



### Beta EVO MY 2015

Strong from its many successes on the track and the solid performance of the 2014 Factory models, Beta presents its 2015 EVO trials bike, with new graphics and a series of great innovations and important updates that equip the whole range, regardless of engine size, with higher performance and greater uniformity.

The new 2015 EVO 2T is equipped with a totally revolutionised and more lightweight rear single shock. Fluidity and reactivity are greatly improved thanks to the new low-friction gas/oil separator and the new interior body finish. The oil tank, coaxial to the gas tank, has greater capacity and offers important benefits in terms of stability and resistance to high running temperatures. The new shock is also equipped with a gas charge valve that allows for simple maintenance of the internal elements. The 38 mm Sachs fork, with new white covers, features some improvements inherited from the 2014 Factory model and benefits from both the shortening of the rods (-5.5 mm), for a reduction in weight, the progression and improvement of the more aggressive riding set-up, and a more lightweight spring register cap.

A new fuel tap has been introduced, with new ergonomics that facilitate access to the knob, and allow for the shortening of fuel lines, improving their arrangement.

On the EVO 250 2T and 300 2T, a new 12-pole ignition is introduced, with various new features. The reverse mounting of the flywheel means that rotating masses are centred, for increased agility. Thanks to the 12-pole system, greater electric power is available, to the benefit of the electric fan that can remove heat more quickly. The new ignition layout is completed with a magnesium alloy flywheel cover which functions as a stator support, joined at the crankcase by a gasket to ensure a watertight seal for the flywheel chamber.

There are other new features for the EVO 250 2T and 300 2T in terms of the exhaust, which has a new and longer steel manifold and a new silencer, also longer at the end. This new configuration guarantees greater torque at low speeds, without sacrificing performance at high speeds, and noise reduction with a "fuller timbre".

The EVO 250 2T has the same base as the EVO 300 2T, adopting the same crankshaft with larger shoulders ( $\varnothing 116.5$  mm) and larger crank pins ( $\varnothing 30$  mm), the same crankcases with a larger crank chamber with optimised thickness, the same primary drive with quick gearing, the same water pump mechanism and the same final drive (pinion-crown) to restore the correct total gear ratio. All this makes for a lighter engine, with equivalent inertia, with a clutch that can better support the transfer of torque to the gears, and with a water circuit that has greater capacity.

## MEDIA INFORMATION



A significant modification to the engine head has been extended across the whole EVO 2T range, facilitating the filling and bleeding of the cooling circuit.

The 2015 EVO range also includes the 250 4T and 300 4T versions, that do not undergo any technical modifications with respect to the successful version of the previous year, offering the perfect balance between power and great manoeuvrability.

On an aesthetic level, the white frame inherited from the 2014 Factory model stands out, as does the new series of plastic parts and graphics, that harmoniously combine red, black and white, perfectly in line with the 2015 Beta family look introduced with the RR Enduro range.

Young trials riders can choose the EVO 80 Senior with front wheel from 21" (11-16 years) and the EVO 80 Junior with front wheel from 19" (9-11 years). Both have a top-level chassis and exciting graphics, just like their older EVO sisters.