



# Beta

**BETA EVO MY2014**

*Great performance, reliable and extremely versatile*



*After winning the 2013 125 class World Title and finishing third in the 2013 World Pro Championship, the 2014 **BETA EVO** arrives with a new elegant look. A combination of black and white, enriched with red details that highlight the technical and sporty spirit of the bike.*

*The **2014 EVO** continues to be Beta's well-balanced answer to the Trial competitor as well as the hobby riders who pay special attention to performance and reliability.*

*Remembering that the **2014 BETA EVO, both 2t and 4t**, are 100% designed and built in Italy. Their engines feature undisputed technical characteristics, amazing reliability, and a cutting-edge aluminium frame.*

***BETA** has learned from the experience of their Factory Trial Team and takes the advice of its customers to turn them into updates that refine the bike until the desired level of performance is reached.*



Updates for EVO 125cc, 200cc, 250cc and 300cc 2T models:

## **CHASSIS UPDATES**

### **FRAME :**

-The frame is now in black to enhance the overall look of the bike.

### **FRONT FORK ASSEMBLY:**

-All new triple clamps that have a sleek design that is lighter and provides less friction with less pinch bolts for the fork tubes. The 2013 style clamp had two bolts on the top and three on the bottom while the new clamp has only one on the top and two on the bottom.

-The new clamp also offers a pinch bolt for the top steering stem that replaces the spanner nut to reduce weight and simplify adjustments to the steering head bearings.

-Handlebar mounts are lower and closer together to allow more flex in the bar while also offering a more comfortable riding position.

-Low-friction SKF forks seals are now standard on all Evo models.

-New valving for a better “feel” and less negative feedback to the rider.



## **REAR SHOCK:**

-New rear shock which is longer in length and a new piston, along with new valving that was inspired by the Beta factory Trial Team to match the new front fork settings.

## **SKID PLATES:**

-New design of the skid plate that is lighter and with a better shape for large impacts.

-New rear shock linkage guard to protect the rocker assembly from damage and reducing wear on the bearings from the mud.

## **EXHAUST:**

-Shorter length exhaust header to provide a smoother power delivery at lower rpm while allowing for higher revs when necessary.

-Muffler is now mounted with a new system developed by the Beta Race team to increase durability, this is the same system found on the 2013 Factory Editions.



## **FOOTPEGS:**

-All NEW footpegs built with Micro-fusion technology. This design is more appealing, lighter, and also more resistant to mud packing in the peg.

## **FOOTREST SUPPORTS**

-New colour in line with the frame.

## **CDI UNIT:** (300cc only)

-New mapping to further improve traction and to match the power delivery to the new engine crankshaft weights.



## **ENGINE UPDATES** (300cc only)

### **CLUTCH/PRIMARY DRIVE:**

- New primary gear ratios which allow the clutch to spin faster offering a smoother clutch engagement while reducing slipping in the top gears.
- New plastic water pump drive gear to reduce noise while improving the cooling system efficiency.
- Lighter clutch pull at the lever.
- Kick start drive gear is smaller therefore allowing easier starts.

### **FINAL GEARING:**

- Final gearing has been changed from 11/41 to 10 tooth front and 42 tooth rear sprocket to work with the new clutch drive system.

### **CRANKSHAFT:**

- All new crankshaft that has larger diameter flywheels which are lighter and reduce vibration without changing the tractability of the engine. The new weights also reduce the flywheel inertia for improved side to side movements.
- New connecting rod with larger pin diameter to match the new crankshaft.

### **ENGINE MAIN CASE:**

- New engine center cases to fit the new crankshaft along with a new center case gasket to improve the sealing.

### **CYLINDER HEAD:**

- A bleed screw has been added for the cooling system to ease fluid changes.



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