



BETA SSDT 2009- Rev-3.

For SSDT riders 'on confirmation of entry' please telephone Gary (01535 655970) to sign on for our back up service and inform him of your number and which bike you will ride and also your address and credit card details. You must sign on with us before you go to the SSDT.

We supply spare parts, tools, compressors etc to help service your bike at the SSDT. Below are some helpful tips designed for people riding in the SSDT or you may find some things helpful anyway. These are modifications that we make to our own bikes. A lot of these things apply only to riders competing in the SSDT. Obviously these are only guidelines; you must prepare your bike fully.

EACH YEAR WE EXPERIENCE PROBLEMS FROM RIDERS WHO DO NOT BOTHER TO DO THE JOBS LISTED BELOW. SOME THINGS MAY SEEM UNIMPORTANT BUT THEY ARE ALL THERE FOR A REASON.

The SSDT committee this year will restrict how much we can help you with your bike so make sure you are familiar with your own bike.

TYRES. New.

BOLTS. Check all accessible bolts to ensure they are tight. Check disc bolts and lock tight using green lock tight, do not over tighten. Check these regularly. Do not locktight small bolts as it makes it very difficult to remove them if required.

BRAKE PADS. New front and rear. Check you have a little play in the rear brake rod. The piston must return fully to its off position, the rear brake can stick on if this is not correct. **IMPORTANT:** Grease the pins, which hold the pads in place. If the allen key fit is not good REPLACE. Check that the pipe, which runs from the rear brake master cylinder to, the fluid reservoir is free and not trapped.

ROAD LEGAL. Please make sure your bike is road legal, taxed, insured, rear number plate that you can read from the rear, horn, and speedo.

MAIN BEARINGS. If your bike is a Rev-3 2T we advise starting with new main bearings. WE CANNOT CHANGE THESE AT THE EVENT.

MUD FLAP. Very important. Fit well before so you know it works correctly. Prevents mud from clogging up the radiator. **THROUGHOUT THE EVENT AND ESPECIALLY AFTER EVERY MOOR CROSSING PULL OFF THE PLASTIC RADIATOR COVER AND BANG ON SOMETHING TO CLEAN OUT. Do not run mud into the radiator. Every year we have riders retire because they do not do this. WE CANNOT STRESS HOW IMPORTANT IT IS TO DO THIS; THE BIKE CANNOT COOL ITSELF IF IT CANNOT GET AIR.** We also recommend sticking some duct tape down each side of the back of the front mudguard, about 2cm on each side. Stick under the mudguard first then stick to the top.

FAN. Take your bike up the road for a run and make sure the fan is working correctly. **If you do remove any wiring from your bike please contact us. Do not remove any electrical boxes or change any wiring without speaking to us. The fan is wired through the lighting wires on a standard bike.** Also when you check the coolant it should be so you can just see in the bottom of the header tank, do not fill full as it has to expand. During the week if you squeeze the hose quickly and you can see radiator fluid this is fine.

GEARING. If your main objective is to finish the SSDT I would strongly recommend gearing your bike up. If you are slow on the moors it helps you to make up some time on the road/track sections and also does not put as much stress on your engine. Try to use for as long as possible before the SSDT. Rev-3 2T use 13-41. This basically makes your first gear a touch lower than your original second but giving you the advantage of a high top gear. This is a BIG advantage. Most riders use this gearing for the SSDT. 4 stroke keep standard 11-42.



COIL. Make sure the wire going down to the coil is not rubbing on the frame where it connects to the coil, Rev-3 2T only. This can earth if it wears through.

CHAIN. Must be new or nearly new. Do not use a chain unless you know the quality is good, a standard Beta chain is very good quality. If it is on the first 2-3 notches use a half link and move the wheel back so it does not rub on the shock, Rev-3 only. Ideally you should have the wheel about half way back on the snail cams. Keep the links you remove, as they may be useful in the future

CHAIN SLIPPER PAD/ TENSIONER PAD. New. A good mod is to drill another hole in the chain tensioner to put the pad on the same angle as the chain as the chain tends to rub only on the back of the pad which can wear completely through the bolt. This is important.

REAR WHEEL SEAL. Remove rear tyre and put a small line of sikaflex round the rim where the rim tape meets the rim at both sides, leave overnight for sikaflex to dry. Do not pump straight up or it will not work. This is an important modification for the SSDT. Do not use Silicone. You can get sikoflex from a car motor factors. Make sure tyre is tubeless. **Do not start or arrive to the SSDT with a rim which is leaking.**

SPROCKETS. New or nearly new.

To check the float level of the Keihin PWK carburettor follow this procedure:

1. Open the float chamber
2. Hold the carburettor like in the picture 1



Picture 1

3. Start turn it in anticlockwise direction and stop immediately when the float assy closes the fuel valve needle. Look at picture 2



Picture 2

4. The float level is correct if the plan surface over the float assy is parallel to the float chamber division plan. See the two red lines in the picture 2. 19mm is the measurement.
5. It's important to avoid putting carburettor in vertical position, otherwise the weight of the float assy compresses the spring into the fuel valve needle and the position will look incorrect. See picture 3 the two red lines are not parallel in this position but the level is correct



19mm measurement between the red lines.

Beta Rev-3 2008 Keihin carb.

REAR BRAKE ROD CLIP. Put a good cable tie round to stop the clip from flicking off.



AIR FILTER. Make sure air filter is in good condition. Make sure you have a bleed screw on the bottom of your air box in case you fill the air box with water or better still put a tyre valve which you should drill out to make the hole is as big as possible in the bottom of the air box on the right hand side on an angle so it does not touch the chain when it comes up, attach some clear pipe so you can see if water oil is in the air box, use something to block the end. This is useful if we have a really wet year and you drown your bike, it makes it easy to get the water out of the air box if required or to check if any water has gone in. It is also useful on the 4T as if the bike has been on its side engine oil can run into the air box which makes it smoke. It is good to let this out.
A lot of 2006/2007 riders wished they had done this modification.

REAR SILENCER. 2T only. I would advise re-packing the silencer after 3 months or before the SSDT. This makes the bike quieter and also makes the bottom end power very nice. We have a silencer cartridge, which is very easy to fit. Clean out all holes on the tube before fitting the new cartridge.

THERMOSTAT/SENDER. If your thermostat fails you can join the 2 wires together to put your fan on constantly. Carry a small piece of wire to enable you to do this if required. For the 4 stroke we can supply the wiring to do this, it is important as it is very hard to access the thermostat quickly if it fails.

STAND. Make sure it works well because you must have a stand all week for the parc ferme.

ENGINE OIL. New. Check every day during the event using the oil window, check oil window is tight. 4 stroke we recommend changing the engine oil half way through the week.

SUMP. Remove sump plate and press back to its original position if it is stressed.

RADIATOR HOSES. If yours is more than 1 year old I advise changing the radiator hoses, do not over tighten clips.

TOP DOWNTUBE BOLTS. Remove and lock tight.

CLUTCH. As long as it does not slip in the high gears it should be fine. If it is starting to slip I advise changing before the event. Make sure you have some free play in the lever.

SUSPENSION. Set up as per handbook.

STARTING EACH MORNING. 9 times out of 10 a Rev-3 starts best with choke and no throttle. If this does not work try no choke and full throttle. 4T is the same from cold, choke and no throttle, if it does not start in 5 kicks try no choke and a "touch" of throttle. If that does not work panic and then go and see Gary.



FUEL TANK. Following is a photo of the extra 1 litre fuel tank. It is very easy to fit and is a good modification on the Rev-3. They are available from us at a cost of £38.31 + VAT + postage. Tel 01535 655970 to order.



Rev-3 4T only.

STARTING.

The bike will not start any better if you try to kick-start too hard. It starts the easiest if you use smooth progressive strokes. Kicking too hard [aggressively] can break the kick-start gear. This is only under extreme situations. There is a small mod you can do to the hot start which will make starting the bike easier.

To start the 4T from hot.

Smooth kick with no throttle or just taking the slack out of the throttle. If after 4-5 kicks and it does not start. Hot start out, fuel tap pointing upwards. Smooth kick with no throttle or just taking the slack out of the cable. If after 4-5 kicks it does not start it is probably flooded. No hot start, fuel tap in normal position pointing down. Use half to full throttle and it will start.

CARB. Rev-3 4T

Check mixture screw which is located under the carb. It runs better at 4 turns out from fully closed. Unless you have the correct tool you must remove the carb to do this.

On a standard bike the hot start does not work very well but with this modification it makes starting the bike much easier. It is very important that you do this mod.

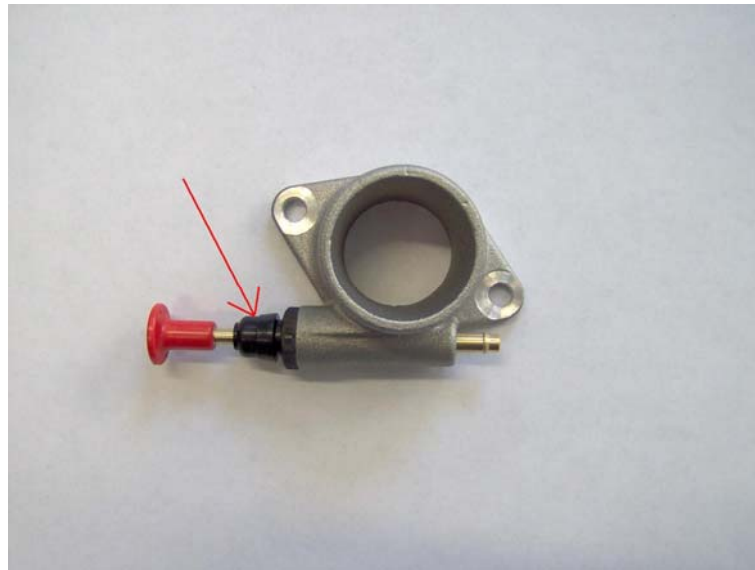


Instructions modification Hot-start device

This should be done to the majority of 2008/9 Rev-3 4T bikes but if you are unsure check the hot start jet is 2mm.

To make the hot starting easier please proceed as follows:

1. Remove the carburettor manifold
2. Remove the Hot-start knob



3. Widen the calibrated hole to $\varnothing 2\text{mm}$



4. Deeply clean the part and assemble again

IMPORTANT:

Use the hot start when the bike will not start normally. If the bike has been on it's side or you have some problems to start use the hot start but with NO THROTTLE with the fuel tap facing down..



VALVES.

As per the handbook. They should be checked after 10 hours use and then every 60 hours. If they are not checked it can make the bike difficult to start. Do not arrive to the SSDT without doing this, this is something we cannot do at the event.

WATER PUMP SEAL. Rev-3 4T only.

A small number of bikes had a faulty water pump seal, which was not fitted correctly. The bike loses a small amount of coolant from the water pump cover on the right hand side of the bike at the top of the cylinder. The water pump cover has a small bleed hole that the coolant runs out of. Do not touch if your bike is OK but if you notice some coolant this will be the problem.

GEAR LEVER SHAFT. 4T only.

I would advise putting extra weld on the gear lever shaft. If you hit the gear lever hard on a rock it can break the weld and would result in a retirement. With extra weld this eliminates this.

OIL PUMP COVER.

We suggest that you replace the front 2 bolts with dome headed one's so they are not as vulnerable. We also advise carrying a spare oil pump cover and a spare oil window.

RIDING CLOTHING. Basically this is down to you. I personally have found the best system is to carry a small rucksack with some waterproofs you can put on if the weather gets bad. If you set off in full waterproofs you can guarantee it will be hot all day and vice a versa if you don't. With this you have the best of both worlds. I usually wear my normal riding clothing, gortex socks, top and bottom waterproofs if required, warm waterproof gloves for the road, spare set of gloves. Goggles/face mask. Test all equipment well before to make sure it is comfortable and waterproof.

TOOLS TO CARRY. Same again this is just the basics. Check that I have not forgotten anything. Tools to remove both wheels. 1 front tube, this will repair both front and rear punctures in an emergency. Repair strips if the rear tyre splits. Pump and air bottles to inflate tyre. I always carry a small pump just incase I run out of air bottles. Change a tyre with the tools you are going to carry to make sure they work. With the rear tyre always try to repair first with tyre repair strips, only use a tube if these do not work. 1 helpful tip, if you are putting a tube in the rear wheel only take off 1 side of the tyre so you only have to seal 1 side when repaired. Spare spark plug and plug key. Throttle cable. Split link. Tools to remove carburettor. Tyre pressure gauge.

DAILY CHECK LIST.

Every day. Air filter, disc bolts, footrest bracket bolts, middle exhaust bracket bolts, kick-start bolt, gear lever bolt., chain tensioner is straight, chain tension, gear box oil (check in window), brake pads, spokes all OK. Evo linkage bolts.

STOP WATCH WITH COUNTDOWN TIMER. I cannot stress how important this is. During the event you have your running time. Some days the majority of riders end up getting short of time. You do not have time to work out how much time you have remaining. If you have a watch with a countdown you can set the complete running time including lunch stop and the last control back into Fort William and you always know how much time you have remaining. For the good riders you can calculate your time better so you can spend more time looking at the sections. This can be the difference between you losing time or not and even finishing in time or not. I have used a Casio G-Shock for 10 years and it has been perfect.

TEST. When you have finished your bike take it for 10/20 miles up the road and test in some sections, this will make sure everything is working well before you start.

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If you have any concerns please contact us.