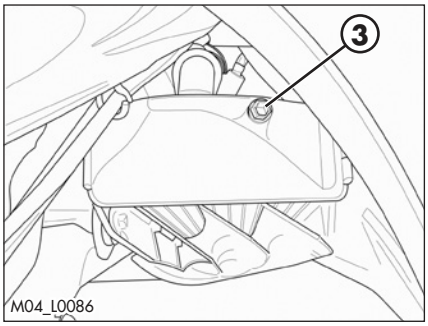
- Unscrew drain screw **3**.

- Proceed to filling.

- Reapply the loading cap and the bleeding screw.

The amounts of liquid are shown on page 10.

Use the liquid indicated on page 16 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:
Dispose of used liquid in compliance with the regulations in force.

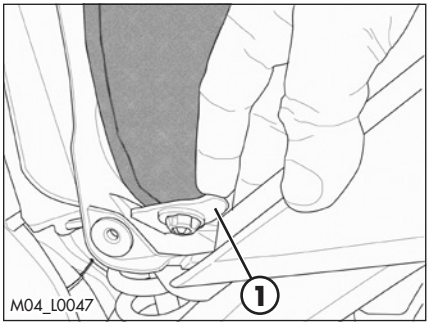
WARNING:
Wear appropriate protective clothing and protection gloves.

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.

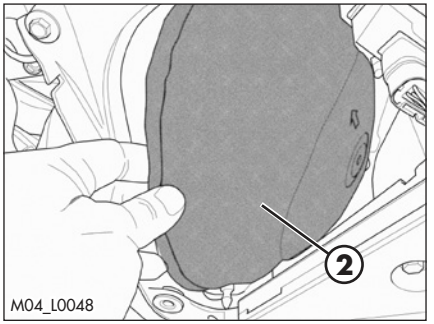



## AIR FILTER

Check after every ride.

### REMOVING AND INSTALLING AIR FILTER

To access the filter is necessary:
•Remove the saddle (page 76).
•Pull the cover air filter (page 77).

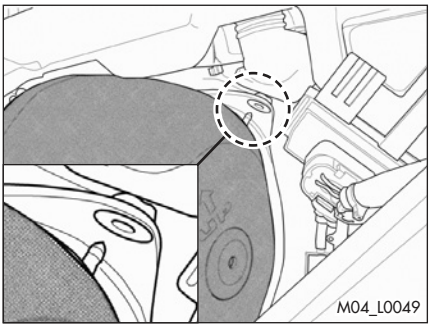



•Release filter fastener **1**.

•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 - XTRAINER 200/250/300 2T EUROPA

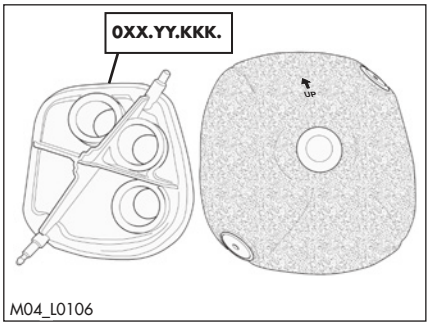
Blow the filter with compressed air.

## AIR FILTER CLEANING - XTRAINER 200/250/300 2T

- 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.

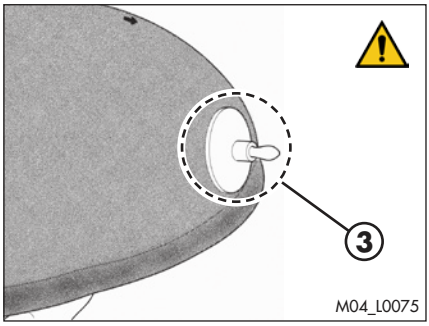
Apply the sponge filter element to the cage with care:

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



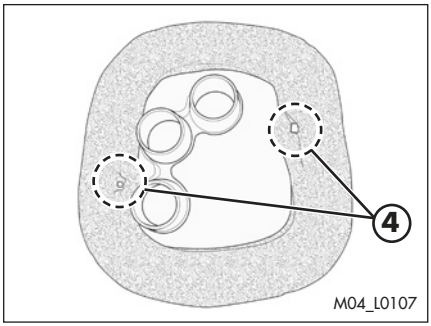
M04_L0106

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

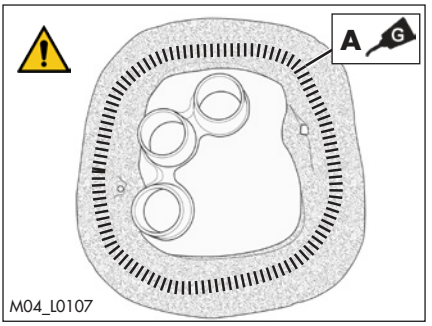


M04_L0075

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



M04_L0107



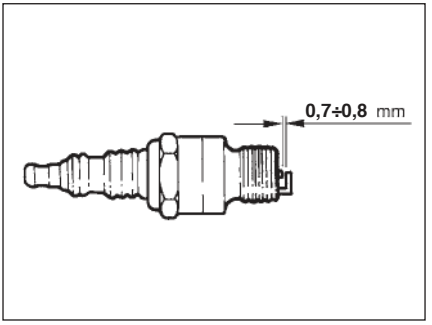

Note: before refitting the filter to the vehicle is recommended to apply a long-term grease in the area **A**.

## SPARK PLUG

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

To 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 0,7 - 0,8 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.

NOTE:
It is recommended to always use the spark plugs listed on page 12.

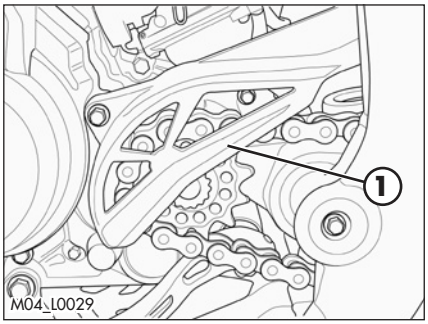
WARNING:
Do not check while the engine is hot.

# CARBURETTOR

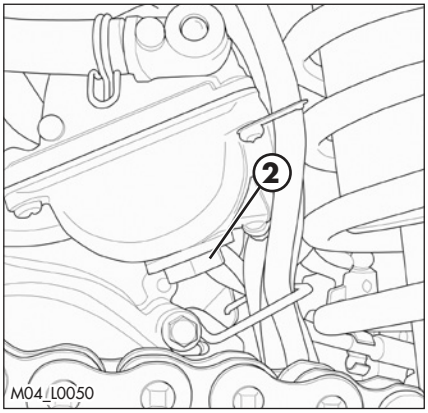
## DRAINING THE CARBURETTOR FLOAT CHAMBER

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.

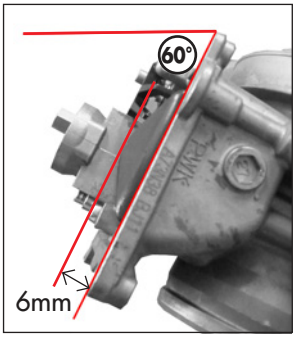
Refuel in an open well ventilated area.

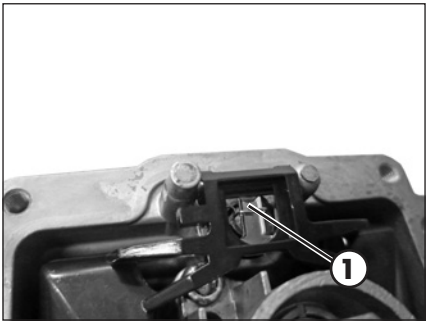
Immediately clean up any spilled fuel.

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 70).

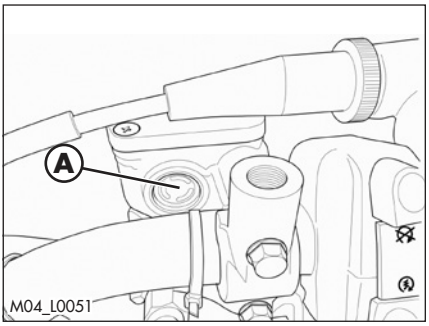
Remove the float chamber.

Keep the carburettor on a 60° approx. inclined, so that float leans on the needle valve without pressing it.
In this position the float edge should be parallel with the float chamber sealing surface (see figure).
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

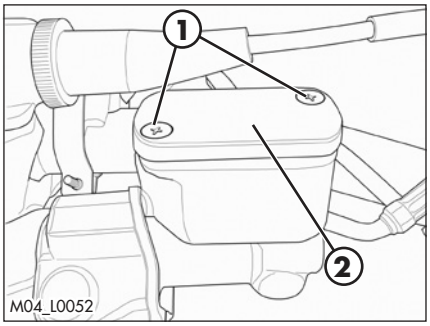
### CHECK THE LEVEL OF THE FRONT BRAKE FLUID

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 16 in the "Recommended lubricants and liquids" table.

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

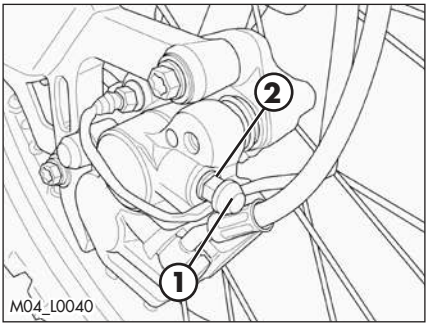
Wear appropriate protective clothing and protection gloves.

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 16 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.

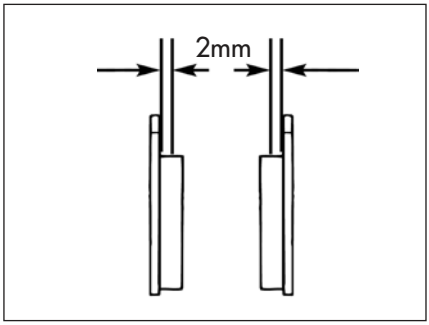
Keep coolant out of reach of children.

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

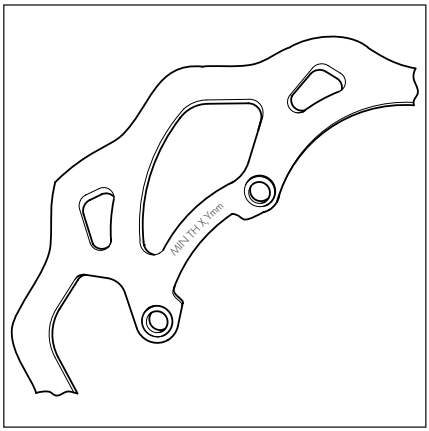



In order to verify the wear condition of front brake is enough to view the caliper from the bottom, where is possible to glimpse the brake lining tails which will have to show a brake of 2 mm in thickness. If the stratum is lesser let's start replacing them.

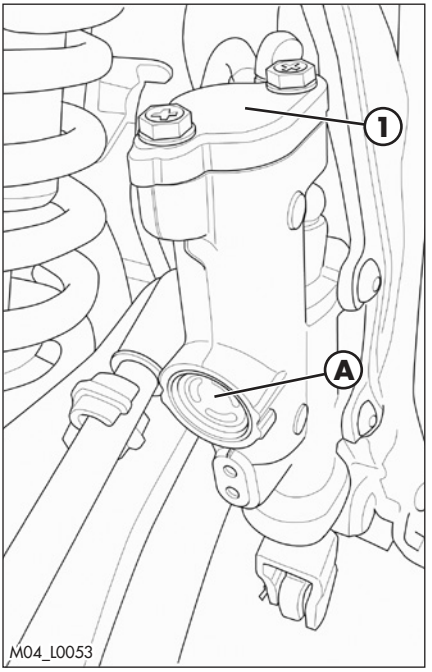
Note:
Perform the check according to the times shown in the table on page 72.

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 page 16 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

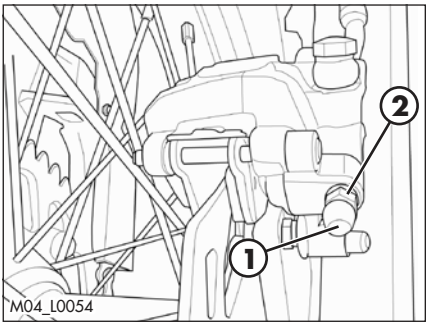
To bleed air from the rear brake circuit, proceed as follows:

- 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 16 in the "Recommended lubricants and liquids" table.




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

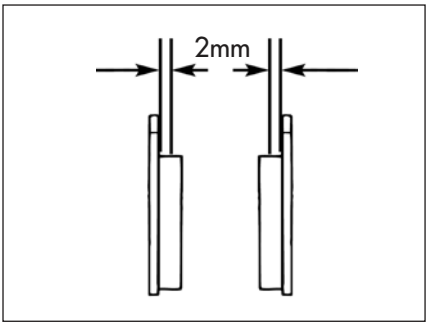
Wear appropriate protective clothing and protection gloves.

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.

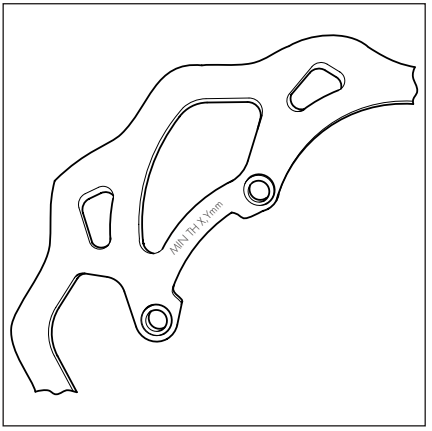



## REAR BRAKE LINING CONTROL

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 72.

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 16 in the "Recommended lubricants and liquids" table.

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

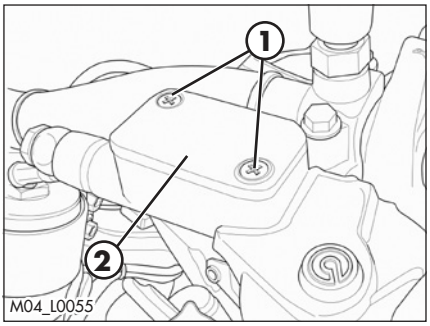
Wear appropriate protective clothing and protection gloves.

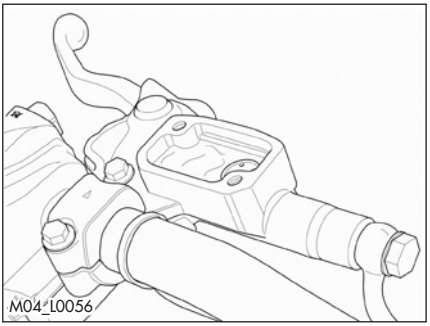
Keep coolant out of reach of children

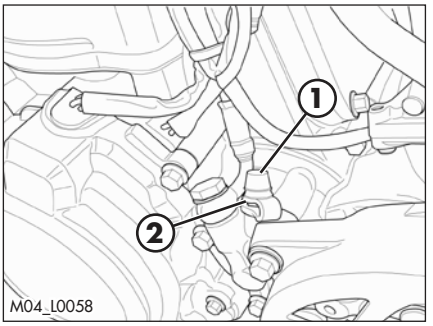
WARNING: Avoid any direct contact of the liquid with skin, eyes or clothing. If this happens:

- 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 16 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.

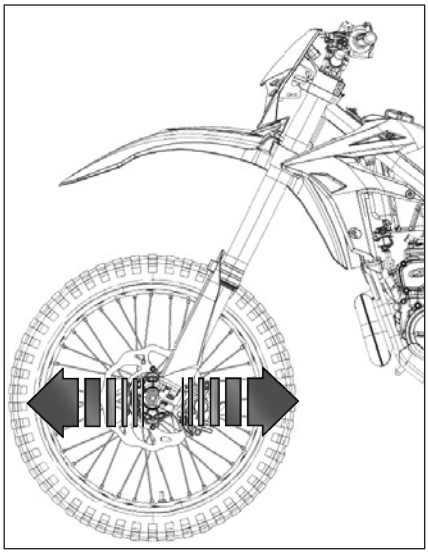
WARNING: Avoid any direct contact of the liquid with skin, eyes or clothing. If this happens:

- 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.

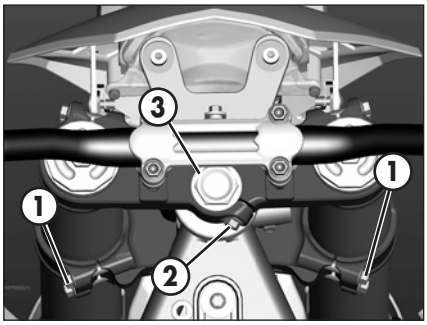
## CHECK AND ADJUSTING OF STEERING PLAY

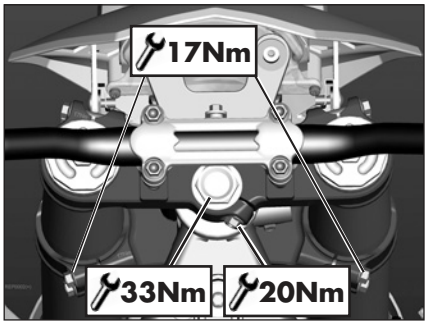
Periodically check the play in the steering sleeve by moving the fork back and forth as shown in the figure. Whenever you feel play, adjust as described below:

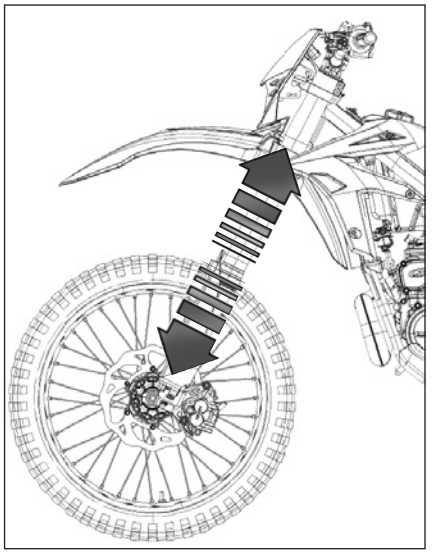


- Loosen the screws **1**
- Loosen the screw **2**
- Reduce the play by turning nut **3**

Tighten the screws to the prescribed torque values.



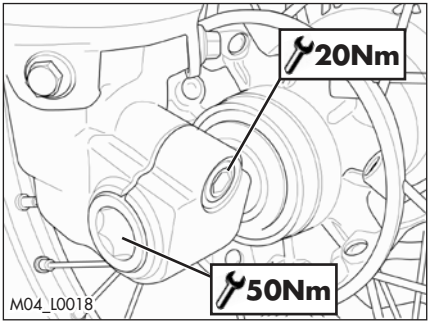


## FRONT WHEEL

### TIGHTENING

Following removal of the wheel:

- Compress and release the fork 3-4 times.



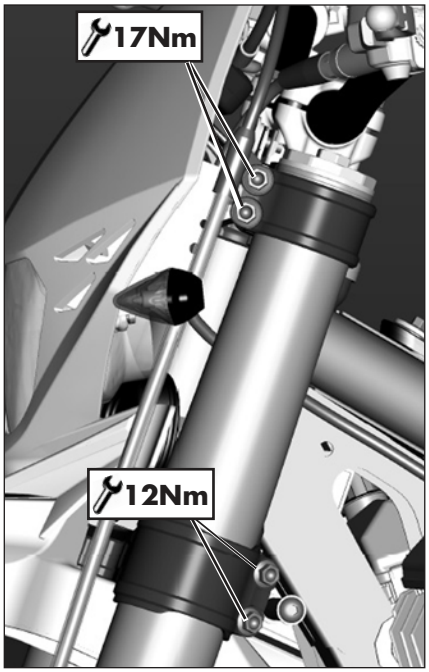

- Tighten the wheel bolt and the screws of the foot-leg.

## FORK

To maintenance refer at an authorized service center Betamotor.

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

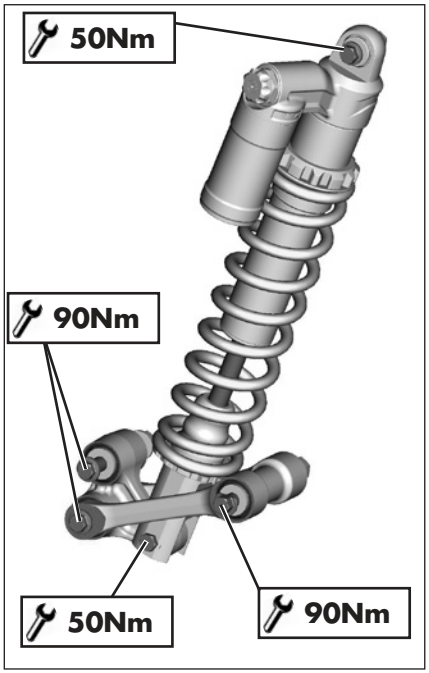
WARNING:
Tightening of the screws should be carried out by adjusting the torque wrench to the stability torque with repeated tightening until stability torque has been achieved.




## 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

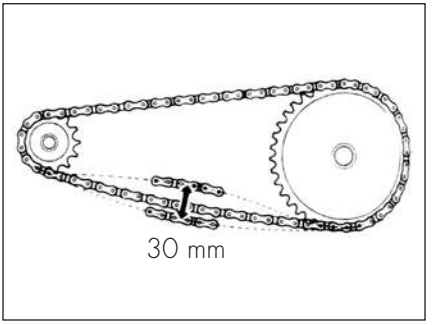
Only fit tyres approved by BETAMOTOR.
Unsuitable tyres can adversely affect the road holding of the vehicle.

- 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.

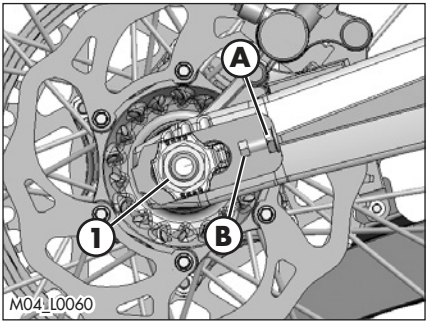
Take special care in preventing the lubricant from coming into contact with the rear tyre or brake disc, otherwise the tyre grip and the action of the brake would be greatly reduced, making it very difficult to control the vehicle.




## CHECK AND ADJUST TIGHTENING CHAIN

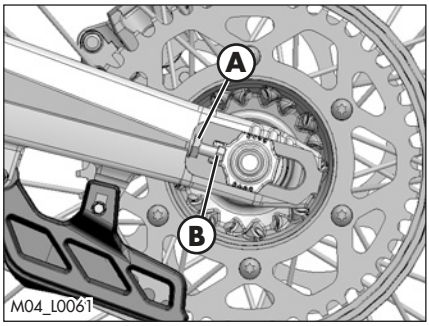
Hold the vehicle upright on the ground on a flat base ensuring stability.

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

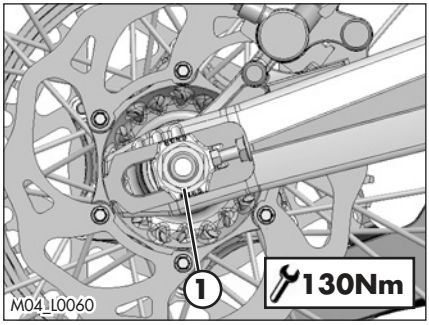



• Loosen the pin **1**.

- 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.

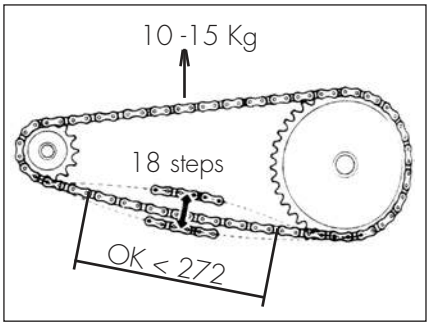



- Tighten the pin **1** to the torque indicated.




## 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 64.

## HEADLIGHT

To remove the headlamp mask see page 79.

Keep the headlight glass clean at all times (see page 70).

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.

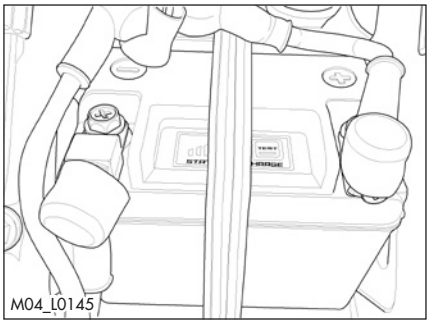
## TAIL LIGHT

Keep the tail light glass clean at all times (see page 70).

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



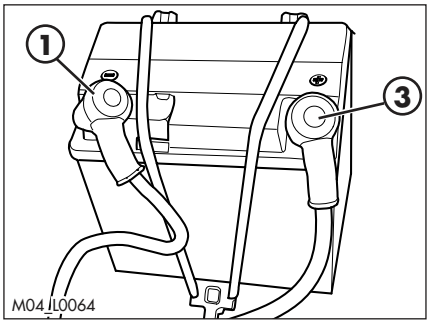

Battery is located under the saddle and requires no maintenance.

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.

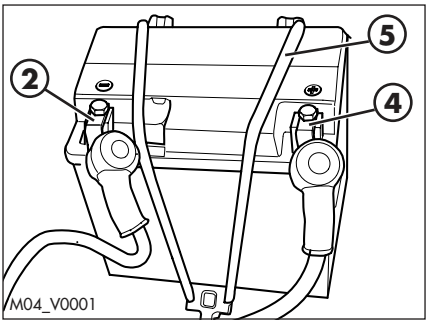
### BATTERY REMOVAL




Shut off all electrical users and stop the engine.
Remove the saddle (page 76).

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

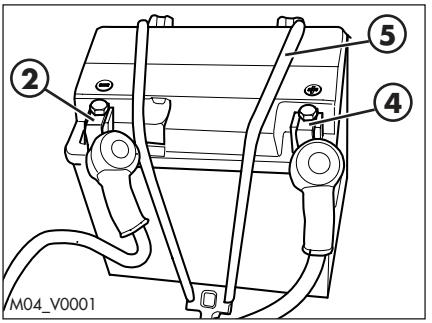
WARNING:
images are for illustrative purposes only and may differ from the actual vehicle.




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

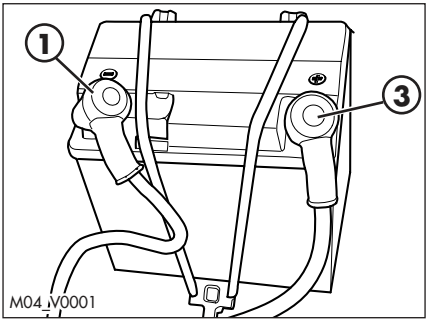
When fitting the battery, insert it with the terminals as shown in picture.

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 76).




## INACTIVITY

If the vehicle is not going to be used for a long time:
- remove the battery (page 67)
- connect a suitable battery maintainer, or alternatively charge with an appropriate battery charger (page 69)
- 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

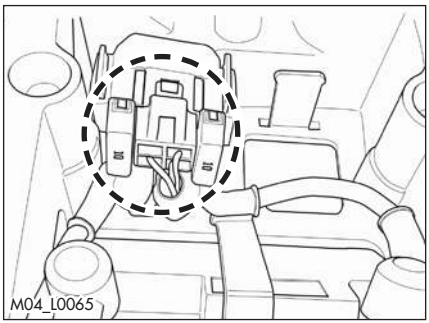
Ideal temperature for charging lithium ion batteries: 20 °C.

## FUSES

To access the fuse, remove the saddle (page 76).

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

Three spare fuses comes with the kit accompanying the vehicle.




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

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

# CLEANING THE VEHICLE

## GENERAL PRECAUTIONS

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

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

When cleaning, avoid direct exposure to sunlight.

Close off the exhaust system to prevent water from entering.

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

## WASHING MODE

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

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

## AFTER WASHING

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

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

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

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

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

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

## PROLONGED INACTIVITY

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

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

AFTER PROLONGED INACTIVITY

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

# SCHEDULED MAINTENANCE VEHICLE

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

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

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

| | | End of running-in - **3** hours | Coupon every **30** hours | Coupon every **60** hours | Coupon every **90** hours | Coupon every **120** hours | Coupon every **150** hours | Coupon every **180** hours |
|---|---|---|---|---|---|---|---|---|
| **Engine** | Gear and clutch oil | **S** | **S** | | | | | |
| | Spark plug | **C** | | **S** | | | | |
| | Head screws | **T** | | | | | | |
| | Engine clamping screws * | **C** | **C** | | | | | |
| | Kick start and gearchange lever screws | **C** | **C** | | | | | |
| | Spark plug cap | **P** | **P** | | | | | |
| | Coated clutch disks | | **C** | | **S** | | | |
| | Clutch springs length | | **C** | | **S** | | | |
| | Clutch/bell hub | | **C** | | | | | |
| | Gearbox bearing (drive shaft side) | | | | **S** | | | |
| | Cylinder | | | **C** | | | | |
| | Piston and segments | | | **S** | | | | |
| | Connecting rod | | | | **S** | | | |
| | Drive shaft bearings | | | | **S** | | | |
| | Surface appearance of the gearbox | | | | **C** | | | |
| | Water pump oil seal | | | | **S** | | | |
| | Exhaust valve | | | **C/P** | | | | |
| | Reed valve | | | **C** | | | | |
| | Noise-absorbing material of the silencer | | **S** | | | | | |
| **Carburetor** | Tightness | **C** | **C** | | | | | |
| | Idling setting | **C** | **C** | | | | | |
| | Fuel pipe | **C** | **C** | | | | | |
| | Breather pipe | **C** | **C** | | | | | |

Key

**C** **Check** (Clean, adjust, lubricate, replace as necessary)
**S** **Replace/renew**
**R** **Adjust**
**P** **Clean**
**T** **Tighten**

| | | End of running-in - **3** hours | Coupon every **30** hours |
|---|---|---|---|
| **Assembling groups** | Coolant system tightness and coolant level | **C** | **C** |
| | Exhaust manifold tightness | **C** | **C** |
| | Drives sliding and regulation | **C** | **C** |
| | Liquid level clutch pump | **C** | **C** |
| | Airbox and air filter | **P** | **P** |
| | Chain, rear sprocket and pinion | **C** | **C** |
| | Read the error memory with a generic OBD2 diagnosis tester | **C** | **C** |
| | Operation of the electric system by blowing and greasing the main connections | **C** | **C** |
| | Check and recharge the 12V battery | **C** | **C** |
| **Brakes** | Liquid level, pads thickness | **C** | **C** |
| | Disc thickness | **C** | **C** |
| | Pipe tightness | **C** | **C** |
| | Idle travel levers and drives sliding | **C** | **C** |
| **Cycling** | Chassis | **C** | **C** |
| | Swing arm | **C** | **C** |
| | Mobile parts | **C** | **C** |
| | Shock absorber and telescopic fork | **C** | **C** |
| | Rear suspension linkage | **C** | **C** |
| | Fork cover | **C** | **C** |
| | Fuel lines | **C** | **C** |
| | Bearings of stearing | **C** | **C** |
| | Bolts | **C** | **C** |
| **Wheels** | Wheel spokes and rim coaxiality | **C** | **C** |
| | Tyres (wear and pressure) | **C** | **C** |
| | Bearings clearance | **C** | **C** |

Key

**C** **Check** (Clean, adjust, lubricate, replace as necessary)
**S** **Replace/renew**
**R** **Adjust**
**P** **Clean**
**T** **Tighten**

| (*) Attachment | Screw | Thread locker | Torque [Nm] |
|---|---|---|---|
| Engine to chassis | Special screw M10 | | 45 |
| Brackets to attach the head to the chassis | M8x16 | M* | 35 |
| Brackets to attach the head to the engine | M8x60 | | 35 |

* Medium resistance thread locker

WARNING:

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

# 4 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 | 20 | |
| Cavallotto parastelo sinistro | 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 | |
| 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 | | |
|---|---|---|
| | Tightening torque [Nm] | Note |
| Pins motor - frame | 45 | |
| Brackets to attach the head - frame (front fixing) | 35 | M |
| Brackets to attach the head - frame (rear fixing) | 35 | M |
| Brackets to attach the head - motor | 35 | |

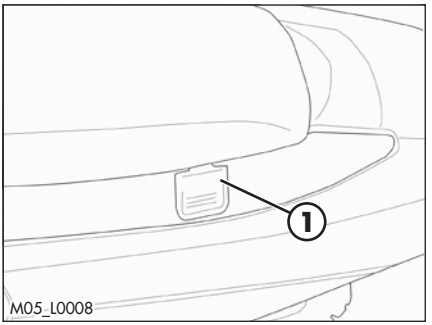
M Medium strength threadlock

* 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 REPLACEMENTS

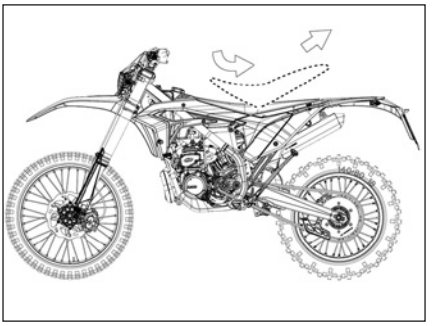
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Removing and installing the headlamp mask .....77

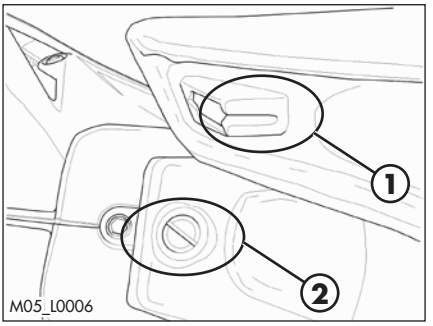



## REMOVAL AND REFITTING OF THE SADDLE

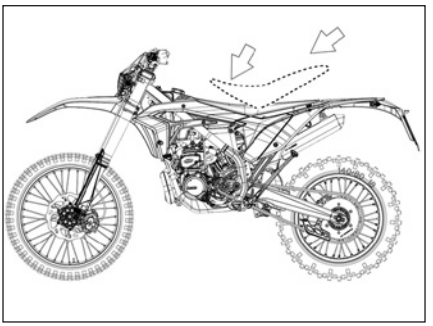
Press button **1**.



Remove the saddle towards the rear of the motorcycle.

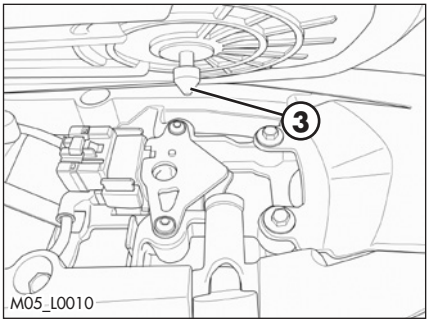



To re-assemble insert the cavity **1** of the saddle in slot **2**.



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.



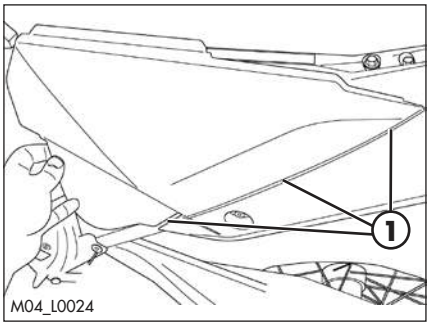

## REMOVING AND INSTALLING AIR FILTER COVER PANEL

Remove the saddle (page 76).

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.

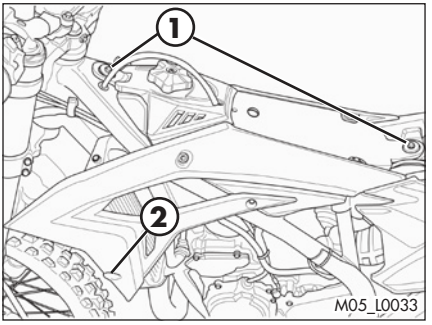
Turn the fuel cock to OFF position (page 18) and disconnect the fuel hose from the fuel cock.

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.

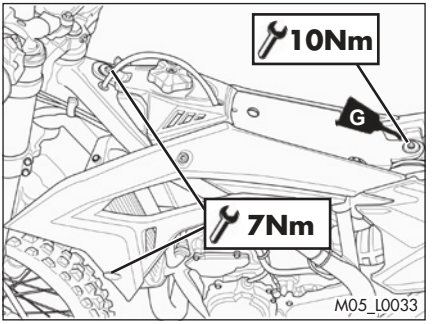
Immediately clean up any spilled fuel.




Remove the saddle (page 76).

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

Lift the tank complete with side panels.

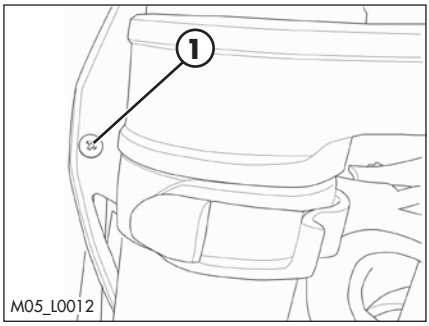



For reassembly, proceed inversely compared to the previously-described disassembly procedures.

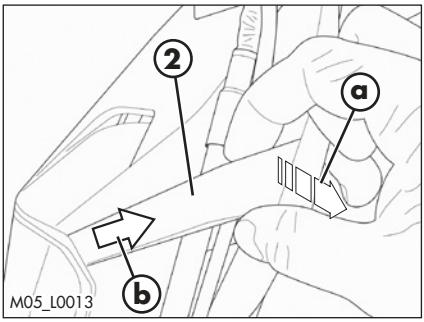
Tighten the tank screws to the torques given.

## REMOVING AND INSTALLING THE HEADLAMP MASK

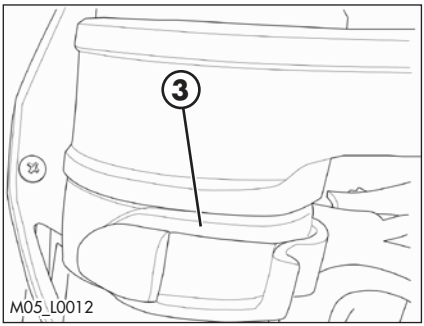
Remove the screw **1**.




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).

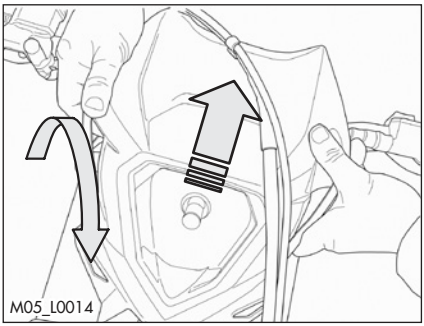



Pull the mask upwards and rotate it forward from the top.

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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| 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 | Empty the fuel tank and refuel with mixture at 1.6%. 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 54 |
| Rear braking poor | - Brake pads worn | Contact authorised BETAMOTOR customer service |
| | - Air or humidity in the hydraulic circuit | Follow the procedure described on page 57 |

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