

OWNER'S MANUAL

TANGO

125



RIEJU

Start the rocket.

english

RIEJU S.A. is very grateful for the trust you have placed in our company and congratulates you on your excellent choice.

The Model TANGO 125 is the result of long RIEJU experience developing a highly-reliable, multi-purpose vehicle.

The purpose of this Owners Manual is to indicate how to use and maintain your vehicle, please carefully read the information and instructions that it contains.

We would remind you that a vehicle's life depends the use and maintenance you provide it with, keeping it in perfect running order will reduce repair costs.

This manual should be considered as an integral part of the motorbike and as such, should remain in the basic equipment, including the case of change of ownership.

For any query, please consult a RIEJU dealer, who will assist you at all times.

Remember that to guarantee correct operation of your motorbike, **original spare parts should always be employed.**

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MOTORBIKE DESCRIPTION

This motorbike incorporates a single-cylinder, 4-stroke, air-cooled, electrical starting engine. Engine size is 124 cubic centimetres, with a 56,5 mm piston diameter and 49,5 mm travel.

Ignition uses an AC 140 w magneto generator.

Multiple steel disc in oil bath clutch.

The engine is fixed to a perimeter-type chassis, made of high-strength rectangular section tubing, with conical steering bearings.

The front suspension consists of a telescopic fork with 37-mm bars. The rear suspension consists of a mechanical hydraulic shock absorber, which provides excellent driving smoothness.

The stainless steel front disc brake has a 260-mm diameter, with radial clip.
The rear brake has a 200-mm diameter.

MOTORBIKE IDENTIFICATION

Your motorbike's identification number is engraved on the chassis.

The number engraved on the right-hand section of the steering pipe will be used by us for all purposes (specifications certificate, insurance and licence number etc), and should be included in any suggestion or complaint, and also when ordering spare parts.

The engine serial number is engraved on the upper section of the right engine oil sump and this can be used as a reference when ordering spare parts from the dealer.



MAIN MOTORBIKE COMPONENTS

KEYS

This model is supplied with a set of keys for the ignition contact switch. These keys are joined to a tab, which is engraved with the corresponding serial number. It is recommended that this is kept in a safe place so that the number is at hand if the keys are ever lost.

INSTRUMENTS AND INDICATORS

1-. Main switch of ignition key

The main switch of ignition key has three positions: the OFF position, ignition position for engine start-up, and a third position for switching on the machine's lights.

2-. Speedometer

The speedometer includes the milometer.

4-. Neutral indicator

This indicator lamp will come on when the gear-change pedal is in neutral.

5-. Main headlight indicator

This indicator comes on when the main headlights are switched on.

7-. Indicator lights

This indicator comes on when the indicator lights are operated.

8-. Rev counter

This indicates the number of engine revolutions per minute.



HANDLEBAR SWITCHES

1-. Indicator switch

This has three positions: In the central position the indicators are switched off, when turned to the right the right-hand indicators are switched on, and when turned to the left, the left-hand indicators come on. Note that the switch will automatically return to the central position. Do not forget to switch it off after having completed the associated turn, by pressing the button in its central rest position.

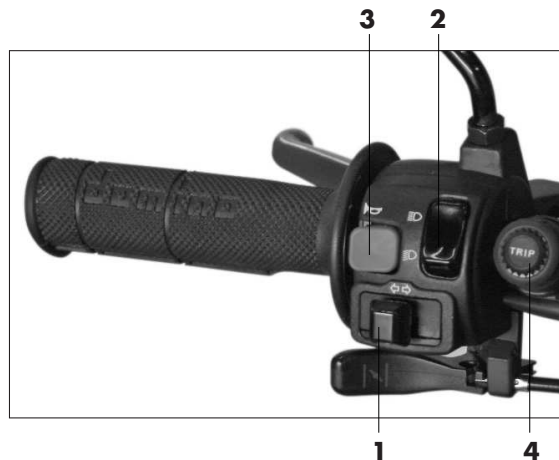
2-. Horn switch

Press the button to sound the horn.

3-. Light switch

This has two positions: The lower position is for dipped headlights and the upper position switches on the main headlights. To switch on the light system, the ignition switch must be in the "light" position.

4-. Trip Display



5-. Ignition switch

This switch is used to start the engine, after verifying that the gear-change pedal is in the neutral position.



5

CLUTCH LEVER

The clutch lever is located on the left-hand side of the handlebar. To engage the clutch, the lever should be pressed towards the grip or handlebar.

FRONT BRAKE LEVER

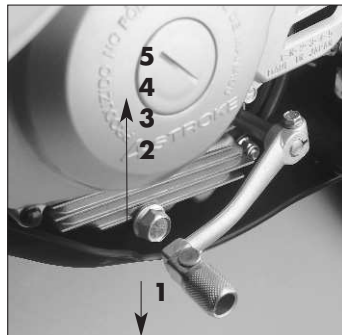
The front brake lever is located on the right-hand side of the handlebar. This brake is operated by pressing the lever towards the handlebar.

REAR BRAKE PEDAL

The rear brake pedal is located on the right side of the motorbike. It is operated by pressing down with the foot.

GEAR-CHANGE PEDAL

This can be found on the left side of the motorbike, and is operated with the foot through its full range of travel and letting it return to its rest position before changing gear again. To engage first gear, the pedal should be pressed down with the foot. The other gears are engaged by raising the lever with the toe of the foot.



BATTERY

Open the seat with the key to reach the battery.

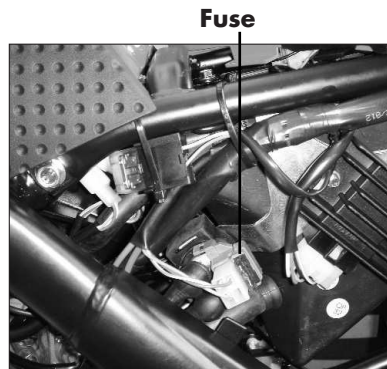
The terminal block should be checked, together with the actual terminals themselves.

If any oxide is observed on the terminal block or the ends of the terminals, this should be cleaned off with a metal bristle brush, sandpaper or similar. Once the cleaning operation has been completed, the terminals should be connected again and grease applied to their ends and the terminal block.

Correct connection must be verified, otherwise the battery could be damaged.

Special attention should be applied to battery handling, since this contains sulphuric acid and you may run the risk of burning your skin, eyes and clothing. It should also be kept away from flames, sparks and cigarettes.

If it should ever become necessary to replace the battery, then the same battery type should be fitted.



FUSE

The installation has two fuses, to accede to these it is had to clear the saddle and to disassemble the lateral plate. The fuse of 7.5 A corresponds to the circuit of illumination and the one of 15 A is the general fuse of the motorcycle. If the fuse should blow, switch off the engine and replace it with one of the same amps. Turn the ignition on again and verify electrical system operation.

The fuse must never be replaced by one of a higher current rating since this could damage and even burn the electrical system.

PETROL TANK

To access the petrol tank, open the filling cap by turning it in an anticlockwise direction.

Only oil-free petrol should be used.

The fuel tank capacity is 6.5 litres.

REMEMBER: unleaded petrol must always be used.



Choke control

CHOKE CONTROL

The choke control is under the light switch. When the engine is cold, the lever should be driven and once the engine is running, it should be to wait for seconds before loosen to its original position.

Prolonged use of the choke once the engine is running could lead to poor engine performance.

PETROL TAP

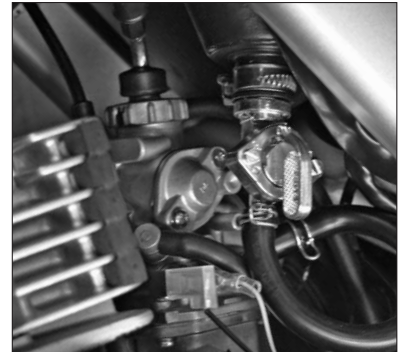
The petrol tap is on the left, under the fuel tank.

It has three positions:

OFF: Fuel supply is cut-off in this position. The control should be set to this position when the engine is not running.

ON: Fuel is supplied to the carburettor in this position. Normal driving is performed with the lever in this position.

RES: This is the RESERVE position. If you run out of fuel with the lever in the ON position, then it should be moved to this position. The tank should be refilled as soon as possible, remembering to return this control to the "ON" position.



CHECKS TO BE CARRIED OUT BEFORE OPERATING

The following should be checked before using your motorbike:

Items to check

Lights and indicators
Speedometer cable
Front and rear brakes
Accelerator grip
Petrol tank
Tyres
Indicator lights
Clutch
Transmission chain
Battery

Checks

Check for correct operation
Check for smooth operation and lubrication
Check both free-play and operation
Check free-play, adjust and lubricate as necessary
Check level and refill as required
Check pressure, wear and general condition
Check for correct operation
Check both free-play and operation.
Check tension and condition
Check its operation Charge where necessary

These checks before use should be carried out each time the motorbike is used.

A complete check-out requires no more than a few minutes.

If any problems are detected during the checks, these must be corrected before the motorbike is used.

ROUTINE CHECKS

FRONT BRAKE

The front brake consists of a 260 mm diameter disc brake, which is operated by means of a double-piston floating clip and hydraulic pump.

The braking surface should be free from both grease and dirt to ensure perfect operation. The following procedure should be followed if you find it necessary to empty and the refill the brake fluid circuit.

Remove the pump cover and fill almost completely with brake fluid.

The loosen the bleeding nit and fit a piece of tubing (for petrol) to this same nnut.

It is recommended that this tube is inserted into some form of container so that there is no spilled fluid. With the liquid in the pump and the bleeding nut loose, slowly operate the lever until the liquid drops and exits the tube without any air bubbles. At this point, close the bleeding nut and refill the tank with brake liquid to the halfway mark. Close the cover and operate until perfect braking is achieved. Check the brake liquid level through the view-port on the brake pump. Refill if necessary.

Brake liquid level



REAR BRAKE

Check the oil level on a regular basis. It should never be allowed to drop below the lower mark on the tank which is located above the brake pump and underneath the right-hand side number plate. Only hydraulic oil for brakes should be employed to fill this tank.

When the brake travel is made empty, the system should be purged at one of our service centres.

BRAKE PUMP AND PADS

Verify the brake fluid level, if it is not correct, the tank should be refilled to the correct mark. If the hydraulic clip brake pads are worn, they must be replaced.

The minimum thickness of the Ferodo pads is 2 mm.

Brake liquid tank



Please remember that these operations should be carried out by an official RIEJU service centre.

ACCELERATOR GRIP

Check for correct operation by rotating the grip and verifying correct free-play.

The grip should firmly return when the accelerator is released.

LIGHTS AND INDICATORS

Check that all headlights, road lights, indicator lights, rear lights and indicator lamps operate correctly.



TYRES

Tyre pressure has a direct influence on machine stability and comfort with respect to braking, and above all on user safety, therefore tyre pressure should be regularly checked and maintained. Check that the rim is centred and also inspect for tyre wear. Do not overload the motorbike as this will lead to a loss of stability and excessive tyre wear.

WARNING: If tyre pressure is very high, they lose their shock-absorbing capabilities and all the effects of uneven roads will be directly transmitted to the chassis, with negative consequences on both safety and comfort.

Pressure in cold	Front	Rear
Until 90 Kg. of load	1,7 Kg/Cm ²	2,0 Kg/Cm ²
From 90 Kg. of load	1,8 Kg/Cm ²	2,2 Kg/Cm ²

ENGINE STARTING AND OPERATION

It is very important that you have full knowledge of your motorbike and how it works.

WARNING: The engine should never be left running in an enclosed space because the toxic exhaust fumes could have serious consequences on your health.

STARTING THE ENGINE

Open the petrol tap.

If the engine is cold, use the choke, which is located next the carburettor under the fuel tank.

Turn the ignition key in a clockwise direction, check that the engine is in neutral, fully close the accelerator grip and press the electrical start push-button.

Remember that the electrical starter motor must not be engaged for more than five seconds at a time.

A few seconds after the engine starts up the choke should be returned to its original position.

Then press the clutch lever and engage first gear, progressively releasing the clutch lever as the accelerator is smoothly operated.

Do not fully accelerate or operate the engine at a high rev count until it is sufficiently heated-up.

WARNING: Before actually moving off, you should always allow sufficient time for the engine to heat up and should never strongly accelerate with the engine cold. This will guarantee longer engine life.

RUNNING-IN

The most important part of your motorbike's life occurs between 0 and 500 kilometres. For this reason, we recommend that you carefully read the following instructions.

During the first 500 kilometres, you should not overload your motorbike since the engine is new and the various component parts have to mutually wear down and polish themselves until perfect running order is achieved.

During this period of time, prolonged use at high revolutions should be avoided, together with conditions which could lead to excessive engine heating.

ACCELERATION

Speed is adjusted by opening or closing the accelerator. Rotating it backwards will increase speed, whereas rotating forwards will reduce speed.

BRAKING

Close the accelerator grip, then progressively operate the front and rear brakes.

WARNING:

Sharp braking can cause skids or bouncing.

STOPPING

Close the accelerator grip, operate both brakes simultaneously and when speed has been reduced fully depress the clutch pedal. Turn the engine off by removing the ignition key.

The petrol tap should always be shut off when the engine is stopped.

CARBURETTOR

This is one of the most important components with respect to good engine performance because this is where petrol and air are mixed, poor carburettor operation means poor engine performance, which in turn, could lead to damaged engine parts. It is, therefore recommended that its adjustment is checked at an authorised RIEJU workshop.

FRONT SUSPENSION

The front suspension, which is one of the most advanced parts with regards to technology and design, consists of a telescopic hydraulic fork with \varnothing 37 mm diameter bars.

Oil capacity: 340 c.c. per bar.

Recommended type of oil: CASTROL SAE 15W.

REAR SUSPENSION

The rear suspension consists of a rectangular tube swingarm anchored to a single mechanical hydraulic shock-absorber, which provides excellent driving smoothness.

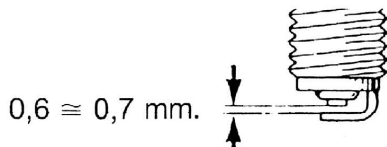


SPARKPLUG INSPECTION

The sparkplug is a very important engine component and is easy to inspect. It should be removed and inspected on a regular basis because heating and soot deposits will slowly deteriorate it. If the electrode is excessively eroded or there are heavy soot or other deposits, then the sparkplug should be replaced using a recommended spare part.

DR8 DA / D8 DA

Before any sparkplug is installed, the separation between the electrodes should be measured using a feeler gauge and adjusted if necessary. Electrode separation should be between approximately 0.6 and 0.7 mm.



Before actually installing the new sparkplug, the washer seating surface must always be thoroughly cleaned to prevent any foreign bodies from entering the combustion chamber. First, smoothly screw the sparkplug in by hand and then complete this with about 1/4 turn with the correct sparkplug spanner.

AIR FILTER

Correct operation and lifetime of the engine components, piston rod, piston, segments, crankshaft bearings and the cylinder, largely depend on the air filter's state of cleanliness.

In order to access the air filter, the right side cover should be removed.

Remove the filter box cover, which is held in place by three screws, then remove the filter itself.



The filter foam may then be separated from its plastic support and cleaned with a specific filter foam cleaning solvent.

Once it has thoroughly dried, the filter may be reinstalled by following the above instructions in the reverse order after prior lubrication of the filter with special purpose filter oil. This is accomplished by applying a few drops of this oil and allowing to run so that it is uniformly distributed. It may now be fitted in place, and careful attention should be paid to achieving a perfect fit, otherwise non-filtered air may enter and lead to serious damage. The air filter should be cleaned in accordance with the indicated periods of time. It should be cleaned more frequently if the motorbike is used in very dusty or humid environments.



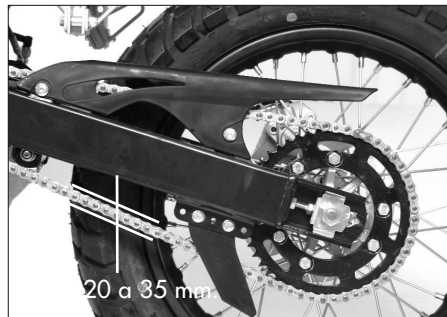
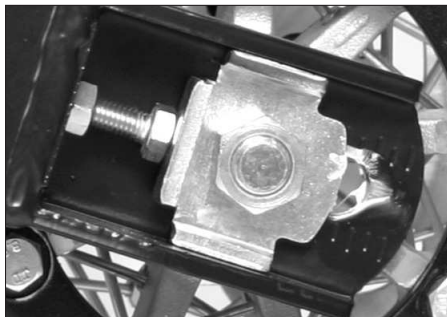
TRANSMISSION CHAIN TENSIONING AND LUBRICATION

Chain control and setting should be done only on the rear tyre axel, always concentrating on the chain's maximum point of tension.

To control free-play, spin the back wheel several times and check the tension in various areas to find the tensest point.

The motorbike should be placed vertically with its wheels on the ground and the chain setting should be 20 to 35 mm.

To regulate the chain, loosen the rear wheel axel, screwing or unscrewing the screws and nuts next to the axel, making sure that the distance is always the same on both sides.



Incorrect chain and wheel alignment could lead to the chain coming loose, together with machine stability problems.

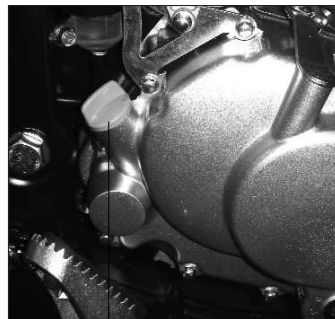
The chain should be periodically cleaned and lubricated. The chain consists of many parts that work together. If the chain is not correctly maintained, it will quickly wear out, and it is therefore recommended that it be lubricated every 100 or 200 kilometres using a special chain oil.

The chain should be cleaned of remove all dirt and mud with either a brush or cloth before the lubrication operation, then the oil should be applied between the side plates and all central rollers.

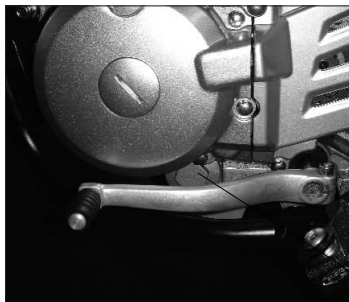
LUBRICATION

Engine lubrication uses an oil pump which is located inside the oil sump. The gearbox and clutch use the same oil and the recommended type is CASTROL SAE 20W-50, with a total capacity of 1.2 litres.

The oil sump may be drained using the drain screw located at the lower left of the engine. It is recommended that the oil change operation be carried out while the engine is still warm as the sump will be cleaner and the oil will drain out with greater ease because it will be more fluid.



Fill-dipstick cap



Remove the drainage screw and allow it to empty completely. Replace the screw once it is empty and refill by removing the dip-stick. One litre must be poured in since if the motor is not started, approximately 200 c.c. will always remain inside.

Drainage cap

CLEANING AND STORAGE

CLEANING Frequent and thorough cleaning of your motorbike will, not only emphasise its appearance, but will also improve its performance and lengthen the useful life of its components.

1. Before cleaning:

- a). Cover the exhaust pipe to prevent water entering inside.
- b). Check that the sparkplug and various caps are firmly in place.

2. If the engine is very dirty and greasy, use a degreasing agent. Do not allow the degreasing agent to come into contact with the wheel axles or the chain since this would remove the protective layer.

3. Remove the degreasing agent, together with the dirt, using a hose-pipe, but only with the minimum pressure to carry out the job.

WARNING: Rieju cannot be held responsible for the use of degreasing agents which stain and/or cause deterioration the the motorbike components.

Rieju cannot be held responsible for any possible damage resulting from the use of pressurised water to clean the motorbike.

4. Once all dirt has been cleaned off, the surfaces should be washed with warm water and mild detergent soap. Difficult areas to access can be washed with a bottle-brush or similar.
5. Rinse immediately with cold water and dry all surfaces.
6. Clean the seat with a vinyl upholstery cleaner to conserve it both lustrous and flexible.
7. Once all cleaning operations have been completed, start the engine and allow it to tick over for a few minutes. This will completely dry off all the components and, at the same time, leave all connections free from moisture.

STORAGE Long-time storage of the motorbike requires certain precautions against deterioration. Once the machine has been thoroughly cleaned it can be readied for storage as follows:

1. Drain all fuel from the tank, piping and carburettor.
2. Lubricate all control cables.
3. Remove the sparkplug and pour one spoonful of CASTROL SAE 20W-50 into the hole then replace the sparkplug.
4. Seal the exhaust-pipe with a plastic bag to prevent the entry of moisture.
5. Remove the battery and charge it at least once a month. Be careful not to store the battery in a place which is either too hot or too cold.

MAINTENANCE OPERATIONS	1ª REVISION	2ª REVISION	REV. EACH
	500 KMS.	3.500 KMS.	3.000 KMS.
Brake system checks.	•	•	•
Transmission oil level checks.	Exchange	•	Exchange
Chain tension and wear checks.	•	•	•
Suspensions checks.	•		•
Check, adjust and lubricate controls and cables.	•	•	•
Wheel spoke and centring checks.	•		•
Air filter cleaning and greasing	•	•	•
Inspect and adjust carburettor.	•		•
Inspect and adjust the sparkplug or replace it.	•	•	•
Inspect all nuts and bolts for the chassis and plastic parts.	•		•
Check the electrical system.	•		•
Inspect segment wear.			•
Inspect exhaust system.			•
Check terminals and battery condition.	•	•	•

TECHNICAL SPECIFICATIONS AND CHARACTERISTICS

Model	TANGO
Dimensions: Total length Total width Total height Seat height Distance between axles Minimum distance to ground	1955 mm. 775 mm. 1120 mm. 790 mm. 1305 mm. 250 mm.
Weight: in dry in route order	101 kg. 106 kg.
Engine: Type Number of gears Cylinders, arrangement Engine size Diameter x travel Compression ratio Start-up system Lubrication system	SOHC 4-stroke 5-speed Single cylinder inclined to front 124 c.c. 56,5 x 49,5 mm 9,2:1 Electrical Wet sump

Transmission oil Type Amount	CASTROL SAE 20W-50 API, "SH" o superior 1,2 Liters
Air filter	Cartridge foam rubber humid type
Fuel Type Tank capacity	Unleaded gasoline 6,5 Liters
Carburettor	DENI PZ26K
Sparkplug Type Electrode separation	DR8 DA / D8 DA 0,6 - 0,7 mm
Clutch type	Multiple discs in oil
Secondary transmission Engine output pinion Friction plate Transmission ratio Chain	Z = 15 Z = 48 1 : 3,20 428 RN8 x 126 steps

GEAR CHANGE				
Speed	Primary shaft	Secondary shaft	Gear ratio	
1ª	Z = 13	Z = 36	1 : 2,77	
2ª	Z = 17	Z = 32	1 : 1,88	
3ª	Z = 20	Z = 28	1 : 1,40	
4ª	Z = 23	Z = 26	1 : 1,13	
5ª	Z = 25	Z = 24	1 : 0,96	

Suspension: Front Rear	Telescopic fork Ø 37 mm bars 340 c.c. CASTROL SAE 15W per bar Mechanical hydraulic shock-absorbers
Brakes: Front Rear	Ø 260 mm disc Ø 200 mm disc

Tyres: TANGO Front Rear	90/100-19" 55P with chamber, 1,7 Kg/Cm ² 120/90-16" 63P with chamber, 2,0 Kg/Cm ²
Electrical equipment Ignition system Generator Battery Fuse	C.D.I. Generator mageto AC 140 w 12 v from 3 Ah 7,5 Amp
Lamp bulb voltage and power Headlight Rear light Instrument panel Indicator lights Mileometer light	12 v 35/35 w H4 12 v 21/5 w 12 v 1,2 w 12 v 10 w LEDS