RR 50 CC ENDURO / ENDURO STD / MOTARD / MOTARD STD / FACTORY / TRACK

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

The data and specifications provided in this manual do 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.
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

For any servicing requirements, please get in contact with Beta-motor’s authorized service network.
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OPERATING INSTRUCTIONS

• The vehicle must be accompanied by: number-plate, registration document, tax
disc and insurance.
• Do not carry animals, pets or loose objects that can stick out from the vehicle.
• Riding without a crash helmet is forbidden.
• Always ride with the low beam on.
• Any modifications of the engine or other parts resulting in a power and/or speed
increase 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.

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

ECOLOGIC GUIDE

• Every vehicle powered by an internal combustion engine produces an amount of
noise (noise pollution) and gases (air pollution) which varies with the riding style.
• The abatement of noise and air pollution levels is the duty of everybody. Avoid
full-throttle starts, sudden acceleration and abrupt braking. This will reduce noise
emission as well as the wear and tear of the tyres and mechanical parts, and will
also allow a considerable reduction in fuel consumption.
RIDING SAFETY

• Observe the Highway Code.
• Always put on and fasten a homologated helmet.
• 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.
• Always pay attention and do not allow anything to distract you while riding.
• Do not eat, drink, smoke, use a mobile phone, etc. while riding.
• Do not wear headphones to listen to music while riding.
• 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 sit on the vehicle when it is on its stand.
• Do not start off while the vehicle is on its stand.
• Do not pull out the stand when the vehicle is facing downhill.
• 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.
• Do not start the engine in closed places.
CONTENTS

CHAPTER 1  GENERAL INFORMATION

Vehicle identification data
Familiarizing with your vehicle
Controls
Digital RPM indicator operating instructions
Specifications
Wiring diagram
Recommended lubricants and liquids
GENERAL INFORMATION

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 on the l.h. side half crankcase.

WARNING:
Tampering with the identification numbers is severely punished by law.
FAMILIARIZING WITH THE VEHICLE

Main parts:
1. Tank cap
2. Air filter
3. Side stand
4. Fuel cock
5. Fuel tank
6. Radiator cap
7. Kick-starter
8. Muffler
9. Silencer
10. Mixer oil tank cap (not fitted on Factory version)
GENERAL INFORMATION

CONTROLS

CLUTCH LEVER

The clutch lever 1 is located on the left side of the handlebar. See the Adjustments chapter to adjust.

STARTER

The starter lever 2 is located on the left side of the handlebar. Turn the lever counterclockwise to operate.

SWITCH

The dip and service switch is located on the left side of the handlebar and is composed as follows:
3 Horn button;
4 Dip switch
(high beam; low beam)

5 Shut-down;
6 Turn signal light switch

FRONT BRAKE LEVER AND GAS CONTROL

The front brake lever 7 and the gas throttle 8 are located on the right side of the handlebar.
GEARCHANGE LEVER

Gearchange lever A 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 9 is located in front of the right-hand footrest.

KICKSTART

The kick-starter pedal 10 is located on the right side of the engine. The upper part is rotatable. To start, depress the kick-starter outward and with a quick movement downward. The pedal will automatically return upwards. After starting, manually fold the pedal in the rest position.
1 GENERAL SPECIFICATIONS AND GENERAL INFORMATIONS

1.1 General specifications
- SPEED/DISTANCE SENSOR: Non-contact magnetic
- DISPLAY MEASUREMENTS: 125mm x 41mm x 34mm
- STORAGE TEMPERATURE: -20°C to 80°C (-4°F to 176°F)
- BATTERY: 3V CR2032
- BATTERY LIFE: Approximately one year
- EXTERNAL CURRENT SUPPLY: 12V DC

1.2 General informations
- Backlight:
  - The digital speedometer/odometer is backlit to enable reading where there is poor or no lighting.
  - When using supplied power with the engine on:
    - The back-lighting is on permanently when the engine is running.
Using only the internal battery:
• With the LO symbol, the backlighting will not switch on. The \( \text{LO} \) symbol appears when the battery voltage is lower than 2.45V.

Reset Button:
Using the Reset button, located on the back of the instrument, all travel data will be deleted, including date and time.

Internal battery:
The instrument houses a 3.0V internal button cell battery (CR2032). The instrument can only work with this battery. The \( \text{LO} \) symbol appears when the battery is running low. To change the battery, unscrew the cap located on the back of the instrument using a coin.

Once the battery has been changed, make sure that the positive side is facing outwards.

**REPLACE THE BATTERY WITH ANOTHER CR2032-TYPE BATTERY.**

2 SETTING THE PARAMETERS

General information:
Allowed settings:
• Km/h (kilometres per hour) or M/h (Miles per hour)
• Wheel size (rolling circumference) [mm]
• Clock format: 12-hour / 24-hour
• Current date
• Maintenance

TO ENTER THE PARAMETER SETTINGS MODE HOLD DOWN THE RIGHT AND LEFT BUTTONS FOR APPROX. 3s.
THE WORD “Unit” WILL FLASH ON THE DISPLAY.

The operational logic is structured as follows:
• The instrument enters SETUP mode displaying the parameters according to the sequence listed above.
• The instrument displays the parameter to be changed for a few seconds in flash mode.
• If you wish to change the parameter displayed for those few seconds simply edit the values by pressing the right and/or left buttons (according to the modes listed below), otherwise wait a few seconds (approx. 5 s) to proceed to the next parameter.
• When the parameter has been edited to the desired value, the instrument automatically moves onto the next setting, there is no need to press any button of confirmation.
• If you only wish to enter the setup mode to view the configured settings, simply wait without pressing any buttons; the instrument will display all of the set parameters and will then automatically go back to “Normal Mode”.
2.1 SETUP SEQUENCE

Select unit of measure
Wheel size
Clock format
Setting the Time
Maintenance reminder

2.1.1 Selecting the unit of measure (Km/h or M/h):
TO SELECT THE UNIT OF MEASURE (Km/h or M/h), PRESS THE RIGHT OR LEFT BUTTON.
WAIT 5 SECONDS TO PROCEED TO THE NEXT SETTING.
DO NOT PRESS ANY BUTTONS.

2.1.2 Selecting the wheel size (rolling circumference):
The instrument has programmed two rolling circumference measurements for the front wheel: larger size (Enduro version - 21” rim) or smaller size (Motard version – 17” rim).
PRESS THE LEFT BUTTON TO SELECT ONE OF THE TWO OPTIONS.
WAIT 5 SECONDS TO PROCEED TO THE NEXT SETTING. DO NOT PRESS ANY BUTTONS.

2.1.3 Selecting the clock format (12- or 24-hour):
The default setting on the instrument is the 12-hour clock.
TO SELECT THE 12- OR 24-HOUR CLOCK, PRESS THE RIGHT OR LEFT BUTTON.
WAIT 5 SECONDS TO PROCEED TO THE NEXT SETTING. DO NOT PRESS ANY BUTTONS.

2.1.4 Setting the Time:
The time is set by increasing or decreasing it by 1 minute steps.
PRESS THE LEFT BUTTON TO DECREASE THE TIME.
PRESS THE RIGHT BUTTON TO INCREASE IT.
WAIT 5 SECONDS TO PROCEED TO THE NEXT SETTING. DO NOT PRESS ANY BUTTONS.

2.1.5 Selecting the maintenance reminder
The instrument displays the countdown to maintenance operations based on the data entered by the user. The data is based on the kilometres and miles travelled according to the unit of measure selected by the user. The factory setting is on “OFF”.
PRESS THE LEFT BUTTON TO LOWER THE NUMBER. PRESS THE RIGHT BUTTON TO RAISE IT (max value 10000Km).
WAIT 5 SECONDS TO EXIT SETUP MODE.
DO NOT PRESS ANY BUTTONS.
3 SCREENS

Switching between 3 normal modes
All of the information that the instrument is capable of providing is displayed on one of these 3 screens.
The instrument will stay on the set screen until a button is pressed to switch to another screen.
TO SWITCH FROM ONE SCREEN TO ANOTHER, PRESS EITHER THE RIGHT OR LEFT BUTTON BRIEFLY.
Screen 1:
  • Speed • Distance 1 (DST) • Time
Screen 2:
  • Speed • Distance 2 (DST2) • Time
Screen 3:
  • Maximum speed (MAX) • Average speed (AVG)
  • Accumulated running time (ART) • Odometer (ODO)
* Note: The maximum and average speeds are updated automatically when the user accesses screen 3.

4 FEATURES

General information:
During normal use the instrument is in “Normal” mode.
Available modes:
  • Sleep Mode
  • Choose from 3 “Normal” screens
  • Clear Distance 1 (DST1)
  • Clear Distance 2 (DST2)
  • Clear Maximum/Average Speed (MAX/AVG)

Sleep Mode:
If the instrument does not receive any input for 5 minutes (either from the movement of the wheel or a button), it will go into “Sleep Mode”. In “Sleep Mode” only the time appears on the screen.
To exit “Sleep Mode” all the instrument requires is an input, either from the movement of the sensor or by pressing a button.
5 SPEEDOMETER

Speed
The speed is displayed in the centre of screens 1 or 2 and can range from 0 to 399.9 km/h or M/h. The unit of measure (km/h or M/h) appears next to the speed reading.

Maximum (Max) and Average (AVG) speed
The Maximum (MAX) or Average (AVG) speeds are displayed on screen 3 to the left of the display. The instrument automatically updates both the maximum (MAX) and average (AVG) speeds. To clear the maximum (MAX) and average (AVG) speeds, hold the right button down for 5 seconds. Note: you must be on screen 3 to clear the speeds.

6 ADJUSTING THE TRAVELLED DISTANCE METER

Description
The travelled distance meter displays the distance that has been travelled since it was last cleared. It has two different distinguishing distances.
Travelled distance (DST)
The travelled distance can range from 0 to 9999.9 miles or kilometers and appears on the right side of screen 1. To clear the travelled distance, hold the right button down for 5 seconds.
Note: you must be on screen 1 to clear the travelled distance.

Travelled distance 2 (DST 2)
Travelled distance 2 can range from 0 to 9999.9 miles or kilometers and appears on the right side of screen 2. To clear the travelled distance, hold the right button down for 5 seconds.
Note: you must be on screen 2 to clear the travelled distance.

7 WARNING LIGHTS

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

7.2 Direction indicator lights
The system activates the indicator in synchrony with the activation of the direction indicators.

7.3 Neutral indicator light
Indicates the position of the gear lever in neutral.

7.4 Mixer oil indicator light
Indicates a low level of mixer oil.

If the warning light comes on, IMMEDIATELY STOP THE MOTORBIKE AND TURN OFF THE ENGINE. Refuel with special oil as indicated in the “Table of Lubricants and Recommended Liquids” on page 26.
KEYS
The vehicle is supplied with two keys (one key and its spare), each of which can be used for the steering lock switch, for switching the engine on and off and the refuelling door.
- Turn the key to \( \bigcirc \) to start up the engine.
- Turn the key to \( \bigcirc \) to switch off the engine.

STEERING LOCK
A The steering lock is off.
B The steering lock is on.
To activate the steering lock:
- turn the handlebar counter-clockwise;
- push the key and turn counter-clockwise;
Remove the key from this position. The engine cannot be started.
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 and the engine cannot be started.

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.
TECHNICAL DATA

**Dry weight (all models)** ................................................................. 85 kg

**Vehicle Dimensions**

<table>
<thead>
<tr>
<th>Version</th>
<th>ENDURO</th>
<th>MOTARD/TRACK</th>
<th>FACTORY</th>
<th>STANDARD</th>
<th>MOTARD STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum length [mm]</td>
<td>2085</td>
<td>2000</td>
<td>2085</td>
<td>2052</td>
<td>2000</td>
</tr>
<tr>
<td>Maximum width [mm]</td>
<td>815</td>
<td>805</td>
<td>815</td>
<td>805</td>
<td>805</td>
</tr>
<tr>
<td>Maximum height from ground [mm]</td>
<td>1225</td>
<td>1155</td>
<td>1225</td>
<td>1190</td>
<td>1155</td>
</tr>
<tr>
<td>Clearance from ground [mm]</td>
<td>350</td>
<td>315</td>
<td>350</td>
<td>345</td>
<td>315</td>
</tr>
<tr>
<td>Saddle height [mm]</td>
<td>935</td>
<td>900</td>
<td>935</td>
<td>930</td>
<td>900</td>
</tr>
<tr>
<td>Footrest height [mm]</td>
<td>405</td>
<td>365</td>
<td>405</td>
<td>395</td>
<td>365</td>
</tr>
<tr>
<td>Dimensions [mm]</td>
<td>1415</td>
<td>1390</td>
<td>1415</td>
<td>1385</td>
<td>1390</td>
</tr>
</tbody>
</table>

**Frame** ......................................................... steel double cradle frame

**Tyres**

**Enduro/Enduro Standard**

<table>
<thead>
<tr>
<th>Front tyre</th>
<th>Rear tyre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension</td>
<td>Pressure [Bar]</td>
</tr>
<tr>
<td>80/90 - 21</td>
<td>1</td>
</tr>
</tbody>
</table>

**Factory**

<table>
<thead>
<tr>
<th>Front tyre</th>
<th>Rear tyre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension</td>
<td>Pressure [Bar]</td>
</tr>
<tr>
<td>90/90 - 21</td>
<td>1</td>
</tr>
</tbody>
</table>
MOTARD/MOTARD STANDARD/TRACK

<table>
<thead>
<tr>
<th></th>
<th>Front tyre</th>
<th>Rear tyre</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dimension</td>
<td>Pressure [Bar]</td>
</tr>
<tr>
<td>100/80 - 17 or 100/80-17 TL</td>
<td>100/80 - 17 or 130/70 - 17 or 130/70-17 TL 1,9</td>
<td>130/70 - 17 or 130/70-17 TL 2</td>
</tr>
</tbody>
</table>

FILLING CAPACITY

Fuel tank........................................................................................................ 6 liters
including reserve of................................................................................... 1 liter
Cooling circuit liquid
All the models........................................................................................................ 500cc
FACTORY ........................................................................................................... 850cc
crank case transmission oil ................................................................. 10W/30 - 820cc

FRONT SUSPENSION

<table>
<thead>
<tr>
<th>Version</th>
<th>ENDURO/MOTARD</th>
<th>ENDURO STANDARD/MOTARD STANDARD</th>
<th>FACTORY</th>
<th>TRACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork leg diameter [mm]</td>
<td>40</td>
<td>37</td>
<td>41</td>
<td>41</td>
</tr>
<tr>
<td>Wheel stroke [mm]</td>
<td>245</td>
<td>205.6</td>
<td>265</td>
<td>210</td>
</tr>
<tr>
<td>Right fork leg</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left fork leg</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil type</td>
<td>SAE 10</td>
<td>SAE 7.5</td>
<td>SAE 2.5</td>
<td>SAE 2.5</td>
</tr>
<tr>
<td>Oil quantity [ml]</td>
<td>360ml</td>
<td>300ml</td>
<td>450ml</td>
<td>450ml</td>
</tr>
<tr>
<td>Right fork leg</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left fork leg</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Register spring preload</td>
<td>X</td>
<td>X</td>
<td>Fully open</td>
<td>X</td>
</tr>
<tr>
<td>Click in extension</td>
<td>X</td>
<td>X</td>
<td>15 (from fully open)</td>
<td>X</td>
</tr>
<tr>
<td>Right fork leg</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Left fork leg</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### REAR SUSPENSION

<table>
<thead>
<tr>
<th>Version</th>
<th>ENDURO STD/MOTARD/ MOTARD STANDARD/TRACK</th>
<th>FACOTRY</th>
<th>ENDURO</th>
</tr>
</thead>
<tbody>
<tr>
<td>spring (k) [Kg/mm]</td>
<td>12.5</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Length (spring in its seat) [mm]</td>
<td>X</td>
<td>282</td>
<td>289</td>
</tr>
<tr>
<td>Click in compression (from fully closed)</td>
<td>X</td>
<td>19</td>
<td>x</td>
</tr>
<tr>
<td>Click in extension (from fully closed)</td>
<td>X</td>
<td>9</td>
<td>x</td>
</tr>
</tbody>
</table>

**FRONT BRAKE**

disk-type with hydraulic control Ø 260 mm

**REAR BRAKE**

disk-type with hydraulic control Ø 210 mm
ENGINE RR 50

type ................................................................. single-cylinder, two-stroke
bore x stroke ................................................................. 40,3x39 mm
displacement \(\text{cm}^3\) ................................................................. 49,7 cm\(^3\)
compression ratio ................................................................. 12:1
liquid cooled
ignition ................................................................. electronic MORIC - 120W
kick-starter
spark plug ................................................................. NGK BR9 ES
clutch ................................................................. wet, multidisc
gearchange ................................................................. 6 speed
primary drive ................................................................. Z 20/71
final drive (FACTORY) ................................................................. Z 16/68
final drive (MOTARD) ................................................................. Z 11/50
final drive (ENDURO) ................................................................. Z 11/51
## FUEL SYSTEM RR 50

<table>
<thead>
<tr>
<th>Version</th>
<th>Homologated</th>
<th>Competition*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carburetor type</td>
<td>DELL’ORTO PHBN 16 HS</td>
<td></td>
</tr>
<tr>
<td>Main jet</td>
<td>76</td>
<td>115</td>
</tr>
<tr>
<td>Slow jet</td>
<td>34</td>
<td>34</td>
</tr>
<tr>
<td>Start jet</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>Needle</td>
<td>A39</td>
<td>A39</td>
</tr>
<tr>
<td>Needle position</td>
<td>2°</td>
<td>2°</td>
</tr>
<tr>
<td>(from top)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air screw turns</td>
<td>1+1/2</td>
<td>1+1/2</td>
</tr>
<tr>
<td>(from fully closed)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* - Such modification makes the vehicle non-compliant with the road regulations in force. Its use must be limited to the sole private circuits which are closed to circulation.

running on a mixture of unleaded petrol and oil:
- synthetic oil: 1.5%

**IMPORTANT:**
Since the Factory version is not equipped with an oil mixer, pour a mixture of petrol and oil directly into the fuel tank taking care to observe the percentages mentioned above. See refuelling section on page 29.
LEGEND ELECTRICAL DIAGRAM RR 50

1) KEY SWITCH
2) OIL PILOT LAMP
3) NEUTRAL INDICATOR LIGHT
4) HIGH BEAM WARNING LIGHT
5) DIRECTION INDICATOR WARNING LIGHT
6) WHEEL REVOLUTION SENSOR
7) HEADLAMP (DOUBLE FILAMENT BULB)
8) SIDE/TAILLIGHT BULB 12V - 5W
9) ENGINE STOP BUTTON
10) HORN BUTTON
11) HEADLIGHT SELECTOR
12) TURN SIGNAL LAMPS SWITCH
13) L.H. FRONT TURN INDICATOR
14) REGULATOR
15) ENGINE STOP BUTTON
16) OIL LEVEL SENSOR (NOT FITTED ON FACTORY)
17) L.H. REAR TURN INDICATOR
18) R.H. REAR TURN INDICATOR
19) REAR LIGHT LIT BY LED
20) PLATE ILLUMINATION
21) NEUTRAL SENSOR
22) GENERATOR
23) ELECTRONIC CONTROL UNIT
24) SPARK PLUG
25) FRAME EARTH
26) CONDENSATOR 4700 UF
27) BLINKING UNIT
28) R.H. FRONT TURN INDICATOR
29) HORN 12V
30) FRONT BRAKE LIGHT BUTTON

Key to colours
Bi = White
Ve = Green
Ma = Brown
Vi = Purple
Bl = Blue
Ne = Black
Gi = Yellow
Rs = Red
Ar = Orange
Az = Sky-blue
Ro = Pink
Gr = Grey
RECOMMENDED LUBRICANTS AND LIQUIDS
For better operation and longer vehicle life, we advise you to use the products listed in the following chart:

<table>
<thead>
<tr>
<th>TYPE OF PRODUCT</th>
<th>TECHNICAL SPECIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSMISSION OIL</td>
<td>PANOLIN GEAR BLEND 10W/30</td>
</tr>
<tr>
<td>OIL FOR MIXTURE</td>
<td>PANOLIN OFF ROAD 2T RACE</td>
</tr>
<tr>
<td>BRAKE OIL</td>
<td>DOT 4</td>
</tr>
<tr>
<td>Olio per forcelle:</td>
<td></td>
</tr>
<tr>
<td>- RR50 Enduro/Motard</td>
<td>FORC. Ø 40 - SAE 10W</td>
</tr>
<tr>
<td>- RR50 Enduro standard</td>
<td>FORC. Ø 37 - SAE 7,5W</td>
</tr>
<tr>
<td>Motard standard</td>
<td>FORC. Ø 41</td>
</tr>
<tr>
<td>- RR50 Factory</td>
<td>FORC. Ø 41</td>
</tr>
<tr>
<td>- RR50 Track</td>
<td>FORC. Ø 41</td>
</tr>
<tr>
<td>GREASE FOR JOINTS AND RODS</td>
<td>PANOLIN MOLYGRASE 23</td>
</tr>
<tr>
<td>LIQUID COOLANT</td>
<td>PANOLIN ANTI-FROST MT-325</td>
</tr>
</tbody>
</table>
CHAPTER 2 OPERATION

Checks and maintenance before and after use
Running-in
Refuelling
Starting and stopping the engine
CHECKS AND MAINTENANCE BEFORE AND AFTER USE

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

Proceed as follows:

- Check pressure, general condition and thickness of tread.
- Check that you have the vehicle identification documents.
- On cold days, warm up the engine by running it at minimum for a few minutes before starting off.
- Wash the vehicle carefully after every off-road use.

BREAKING IN

Breaking in takes approximately 500 km/350 miles. During this time:

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

WARNING:
- After the first 500 km/350 miles, change the gear oil.
- After the first off-road use, check all of the nuts and bolts.
FUELING
The cover A must be unlocked with the appropriate key and lifted in order to access the fuel tank’s cap.

Remove cap B.

The fuel tank will hold approximately 6 liters, 1 liters of which is reserve.

Breather pipe C is designed to allow the outflow of gases from the tank.

Injection system oil-refueling
(not fitted on Factory version)

Remove cap.

Oil suggested: PANOLIN OFF ROAD 2T RACE.

IMPORTANT:
Since the Factory version is not equipped with an oil mixer, pour a mixture of petrol and oil directly into the fuel tank. Observe the oil percentages shown on page 23.
STARTUP (only with kickstarter)

- Open fuel tank valve A
  
  * OFF = closed
  * ON = open
  * RES = reserve

- Check that the gears are in neutral

- Position the key to (see page 18).

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

NOTE:
When the engine is cold, use choke A, start and wait a few seconds; and then return the lever to its starting position.

ENGINE SHUT-DOWN

To shut-down the engine, proceed in one of the two following ways:

- turn the key to (see page 18).

- press the button on the switch unit (see page 10).

NOTE:
Always close the fuel tank valve when the engine is off.
CONTENTS

CHAPTER 3 CHECKS AND MAINTENANCE

Gearbox oil
Brake pump oil
Air filter
Spark plug
Front brake
Rear brake
Coolant
Operations after cleaning
Scheduled maintenance
GEARBOX OIL

Check
Hold the vehicle upright.
Remove screw B: the oil must arrive at the lower edge of the hole.
Remove filler cap A and top up with fresh oil.
When the operation is completed, screw on cap A and screw B.

Changing the oil
Always renew the oil while the engine is hot:
- Place a container under the engine
- Unscrew filler cap A and drain plug B
- Empty the crankcase completely
- Close plug C
- Pour in 850 gr. / 820 cc of oil
- Verify the level as described above
- Screw on filler cap A again.

WARNING:
Hot oil can cause severe burns!

WARNING:
Dispose of used oil in compliance with local regulations.

NOTE:
Change the gear box oil after the first 500 km / 350 miles. For subsequent oil changes, follow the instructions given on the chart on page 38, using the lubricants recommended on page 26.
BRAKE PUMP OIL

Front brake
Check the oil level by means of oil window A.
Minimum oil level must never be below the level of window A.
To restore the oil level, top up by unscrewing the two screws B, lifting cap C and adding oil.

WARNING:
If the lever feels soft, there may be an air bubble in the circuit, then contact authorised Betamotor authorised service immediately.

NOTE:
For oil changes, follow the instructions given on the chart on page 38, using the lubricants recommended on page 26.

Rear brake
Check oil level by means of oil container A.
Oil level must never be below the minimum level mark on container.
To restore the oil level, top up by means of oil filler chap B.

WARNING:
If the pedal feels soft, there may be an air bubble in the circuit, then contact authorised Betamotor authorised service immediately.

NOTE:
For oil changes, follow the instructions given on the chart on page 38, using the lubricants recommended on page 26.
AIR FILTER

To access the filter:
- Remove screw A and remove the saddle in the direction B indicated in the figure
- Remove the filter box cover
- Remove screw E and pull out the filter

Sponge filter (Enduro, Enduro Factory)
- Wash the filter with soap and cold water
- Dry the filter
- Wet the filter with filter oil, removing any excess oil so that there is no dripping; we suggest to grease the side that touches the filter box.

Paper filter (Motard, Trak, Enduro standard)
- Blow the filter with compressed air.
- If necessary also clean the interior of the filter box
- Reassemble proceeding in the reverse order.

NOTE:
If the filter is damaged, replace it immediately.

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

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

Important for the FACTORY version:
If used on the race track, clean the air filter after each race.
SPARK PLUG

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

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

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

**Observe the chart on page 38 when performing the check.**

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

**NOTE:**
- The use of low-quality oil will cause an increase in carbon deposits. We therefore advise the use of a qualitatively good oil.
- Always use NGK BR9 ES spark plugs.
CHECKS AND MAINTENANCE

FRONT BRAKE

Check
To check the wear of the front brake pads, visually inspect the caliper from below. The lining on the visible ends of the two brake pads should be at least 2 mm thick. If this layer is thinner than 2 mm, replace the pads immediately.

Note:
Check the brakes every 2,500 km/1,500 miles.
To replace, contact authorised Betamotor customer service.

REAR BRAKE

Check
To check the wear of the rear brake pads, visually inspect the caliper from below. The lining on the visible ends of the two brake pads should be at least 2 mm thick. Should the lining be thinner, immediately replace the brake pads.

Note:
Check the brakes every 2,500 km/1,500 miles.
To replace, contact authorised Betamotor customer service.
LIQUID COOLANT

The level check must be performed with the engine cold, as follows:
- Hold the motorcycle vertical to the ground
- remove the cap A and check that the level of the liquid covers all the radiator elements. If it does not, add liquid until all elements are covered.

WARNING:
To avoid burns, never unscrew the radiator filler cap when the engine is hot.
Check that breather pipe B is not kinked.

Note:
The FACTORY version is equipped with a dual radiator.

Note:
The circuit capacity of the Factory version is 850cc, while for all other versions, it is 500 cc. Use the fluids specified in the table on page 26.

OPERATIONS AFTER CLEANING

After washing the motorcycle:
- push handlebar control protections back so any penetrated water can evaporate.
- lubricate all pour points and working points.
- clean the chain.
- treat all plastic and powder coated parts with specific non-aggressive detergents and products for the care of the vehicle.
- to avoid electrical problems, treat electrical contacts and switches with electrical contact spray.
## Maintenance Schedule

### Engine

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<th>Part</th>
<th>1st Service - 4,000 km</th>
<th>2nd Service - 8,000 km</th>
<th>3rd Service - 12,000 km</th>
<th>4th Service - 16,000 km</th>
<th>5th Service - 20,000 km</th>
<th>6th Service - 24,000 km</th>
<th>7th Service - 28,000 km</th>
<th>8th Service - 32,000 km</th>
<th>9th Service - 36,000 km</th>
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</thead>
<tbody>
<tr>
<td>Spark plug</td>
<td>p</td>
<td>s</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Carburettor</td>
<td>p</td>
<td>p</td>
<td>p</td>
<td>p</td>
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<tr>
<td>Mixer oil filter</td>
<td>p</td>
<td>p</td>
<td>p</td>
<td>p</td>
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<tr>
<td>Clutch</td>
<td>c</td>
<td>c</td>
<td>s</td>
<td>c</td>
<td>c</td>
<td>c</td>
<td>c</td>
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<tr>
<td>Clutch play</td>
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<td>r</td>
<td>r</td>
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<td>Carbon formation in exhaust port</td>
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<td>Coolant</td>
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<td>s every 2 years</td>
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</table>

### Cycle Parts

<table>
<thead>
<tr>
<th>Part</th>
<th>1st Service - 4,000 km</th>
<th>2nd Service - 8,000 km</th>
<th>3rd Service - 12,000 km</th>
<th>4th Service - 16,000 km</th>
<th>5th Service - 20,000 km</th>
<th>6th Service - 24,000 km</th>
<th>7th Service - 28,000 km</th>
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<tr>
<td>Shock absorber</td>
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<td>Fork oil and oil seals</td>
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<td>Adjustment/operation</td>
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<td>Brake pad wear</td>
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<td>c every 1,000 km</td>
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</tbody>
</table>

* Recommended after each off-road ride.

Key:
- **c** - Check (clean, adjust, lubricate and replace as necessary)
- **s** - Replace/renew
- **p** - Clean
- **r** - Adjust
- **t** - Tighten
CHAPTER 4 ADJUSTMENTS
Brake adjustment
Adjustment of clutch lever
Adjustment of idling speed
Adjustment of gas clearance
Check and adjustment of steering gear
Tightening the chain
Adjustment of fork
Adjustment of shock absorber
ADJUSTMENTS

ADJUSTMENT OF BRAKES

**Front brake**
The front brake is disk type with hydraulic control, and therefore requires no adjustment.
You can adjust lever height by means of the register A.

**Rear brake**
The rear brake is disk type with hydraulic control. You may adjust pedal height by means of register B.

ADJUSTMENT OF CLUTCH LEVER

Adjust the lever A by means of the register B, lift rubber dust cover C and turn adjuster B.
The lever must have 5 mm of idle stroke.
ADJUSTMENT OF IDLING SPEED

In order to perform this operation correctly, we advise you to do it when the engine is hot, connecting an electric revolution counter to the spark plug wire. Then use a screwdriver on register screw A to calibrate the minimum with 1900 R.P.M.

ADJUSTMENT OF GAS CLEARANCE

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

CHECK AND ADJUSTMENT OF STEERING GEAR

Periodically check the play in the steering sleeve by moving the fork back and forth as shown in the figure. Whenever you feel play, adjust as described below:
- Unscrew the screws A
- Loosen nut B
- Take up the play by means of ring nut C

For reassembly, proceed in the reverse order.

NOTE: Correct adjustment, in addition to not leaving any play, should not cause difficulty or irregularity in turning the handlebar.
TIGHTENING THE CHAIN

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

- Loosen the pin A
- Loosen counternut B
- Turn screw C
- Use the same procedure on the other side, bringing it into the same position.
- Check wheel alignment.
- Tighten and block pin A keeping the chain adjuster to knock to the register.
- Retighten counternut B.
ADJUSTING THE FORK

The hydraulic rebound damper determines the behaviour of the telescopic fork during extension and can be adjusted by means of screw 1. 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 20.

ADJUSTING THE SPRING PRELOAD (FACTORY)

Spring preload is adjusted by means of screw 2. Turning clockwise will increase the preload, while rotating counterclockwise decreases the preload.

For standard calibration, refer to page 20.
ADJUSTING THE SHOCK ABSORBER  
(ENDURO STANDARD/MOTARD STANDARD/MOTARD/TRACK)

The motorcycle has two different positions for the upper attachment of the shock absorber.

Position A: standard position.

Position B: lowered position. The height of the motorcycle reduces by 30 mm.

WARNING: locknuts with plastic ring are for single use only. Once removed it must be replaced.

ADJUSTING THE COMPRESSION AND EXTENSION BRAKE (FACTORY)

Adjuster (D), located near the lower shock absorber mount, is used to adjust the hydraulic damping during the rebound (return) phase.

Knob (C), located on the expansion tank of the shock absorber, adjusts the hydraulic damping during the compression phase.

Turning knobs (D) and (C) clockwise increases the damping action; conversely, turning them anticlockwise decreases it.

For standard setting, refer to page 21.

ADJUSTING THE SPRING PRELOAD  
(ENDURO/FACTORY)

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

Rotate ring clockwise to increase the spring preload (and consequently the shock absorber preload) or anticlockwise to decrease it.

In the event of any malfunction, contact our authorized customer service network.
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CHAPTER 5 TROUBLESHOOTING
Troubleshooting
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<th>CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
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<td>The engine doesn’t start</td>
<td>- Fuel system [tubes, fuel tank, valve] is blocked</td>
<td>Clean the system</td>
</tr>
<tr>
<td></td>
<td>- Air filter is very dirty</td>
<td>Proceed as indicated on page 34</td>
</tr>
<tr>
<td></td>
<td>- No current arriving at spark plug</td>
<td>Clean or replace spark plug. If the problem persists, contact authorised Betamotor customer service.</td>
</tr>
<tr>
<td></td>
<td>- Engine is flooded</td>
<td>With gas completely open, continue trying to start engine for a few moments. If engine still doesn’t start, remove the spark plug and dry it off.</td>
</tr>
<tr>
<td>Engine misfires</td>
<td>- Spark gap wrongly adjusted.</td>
<td>Restore the spark gap.</td>
</tr>
<tr>
<td></td>
<td>- Spark plug dirty</td>
<td>Clean or replace the spark plug.</td>
</tr>
<tr>
<td>Engine overheats and loses power</td>
<td>- Silencer partly clogged.</td>
<td>Contact authorised Betamotor customer service</td>
</tr>
<tr>
<td></td>
<td>- Exhaust clearance partially obstructed.</td>
<td>Contact authorised Betamotor customer service</td>
</tr>
<tr>
<td></td>
<td>- Mix too lean.</td>
<td>Contact authorised Betamotor customer service</td>
</tr>
<tr>
<td></td>
<td>- Ignition delayed.</td>
<td>Contact authorised Betamotor customer service</td>
</tr>
<tr>
<td>Front braking poor</td>
<td>- Brake pads worn</td>
<td>Contact authorised Betamotor customer service</td>
</tr>
<tr>
<td></td>
<td>- Air or humidity in the hydraulic circuit</td>
<td>Contact authorised Betamotor customer service</td>
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<td>Rear braking poor</td>
<td>- Brake pads worn</td>
<td>Contact authorised Betamotor customer service</td>
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