

# TANGO 125

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Chassis workshop manual



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## *Introduction*

This workshop manual contains the main electromechanical checks, as well as the essential general checks and the fitting of components supplied separately, designed to prepare the factory-new moped for delivery.

It is very important to adhere strictly to the instructions set out in the manual. Interventions carried out superficially, or worse still, omitted entirely, may result in personal injury to the user, damage to the machine, etc., or may simply result in disagreeable complaints.

N.B.: **Rieju, S.A.** reserves the right to make changes at any time, without prior notification. For any enquiry, or for further complimentary information, please call the **Rieju S.A.** After-sales Service.

## MANUAL UPDATES

Updates will be sent within a reasonable period of time. Each new CD-Rom will update previous information.

The contents list will be updated if the modifications and/or variations in the pages affect the ability to consult the manual.

**IMPORTANT!** This series of workshop manuals should be considered as work instruments in themselves and can only maintain their “value” over time if they are kept constantly up to date.

**SYMBOLOLOGY USED IN THE MANUAL**

**CAUTION!** Recommendations and precautions regarding rider safety and motor vehicle integrity.

**WARNING!**

Situations entailing the risk of personal injury to maintenance or repair mechanics, other workshop personnel or third parties, or damage to environment, vehicle or equipment.

**FIRE HAZARD**

Indicates operations which may constitute a fire hazard.

**RISK OF EXPLOSION**

Indicates operations which may constitute a risk of explosion.

**TOXIC**

Indicates a possibility of intoxication or inflammation of the upper respiratory tract.

**MECHANICAL MAINTENANCE**

Operations to be performed only by an expert mechanic.

**ELECTRICAL MAINTENANCE**

Operations be performed only by an expert electrical / electronic technician.

**NO!**

Operations to be absolutely avoided.

**SERVICE MANUAL**

Indicates information which may be obtained by referring to said manual.

**SPARE PARTS CATALOGUE**

Indicates information which may be obtained by referring to said catalogue.

**ABBREVIATIONS USED IN THE MANUAL**

F	Figure
Pr Tr	Tightening torque
P	Page
Ap	Paragraph
S	Section
Es	Diagram
T	Table
Tr	Screw

**Note:**

*The letter Tr in the illustrations refers to retaining or adjusting screws. The number following this letter refers to the number of the same type of screw in the unit or component described and illustrated. Letters not followed by a number indicate a single screw. In case of different screws being referred to in the illustration, the letter Tr is followed by a number and a small letter, for instance: (Tr4a).*

*Unless otherwise specified, units and components are reassembled by proceeding in the reverse order of removal.*



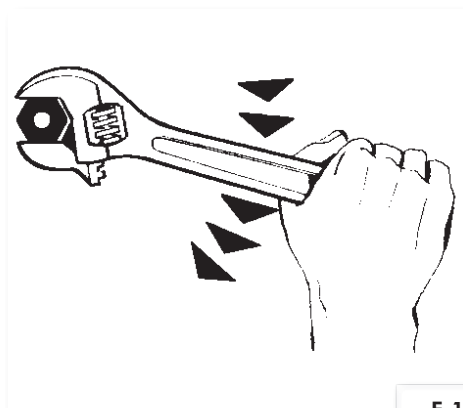


## GENERAL WORK RULES

- The **advice**, **recommendations** and **warnings** given hereafter are aimed at ensuring maximum work safety as well as at considerably reducing the risk of accidents, personal injury, equipment damage and idle times. They should therefore be strictly adhered to.

### ADVICE:

- Only use quality tools and equipment.
- Only use equipment conforming to EU Directives for lifting the vehicle.
- During operations, always keep tools and equipment at hand, possibly laying them out according to the sequence in which they are to be used. Absolutely avoid putting them on the vehicle itself, out-of-sight or in poorly accessible places.
- Always keep the work area clean and tidy.
- When tightening screws or nuts, start with the **larger diameter** or inner fasteners, and tighten them in progressive “**pulls**” in accordance to a “**criss-cross**” pattern.
- Preferably use open-end box wrenches by “**pulling**” and not “pushing”.
- Adjustable wrenches (F-1) should only be used in case of emergency, i.e. when a properly sized wrench is not available. They should preferably not be used as the movable jaw tends to open thus risking damaging or not properly tightening the bolt to the correct torque. In any case, when using an adjustable wrench, take care to proceed as shown in Figure 1.
- Except for occasional customers, always make out and deliver to the customer a **work sheet** specifying the operations performed, with notes as to any future checks eventually required.

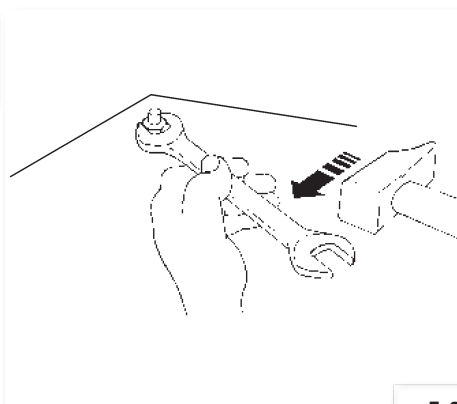


F-1

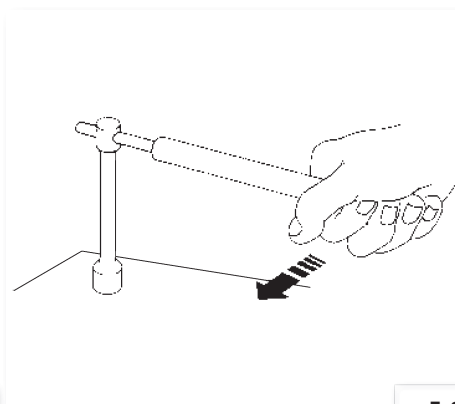


## RECOMMENDATIONS

- **Before** carrying out any operation on the vehicle, wait for all parts to **cool** down.
- For operations requiring two mechanics, make sure that the various steps to be performed by each of them are clearly defined and coordinated beforehand.
- Make sure that each component has been properly fitted before proceeding with the next one.
- Lubricate all parts (where applicable) before reinstalling them.
- Gaskets, O-rings, circlips and split pins **must be replaced** at every refitting.
- The torque settings specified in the manuals refer to the “**final torque**”, which must be attained progressively by steps.
- Loosen and tighten aluminium alloy parts (covers) only after the **engine has fully cooled down**.
- Only use screwdrivers with sizes suitable to the screws to be loosened or tightened.
- **Work in a comfortable position and ensure that the vehicle is stable.**
- **Never use a screwdriver as a lever or chisel.**
- **Never use pincers to loosen or tighten screws or nuts because, in addition to not providing a sufficient clamping force, they may also damage the screw head or nut hexagon.**
- **Never tap the wrench with a hammer or other similar tools to loosen or tighten screws and nuts (F. 2).**
- **Never attempt to increase the lever arm by fitting a tube into the wrench (F-3).**



F-2



F-3



**Never use open flames for any reason.**

**Never leave** open containers or containers not suitable for holding fuel in passageways, close to heat sources, etc



**Never use** petrol to clean the vehicle or the floor of the workshop. Always use low flash point solvents to clean the vehicle components.



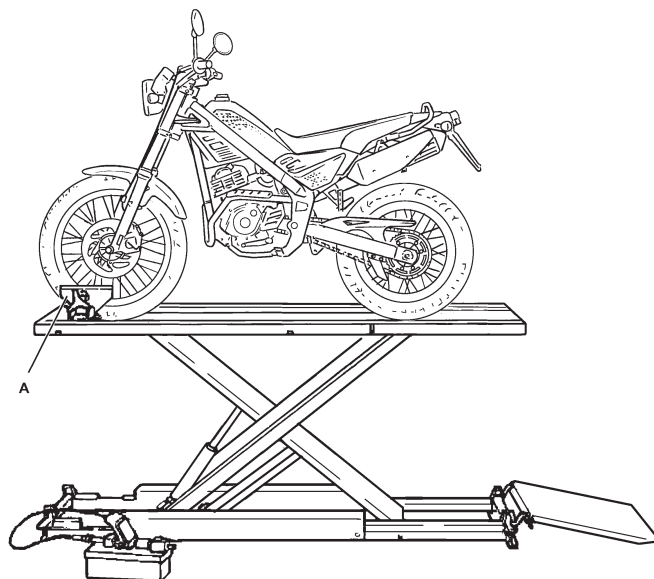
**Never suck** from or blow into the fuel pipe.

**When welding**, make sure that there are no flammable liquids in the vicinity. Always remove the tank, even if completely empty, and disconnect the negative cable (-) from the battery.

**Never leave the engine running in closed or poorly ventilated areas.**



Before any servicing, make sure that the motorbike is perfectly stable. The front wheel should preferably be anchored to the equipment (A/F-4) integral with the lifting board.



F-4

*To know the motorcycle*



MAINTENANCE OPERATIONS	1ST SERVICE AT 1.000 KM.	2ND SERVICE AT 3.000 KM.	SERVICE EACH 5.000 KM
Brake system checking	•	•	•
Transmission oil level checking	Change	•	Change
Chain tension and wear inspection	•	•	•
Suspension control	•	•	•
Controls and cables checking, adjustment and grease	•	•	•
Wheel spoke tension and wheel off-centre inspection	•	•	•
Air filter cleaning and grease	•	•	•
Carburettor checking and adjustment	•	•	•
Spark plug checking and adjustment or change	•	•	•
Screws and chassis nut control – plastics	•	•	•
Electrical system checking	•	•	•
Segments wear control	•	•	•
Exhaust system checking	•	•	•
Terminals and battery conditions checking	•	•	•

## SPECIFICATIONS AND TECHNICAL CHARACTERISTICS

Dimensions	
Overall length	1995 mm.
Overall width	800 mm.
Overall height	1130 mm.
Seat height	790 mm.
Wheelbase	1305 mm.
Minimum ground clearance	250 mm.
Weight	
Dry	101 kg.
Engine	
Type	4-stroke SOHC
Transmission	5 speeds
Make	YAMAHA
Cylinder arrangement	Monocylindrical, forward-inclined cylinder
Cylinder capacity	123,7 c.c.
Bore x stroke	54 x 54 mm.
Compression ratio	10:1
Starting system type	Kick-starter and electric starter
Lubrication system	Wet sump



Transmission Oil	
Type Quantity	CASTROL SAE 20W-50 API, "SH" or high-grade
Air Filter	
	Wet type foam rubber cartridge
Fuel	
Type Fuel tank capacity	Unleaded petrol 5,5 L.
Carburettor	
	Mikuni / VM 20
Spark plug	
Type Electrodes gap	CR7HSA / NGK or U22FSR-U / THICK 0,6 - 0,7 mm.
Clutch type	
	Wet, multiple-disc
Primary transmission	
Clutch crown Stroke pinion Transmission ratio	Z = 19 Z = 69 I: 3,57
Secondary transmission	
Start engine pinion Pulling plate Transmission ratio Chain	Z = 14 Z = 48 I: 3,42 428 RN8 x 126 steps

GEAR CHANGE				
Speed	Primary shaft	Secondary shaft	Gear ratio	Start ratio
1 <sup>a</sup>	Z = 14	Z = 37	I: 2,64	I: 9,42
2 <sup>a</sup>	Z = 18	Z = 32	I: 1,78	I: 6,35
3 <sup>a</sup>	Z = 19	Z = 25	I: 1,32	I: 4,71
4 <sup>a</sup>	Z = 22	Z = 23	I: 1,05	I: 3,74
5 <sup>a</sup>	Z = 24	Z = 21	I: 0,88	I: 3,14

**Rieju chassis****Chassis**

<b>Suspension</b>	
Front	Telescopic fork Bar Ø 37 mm 340 cc CASTROL SAE 15Wper bar
Rear	Gas damper
<b>Brakes</b>	
Front	Disc Ø 260 mm.
Rear	Disc Ø 200 mm.
<b>Tyres</b>	
Front	Bridgestone 90/100-19" 55P with tube
Rear	Bridgestone 120/90-16" 63P with tube
<b>Electric equipment</b>	
Ignition system	C.D.I.
Generator	Magneto generator AC 120 w
Battery	12 V - 5,5 Ah
Fuse	10 Amp
<b>Bulb voltage and wattage</b>	
Headlight	12V 55/60W H4
Taillight	12V 21/10W
Dashboard	12V 1,2W
Indicators	12V 10W
Odometer lighting	Led



### UNPACKING

- Unpack the motorcycle following the indications appearing on the same packaging, after that it should be thrown according to current regulations.

### “AESTHETIC” CONTROL

Control visually that all the components of plastic material are correctly assembled and that the motorcycle does not show any scratch, mark, etc.

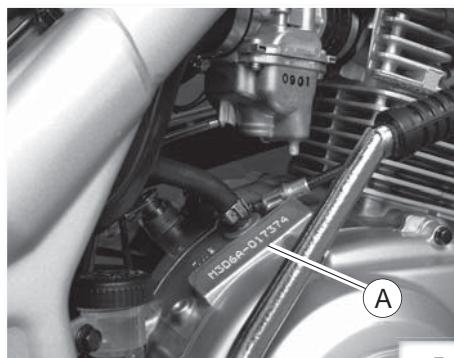
### IDENTIFICATION DATA

#### Engine identification number

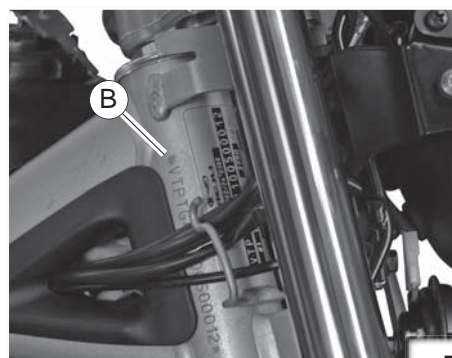
- The data for identifying the engine (A/F -I) are on the right sump.

#### Vehicle identification number

- The identification number of the motorcycle (B/F -2) is stamped on the steering pipe.



F-1



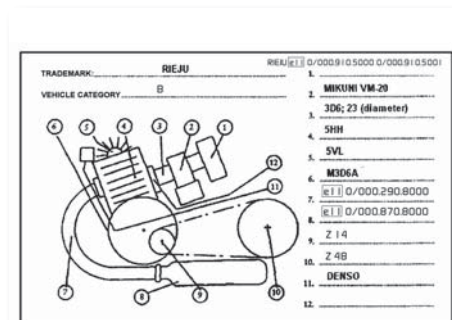
F-2

### SAFETY TAG

It contains the identification data of the motorcycle according to the 97/24/CE guidelines.

It is absolutely essential to indicate the identification data of the motorcycle when ordering spare parts.

This tag should not be substituted either modified.



F-3



### IDENTIFICATION OF THE MAIN PARTS (Left side)



- 1. Headlight
- 2. Rear-view mirror
- 3. Fuel tank
- 4. Battery
- 5. Rear direct. indicators
- 6. Side stand
- 7. Gear pedal
- 8. Front direct. indicators

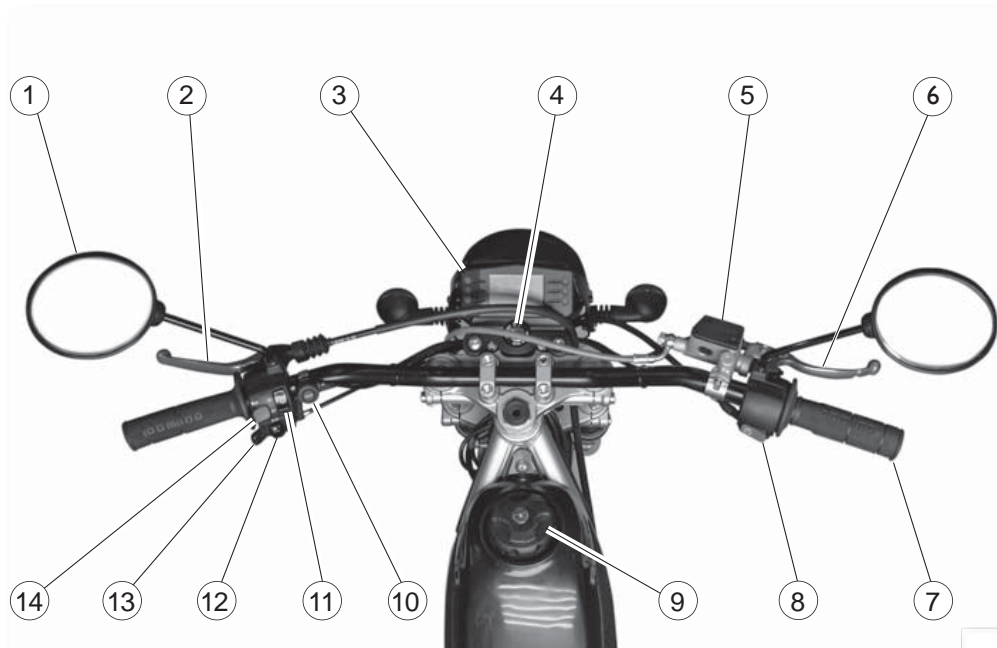
F-4

### IDENTIFICATION OF THE MAIN PARTS (Right side)



- 9. Grab bar
- 10. Air filter box
- 11. Fuel tank cap
- 12. Rear brake pedal
- 13. Passenger footrest
- 14. Number plate light and plate holder

F-5

**CONTROLS AND INSTRUMENTS**

F-6

- |                        |                               |                      |
|------------------------|-------------------------------|----------------------|
| 1. Rear-view           | 7. Accelerator grip           | 12. Indicator switch |
| 2. Clutch lever        | 8. Start switch               | 13. Start lever      |
| 3. Dashboard           | 9. Fuel tank cap              | 14. Horn switch      |
| 4. Main switch         | 10. Stop switch               |                      |
| 5. Front brake pump    | 11. Lights switch (dipped and |                      |
| 6. Front brake control | full-beam headlights)         |                      |

**KEYS**

- The motorcycle is provided with two numeric code keys which allow:
  - To establish start ignition
  - To turn on the lights
  - To lock the steering

**STEERING LOCK**

- **Activate:** With the handlebar turned to the left, get the key thorough into the lock and then turn it to the left.
- **Deactivate:** Turn the key to the right.

### SIDE STAND

- Make sure the lateral rest is well fixed and it moves correctly likewise it is advisable to check frequently the hold-up system, made up of drive springs.



F-7

### DASHBOARD

#### 1- "N" neutral gear warning light

This warning light lits when the transmission is in the neutral gear position.

#### 2- Oil level warning light

This warning light lits when the oil level is low.

#### 3- Coolant temperature warning light

This warning light lits when the temperature of the coolant is too much high. If this happens, stop the engine immediately.

#### 4- Steering warning light

This warning light twinkles when the steering switch moves towards the left or the right.

#### 5- Warning light of the full-beam headlights

This indicator lits when the full-beam headlights are in use.



F-8

## TYRES


### Dimensions

Front: 90/100-19" 55P with tube

Rear: 120/90-16" 63P with tube

## PRESSURE CONTROL

The pressure of the tyres must be controlled and regulated with the "tyres at room temperature".



Position	Bar
FRONT	1,7 kg / cm <sup>2</sup>
REAR	2,0 kg / cm <sup>2</sup>

F-9

## FUEL TANK

Unscrew the cap and refuel the tank paying attention not to pass the limit; if after filling some petrol residues are showed on the motorcycle, wipe them off immediately.  
Use normal unleaded petrol.

**Fuel tank capacity:** Total: 5,5 litres



F-10

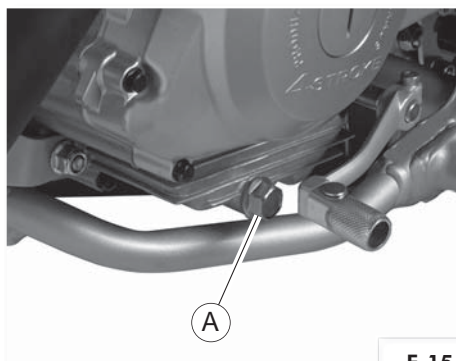
### TRANSMISSION OIL

#### Change

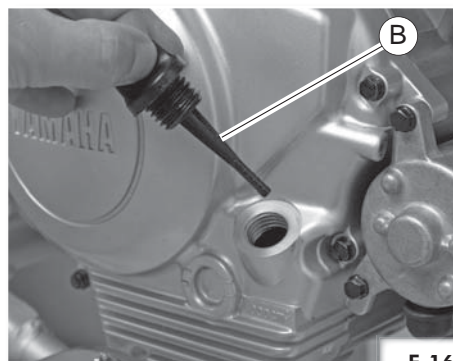
1. Place the motorcycle in a flat surface.
2. Warm the engine up for some minutes.
3. Pull the engine up. Place a tray for the oil under the engine.
4. Unscrew the emptying nut (A/F -15) and the loading cap (B/F -16) to allow the oil to flow.
5. When it is completely emptied, screw tightly the emptying nut (A/F -15).
6. Fill the engine with oil. The loading cap has a control of maximum and minimum loading of oil. Place the loading cap (B/F -16) and tighten it.

It is advisable to use CASTROL oil SAE 20W-50 API, "SH" or high-grade.

7. Get the engine started and warm it up for some minutes. During the warming, check any possible leak of oil. If so, pull the engine up immediately and find out the cause.



F-15

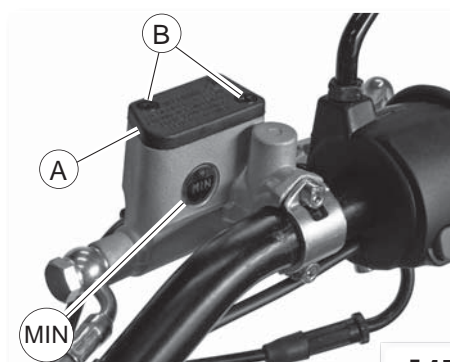


F-16

**BRAKE OIL****Control**

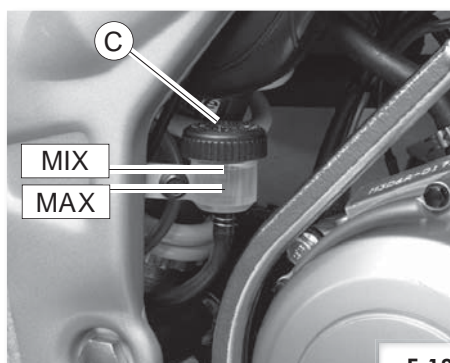
When the oil level is going to be checked, turn the handlebar to verify that the upper part of the main cylinder is levelled out.

Check the oil level is above the mark of the minimum level in the tray of the rear brake. And control there is enough oil for the front brake observing by the peephole placed in the pump.

**F-17****Change**

For the front brake, remove the cover (A/F -17) after taking the screws out (B/F -17). For the back brake, remove the cap (C/F -18).

The quality of the used liquid should comply with the specified regulations; since otherwise the rubber gaskets can wear, causing leaks and reducing the effectiveness of the brake.

**F-18**

**Recommended brake liquid: DOT 4**



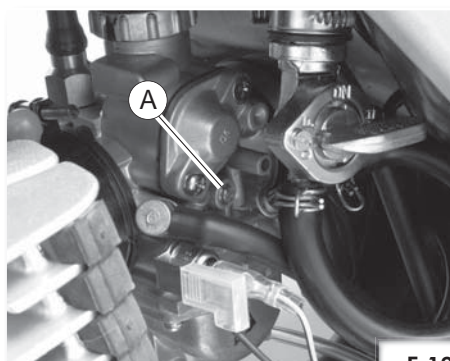
**ATTENTION:** Brake liquid is abrasive.

**ADJUSTMENT OF THE MINIMAL INTERVAL OF TURN**

Start the engine and warm it up for some minutes in the 1000 to 2000 rpm interval speeding up till the 4000 to 5000 rpm. When the engine responds quickly to the acceleration, that means it is hot.

Adjust the minimal zone of the engine turning the screw for gas adjustment (A/F -19). Screw to the right to speed up and to the left to slow down.

Control the ideal interval of the engine with an electronic tachometer connected to the spark plug cable.

**F-19**



### TENSION ADJUSTMENT OF THE TRANSMISSION CHAIN

The adjustment of the chain carries out loosening the rear axle of the wheel and screw in or unscrew the adjacent bolts and nuts (A/F-20), always getting the same distance on both sides of the axle.



**ATTENTION:** A wrong alignment of the chain and the wheel can make the chain comes out, as well as give stability problems in the motorcycle.

To control and adjust the chain you should operate on the rear axle of the wheel, always working in the maximum tension point of the chain.

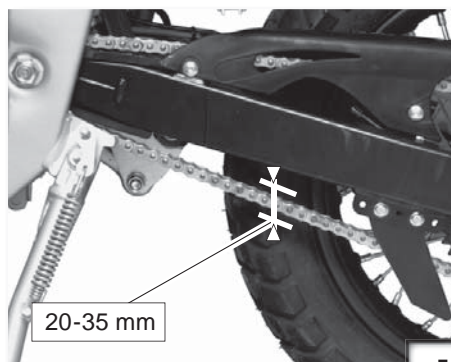
To control the play, turn the rear wheel on several times and check the tension in different places to meet the tensest point.

The motorcycle should be placed vertically with the two wheels on the floor and the looseness of the chain ought to be from 20 to 35 mm (F-21).

Try not to tighten the chain excessively since it could damage the engine and the transmission; keep the chain tension within the specified limits in the following sketches:



F-20



F-21

It is necessary a periodically cleaning and greasing of the chain. The chain is composed of lots of pieces that work together. A correct maintenance of the chain is required to avoid a quickly wear, so therefore, it is convenient to grease the chain periodically, with a special oil for this purpose.

Before lubricating it is necessary to clean the chain in order to get the dirt off. Clean with a brush or a cloth and then apply the lubricant between the lateral plates and in all the central rollers.

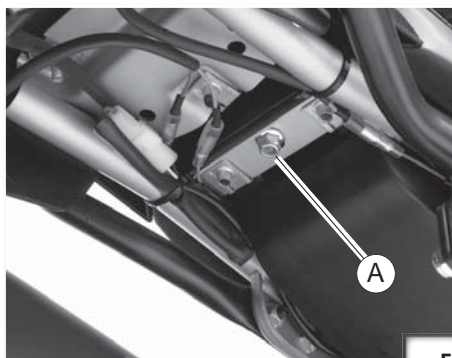
## *Disassembly*



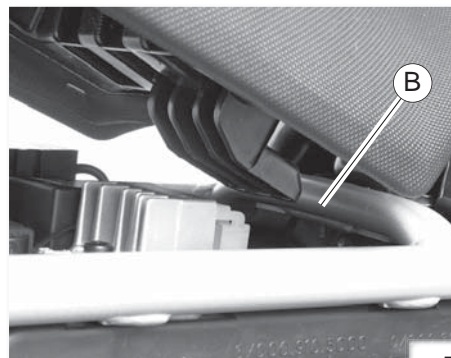


## I. SEAT

Unscrew the nut (A/F-1) located inside the cavity of the rear wheel. After, lift the seat off the back and pull it backwards to remove it from the front catch (B/F-2).



F-1



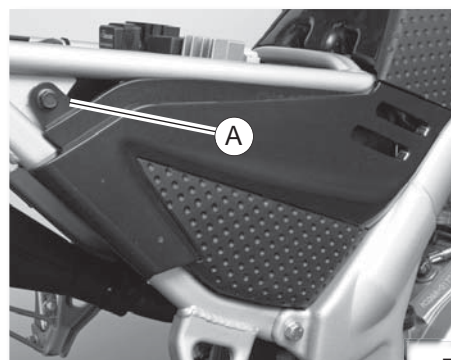
F-2

## 2. LATERAL COVER

\* Remove the seat.

Unscrew the bolt from the back (A/F-3).

Following, pull the part to remove it.

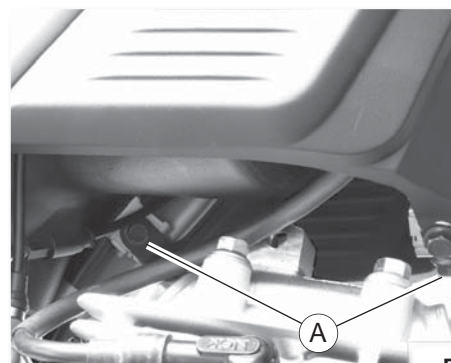


F-3

## 3. FRONT LATERAL COVER

Unscrew the two bolts (A - /F-4) of each plate, located in the lower part of the plates.

After, pull the part to remove it.

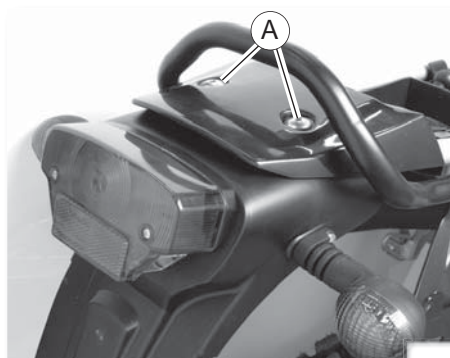


F-4

### 4. PILLION SEAT

\* Remove the seat.

Unscrew the 2 bolts (A/F -5) and remove it by the front.



F-5

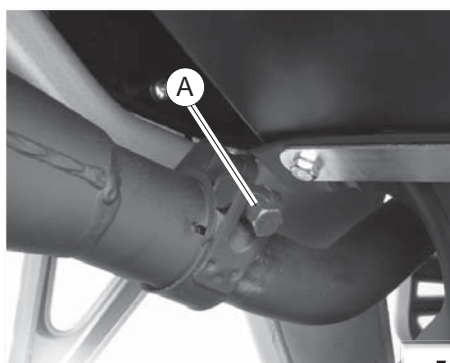


### 5. MUFFLER

Loosen the clamp (A/F -6) of the exhaust which holds the muffler.

Following, unscrew the bolt (B/F-7) which holds the muffler on to the chassis.

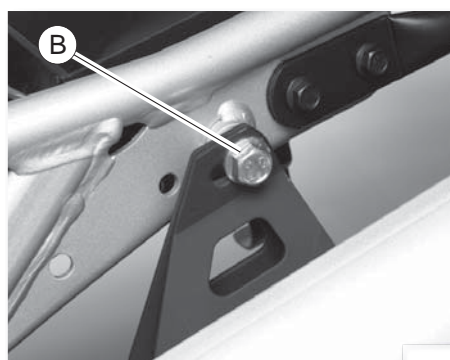
To extract it, pull the muffler backwards.



F-6



**ATTENTION:** Before proceeding to the muffler disassembly, make sure that it is cooled down.



F-7



## 6. EXHAUST

\* Remove the left lateral cover and the left front lateral cover.

To facilitate the extraction of the exhaust, remove the go-faster stripes (A/F -8).

Loosen the clamp (B/F -9) of the exhaust, which holds the muffler.

Remove the 2 bolts (C/F -10) that hold the exhaust on to the engine in the front part.

Remove the bolt (D/F -11) that holds the exhaust in the front part of the motorcycle.

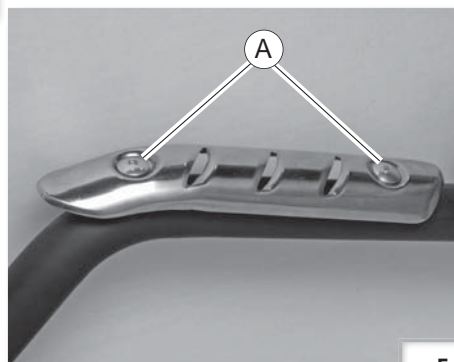
### To remove the exhaust from its position:

Pull it to be able to extract it from the engine and from the clamp of the muffler.

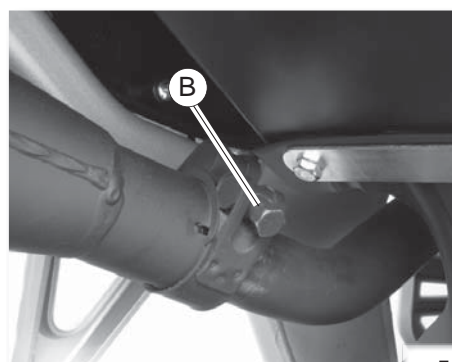
Place the exhaust in parallel with the chassis (E/F -12) and after turn it (F/F -13) and pull to remove it from its position.



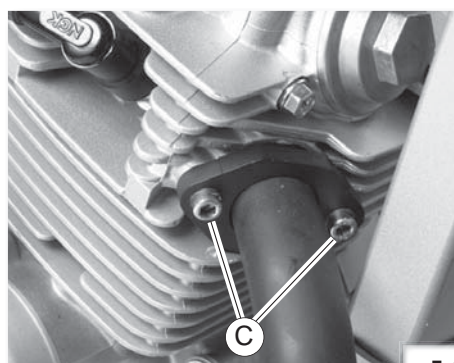
**ATTENTION:** Before proceeding to the muffler disassembly, make sure that it is cooled down.



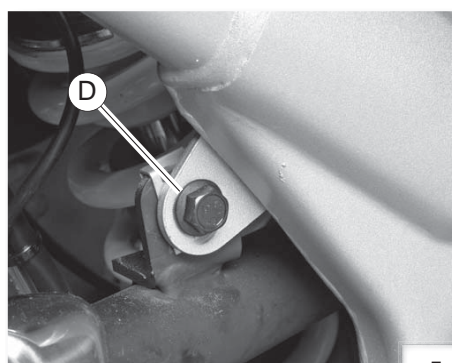
F-8



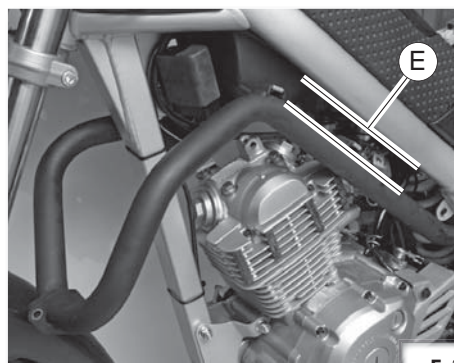
F-9



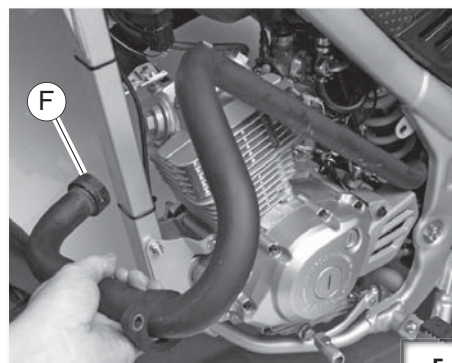
F-10



F-11



F-12

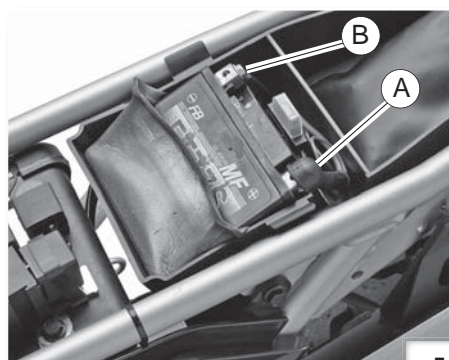


F-13

### 7. BATTERY

\* Remove the seat.

Disconnect the two cables (positive red (A/F -14) and negative (B/F -14) black).



F-14



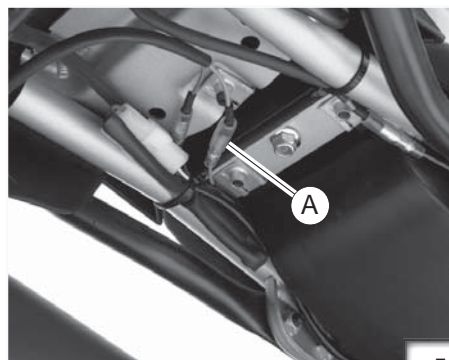
### 8. REAR DIRECTION INDICATORS

Cut the clamp that hold the cables (A/F -15) and disconnect them from the general wiring.

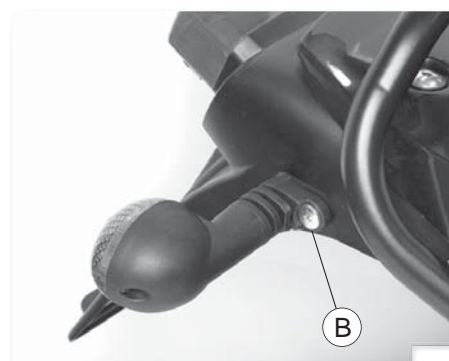
Following, loosen the screw (B/F -16) and pull the cable to remove the light.



**ATTENTION:** Before proceeding to the lights disassembly, pay attention to the sequence of the terminals for the later assembly (see electric diagram).



F-15



F-16



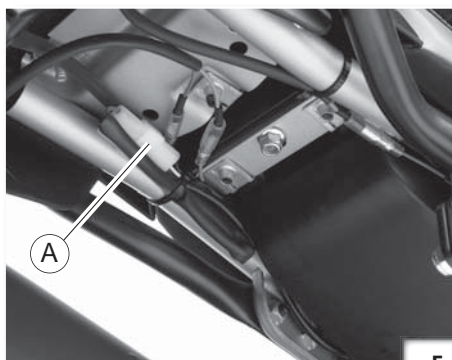


## 9. TAILLIGHT

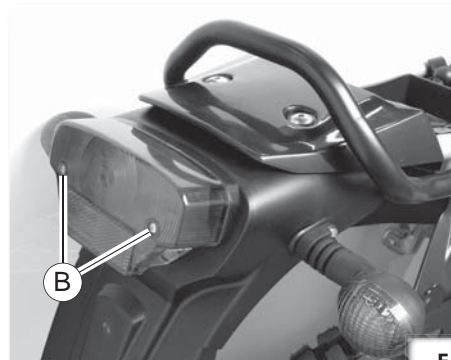
Disconnect the terminal (A/F -17) from the wiring.  
After, loosen the 2 screws (B/F -18) that hold the cover of the taillight.  
To extract it, pull the cable (C/F -19) to remove the light.



**ATTENTION:** Before proceeding to the lights disassembly, pay attention to the sequence of the terminals for the later assembly (see electric diagram).



F-17



F-18

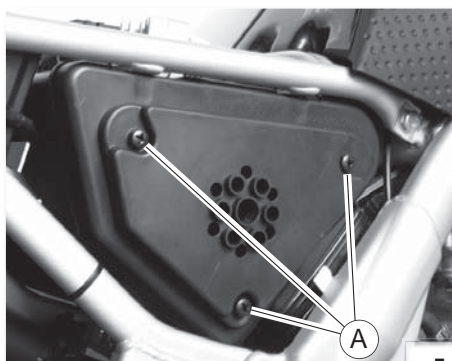


F-19

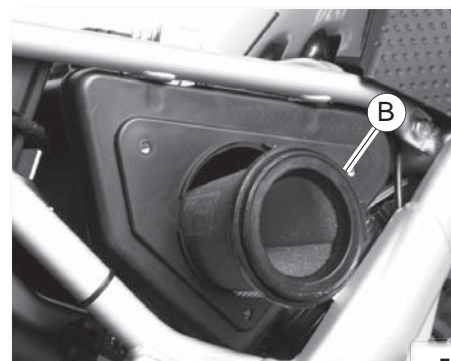
## 10. AIR FILTER

\* Remove the seat and the right lateral cover.

Unscrew the 3 bolts (A/F -20) of the filter cover.  
After, remove the filter (B/F -21).



F-20



F-21

### 11. REGULATOR

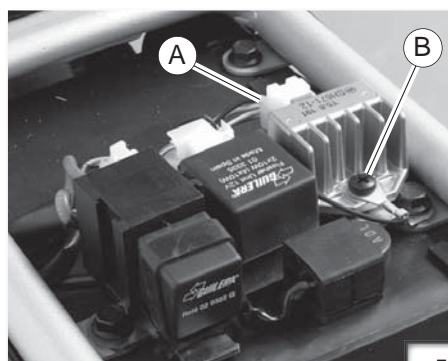
\* Remove the seat.

Disconnect the regulator from the wiring (A/F -22).

Following, unscrew the bolt (B/F -22) to remove it.



**ATTENTION:** Connect the earth cable again during the assembly.



F-22



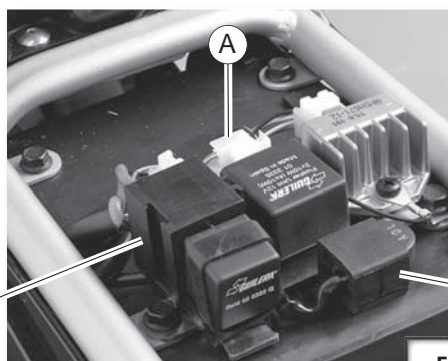
### 12. COMPONENTES ELÉCTRICOS

\* Remove the seat.

Disconnect the intermittence station (A/F -23) from the general wiring.

After, extract it from the rubber.

starter relay



environmental sensor

F-23

### 13. CDI UNIT

\* Remove the left front lateral cover.

Disconnect the CDI unit (A/F -24) from the general wiring.

Following, extract it from the rubber.



F-24

**14. FILTER BOX**

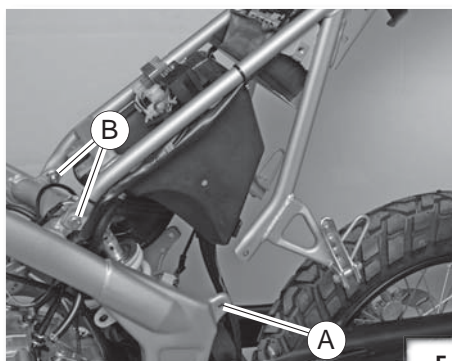
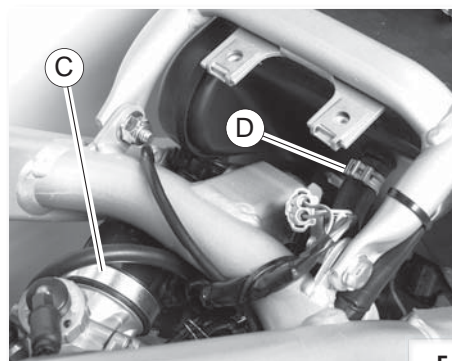
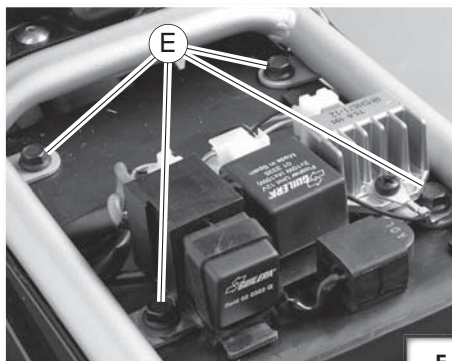
\* Remove the seat, the fuel tank and the muffler.

To make the task easier, unscrew the 2 bolts (A/F -24) of the rear chassis and loosen the precedent 2 (B/F -24).

Loosen the nozzle (C/F -25) of the carburettor and the ventilation tube (D/F -25).

After, unscrew the 4 bolts (E/F -26) at the top.

To extract it, lift the rear chassis and remove the filter box.

**F-24****F-25****F-26**



### 15. SHOCK ABSORBER

\* Remove the seat and the filter box.

To make the task easier, unscrew the 2 bolts (A/F -27) of the rear chassis and loosen the precedent 2 (B/F -27).

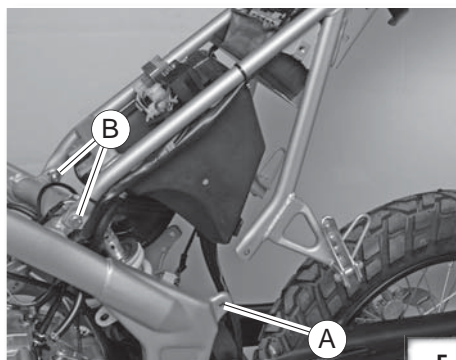
Unscrew the 2 bolts (A/F -28) that hold the shock absorber on to the chassis and remove it from the back.



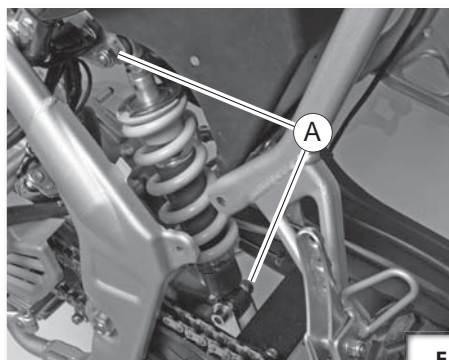
**ATTENTION:** Before disassembly, hold the chassis by the lower part in order to avoid the fall of the swing arm and the wheel.



**ATTENTION:** Pay attention to the shock absorber position for the later assembly.



F-27



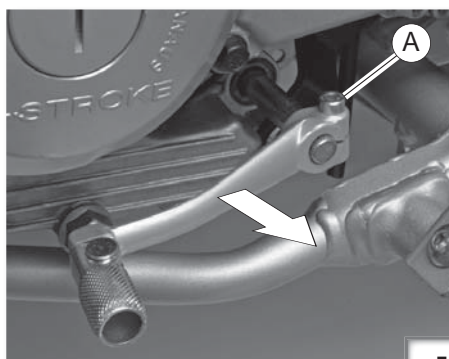
F-28

### 16. GEAR LEVER

Unscrew the fixing (A/F -29) bolt.



Following, pull carefully the lever in order not to damage the grooved shaft.



F-29





## 17. FUEL TANK

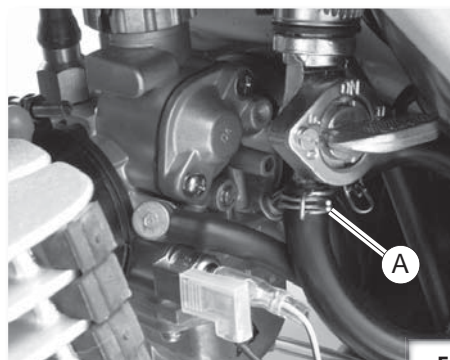
\* Remove the seat.



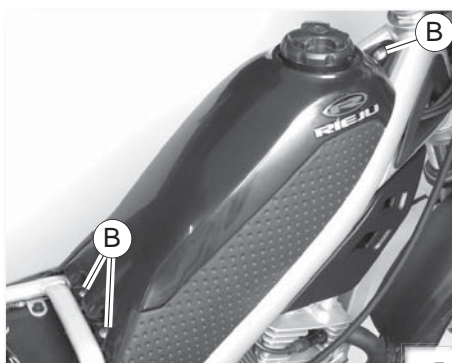
**ATTENTION:** before proceeding to the disassembly, turn off the tap of the tank.

Remove the clamp of the tap (A/F -30), after unscrew the 3 bolts (B/F -31) that hold the tank on to the chassis.

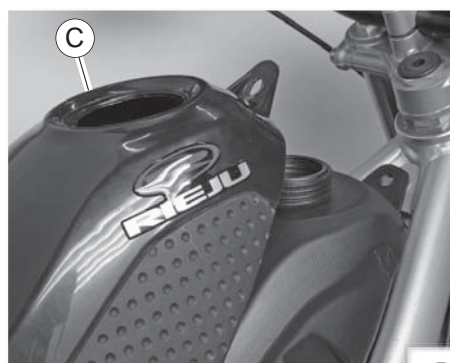
Following, remove the cap and separate the cover from the Tank (C/F -32).



F-30



F-31



F-32

## 18. CARBURETTOR

\* Remove the seat and the fuel tank.

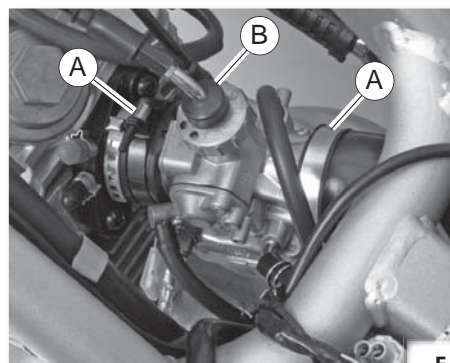
Loosen the 2 clamps (A/F -33) that hold the carburettor on to the filter box and to the engine.

Unscrew the top cover of the carburettor (B / -F 33) and disconnect the cable of the gas.

After, disconnect the air intake sleeve and the rest of tubes.



**ATTENTION:** Pay attention to the position of the tubes for the later assembly.



F-33

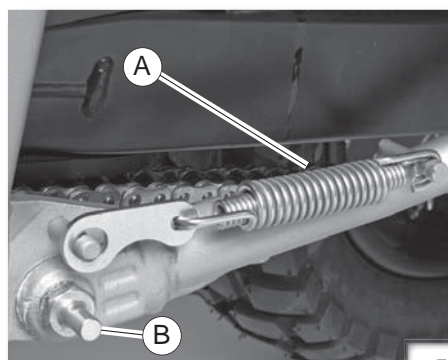


### 19. SIDE STAND

**ATTENTION:** Hold the motorcycle before carrying out this operation.

Remove the tensioning spring (A/F -34).

After, unscrew the bolt (B/F -34).



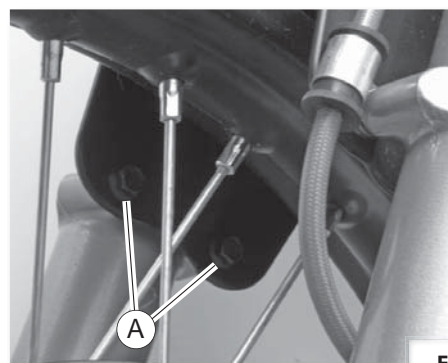
F-34



### 20. FRONT MUDGUARDS

Unscrew the 4 bolts (A/F -35), two in each side which hold the mudguards on to the fork.

Remove it by the front part.



F-35



## 21. ENGINE

\*Remove the front lateral plates, the carburettor and the exhaust.  
To make the task easier, remove the rear brake lever.

Disconnect the spark plug (A/F -36), the clutch cable (B/F -36) and the ventilation tube of the engine (C/F -36).

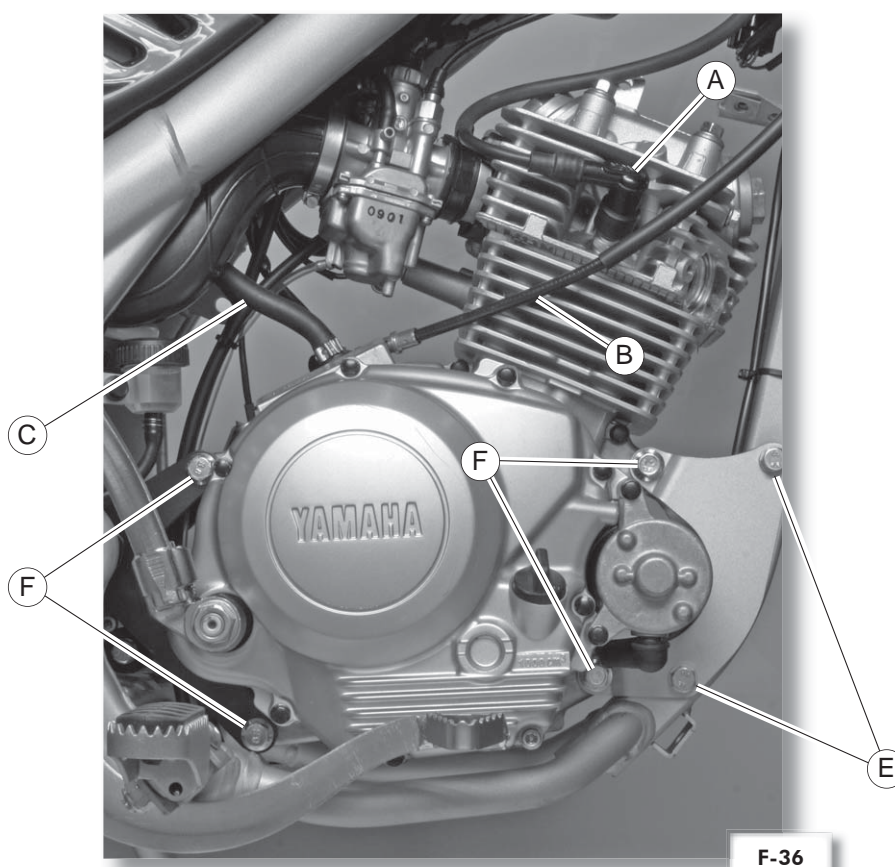
To gain access to the top part disconnect the 2 terminals of the engine (D/F -37).

Unscrew the 2 bolts (E/F -36) of the engine front support.

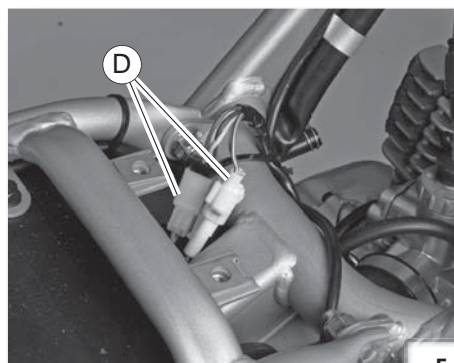
After, unscrew the 4 bolts (F/F -36) that hold the engine.



**ATTENTION:** Extract the engine from the chassis cavity by the right side.



F-36



F-37

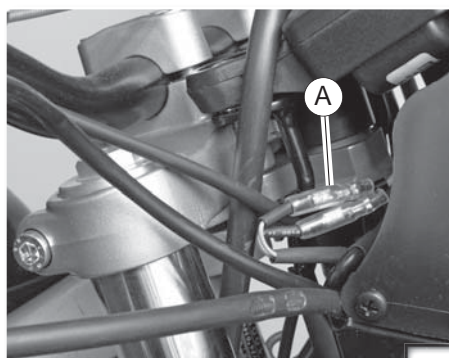
### 22. FRONT DIRECTION INDICATORS

Disconnect the light from the general wiring (A/F -38).

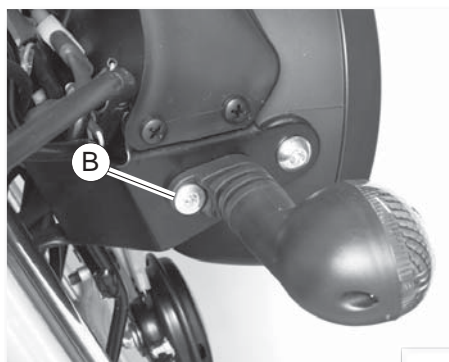
After, unscrew the bolt (B/F -39).



**ATTENTION:** Pay attention to the position of the cables for the later assembly.



F-38



F-39

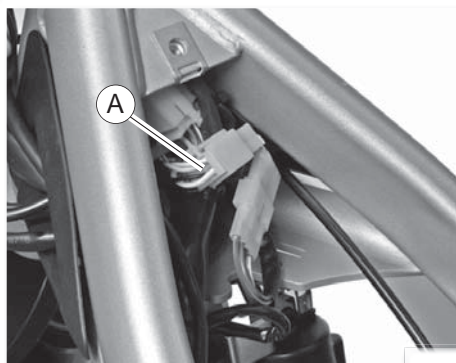
### 23. HEADLIGHT

\*To facilitate the task, unscrew the 3 bolts of the fuel tank and push it aside to gain access to the headlight connection.

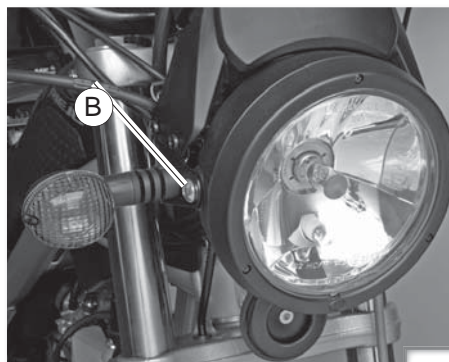
Disconnect the terminal of the headlight from the wiring (A/F -40).  
After, unscrew the 2 bolts (B/F -41), which hold the headlight.



**ATTENTION:** Pay attention to the cable position for the later assembly.



F-40



F-41



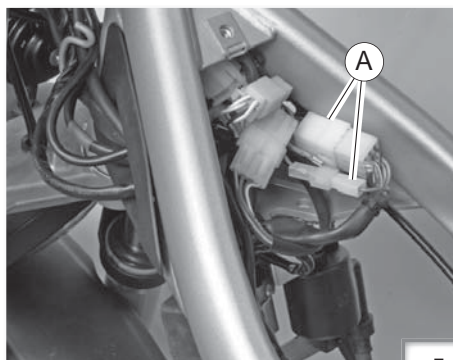


## 24. DASHBOARD

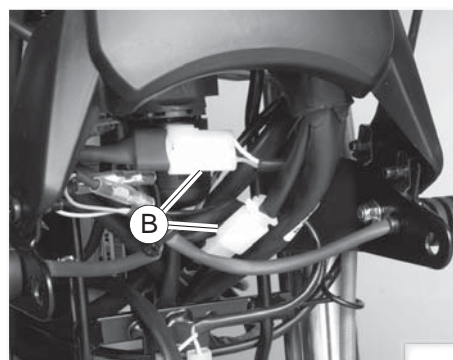
\* To make the task easier, put the fuel tank and the headlight aside, to gain access to the odometer connections.

Disconnect the 2 terminals of the odometer (A/F -42) and the other both of the front part (B/-F43).

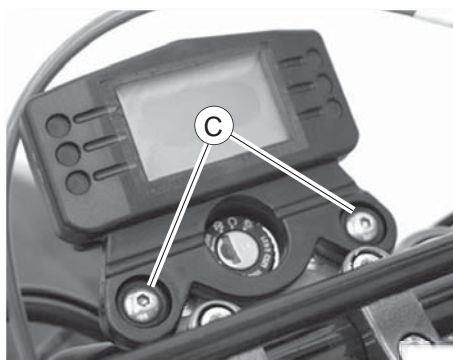
Following, unscrew the 2 top bolts (C/F -44) that hold the screen on to the chassis.



F-42



F-43



F-44



### 25. FRONT BRAKE PUMP

Disconnect the micro-switch terminals of the brake light (A/F -45).

Unscrew the join (B/F -45) that holds the tube on to the pump.

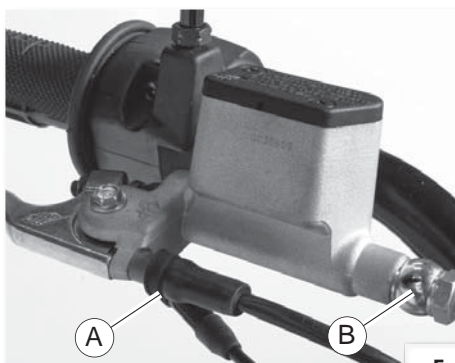
After, unscrew the 2 bolts (C/F -46) and remove the front brake pump.



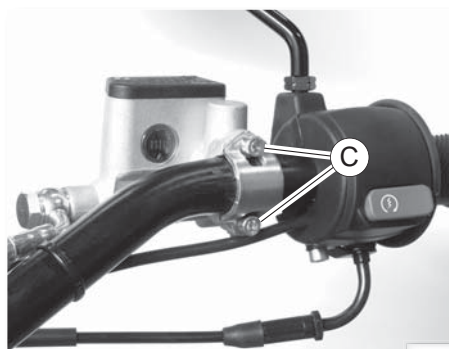
**ATTENTION:** For the later assembly, it is advisable to replace the copper gaskets and drain the circuit.



**ATTENTION:** Brake Liquid is abrasive.



F-45

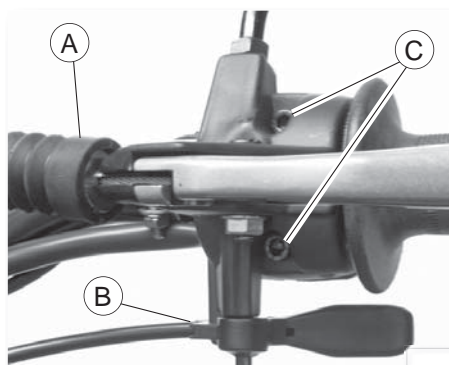


F-46

### 26. CLUTCH LEVER

Disconnect the transmission from the clutch (A/F -47) and from the starter (B/F -47).

After, unscrew the 2 bolts (C/F -47) and remove the lever.



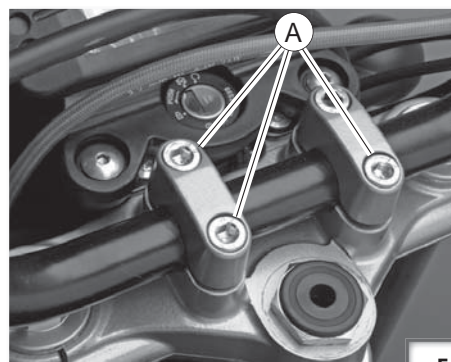
F-47



## 27. HANDLEBAR

\* Remove the controls from each end.

Unscrew the 4 bolts (A/F -48) and remove the handlebar.



F-48

## 28. FRONT BRAKE PIN

Unscrew the join through the screw (A/F - 49).

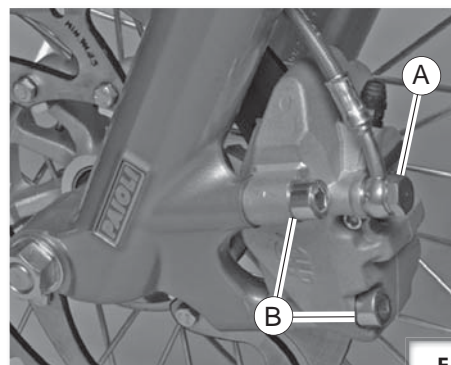
Following, unscrew the 2 bolts (B/F -49) that hold the pin on to the pin support.



**ATTENTION:** For the later assembly it is advisable to replace the copper gaskets and drain the circuit.



**ATTENTION:** Brake liquid is abrasive.



F-49

## 29. REAR BRAKE PIN

Unscrew the join through the screw (A/F - 50).

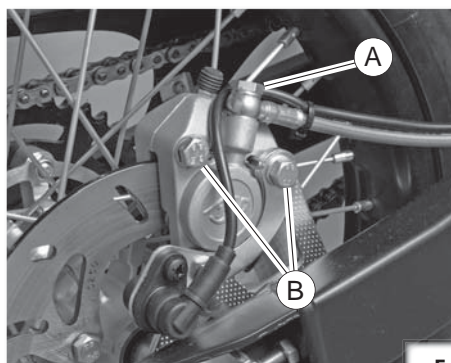
Following, unscrew the 2 bolts (B/F -50) that hold the pin on to the pin support.



**ATTENTION:** For the later assembly it is advisable to replace the copper gaskets and drain the circuit.



**ATTENTION:** Brake liquid is abrasive.



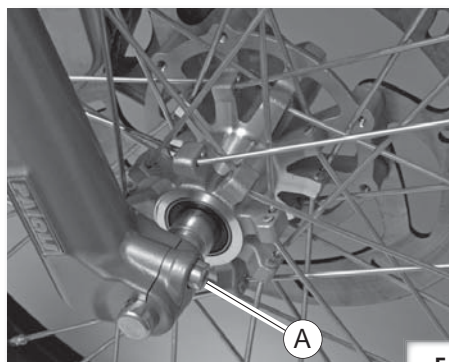
F-50

### 30. FRONT WHEEL



**ATTENTION:** Loosen the fixing bolt (A/F -51) of the axle located at the fork.

Unscrew the axle of the wheel and remove it.



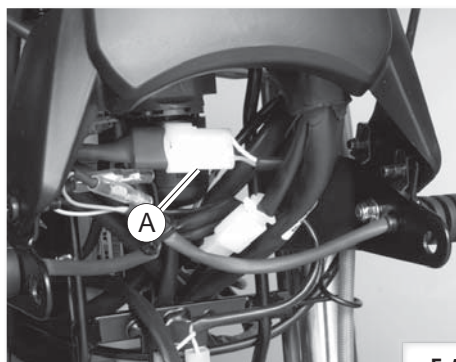
F-51



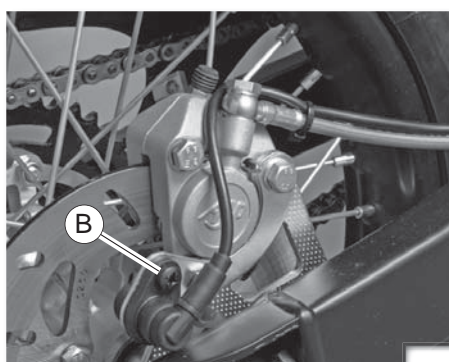
### 31. ODOMETER SENSOR

\* Remove the headlight.

Disconnect the sensor (A/F -52) from the wiring and remove the screw that holds it on to the support.



F-52

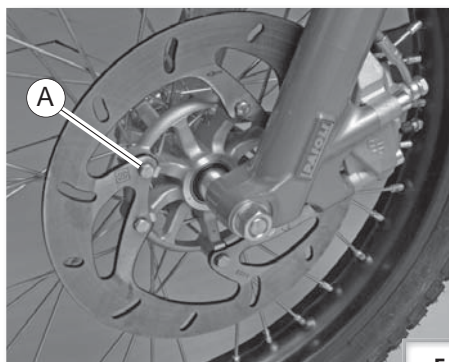


F-53

### 32. FRONT BRAKE DISC

\* Remove the front wheel.

Unscrew the bolts (A/F -54) that hold the disc.



F-54





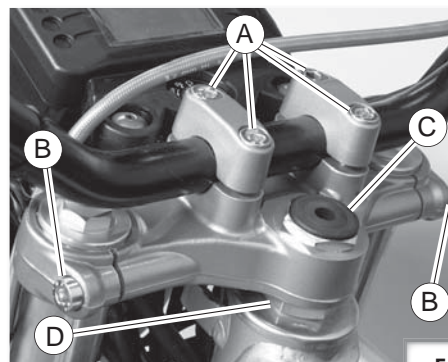
### 33. STEERING

Unscrew the 4 bolts (A/F -55) of the handle-bar.

Loosen the 2 lateral screws (B/F -55) to facilitate its removal.

Extract the top nut (C/F -55) and remove the top plate.

To extract the axle, unscrew the nut (D/F -55).



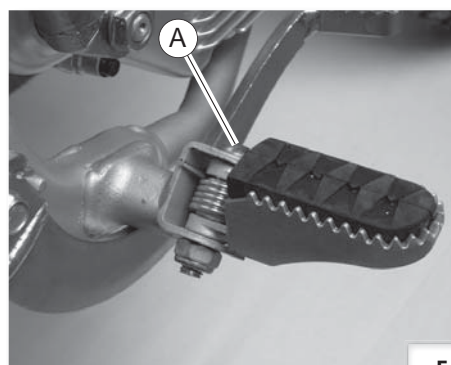
F-55

### 34. FRONT FOOTREST

Unscrew the bolt (A/F -56) that hold on to the lower nut.



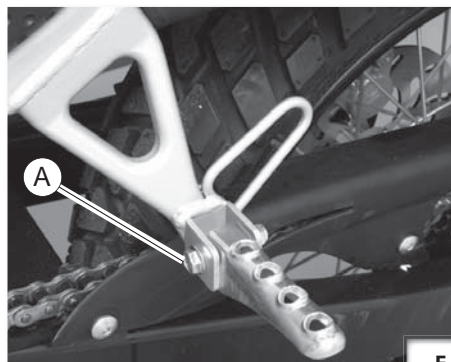
**ATTENTION:** Take into account the position of the spring for the later assembly.



F-56

### 35. REAR FOOTREST

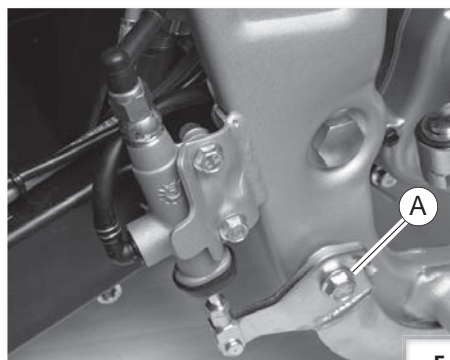
Unscrew the bolt (A/F -57) that holds on to the lower nut.



F-57

### 36. REAR BRAKE LEVER

Unscrew the bolt (A/F -58) and remove it.

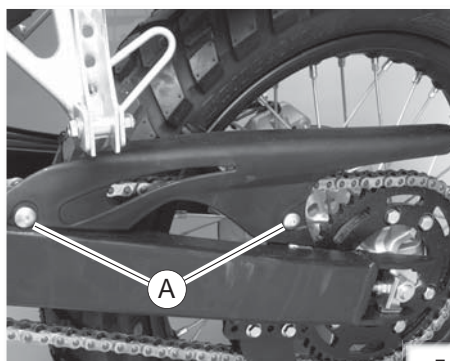


F-58



### 37. DRIVE CHAIN GUARD

Unscrew the 2 bolts (A/F -59) and remove the guard.



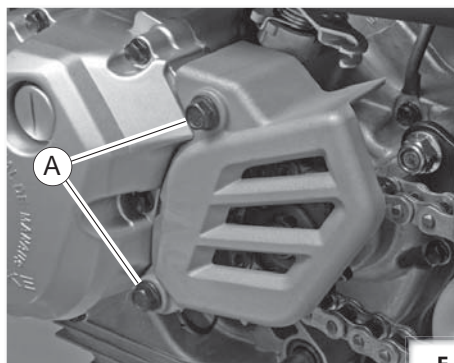
F-59

### 38. TRANSMISSION CHAIN

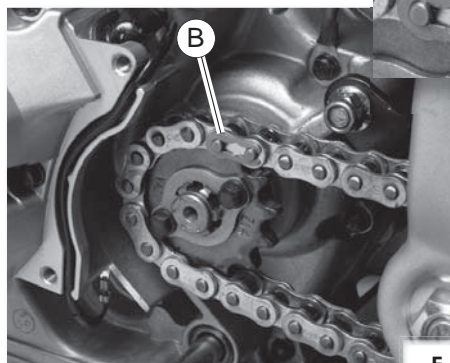
Remove the 2 fixing screws (A/F -60) from the guard and take it out.  
Extract the securing clip (B/F -61) of the link and remove it.  
Chain tensioning ( see page 25).



**ATTENTION:** Place the clip in the direction of the chain turn.



F-60



F-61

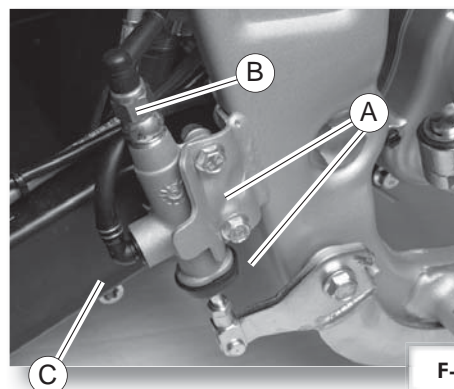


### 39. REAR BRAKE PUMP

Unscrew the 2 bolts (A/F -62) that hold. The brake pump on to the chassis.

To remove the pump it is necessary to disconnect the cable of the STOP switch (B/F -62) and unscrew it.

Remove the clamp (C/F -62) of the brake liquid feeding tube and empty it in a tray.



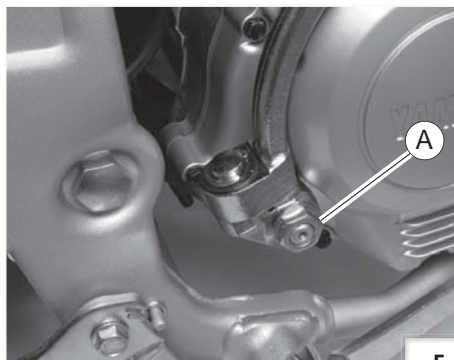
**ATTENTION:** Brake liquid is abrasive.

### 40. KICK-STARTER

Unscrew the nut (A/F -63) and pull the lever to remove it.



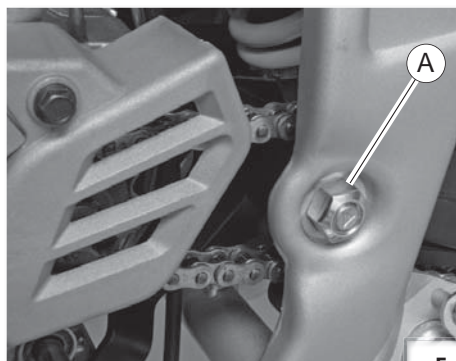
**ATTENTION:** The assembly in a different position from the original one, can reduce the stroke when starting.



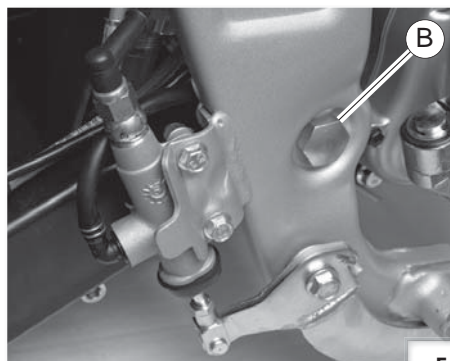
### 41. SWING ARM

\* Remove the chain, the rear brake pin, the rear wheel and the shock absorber.

Unscrew the nut (A/F -64) and remove the axle (B/F -65).







F-64



F-65

### 42. TORQUE

TORQUE TABLE			
Element	N*m	Kg*m	Notes
Front wheel bolt	38 - 52	3,8 - 5,2	
Front wheel bolt block	17 - 23	1,7 - 2,3	
Rear front bolt	72 - 98	7,2 - 9,8	
Front/Rear brake pin	24 - 36	2,4 - 3,6	
Muffler	6 - 10	0,6 - 1,0	
Lateral coupling of the exhaust muffler	6 - 10	0,6 - 1,0	
Engine fixing screws	32 - 36	3,2 - 3,6	
Handlebar control screw	2 - 4	0,2 - 0,4	
Shock absorber screws	38 - 52	3,8 - 5,2	
Fork bolt	51 - 69	5,1 - 6,9	
Handlebar fixing bolt	18 - 24	1,8 - 2,4	
Steering top nut	18 - 24	1,8 - 2,4	
Steering middle nut	25 - 34	2,5 - 3,4	
Swing arm bolt	60 - 75	9,0 - 7,5	



Grease



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