



Beta
motorcycles

Beta Buzz

March 19, 2013

RR Model Race Tips

Here are a few set up tips for the new RR 2-stroke and 4-stroke models:

- On all RR models, some riders with large hands want to extend the front brake lever farther away from the bar. This can be accomplished by removing the jam nut on the lever adjuster and replacing it with some thin washers. You can use the number of washers needed to get the right lever position. **(pic1)**
- 4 stroke racers looking for more power can use the RR 2 stroke air filter cage which has no flame arrester screen. This cage part number is 026-380020-000. Remember to use a non-flammable air filter oil to prevent an air filter fire in case of a backfire. This new cage improves airflow for more power everywhere. **(pic 2)**
- On all RR models, the rear brake pedal can take too much time to replace during a race due to the cotter pin on the master cylinder lever being on the inside and hard to reach. You can turn the pin around and put the cotter pin on the outside for a quick-change brake pedal.
- On all RR models, the radiator overflow tube runs under the skid plate. This hose should be shortened and re-routed to stop short of the skid plate or even above the head pipe. This will allow the rider to see that the bike is running hot. Coolant level **MUST** be checked after every ride!
- On all RR models, the fuel petcock lever can be cut to avoid the rider's leg from turning it off while riding. The lever can be removed from the tank (after it is drained) and the extended part of the lever can be cut with a hacksaw. **(pic 3)**
- On all RR models, make sure the bolt and nut that holds the rear brake pedal to the frame has a red locking agent on it at all times as it will come loose under racing conditions.
- On all RR models, many racers remove the two rear chain guards. One of these guards covers the top of the chain (Guard A) while the other goes between the rear tire and the chain (Guard B) and has a small chain block built in. If both are removed, the bike will make more chain noise from the counter-shaft area. The bikes need the small chain block that is built-in to the guard B. Even though the chain does not rub the swingarm, it will still make noise with this removed. If you do not want to run the entire guard, it can be trimmed around the two mounting holes so that just the rubbing block is retained. **(pic 4)**

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-On 4-stroke models, dirt and dust will accumulate in the top of the carburetor cap under extreme conditions. This issue can be resolved by installing our carburetor vent filter part number AB-12003. This filter will catch any debris passing through the carburetor vents.

-On all of the 2013 RR models, the "Euro-spec" wire loom can be replaced with our race wire loom kit number AB-10275. This new kit comes with two switch options. One is a combo light/kill switch and the other is just a kill switch if the lights are not used. Keep in mind that the meter must be removed with this race wire loom installed.

-On all 2013 RR models, the brake light switches can be removed and replaced with a standard banjo bolt. The part number is 11-65053-000.

-On all 2013 RR models with Sachs front forks, the top fork cap should not be tightened more than 10 NM (88 inch lbs.) If they are tightened more than this, the inner cartridge rod can crack.

-On all RR models, the rear wheel travel can be increased by 7mm by installing the wish bone from our 2012 450 RR Cross Country model. This wishbone part number is 020-331300-000.

-On all 4-stroke models, if the FMF Powercore or Q-series exhaust is installed, the frame guard must be trimmed to avoid contact with the exhaust. **(pic 5)**

-On all 4-stroke models, many of you have been asking about a high compression piston option, we do not offer this however we do offer a thin base gasket which boosts the compression roughly 15%. This thin gasket's part number is 006-150100-000 and will work well on the 400, 450, and 498/520 engines. Much less than a new piston with the same result.

-On all 4-stroke models, all three plastic oil pump drive gears must be replaced every 50 hours of use. These gears can be damaged if used under extreme hot conditions or if the rider is a "clutch abuser". The gears are inexpensive and easy to replace.

-On all RR models, if the rear light and fender extension is removed, you can install two of the "cup" washers over the two open mounting holes. The cup washer part number is 27-74786-000. **(pic 6)**

-On all 4-stroke models, if the handlebars are raised more than 20mm via bar risers or a BRP handlebar mount, the throttle cables can be re-routed to the top-side of the wire loom under the tank. Remove the fuel tank and change the cables from under the loom to on top. This will gain more reach so that the cables will not bind when the bars are turned.

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-On all 2-stroke models, the water pump seal can be replaced without removing the inner clutch cover. The clever design of the seal holder allows it to be removed without disturbing the clutch cover. Genius!

-On all 2-stroke models, the bikes come with extra jets in the crate. We have found that the bikes are set up nice for sea-level conditions. The jets included are for different altitudes and temps.

-On all 2-stroke models, the power valve can be adjusted on the RH lower side of the engine via a 5mm allen head screw. There is a typo in the owner's manuals that says do not touch the power valve adjuster. This is an error and the valve can be adjusted. The adjuster offers roughly four turns of adjustment. Backing the adjuster all the way out provides the most "hit" and is good for WORCS, Hare & Hound, or moto. The power will become softer the more turns the screw is turned in. This setting is good for riders looking for less "hit", softer power or in muddy conditions. NOTE: There is a misprint in the owner's manual that says "do not change the Powervalue adjuster", this is a misprint as it can be adjusted as listed above.

-On all 2-stroke models, keep in mind that the FMF Gnarly pipe is not only more durable, but it is designed to offer smoother power. Make sure your customer's know this before they order them. They do reduce the "hit" on the motor and for some, they may not like this pipe.

-On all RR models, the front and rear suspension clickers must be set before the bikes are delivered to your customers. The chart below shows how many clicks each adjuster offers and where the "starting point" should be for your customers:

| | <u>Starting Point</u> | <u>Number of Clicks Available</u> |
|--|---------------------------|-----------------------------------|
| <u>2013 48mm Sachs Fork:</u> | | |
| Fork compression (bottom) | 10 | 16 |
| Fork Rebound (top) | 10 | 19 |
| <u>2013 48mm Marzocchi "red" Fork:</u> | | |
| Fork compression (top) | 14 | 23 |
| Fork Rebound (bottom) | 14 | 23 |
| PFP Adjuster (top) | 2 turns (from fully open) | 10 turns |
| <u>2013 Sachs Shock:</u> | | |
| Shock high-speed (large red knob) | 21 | 21 |
| Shock low speed (inner adjuster) | 14 | 26 |
| Shock Rebound (bottom) | 18 | 33 |

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Sample Pictures

