

# XTR-R

## INSTALLATION INSTRUCTIONS





# XT-R Fork Kit

Part# AB-40050,AB-40051

Fits: Beta 2015+ Xtrainer

**CAUTION:**

Before you perform the installation or maintenance, be sure to read and carefully follow the detailed instructions described in this installation manual.

Incorrect installation of the fork or shock may cause serious damage, injury, or death to the rider and property.

## Installation Instructions

**Note:** All common Sachs fork wear parts can be referenced from 2016-2021 RR & RR-S models.

1. Remove the headlight mask.
2. Disconnect all electrical connections from the front of the speedometer bracket.
3. Remove the speedometer bracket from the top triple clamp. Remove the front fender and horn/brake line stay bracket from the lower clamp. **FIG 3**
4. Loosen and remove the top handle bar clamp mounting bolts. Lay the bars off to the side of the forks. Loosen and remove the bottom handlebar clamp bolts and clamp. **Fig 4, 4A**
5. Loosen the steering stem pinch bolt and the steering stem nut. **Fig 5, 5A**
6. Remove the front wheel. Replace the front wheel spacers with the ones supplied in the kit. **Fig6, 6A**  
\*Check the front wheel seals and bearings and replace if worn or damaged. Clean and grease them if they are in good shape.
7. Remove the fork guards. **Fig7**
8. Remove the 2 bolts (not reused) holding the front brake caliper to the left axle carrier. **Fig8**
9. Loosen the top and bottom triple clamp pinch bolts. **Fig9**



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10. Remove the forks from the triple clamps. **Fig 10**
  
11. While holding the lower triple clamp, remove the steering stem nut, top triple clamp, O-Ring and dust cap. **Fig 11**  
\*A bungee cord works well to hold the lower clamp in place while removing the upper pieces.
  
12. Remove the bottom triple clamp assembly.  
**Note: The new bottom triple clamp has a bearing installed. Inspect the upper and lower bearing races in the frame and upper bearing for excessive wear or damage, replace with the supplied parts if needed.**

## Bearing and Race Replacement

- Use a punch to knock the old races from the frame. Use a bearing or seal driver to install the new races. **Fig A**
  - If a bearing packer is not available, apply gloves then put grease in the palm of your hand.
  - Swipe the bearing across your palm forcing grease into the bearing all the way around. **Fig B**
  - You will need to force grease into the lower bearing using your fingers. **Fig C**
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13. Install the greased upper bearing into position. **Fig 13** Take the new bottom triple clamp and Insert the steering stem up into position and you will need to hold it there. **Fig13A**  
\*Again, a bungee cord works well to hold the lower clamp while installing the upper parts.



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14. Install the dust cap and O-ring. **Fig 14**

15. Install the new top clamp, including the steering stem nut finger tight. **Fig 15**

16. Install the fork legs into the approximate position lightly snugging the bottom pinch bolts to hold the forks in position. **Fig 16**

**\*Make sure the harness and brake line are in position before installing the left fork.**

17. Tighten the steering stem nut to 30Nm. Torque the steering stem pinch bolt to 20Nm. **Fig 17**

**\* Note: If new bearings and races were used, first torque to 40Nm than loosen and torque to 30Nm**

18. Loosen the bottom triple clamp bolts one side at a time and slide the fork up to the desired height in the clamp. Fig 18

**Note: One line down from flush is a good starting point.**

19. Torque the bottom clamp pinch bolts to 12Nm and the top bolts to 17Nm. Rotate back and forth between the pinch bolts until the desired torque is reached. **Fig 19**

20. Install the bottom handle bar clamp, apply blue Loctite on the threads then torque the bolts to 40Nm.

21. Install the handle bar and top bar clamp, torque the 4 bolts to 25Nm. Make Sure there is equal spacing on the front and back of the clamp.



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22. Using the supplied M8X45mm bolts with blue Loctite on the threads and the original washers, install the caliper to the lower left axle carrier torquing the bolts to 35Nm. **Fig 22**
  23. Install the fork guards using the original hardware torquing the bolts to 8Nm. **Fig 23**
  24. Reinstall the front fender and horn/ front brake line stay on the new lower triple clamp torquing the bolts to 10Nm. **Fig 24**
  25. Install the front wheel using the new front axle assembly. Install the new axle nut and torque to 50Nm. **Fig 25**
- \* **Note: snug one of the right fork leg pinch bolts to keep the Axle from spinning. Be sure and loosen the pinch bolt once the axle nut is tight.**
26. Tighten the brake side axle carrier pinch bolts to **10Nm** rotating back and forth between both pinch bolts until proper torque is reached. **Fig 26**
  27. Compress the fork a couple of times then torque the left side axle pinch bolts to **10Nm** rotating back and forth between both pinch bolts until proper torque is reached. **Fig 27**
  28. Reinstall the speedometer and reattach the plugs then install the headlight mask. **Fig 28**
  29. Adjust the steering stops if necessary, so the forks do not interfere with the radiators.



# XT-R Factory Shock

Part# AB-42007

Fits: Beta 2015+ Xtrainer

30. Remove the seat, right side panel and muffler.
31. Raise the rear of the bike off the ground.
32. Loosen and remove the bottom rear linkage bolt and lower shock bolt.  
**Fig 29**
33. Lower the pull arm to help with removing the shock. **Fig 30**
34. Loosen and remove the upper shock bolt. **Fig 31**
35. Remove the shock out between the frame and subframe. **Fig 32**
36. Install the rear shock, apply grease to the shoulder and blue Loctite to the threads of the upper shock bolt then torque to 50Nm. **Fig 33**  
**\*Note: 2023-2024 Xtrainer 300RR Models**  
**OEM Olle Shock utilizes a 45mm length bolt for TOP mount and 40mm length bolt for BOTTOM clevis mounting.**  
**Beta XT-R Factory shock requires installing the 40mm length bolt for TOP mount and 45mm for BOTTOM clevis mounting.**
37. Apply grease to the shoulder and blue Loctite to the threads of the lower shock bolt then torque to 50Nm. **Fig 34**
38. With all of the linkage parts cleaned and lubricated, reinstall the linkage and bolts and torque the nuts to 90Nm. **Fig 35**



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## XTR Shock installation instructions

39. Reinstall the muffler, right side panel and seat.

### Static and Rider Sag Range

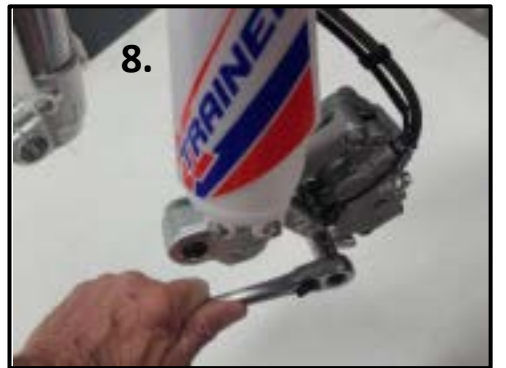
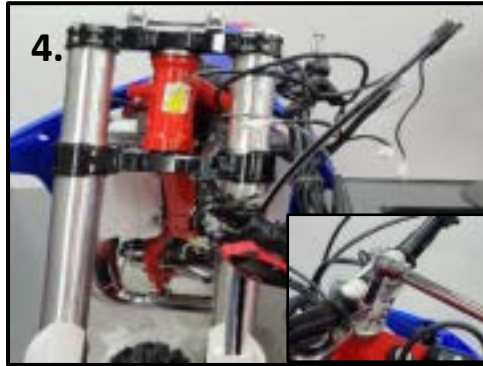
- Check your static and rider sag measurements.  
The shock reservoir should be “hot to the touch” and the rider in full riding gear before taking any measurements.
  - Static Sag Range 25-45mm
  - Rider Sag Range 90-105mm



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## Installation Photos







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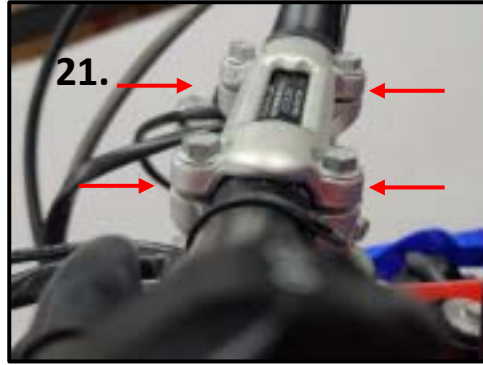




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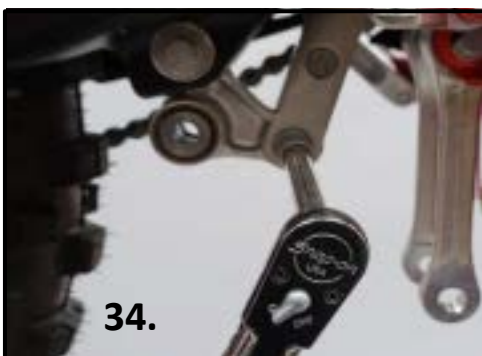
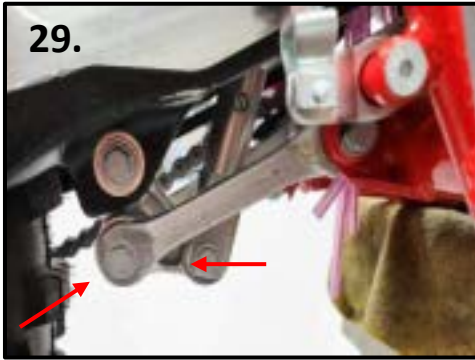


# XT-R Factory Shock

Part# AB-42007

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## Installation Photos





# Beta XT-R Baseline Settings List

## **Beta Enduro XT-R Fork Kit** (*Open cartridge "Black outer tubes"*)

Compression:	10 out
Rebound:	12 Out
Fluid Type:	5wt.
Air Gap Range:	85- "100"- 115mm
Outer Tube HT:	1st Line
Fork spring series:	<b>AB-12081</b> -spring rate (standard suspension travel)

## **Beta G.P XT-R Fork Kit** (*Closed Cartridge "Red outer tubes"*)

Compression:	10 out
Rebound:	12 Out
Fluid Type:	5wt.
Outer Fluid Range:	300 – "350" - 375 cc/ml
Outer Tube HT:	1st Line
Fork spring series:	<b>AB-12048</b> -rate

## **Beta Factory XT-R Shock** (*Gen 1-3*)

Low speed compression:	18 clicks out
High-speed compression:	4 revolutions out
Rebound:	15 clicks out (Gen 1-2 Shock only)
Rebound:	17 clicks out (Gen 3 Shock only)
Shock spring series:	<b>AB-10149</b> -spring rate

*\* Ride height measurements taken with shock at operating temperature and rider in full gear \**

Static Sag Range:	25-45mm
Rider Sag Range:	90-105mm (Standard Suspension Travel)
Rider Sag Range:	80-95mm (-1" Suspension Travel)
Rider Sag Range:	75-90mm (-2" Suspension Travel)

**NOTES:**