MR300i

RIEJU

FOR EVERYDAY ADVENTURE

OWNER'S MANUAL

INDEX

IMPORTANT NOTICES

These are safety alert symbols. Obey all safety messages that follow these symbols to avoid possible injury or death.

WARNING:

Indicates that failure to follow the method described in this use and maintenance manual could result in serious or fatal injury.

CAREFUL:

Indicates that failure to follow the instructions in the manual could result in personal injury or damage to the vehicle.

ADVICE:

Additional information provided by Rieju.

RIEJU SA We appreciate the trust you have placed in our firm and congratulate you on your good choice.

The model**MR300i**It is the result of long experience of**RIEJU**, developing a high-performance vehicle.

This Owner's Manual is intended to guide you in the use and maintenance of your vehicle. Please read the instructions and information below carefully.

We remind you that the lifespan of your vehicle depends on your use and maintenance, and that keeping it in perfect working order reduces the cost of repairs.

This manual must be considered an integral part of the vehicle and must remain in the standard equipment even in the event of a change of ownership.

For any eventuality, go to the dealership**RIEJU**who will assist you at all times or access

www.riejumoto.com

Remember that for your vehicle to function properly, you should always demand original spare parts.

This Owner's Manual should be considered a permanent record of the motorcycle. Even if you transfer the motorcycle to another person, you must also transfer this manual to the new owner.

Copying or reprinting any part of this manual without the company's written permission is strictly prohibited.

WARNING:

• Driver and passenger

• This motorcycle is designed to be operated by one rider and one passenger only.

WARNING:

• Read this Owner's and Maintenance Manual carefully. Proper break-in will ensure optimal performance and stable driving.

WARNING:

• Road conditions for driving.

• This motorcycle is suitable for highway riding.

WARNING:

• Three out of four fatal accidents are due to head injuries. The risk of brain injury increases threefold if a helmet is not worn. Always wear an approved helmet; your chances of escaping unharmed in the event of an accident increase by 20%. It is also recommended to wear eye protection, as well as gloves, boots, and other protective equipment that is in good condition.

• Never carry a passenger. Your**RIEJU**It is not approved for this purpose, nor does it have space on the saddle, handles, or passenger footpegs. Furthermore, the extra weight can impair handling.

• Avoid modifying your**RIEJU**with non-original accessories or the removal of original elements, these changes could affect stability and handling, making it a dangerous or illegal vehicle. The use of original spare parts and accessories or those approved by**RIEJU**. It is an essential condition to maintain the guarantee.

• His**RIEJU**It was designed for off-road use; it was not designed for long journeys on roads or highways. Such use could lead to engine damage due to sustained high revs, as the tires are not suitable for use on paved surfaces. It was also not designed for urban use. Long stops at traffic lights in the city could cause the engine to overheat.

• Keep your**RIEJU**in good condition. To avoid any problems, inspect your motorcycle before each use and perform all maintenance recommended in this manual. After a fall, inspect all major components for damage. Riding a motorcycle in poor condition can cause an accident with serious injuries or even death.

WARNING:

• The exhaust pipe and other components reach high temperatures during use and take a while to cool down once the engine is off. Avoid handling or touching any components during this time. Wearing shorts is not recommended, as this can cause leg burns.

WARNING:

• Avoid wearing loose clothing that could catch on vehicle parts or surroundings. Although complete safety is impossible, wearing proper equipment reduces the possibility and/or severity of injury.

VEHICLE REGISTRATION

Write down the serial numbers of the chassis and engine, which will be useful for all purposes (Certificate of characteristics, insurance, registration, etc.).

These numbers will be useful for any suggestions or complaints, as well as for requesting spare parts.

Chassis serial number (page 25)

Engine serial number (page 18)

Dealer's seal

VEHICLE DELIVERY (done on first delivery)

- [ ] USER MANUAL
  Explain the importance of reading and understanding all the information. Emphasize the sections on safety and maintenance practices.

- [ ] WARRANTY REGISTRATION CARD
  Fill in the necessary information and deliver the copy to the client.

- [ ] MANAGEMENT
  Explain the correct handling of the vehicle.

- [ ] WARNINGS
  Explain the importance of warnings to ensure a long vehicle “life.”

- [ ] KEYS
  Complete set delivered. We recommend ordering a spare set.

- [ ] FIRST REVIEW
  Explain the importance of the 500 km inspection.

- [ ] PERIODIC MAINTENANCE
  Explain the need for periodic maintenance and indicate that failure to comply with the verification guidelines tion and entry to the workshop are reason for the “Loss of Vehicle Warranty”.

PRE-DELIVERY INSPECTION (Adjustments)

General appearance..... ☐ .....

Engine

- Engine oil level ..... **Chassis** ☐ .....

- No fuel leaks at: Tank outlet, fuel tap, and supply lines... ☐ .....
- Front and rear brakes - Bleed if necessary ..... ☐ .....
- Coolant level, if applicable ..... ☐ .....
- Front and rear mudguards and mounting brackets ..... ☐ .....
- Routing the electrical installation around the steering column ..... ☐ .....
- Front and rear wheel alignment and wheel axle tightening torques.... ☐ .....
- Front and rear wheel spokes ..... ☐ .....
- Tire pressure ..... ☐ .....
- Chain tension ..... ☐ .....

Checking the equipment

- Throttle operation and free play. Adjust if necessary..... ☐ .....
- Degrease both brake discs ..... ☐ .....
- Battery charged and terminals greased ..... ☐ .....
- Steering lock or anti-theft lock ..... ☐ .....
- Operation of the electric starter motor ..... ☐ .....

- General condition of the front and rear suspension ..... ☐ .....
- Clutch cable correctly adjusted ..... ☐ .....
- Fuel cap lock operation ..... ☐ .....
- General check of nuts and bolts: Calipers/discs, transmission/sprockets, wheel nuts, swingarm, engine mounts, exhaust system, shock absorber, gear selector, brake pedal/levers, manifold nuts, etc. ..... ☐ .....

Gas tank

- Check that the tank is not in contact with the frame ..... ☐ .....

Circulation components

- The digital instrument cluster performs a self-test when the ignition is switched on... ☐ .....
- Adjusting the headlight height ..... ☐ .....
- Brake light when pressing the left and right brake levers ..... ☐ .....
- Front and rear turn signals and mounting clips. ..... ☐ .....
- Horn operation ..... ☐ .....

ROAD TEST, minimum 10 km

- Engine and gearbox operation ..... ☐ .....
- Road grip and suspensions ..... ☐ .....
- There are no abnormal noises ..... ☐ .....

AFTER THE ROAD TEST

Refrigerant leaks ..... ☐ .....

- Fuel system, including hoses, clips and all associated parts where leaks may occur..... ☐ .....

- Brake light when pressing the left and right brake levers ..... **CHECKING** ☐ .....

THE FINAL APPEARANCE..... ☐ .....

Date

Dealer's signature

TECHNICAL DATA

CHASSIS		
Guy		Central spine chassis in 25 CrMo 4 steel, aluminum alloy subframe
Tire and rim measurements	Front	Excel 1.6 x 21 - 90/90 - 21 M/C 54R MICHELIN ENDURO MEDIUM F TT
	Rear	Excel 2.15 x 18 - 140/80 – 70R MICHELIN ENDURO MEDIUM R TT
Tire pressure	Front	1.0 bar
	Rear	1.0 bar
Suspension	Lead	KYB fork ø48 mm AOS System (Air Oil Separated), closed cartridge, with spring and compression and rebound adjustment
	Rear	Progressive system with KYB monoshock with high and low speed compression and rebound adjustment
Suspension travel	Lead	300mm (KYB)
	Rear	131 mm (KYB)
Front fork oil volume.		350 ml. (KYB)
Brakes	Front	Disc, with 2-piston floating Nissin caliper
	Rear	Disc, with 1-piston floating Nissin caliper
Brake discs	Front	NG “wave” disc Ø260 mm
	Rear	NG “wave” disc Ø220 mm

DIMENSIONS	
Total height	1235 mm
Total length	2145 mm
Seat height	960 mm
Ground clearance	375 mm
Total width	810 mm
Wheelbase	1480 mm
Dry weight	105 kg
Gasoline tank capacity	10 l

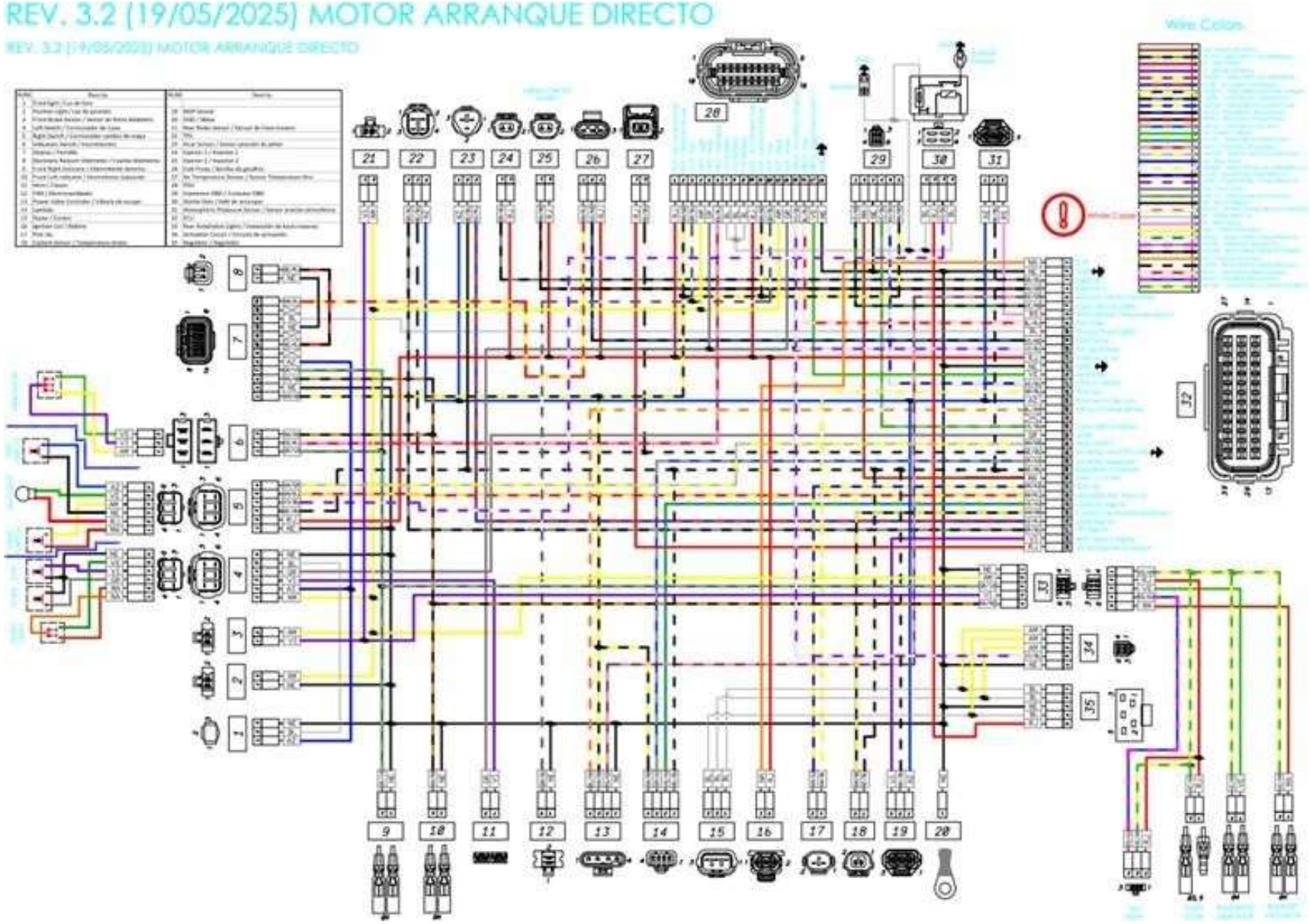
ENGINE	
Cycle	2 times
Number of cylinders	Single cylinder
Refrigeration	Liquid
Cylinder capacity	299.3 cc
Diameter	72.5 mm
Career	72.0 mm
Type of admission	By V-Force 4 sheets
Lubrication system	Mixture in gasoline
Boot system	Electric on E-START models
Ignition system	Digital
Power on	
Spark plug	DENSO W24ESR-U and NGK BR8EG
Distance between electrodes	0.7/ 0.8 mm

TRANSMISSION		
Primary reduction	3.31 (63/19)	
Gearbox	6-speed cascade	
Exchange rate	1st	2.07 (14/29)
	2nd	1.63 (16/26)
	3rd	1.33 (18/24)
	4th	1.10 (20/22)
	5th	0.91 (23/21)
	6th	0.79 (24/19)
Secondary transmission	By chain	
Secondary reduction	3.69 (13/48) models only	
Chain	110 Links // 5/8” x 1/4” with retainers (112 links) competition model only	
Clutch type	Multi-disc oil bath with hydraulic drive	
Clutch actuation	Hydraulic	
Lubrication	Half	Oil
	Ability	800cc ml

LIQUIDS	RECOMMENDED	
Gasoline		Unleaded (minimum RON 98)
Recommended gasoline	E5 E1 0	Gasoline with up to 10% ethanol content
Blended oil (JASO FC)	GRO 2T SYNT 10 OFFROAD RACE	100% synthetic oil at 2% (50:1) Semi-synthetic oil at 2% (50:1) 3% mineral oil (32:1)
Coolant*	GRO	100% Antifreeze
Brake fluid	GRO DOT-4	DOT-4
Clutch master cylinder fluid	GRO ULTRA 5	Mineral hydraulic oil
Transmission oil	GRO RACING 10W50 FULL SYNTHETIC	Full Synthetic high Performance oil JASO MA2-API SN
Fork oil	KYB	KBY Fork oil 01M

*Cold countries should adjust the antifreeze liquid to their temperature

REV. 3.2 (19/05/2025) MOTOR ARRANQUE DIRECTO



TIGHTENING TORQUES

Part	Engine	Extent	Torque (Nm)	Observations
Nut	Drive axles	Drive axles	Drive axles	

Part	Handlebar	Extent	Torque (Nm)	Observations
Screw	Lower handlebar flange	M10	40	
Screw	Handlebar top flange	M8	25	
Screw	Clutch	M6	10	

Part	Chassis	Extent	Torque (Nm)	Observations
Screw	Crankcase protector	M6	10	
Screw	Left side protector	M6	10	
Screw	Stock tie rod	M8	20	

Part	Subframe	Extent	Torque (Nm)	Observations
Screw	Upper subframe	M8	25	Loctite®243™
Screw	Lower subframe	M8	25	Loctite®243™

Part	Fork	Extent	Torque (Nm)	Observations
Screw	Protector H. - Hose guide	M6 (pl)	8	
Screw	Protector H. -Foot	M6	8	
Screw	Fork Foot	M8	15	
Screw	Front axle	M24	35	
Screw	Front brake caliper	M8	25	Loctite®243™
Screw	Upper flange	M7	15	
Screw	Bottom flange	M7	12	

Part	Deposit	Extent	Torque (Nm)	Observations
Screw	Tank-Silentblock-chassis	M6	10	

Part	Rear shock absorber	Extent	Torque (Nm)	Observations
Screw	Upper shock absorber	M12	60	Loctite®243™
Screw	Lower shock absorber	M12	50	

Part	Link	Extent	Torque (Nm)	Observations
Nut	Tie rod - chassis	M12	80	Loctite®243™
Nut	Rocker arm	M12	80	Loctite®243™
Nut	Rocker arm - tilting arm	M12	80	Loctite®243™

Part	Swingarm	Extent	Torque (Nm)	Observations
Nut	Swing nut	M14	80	
Screw	Chain skate - protector	M6	10	
Screw	Lower chain skate - chassis	M8	25	Loctite®243™
Screw	Chain guide	M6	10	
Nut	Rear wheel axle nut	M20	100	

Part	Exhaust	Extent	Torque (Nm)	Observations
Screw	Silent - Superior	M6	12	Loctite®243™
Screw	Silent - lower	M6	12	Loctite®243™
Screw	Silentblock exhaust	M6	12	Loctite®243™

Part	Plastic	Extent	Torque (Nm)	Observations
Screw	Front fender	M6	12	
Screw	Rear fender	M6	12	
Screw	Inf. Side plates to radiator	M6	8	
Screw	Tank and plates	M6 (pl)	6	
Screw	Right number plate cover	M6	12	
Screw	Electrical components box	M6 (pl)	6	
Screw	Easel	M8	25	Loctite®243™

Part	Rear brake	Extent	Torque (Nm)	Observations
Screw	Brake pedal	M8	20	
Screw	Rear brake pump	M6	12	Loctite®243™

Part	Electricity	Extent	Torque (Nm)	Observations
Screw	Battery	M5	2.5	

Part	Gear shift pedal	Extent	Torque (Nm)	Observations
Screw	Gear shift pedal	M6	12	

Part		Extent	Torque (Nm)	Observations
Screw				

Part	Saddle	Extent	Torque (Nm)	Observations
Screw	Saddle	M6	10	

APPROVAL

The vehicle you have just purchased is approved under EU directives and meets all required approval requirements.

The mandatory approval components for driving on public roads and passing technical inspections at vehicle inspection stations include, among others, those detailed below.

Approval components, among other requirements, are identified with a specific and registered marking.

Each of the homologation components must be part of the vehicle and in the event of breakage, loss or malfunction, the owner is recommended to go to their official dealer **RIEJU** to correct the problem.

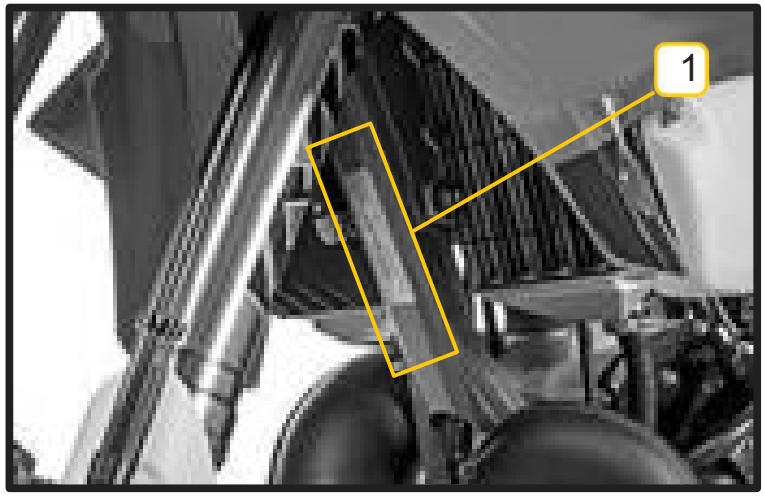
List of components	Quantity / motorcycle
Manufacturer's identification plate	1
Catalyzed exhaust	1
Approved crown and output pinion	1
Gasoline overflow assembly	1
Front and rear turn signals	4
Approved License Plate Holder + Light + Reflector	1 / 1 / 1
Front catadioptrics	2
Speedometer	1
Horn	1
Rearview mirror	2
Anti-theft by steering lock	1
Secondary air valve	1
Air filter restriction	1
Gas opening limit stop	1
Approved gas and starter cable	1 / 1
Blow-by tube set	1

LOCATION OF SERIAL NUMBERS

Chassis identification number (1)

His **RIEJU** It has an identification plate (1) detailing: manufacturer, frame number, approval number and noise emission level.

The frame number is also stamped on the right side of the steering head.



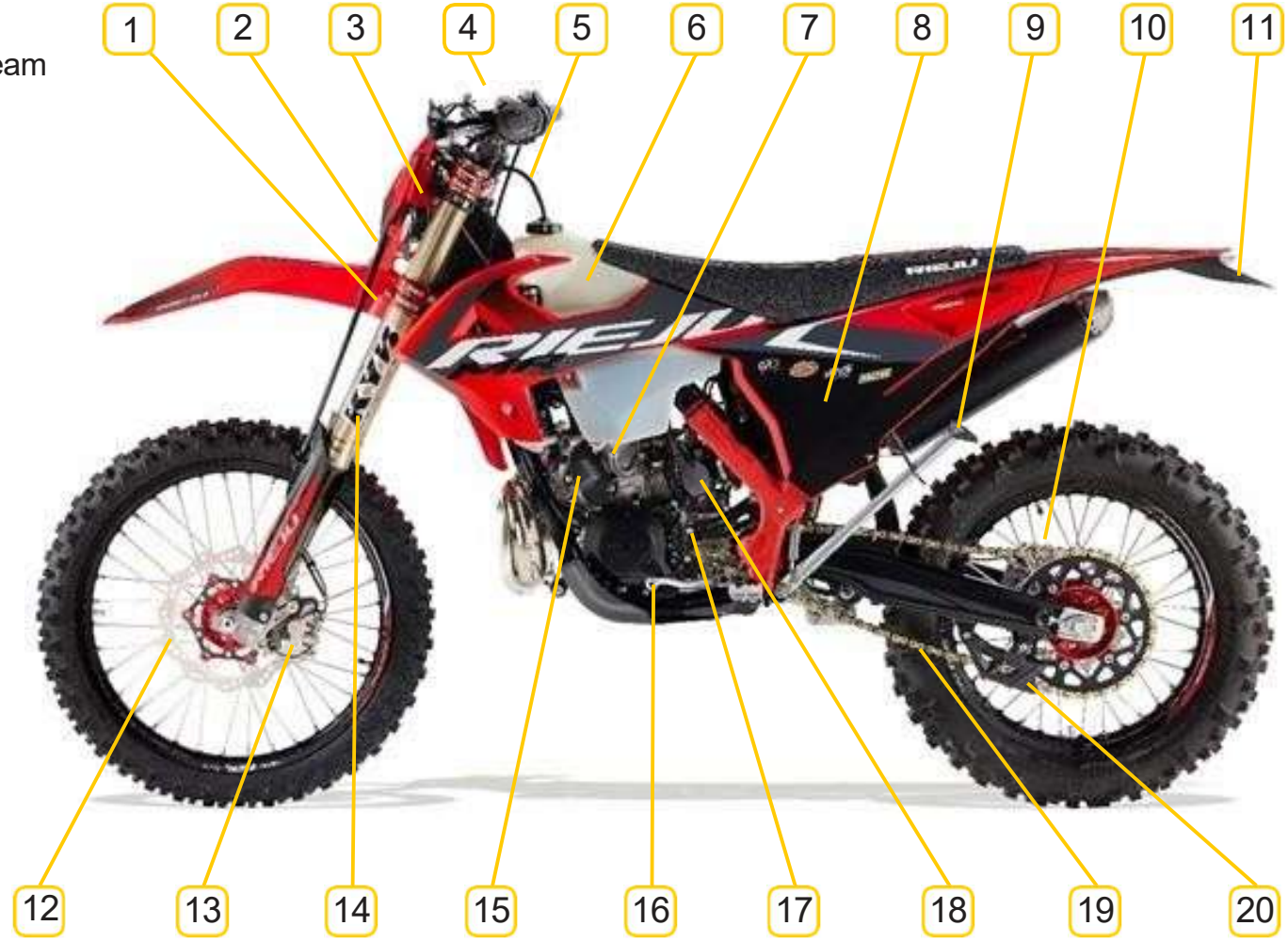
Closing system

His **RIEJU** It has a steering lock anti-theft device. It's located on the right side of the lower fork flange. To lock the steering:

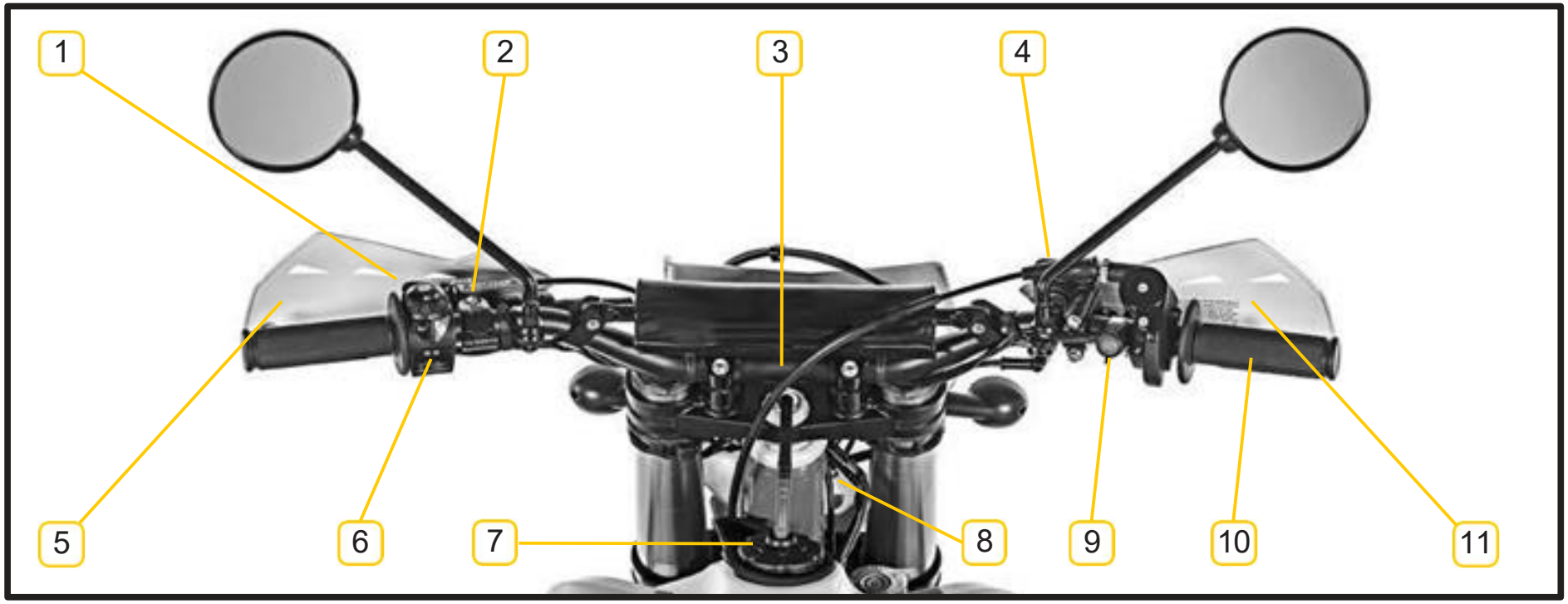
1. Turn the handlebar fully to the left.
2. Insert the key into the lock and turn it counterclockwise.
3. Press the key inwards.
4. Turn the key clockwise to its original position and remove it. The lock must be depressed for the lock to be effective.

MAIN ELEMENTS OF THE VEHICLE

1. Front catadioptrics
2. Position light, low and high beam
3. Front turn signals
4. Rearview mirrors
5. Overflow
6. Gas tank
7. Fuel pipe connector
8. Air filter
9. Side stand
10. Chain guard
11. License plate holder
12. Front brake disc
13. Front brake caliper
14. Front fork
15. Starter motor
16. Gear shift pedal
17. Secondary air exhaust
18. Injection body
19. Chain
20. Chain guide



21. Silencer
22. Rear brake fluid reservoir
23. Saddle
24. Rear shock absorber gas reservoir
25.
26. VIN chassis number
27. Radiator
28. Rear brake disc
29. Rear brake caliper
30. Suspension system link and rocker arm
31. Stirrups
32. Rear brake pedal
34. Crankcase protector
35. Exhaust
36. Manufacturer's identification plate



1. Choke lever.
2. Clutch fluid reservoir.
3. Multifunction marker.
4. Front brake fluid reservoir.
5. Clutch lever.
6. Controls steering, lights, horn, stop.
7. Gas tank cap.
8. Anti-theft by steering lock.
9. Map change button, start button.
10. Gas fist.
11. Front brake lever.

USAGE INFORMATION

Break-in phase

It is IMPORTANT to observe the break-in phase; this will ensure the long-term durability and proper function of your engine. The intervals to observe are as follows:

1. From 0 to 200 km: Drive between 50% and 75% of the charge (opening the throttle grip), alternatively, without continuous use of the 75% charge.
2. From 200 to 300 km: Drive the same but occasionally reach 100% charge, without maintaining it for more than 5-10 seconds.
3. From 300 to 400 km: Drive from 75% to 100% charge, alternately, without maintaining the maximum charge.
4. After 400 km, gradually increase the demand by about 60-80 km, until reaching full performance.

WARNING:

• Reckless acceleration can cause engine problems. Be careful and use the necessary riding skills and techniques.

Daily pre-ride inspection

Before each use of your motorcycle, it is necessary to carry out the following checks:

Is there enough gasoline?Open the gas cap and, by moving the motorcycle sideways with the handlebars, you will see and hear the gasoline, thus knowing the approximate content.

Is the engine oil level up?Check through the oil sight glass (2) that the level is adequate, if necessary, add.

Is the coolant level up?

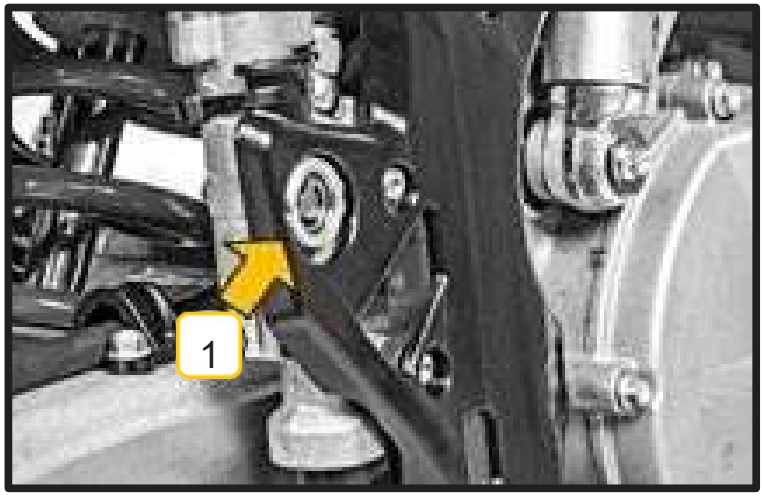
By removing the radiator filler cap, you can check the coolant level. It should be just below the metal rim (3); add more if necessary.

WARNING:

• Do not open the cap when the engine is hot, as you risk serious burns.

Are the brake fluid reservoirs level?

The brake fluid reservoirs, one for each brake, have a sight glass (1 and 2) to check their level.



WARNING:

• If the brake fluid level is close to halfway on the sight glass, both for the front and rear brakes, check the brake pad thickness and make sure they have not reached their wear limit. If the thickness is correct, top up the brake fluid and make sure there are no leaks. If in doubt, contact your authorized RIEJU dealer immediately; they know what to do in each case. This could affect your safety.

Is the clutch fluid level?

It should be checked as follows: motorcycle on its stand and handlebars turned fully to the right. In this position, lift off the fuel tank cap along with its rubber bellows (be careful with dirt; a clean space is required to leave the removed parts). Slowly turn the handlebars to the left until the fluid level is parallel to the top edge of the reservoir. The average level should not be more than 6-8 mm from the top edge of the reservoir. If the level is lower than indicated, top up. If you have any questions or if you have any problems, contact your authorized RIEJU service center.

Do the brake discs look good?

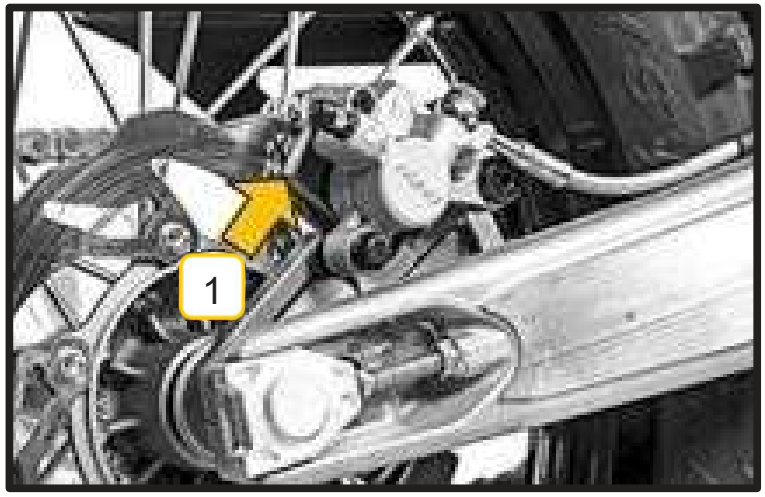
Visually, you can see significant scratches, cracks, excessive wear, etc.

WARNING:

• Check that the disc thickness is at least 3 mm at the front and 3.5 mm at the rear. Contact your authorized RIEJU dealer immediately if you are unsure what to do in each case. This may affect your safety. Do not ride the motorcycle.

Are the front and rear brake pads in good condition?

Visually we can see the thickness of the lining (1) that remains, we know if they are in function or if they should be changed quickly, the thickness of the lining should not be less than 1 mm.



Do the controls have a good feel?

Front brake lever, rear brake pedal, clutch lever, gearshift pedal, choke lever, light controls, stop, horn and indicators, and throttle control. All of these controls and operating elements have their own characteristic function and feel. Any change indicates an anomaly or deterioration. You know your motorcycle best. Any change you notice will prompt you to immediately contact your authorized RIEJU service center. The authorized RIEJU service center will be happy to assist you and ensure your safety.

Does the easel have a good feel?

The motorcycle's kickstand is a part that often causes problems, including safety issues, because it receives severe treatment. If you notice an unusual feel or difficulty retracting it, you should first thoroughly clean the entire assembly and check the tightness of the mountings and the condition of the springs. If the abnormal behavior persists, you should contact your authorized RIEJU dealer immediately, for your safety.

Does your tire pressure appear to be correct?

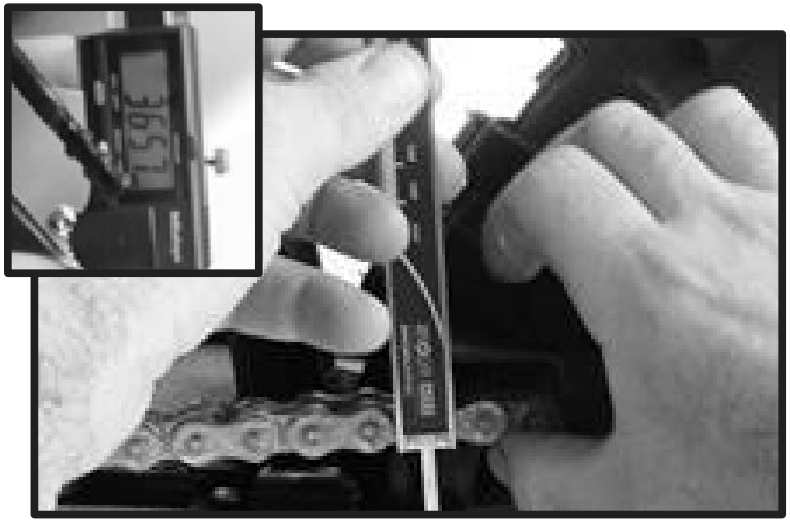
If in doubt, ALWAYS check the pressure level. If the problem persists or recurs, it may be due to leaks. Contact your authorized RIEJU dealer.

Are the wheel spokes correctly tensioned?

By squeezing them with your fingers, you can check for any looseness. If any of them are excessively loose, check them all, including both wheels. This is a professional job. We recommend you visit your local RIEJU dealer.

Is the chain condition and tension correct?

If necessary, tighten the chain. If this is a frequent need, or if you notice any signs of wear on the sprocket, crown, guides, or guard, you should contact your authorized RIEJU service center, as this will affect your safety.



Is the seat correctly secured?

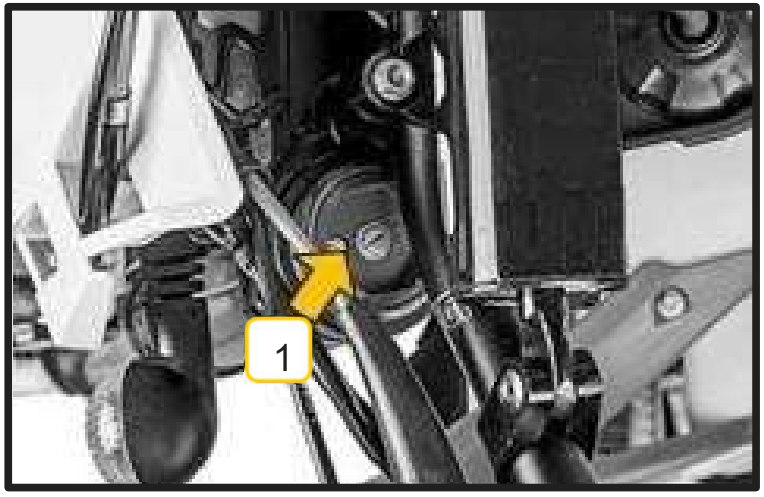
This is a vitally important point for your safety. If you have any questions about this fastener, please contact your authorized RIEJU service center.

Are there any elements at risk of detachment?

Fenders, side covers, tank, dust covers, etc. If this is the case, you should try to secure them or completely disassemble them to prevent them from falling, for your safety. Go to your authorized RIEJU dealer for repairs.

Should the front suspension be bled?

(1) If your model requires it, it must be done properly, otherwise it may be a problem for your safety and for the life of your front suspension.



Is there a leak?

Visually check for any leaks, assessing them based on their location, quantity, and the leaked product (Beware of fire hazards). Always contact your authorized RIEJU dealer as quickly as possible.

WARNING:

• These checks are actually very quick to perform; it's a matter of habit. The user knows how the motorcycle has been used in its last ride and knows where to sharpen this check. Following this set of checks means greater safety for the user and, certainly, better and more economical maintenance for their motorcycle.

INSPECTION AND MAINTENANCE

Daily inspection

After using the vehicle under adverse conditions, after rain, or after washing it, it should be lubricated accordingly. To drive safely, maintaining proper lubrication of moving parts is essential to prolong the vehicle's lifespan.

The daily inspection and lubrication points are as follows:

- Clutch lever.
- Brake lever.
- Brake pedal bearing.
- Sidestand axle and sidestand spring hook.
- Main and auxiliary footrest return shafts and springs.
- Transmission chain.

Maintenance table

COMPONENT	Check / Inspect	Adjust	Replace / Change	Clean	Grease / Lubricate
Clutch	10 hours	20 hours	when necessary	-	10 hours
Clutch discs	30 hours	when necessary	when necessary	-	-
Gas cable	10 hours	10 hours	-	-	10 hours
Spark plug	-	-	20 hours	10 hours	-
Air filter	0.5 hours	-	When damaged	when necessary	-
Body injection	20 hours	when necessary	-	-	-
Transmission oil	-	-	20 hours	-	-
Piston and piston ring	20 hours	-	50 hours	-	-
Cylinder head, cylinder and exhaust valve	-	-	when necessary	20 hours	-
Exhaust system	-	-	when necessary	-	-
Silencer fiber	-	20 hours	30 hours	-	-
Connecting rod and bearings	80 hours	-	120 hours	-	-
Gear shift pedal	-	-	-	-	10 hours
Exhaust/silencer rubber gasket	10 hours	-	when necessary	-	-
Crankshaft bearings	80 hours	-	120h or when necessary	-	-
Coolant	-	-	30 hours	-	-
Radiator tube and connections	10 hours	-	40 hours	-	-
Brake adjustment	20 hours	-	when necessary	-	-

* If the vehicle is used in competition, maintenance intervals should be shortened.

COMPONENT	Check / Inspect	Adjust	Replace / Change	Clean	Grease / Lubricate
Brake wear	30 hours	-	when necessary	-	-
Brake fluid	-	-	Every 2 years	-	-
Brake fluid level	10 hours	20 hours	when necessary		
Brake pump piston and dust cover	-	-	Every 2 years	-	-
Brake piston and dust cover	-	-	Every 2 years	-	-
Brake hose	-	-	Every 4 years	-	-
Spokes and front rim	-	10 hours	When necessary Use Loctite 243 to the spokes	-	-
Spokes and rear rim	-	10 hours	When necessary Use Loctite 243 to the spokes	-	-
Chain guide	-	-	-	-	20 hours
Chain guide wear	20 hours	-	-	-	-
Chain guide skate	20 hours	-	when necessary	-	-
Front suspension	10 hours	when necessary	when necessary	when necessary	-
Front suspension oil	-	-	30 hours	-	-

COMPONENT	Check / Inspect	Adjust	Replace / Change	Clean	Grease / Lubricate
Screws, nuts and fasteners	10 hours	20 hours	when necessary	-	-
Gasoline pipe	20 hours	-	when necessary	-	-
Gasoline system	-	-	-	when necessary	-
Game direction	10 hours	-	-	-	-
General lubrication	-	-	-	-	20 hours
Steering bearing	-	-	-	-	30 hours
Wheel bearing	30 hours	-	when necessary	-	-
Swingarm and rods	20 hours	-	when necessary	-	20 hours
Rear suspension	Every 2 years	when necessary	when necessary	-	-
Chain	-	10 hours	when necessary	-	-
Tires	5 hours	-	when necessary	-	-
Charge battery	12 hours slow charge	-	-	-	-

Clutch

The clutch lever can be adjusted to your comfort.

To regulate act as described:

- Use the wheel (1) to adjust the distance from the lever to the handlebar according to the rider's comfort.

The assembly is designed so that the position of the lever is not altered during operation.

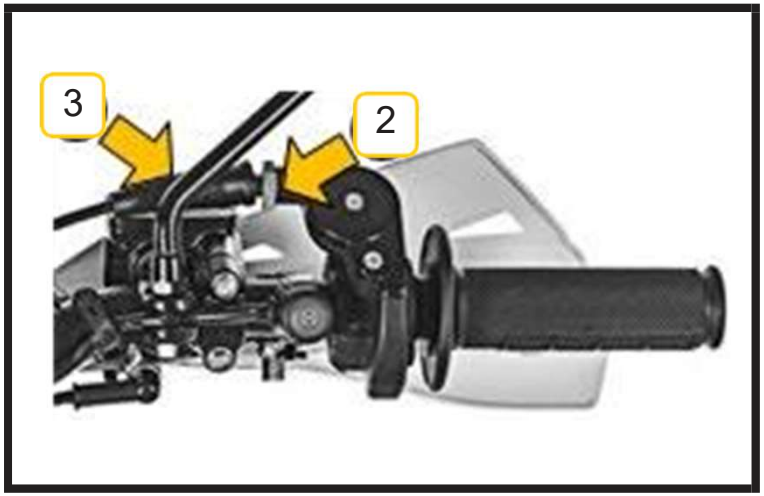
WARNING:

- This model uses GRO ULTRA 5 FOR CLUTCH COMMAND mineral oil for the clutch hydraulic circuit.

Clutch discs

For this check, adjustment, or change, you must contact your official RIEJU service center.

Gas cable



• Check that the throttle control (1) turns smoothly.

• Check that the control has a play of 2~3 mm.

• If the play is incorrect, loosen the lock nut (2) located at the end of the throttle cable, turn the adjuster (3) to obtain the optimum play.

• Tighten the lock nut again.

• If free play cannot be established by adjusting the cable, remove the cable guard from the injection body, adjust it with a turnbuckle at the end of the cable, tighten the lock nut and reinstall the guard.

Spark plug

The spark plug must be removed periodically to check the gap between the electrodes (0.7–0.8 mm). If the spark plug contains oil or carbon, clean it with a wire brush or similar. Measure the gap between the electrodes with a feeler gauge and adjust it if it is incorrect by bending the outer electrode. If the spark plug electrodes are oxidized, damaged, or the insulation is broken, replace the spark plug.

SPARK PLUG TYPE
Denso W24ESR-U or NGK BR8EG

SEPARATION BETWEEN ELECTRODES
0.7~0.8 mm

TIGHTENING TORQUE
25 Nm

CAREFUL:

- Inspect every 10 hours and replace every 20 hours.

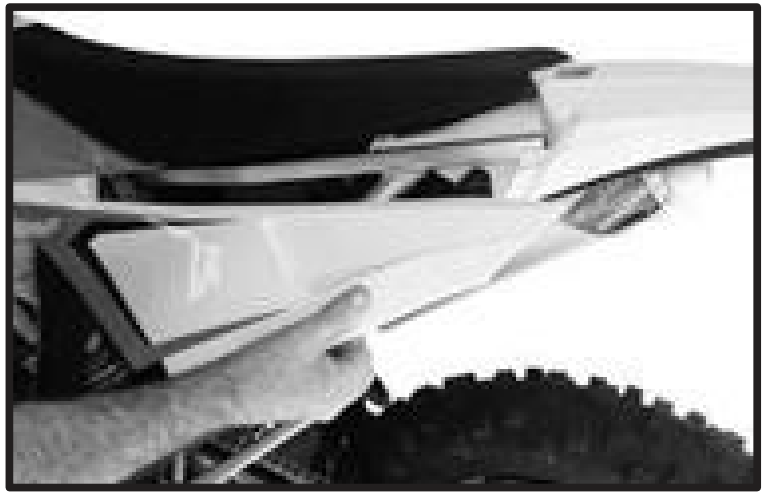
- To find the correct spark plug operating temperature, remove it and examine the ceramic insulator around the electrode. If the ceramic is light brown, the spark plug's temperature matches that of the engine. If the ceramic is white, the spark plug should be replaced with a cooler one. If it's black, it should be replaced with a warmer one.

- If engine performance drops, replace the spark plug to restore normal performance.

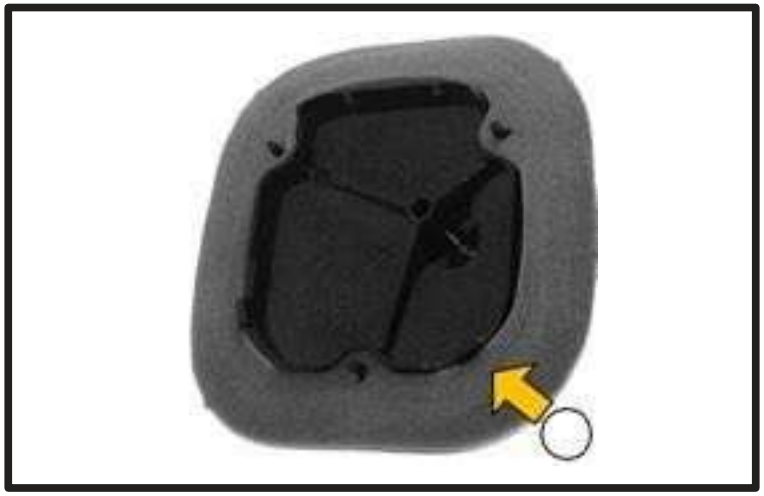
Air filter

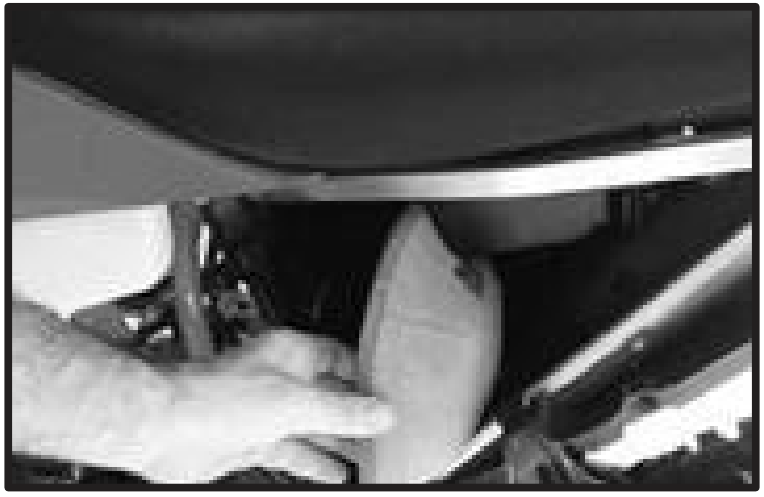
1. To access the air filter, remove the left side cover.

2. Remove the filter handle.



3. Remove the air filter.





Cleaning the air filter

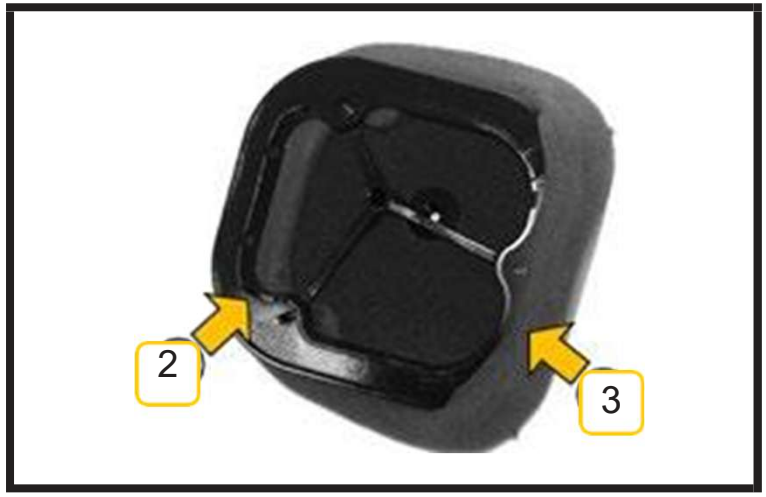
1. Clean inside the filter box with a damp cloth (1).

2. Remove the cage (2) from the air filter (3).

3. Clean the filter in a bath of filter cleaning liquid using a soft brush.

4. Squeeze it out and dry it with a clean cloth. Do not retouch or ventilate the filter, as this may damage it.

5. Install the filter into the cage and cover the filter lip (4) with a thick layer of grease to ensure the seal and prevent the entry of dirt.



WARNING:

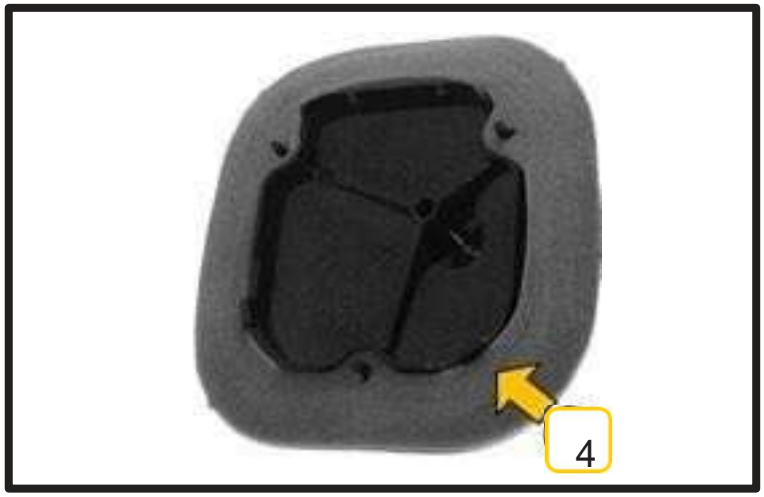
• A clogged air filter allows dirt to enter the engine, causing excessive wear and damage.

• Inspect it before and after each race or session. Clean it if necessary. Clean the filter in a well-ventilated area and ensure there are no sparks or flames near the work area (include a bright spotlight). Do not use gasoline to clean the filter, as this could cause an explosion.

CAREFUL:

• Inspect the filter for damage. If it's damaged, replace it, otherwise dirt will enter the engine.

• Grease all connections and screws of the air filter and inlets.



Transmission oil

To keep the transmission and clutch functioning properly, keep the transmission oil at the optimal level and change it regularly. A motorcycle with insufficient, deteriorated, or contaminated transmission oil can accelerate wear and cause transmission damage.

Checking the oil level:

1. If the motorcycle has been used, wait a few minutes.
2. Check the oil level using the level indicator on the lower right side of the engine (1).
3. The oil level should be between the maximum and minimum.
4. If the level is too high, remove the excess through the drain plug (2).
5. If the level is low, add the required amount of oil by opening the cap. Use the same type and brand of oil already in the engine.

Transmission oil
GRO RACING 10W50 FULL SYNTHETIC HIGH PERFORMANCE OIL JASO MA2-API SN

Ability
800 cc

ADVICE:

To achieve the proper engine oil temperature and to be able to accurately measure the oil level, the engine must have been

cooled completely, and then should have warmed up again for a few minutes to normal operating temperature.

Transmission oil change:

Transmission oil should be changed periodically to ensure engine life.

1. Warm up the engine for 5 minutes to allow the oil to lift any sediment.
2. Stop the engine and place a container under the engine.
3. Remove the oil drain plug (see Checking the Oil Level) and put the motorcycle in the operating position to allow all the oil to drain out.
4. Remove the filler plug (1) to ensure better emptying.
5. Thoroughly clean the drain screw magnet.
6. Screw in the oil drain screw with its O-ring, tightening it to 20 Nm.
7. Remove the filler cap (see Checking the Oil Level) and pour in fresh transmission oil.
8. Check the oil level after pressing the start button 3 or 4 times.
9. Screw in the oil filler cap.

Piston and piston ring

For this check, adjustment, or change, you must contact your official RIEJU service center.

Cylinder head, cylinder and exhaust valve

For this check, adjustment, or change, you must contact your official RIEJU service center.

Exhaust system

The exhaust and muffler reduce noise and direct exhaust gases away from the rider. If the exhaust is damaged, rusted, chipped, or cracked, replace it with a new one. Replace the muffler fiber if the noise becomes excessive or engine performance decreases.

Exhaust cleaning

For the exhaust pipe cleaning process, you should contact your authorized RIEJU service center.

Changing the silencer

1. Remove the silencer retaining screw.
2. Remove the lower retaining screw (2) from the silencer (3) and pull it backward.
3. Unclip the silencer from the union (arrow).
4. Replace the silencer and reassemble the assembly.

Silencer fiber

The RIEJU muffler is an absorption muffler. The absorbing element is the muffler fiber. If you notice an increase in exhaust noise, you should replace the muffler fiber.

Changing the silencer fiber

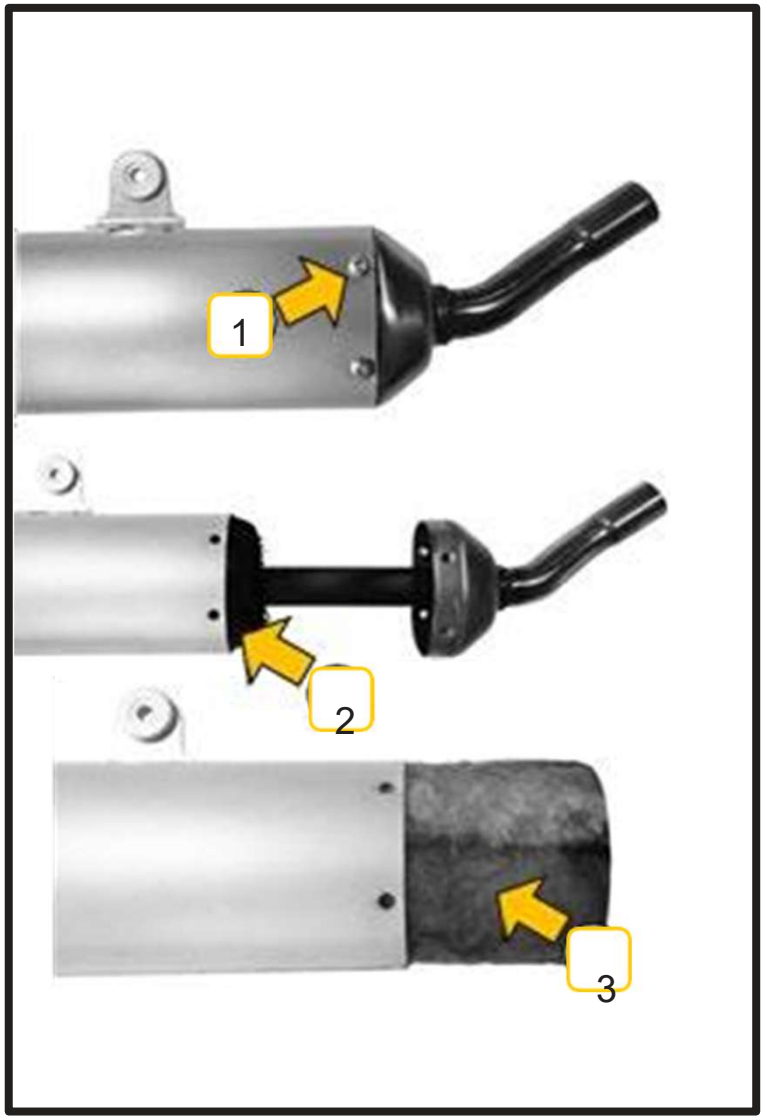
Once the silencer has been removed (see Replacing the silencer), remove the 4 screws (1).

1. Remove the interior of the silencer.

2. Change the silencer fiber (2) by rolling it onto the inner tube.

3. Insert the fiber around the exhaust pipe (3) at the rear end of the silencer.

4. Reassemble the assembly.



Connecting rod and bearings

For this check, adjustment, or change, you must contact your official RIEJU service center.

Gear shift pedal

Lubricate the moving and articulated parts with oil or grease; excess lubrication can cause your boots to slip on the pedals.

Exhaust/silencer rubber gasket

For this check, adjustment, or change, you must contact your official RIEJU service center.

Engine bearings

For this check, adjustment, or change, you must contact your official RIEJU service center.

Coolant

Coolant absorbs excessive heat from the engine and transfers it to the air through the radiator. If the coolant level drops, the engine overheats and can severely damage it. Check the coolant level every day before driving your RIEJU. To protect the aluminum parts of the cooling system (engine and radiator) from rust and corrosion, use chemical inhibitors in the coolant. If an anti-corrosion agent is not used, the radiator will rust over time. This will clog the cooling tubes.

ADVICE:

- Initially, a permanent type antifreeze is used at the factory.
- It is green in color, contains 30% ethylene glycol and has a freezing point of 18°C below zero.

WARNING:

- Chemical liquids are harmful to the human body. Follow the manufacturer's instructions.

CAREFUL:

- Using incorrect fluid solutions can cause damage to the engine and cooling system. Use coolant with a specific anti-corrosion agent for aluminum engines and radiators according to the manufacturer's instructions.

Coolant level

1. Put the motorcycle in the operating position.

2. Unscrew the radiator cap (1) counterclockwise and wait a few seconds for the vapors to escape. Then press and turn in the same direction to completely remove the cap.

3. Check the coolant level. The coolant should be just below the rubber seal on the cap.

4. If the fluid level is low, add the required amount through the filler opening.

Recommended liquid
GRO Antifreeze at 100%

Coolant change

It must be changed periodically for long engine life.

1. Wait for the engine to cool completely.

2. Put the motorcycle in the operating position.

3. Remove the radiator cap.

4. Place a container under the drain screw (2) located at the bottom of the water pump cover. Drain the radiator and engine fluid by unscrewing it.

5. Fill the radiator to the edge of the cap and replace the radiator cap.

6. Check the cooling system for leaks.

7. Start the engine, warm it up and finally stop it.

8. Check the coolant level when the engine cools. Add fluid up to the fill cap if necessary.

WARNING:

• To avoid burns, do not remove the radiator cap or attempt to change the fluid while the engine is still hot. Wait until it cools.

WARNING:

• If liquid gets on the tires, it makes them more slippery and can cause an accident. Immediately wipe up any liquid that may spill on the chassis, engine, or wheels.

• Inspect the old fluid. If you see white spots in the fluid, it means the aluminum parts of the cooling system are corroded. If the fluid is brown, it means the steel or iron parts of the system are rusty. In either case, flush the system.

CAREFUL:

• Tighten the water pump drain screw to 9 Nm. Replace the gaskets with new ones. Check the cooling system for damage, leaks, or missing gaskets. In colder climates, the antifreeze capacity should be adjusted to its minimum temperature, within a range of -5°C.

Radiator tube and connections

Radiator pipes

Check that the radiator tubes are free of cuts or damage and that the connections are free of leaks.

Radiator

Check that the radiator fins (1) are not blocked (by insects or mud). Clean any blockages with a low-pressure water jet.

WARNING:

• Using high-pressure water can damage the radiator fins and reduce their effectiveness.

• Do not obstruct or divert the air inlet to the radiator by installing unauthorized accessories. Interference with the radiator can cause overheating and damage the engine.

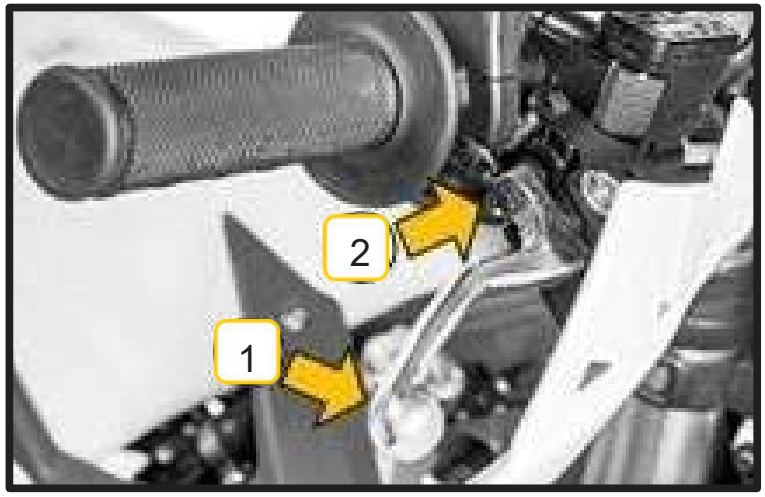
Adjusting the brakes

Front brake lever:

Adjust the brake lever (1) until it feels comfortable. To adjust it, loosen the nut.

(2). After adjusting, tighten securely.

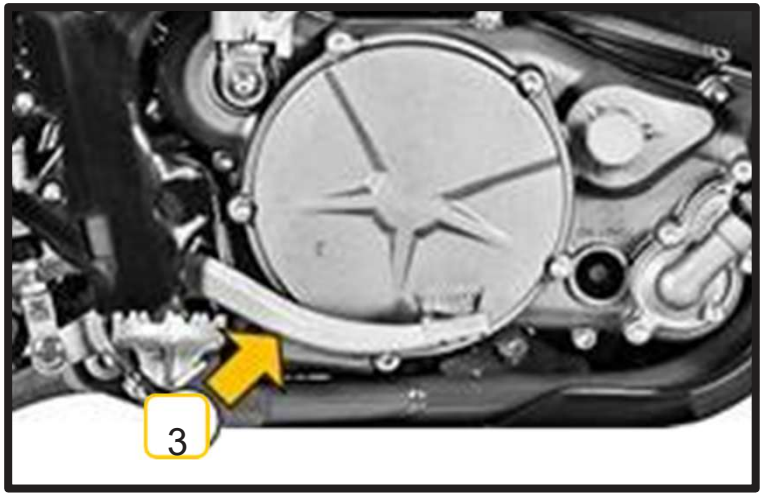
Check that the brake responds correctly.



Rear brake pedal:

When the brake pedal (3) is in the rest position it should have a play of 5-7 mm.

Check the brake to ensure it responds correctly and does not rub.



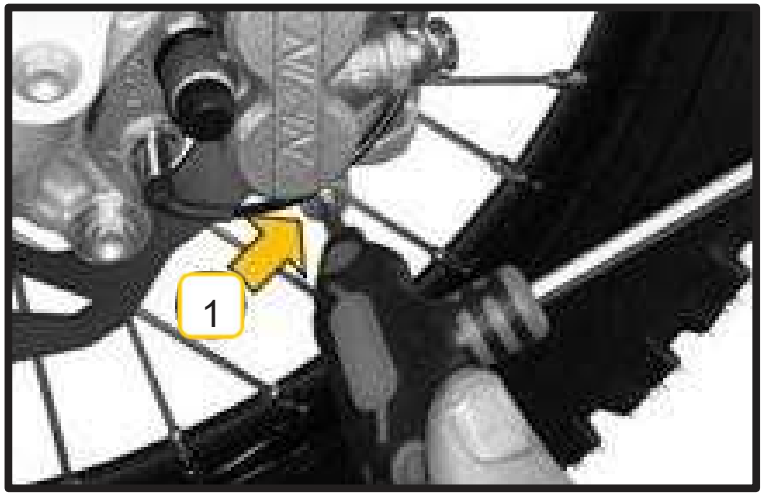
WARNING:

• If the brake pedal or lever feels spongy when pressed, it may be due to air in the pump or circuit corresponding to each brake, or a component of the corresponding brake system is in poor condition.

• Since driving in these conditions is dangerous, check your brakes immediately. We recommend you visit your local RIEJU service center.

Brake wear

If the thickness of any of the front or rear disc brake pads is less than 1 mm, the entire set of pads affected must be replaced.

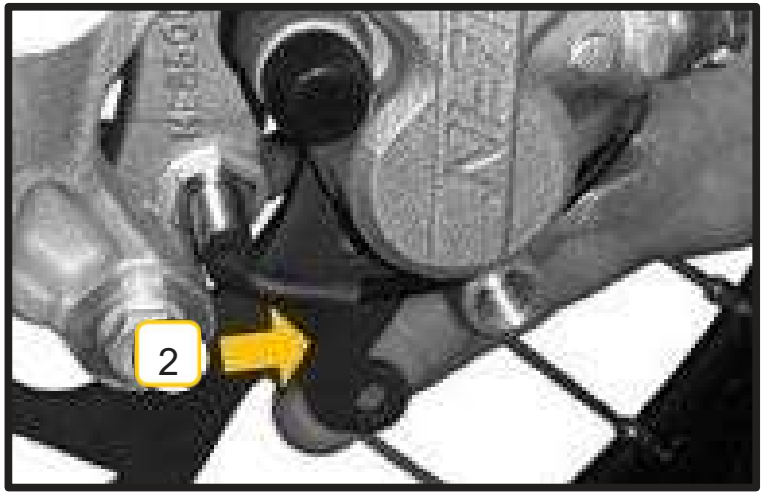


WARNING:

• Check that the thickness of the discs is at least 3 mm at the front and 3.5 mm at the rear.

CAREFUL:

• For this change, we recommend that you contact your authorized RIEJU service center, who will also check your brake discs for wear.



Changing the front pads:

To change the front pads follow these steps:

1. Loosen the pin (1) and remove it.

2. Remove the pads (2).

3. Place a piece of paper or cloth around the brake fluid reservoir to prevent it from falling. Open the cover by loosening the screws (3).

ADVICE:

For better access, it is recommended to loosen the screw (4) and turn the throttle grip.

4. Remove the cap (5) taking care that no brake fluid falls out of the reservoir.

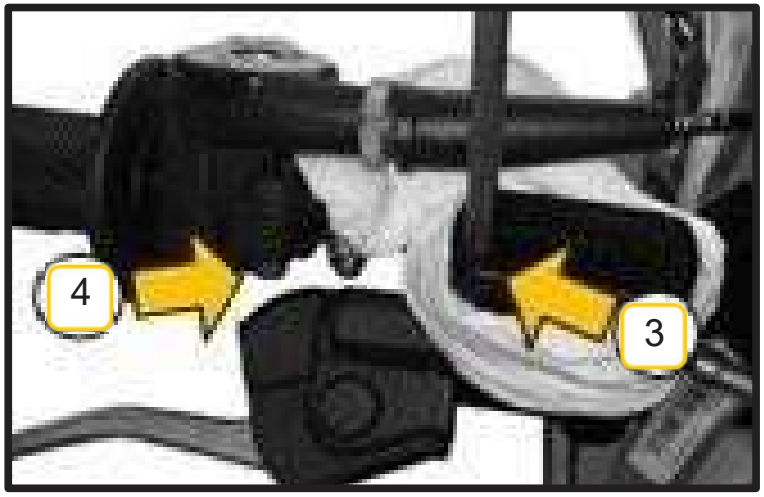
5. Retract the two caliper pistons, taking care not to damage them.

6. Install the new pads.

7. Place the pin.

8. Replace the tank cap.

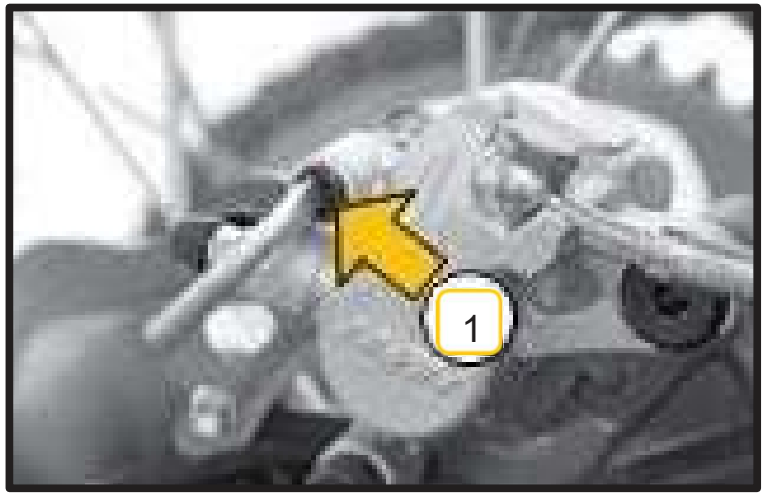
9. Operate the brake lever several times until you get the right feel.



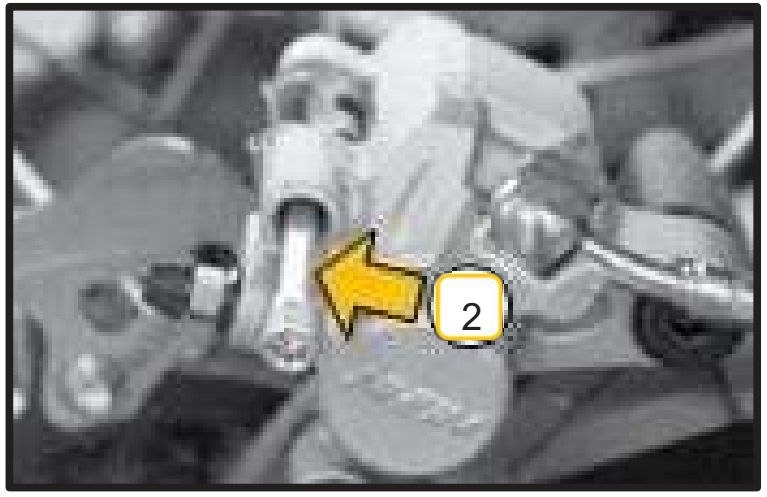
Changing the rear pads:

To change the rear pads follow these steps:

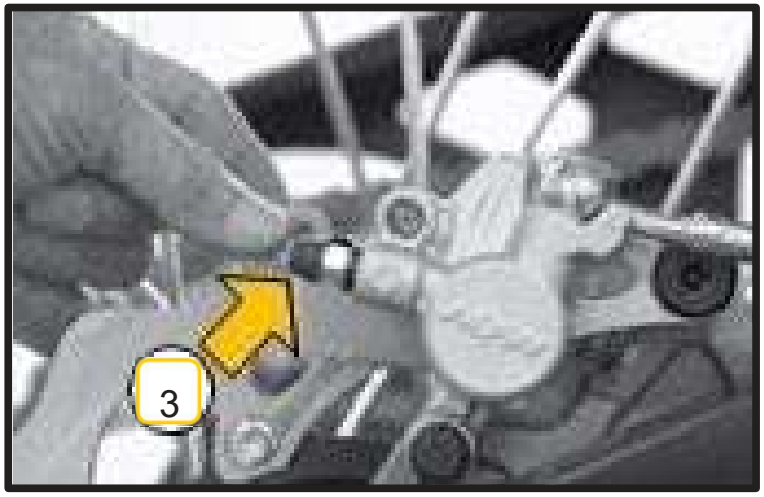
1. Remove the pin guard (1).



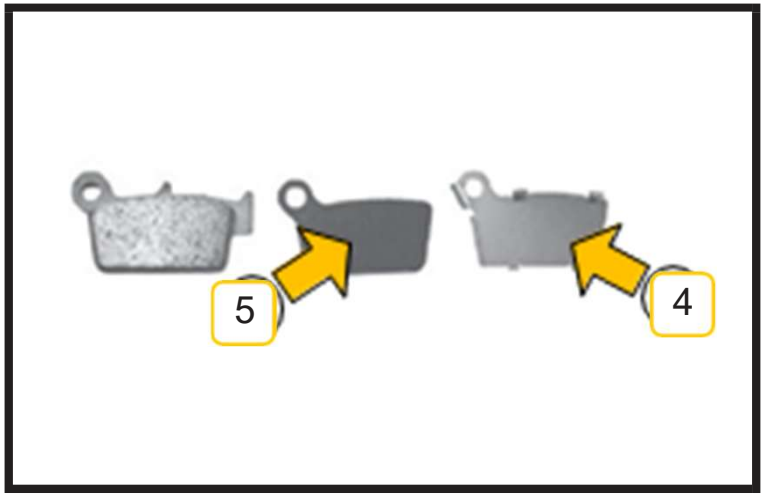
2. Loosen and remove the pin (2).



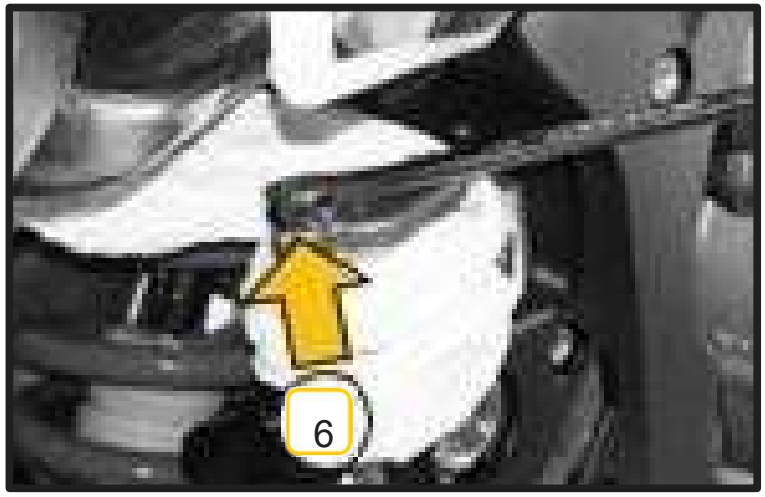
3. Remove the pads (3).



4. Keep the metal plate (4) and the fiber plate (5) in case the new pads do not have them.



5. Loosen the screws (6) and remove the brake fluid reservoir cap.



ADVICE:

Place a piece of paper or cloth around the brake fluid reservoir to prevent it from falling.

6. Retract the caliper piston, taking care not to damage it.

7. Install the new brake pads

8. Place the pin and its protector.

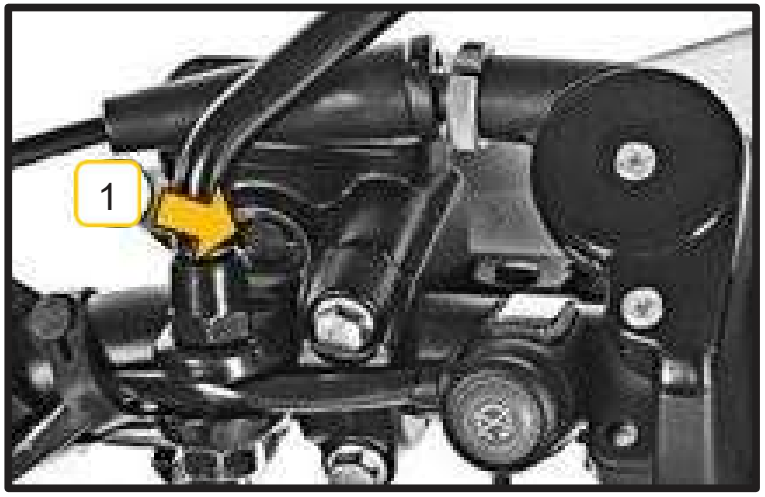
9. Replace the tank cap.

10. Press the brake pedal several times until you get the right feel.

Brake fluid

Inspect the brake fluid and change it periodically. It should also be changed if it appears contaminated with water or dirt.

Recommended liquid
GRO DOT4



Brake fluid level

The front (1) and rear (2) fluid reservoirs must be at least half full. If fluid is missing, it must be added.

WARNING:

- Check that there are no fluid leaks through the joints.
- Check the brake hoses for possible damage.

CAREFUL:

- Do not pour brake fluid on painted surfaces.

Brake pump piston and dust cover (front and rear)

For this check, adjustment, or change, you must contact your official RIEJU service center.

Brake caliper piston and dust cover (all calipers)

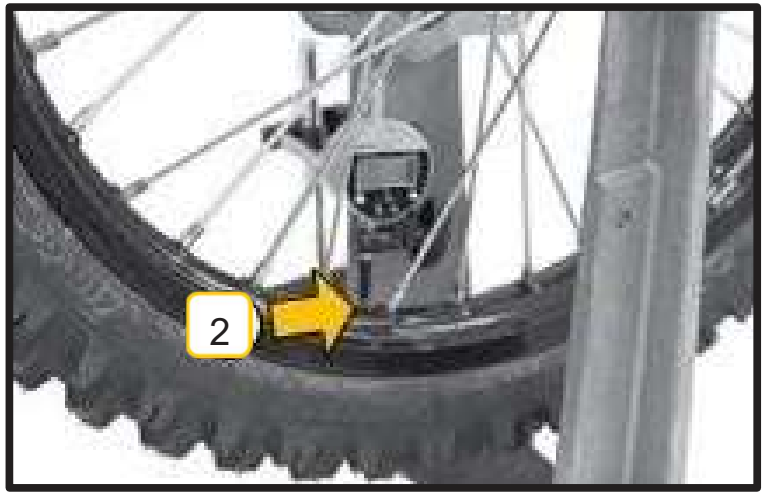
For this check, adjustment, or change, you must contact your official RIEJU service center.

Brake hoses

For this check, adjustment, or change, you must contact your official RIEJU service center.

Spokes and rims

The spokes must be tightened evenly and must not have any play, as this would cause the rim to become uncentered, and the other spokes would be damaged and could break.

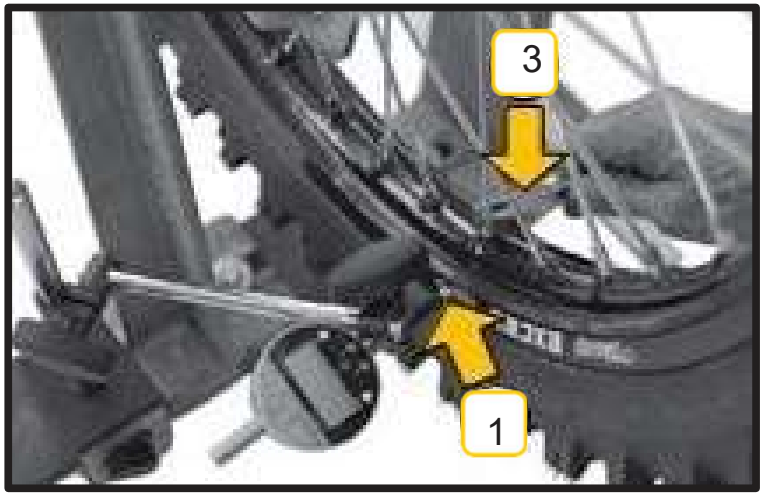


Rim centering:

Place a dial next to the rim (1) and rotate the wheel to measure axial centering.

Set the dial to the inside of the rim circumference (2), turn the wheel and the difference between the highest and lowest amount is the centering.

If it is slightly off-center, it can be corrected by loosening or tightening some spokes with the spoke tensioning wrench (3). If the rim is bent or curved, it must be replaced.



CAREFUL:

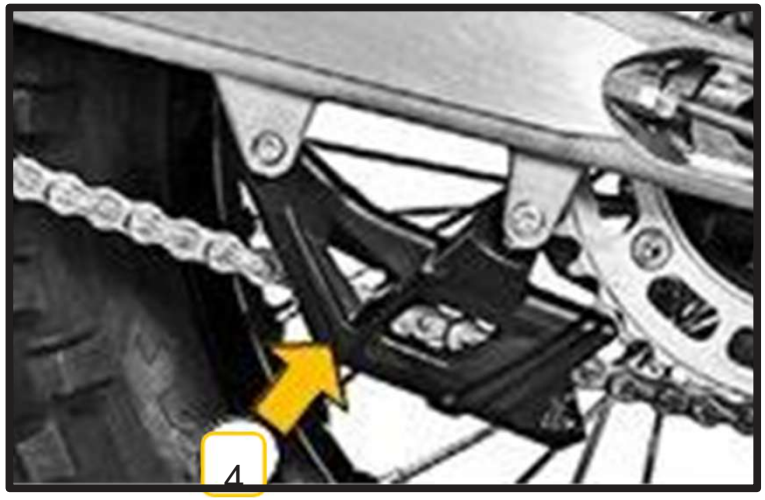
• A welded area on the rim may show excessive runout. Ignore this when measuring runout.

WARNING:

• Work on rims and spokes requires the intervention of a specialist, so we recommend that you go to your authorized RIEJU service center.

Chain guide

Lubricate the chain guide (4) with the same product used to lubricate the chain.



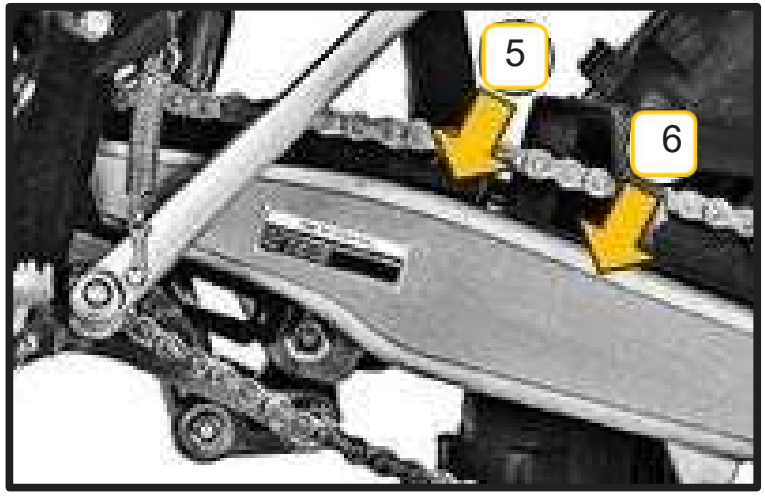
Chain guide wear

Check the condition of the inner faces of the chain guide, where the chain passes; depending on their condition, it must be replaced.

Chain guide skate

Visually check the top and bottom of the chain slider (5) on the swingarm (6). If worn or damaged, replace it.

Lubricate the guide shoe with the same product as the chain lubrication.

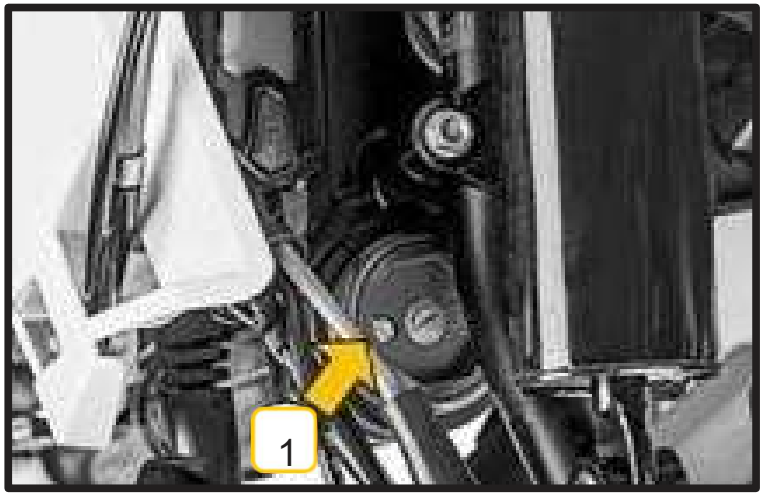


Front suspension

Bleeding the air from the front suspension

To bleed air from the front suspension follow these steps:

1. Place the motorcycle on a stand or stable support. The front fork should be fully extended.



Changing the fork spring

If you need to change the front fork spring, follow these steps:

1. Remove the bar from the suspension flanges.

2. Loosen the top nut of the fork.

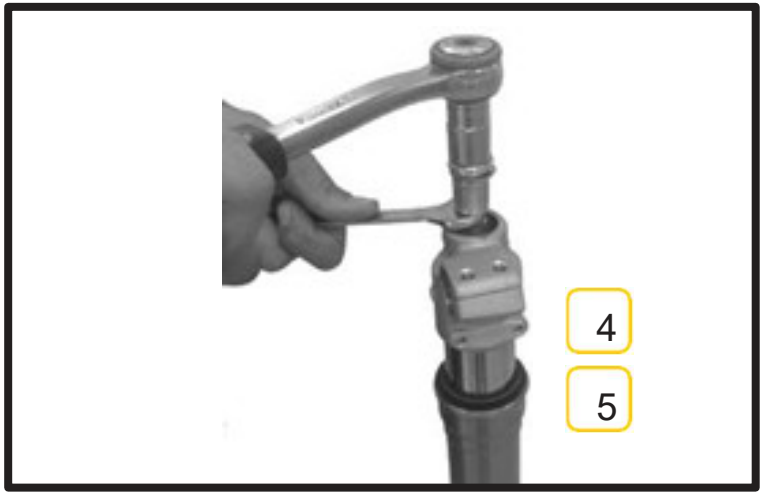
3. Remove the oil from the inside of the fork.

4. Loosen the lower fork nut.

5. Remove the inner cartridge.

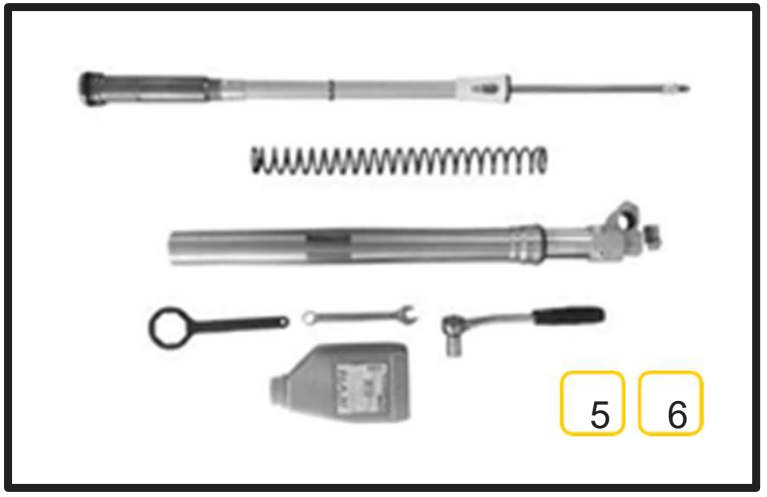
6. Remove the spring.

Replace the spring and follow the steps in reverse order to assemble it.



WARNING:

• Ensure that the brake and clutch fluid reservoirs are in an upright position at all times; otherwise, both systems will need to be bled again.



Front suspension oil

Adjust the oil volume

To adjust the oil volume, you must first remove the spring. To do so, follow the steps described in "Changing the Fork Spring." Take a measuring cylinder and pour the recommended amount of oil (per bottle) into the cylinder. Slowly pour the oil from the cylinder into the fork tube.

Next, to ensure proper bleeding of the hydraulic oil, gently push the dipstick up and down several times, alternating all the way to its limits. Reassemble the entire fork cap assembly. Strictly adhere to the fill level, as the oil level inside the fork and its proper functioning depend on it.

Recommended liquid
KYB: KYB 01M

KYB Ø46 fork Open cartridge suspension oil level:
105 mm

KYB Ø48 fork Open cartridge suspension oil level:
350 mm

WARNING:

• Driving with a damaged fuel line, or simply starting the engine, can cause a fire and subsequent accident (and injuries).

• ALWAYS USE ORIGINAL FUEL TUBE, YOUR OFFICIAL RIEJU SERVICE WILL SUPPLY IT TO YOU.

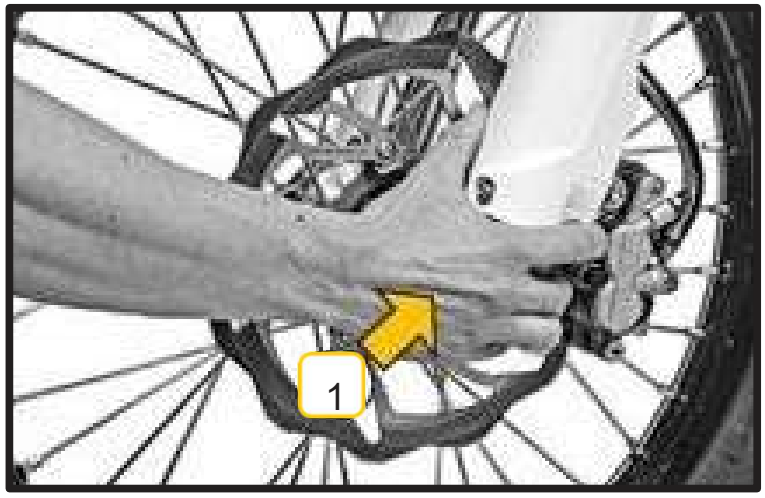
Gasoline system

Check the condition of: The rubber seal on the tank cap, the tank cap, the tank breather tube and the tank.

Steering game

The steering should always be kept adjusted so that the handlebars turn freely, but without play.

To check the steering adjustment, raise the motorcycle off the ground using a stand under the frame. Gently move the handlebars from side to side. If they continue to move freely after you release them, the steering is not adjusted properly.



Tight. Bend down in front of the bike, grab the lower part of the front fork (at the axle), push and stretch the fork.

(1) If there is play, the steering is too loose.

If the address needs to be adjusted:

1. Stabilize the motorcycle with a stand or special bench.

2. Keep the front wheel off the ground.

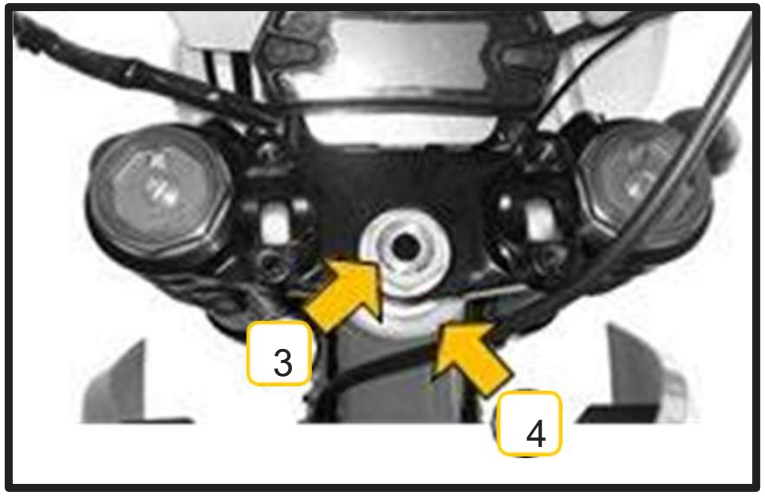
3. Remove the handlebar by loosening the handlebar clamp screws (2) and removing the upper clamps.

4. Loosen the steering shaft nut (3).

5. Turn the steering adjustment nut (4) with the special wrench to obtain a proper adjustment.

6. Tighten the steering shaft nut.

7. Recheck the steering and readjust if necessary.

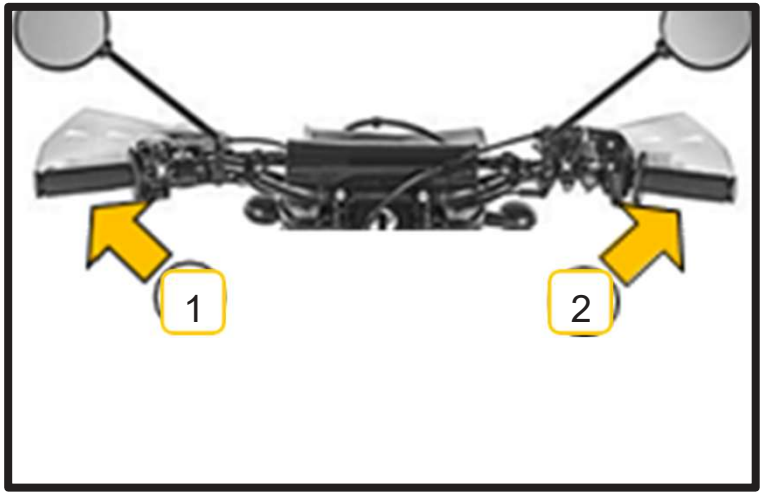


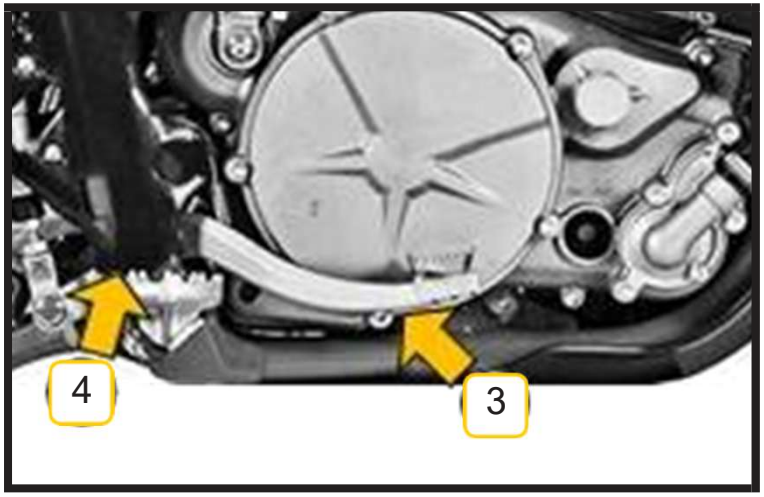
8. Install the removed parts.

General lubrication

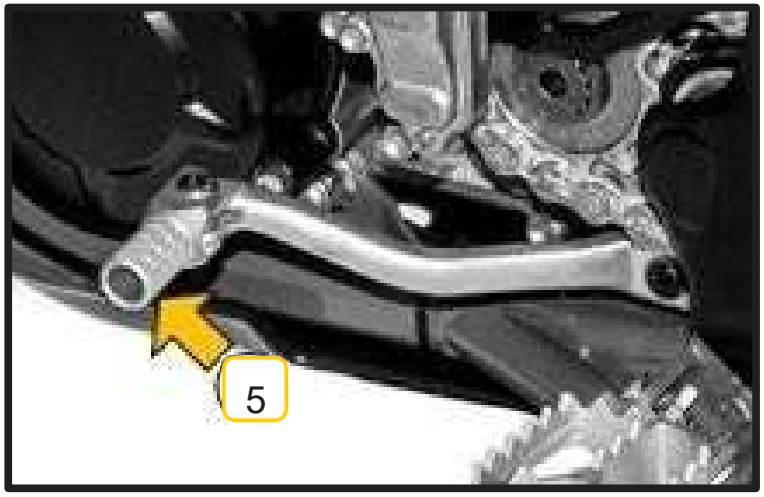
Lubricate the parts shown periodically or whenever the vehicle has been wet, especially after using high-pressure water. Before lubricating each part, clean the rusted parts with rust remover and remove any grease, oil, or dirt.

- Clutch lever (1).
- Front brake lever (2).
- Rear brake pedal (3).
- Rear brake pedal bearing (4).





• Gear lever (5).



Use a spray tube to lubricate with pressure.

Use grease on the inside of the gas cable.

Adjust the oil volume

It is necessary after riding on wet terrain and when the chain seems dry.

Your chain has seals, so you must use a lubricant specifically designed for this type of chain. Your authorized RIEJU service center will be happy to provide it.

Steering bearing

For this check, adjustment, or change, you must contact your official RIEJU service center.

Wheel bearing

For this check, adjustment, or change, you must contact your official RIEJU service center.

Swingarm and rods

For this check, adjustment, or change, you must contact your official RIEJU service center.

Rear suspension

Shock absorber oil change

For this check, adjustment, or change, you must contact your official RIEJU service center.

Disassembling the shock absorber

To remove the rear shock absorber from its location on the frame, follow these steps:

1. Stabilize the motorcycle with a center stand or a special bench.

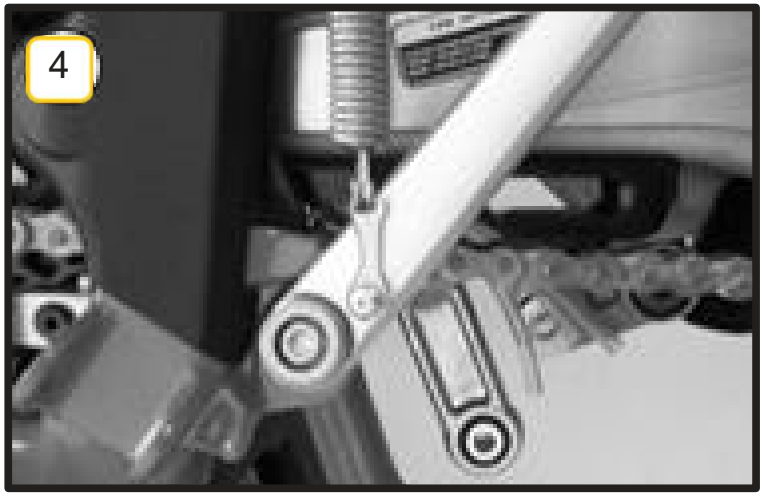
2. Keep the rear wheel off the ground with the help of a chock.

3. Loosen the exhaust retaining screws (1).

4. Unhook the exhaust springs (2).

5. Unscrew the shock absorber from the bottom of the rocker arm (3).

6. Remove the screw and release the rocker arm (4).



7. Loosen the upper shock absorber bolt to the chassis (5).

8. Remove the upper shock absorber mounting bolt to the frame (6).

9. Carefully remove the shock absorber from the right side of the motorcycle as shown in the photograph (7).

Chain

Your motorcycle's secondary drivetrain (chain, sprocket, rear sprocket, idler, and guide shoe) endures a lot of hard work. It's also one of the most important components for your safety.

It requires constant and, obviously, correct maintenance.

Chain tension

1. Motorcycle without a load and with the side stand up: There should be a gap of 30-36 mm between the chain and the swingarm at the rear of the guide rail. This can be checked with your fingers and without excessive force.

2. Loosen the rear axle nut (1).

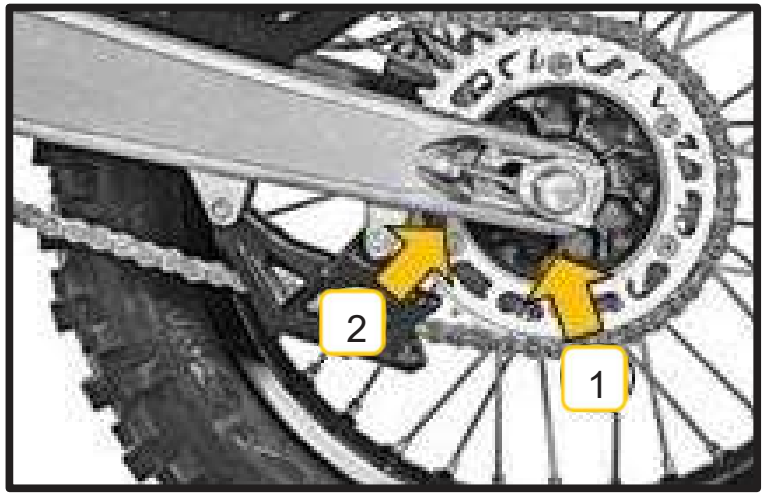
3. Find the point of maximum tension in the chain.

4. Using the tensioner nuts (2), equalize, using the notches in the swingarm and the lugs on the adjusters, the alignment of the chain at both ends of the swingarm.

5. Tighten the nuts (2).

6. Tighten the nut (1).

7. Check again at the point of maximum tension and readjust if necessary.



Chain tension is a constant check. Take advantage of this opportunity to visually inspect the condition of the chain itself, the guide shoe, the guide, the sprocket, and the rear sprocket.

Typically, when a chain is overused, stretching more than 2%, it should be replaced. This is usually the appropriate time to replace the guide shoe, guide, sprocket, and crown. This is for practical, economic, and SAFETY reasons.

A chain at the limit of its use has partially worn the teeth of the sprocket and crown, guide, etc.

If a new chain is fitted without replacing the other components, its lifespan will be shortened by 40%, and already worn components such as the sprocket and chainring will quickly expire. In the medium to long term, the most economical option is to replace the entire drivetrain kit with each chain change. Your authorized RIEJU service center will be happy to provide this.

Lubrication: Its chain is of the type with seals, this requires a special lubricant, use the same lubricant for the guide and the guide shoe of the chain, the sprocket and the crown.

ADVICE:

We recommend that you always keep your chain properly lubricated. Chains that are left to dry out, lubricated, left to dry out, etc., significantly shorten their life and that of the components surrounding them.

Tires

Check that the tires are not worn, cracked, or damaged. If not, replace them with new tires with the specifications specified in the technical data sheet, and with a minimum load and speed index:

Minimum load and speed index
Front tire: 41J
Rear tire: 52J

Check periodically that they are at the correct pressure.

Recommended pressure
1.2 bar - (Normal use)
1 bar - (competition only)

Charge battery

The battery (HJTZ7S-FPZ) is maintenance-free:

Battery
HJTZ7S-FPZ

Ability	Voltage	Maximum load
4.5 Ah	12.8 V	14.4 V / 270cca

Battery change

The battery is located under the seat, inside the battery box. To replace it, follow these steps:

1. Loosen the saddle clamping screw (1) and remove it by pulling it slightly backwards.

2. Loosen the battery terminals (2) and remove the battery.

Replace the battery with a new one and follow the steps in reverse order to assemble it.

Battery charger data

• Minimum voltage before starting the charging process: 9v.

• When charging is complete, unplug the charger from the battery.

• Once charged, leave the battery for 1 to 2 hours before checking the voltage. If it's less than 10V, replace it.

• Recharge the battery periodically.

• If the motorcycle is not used, recharge every 3 months.

WARNING:

• Use the lithium battery charger with the following:

12.8V LiFePO4 Battery
AC Input Voltage 100-240V 50/60Hz
Output Voltage 14.2V ± 0.2V
Output current 2A ± 0.1A

WARNING:

• Do not tamper with or attempt to open the battery, the electrolyte and gases are toxic and can cause serious injury.

• Keep the battery out of reach of children.

SETTINGS

Introduction

The adjustments section is for users with extensive mechanical knowledge and experience. Otherwise, these adjustments should be performed by your authorized RIEJU service center.

Secondary development

Secondary development can be modified by changing the crown and/or pinion.

The available sprocket sizes at RIEJU are as follows.

Crowns: 39, 40, 42, 44, 46, 47, 48, 49, 50, 51, 52.

Sprockets: 12, 13.

If you shorten the gear ratio, your RIEJU will lose top speed but will gain acceleration and, at low speeds, will be more manageable on difficult terrain.

CAREFUL:

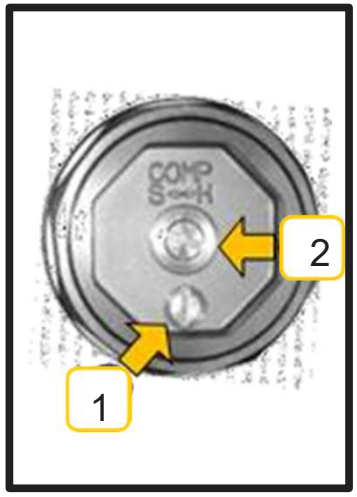
Pay attention to the engine speed.

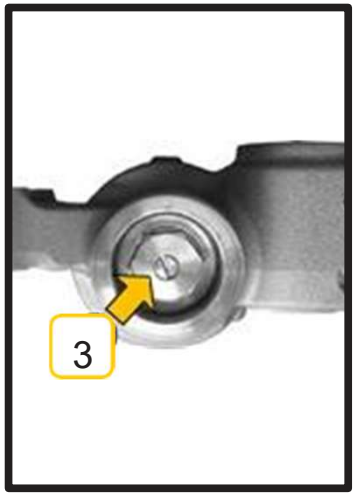
If you lengthen the development, your RIEJU will gain top speed but will lose acceleration and handling at low speeds.

Front suspension

Your motorcycle has adjustable suspensions, these settings are:

- Hydraulic extension (3) - located at the bottom of the fork.
- Compression hydraulic (2) - located at the top of the fork.
- Air bleed (1) - located on the top of the fork.
- Oil volume - 350 ml. (KYB 010M Oil).



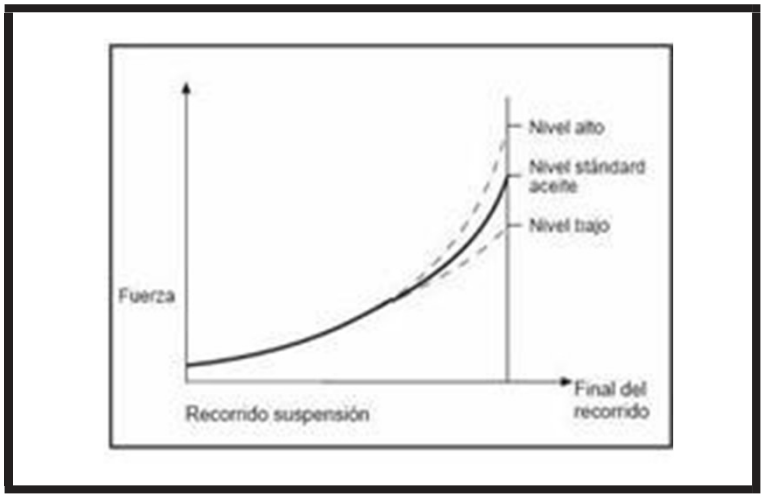


The oil volume in the fork affects the oil level inside the fork and can be adjusted. Changing the oil volume, and therefore the oil level, will not affect the first part of the suspension's travel, but it will affect the final part.

As the oil volume/level is increased, the suspension becomes more progressive and the front fork action becomes harder at the end of its travel.

When the oil volume-level is reduced, the suspension is less progressive and the fork action is less harsh at the end of the travel.

If the oil level reaches a limit, it is recommended to slightly increase the oil level (approx. 10 ml).



WARNING:

• Ensure that both fork legs have the same volume – oil level for consistent performance.

Front suspension settings

Rebound Spring	from 65 to 75kg.	50 N/mm
	from 75 to 85kg.	52 N/mm (STD)
	from 85 to 95kg.	54 N/mm
Compression Low Speed	Comfort	12 clicks from closed
	Standard	10 clicks from closed
	Sport	8 clicks from closed
Compression High Speed	Comfort	14 clicks from closed
	Standard	12 clicks from closed
	Sport	10 clicks from closed
	Comfort	1-6/8
	Standard	1-3/8
	Sport	1

Rear shock absorber

• Hydraulic extension (3) - located at the bottom of the fork.

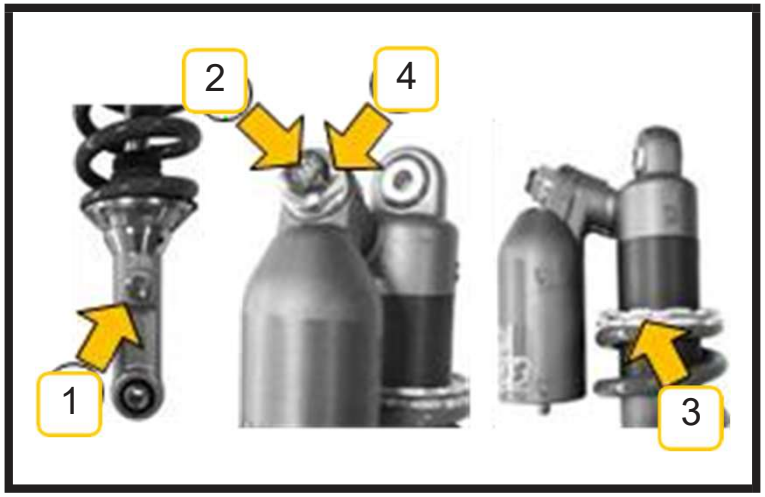
• Compression hydraulic (2) - located at the top of the fork.

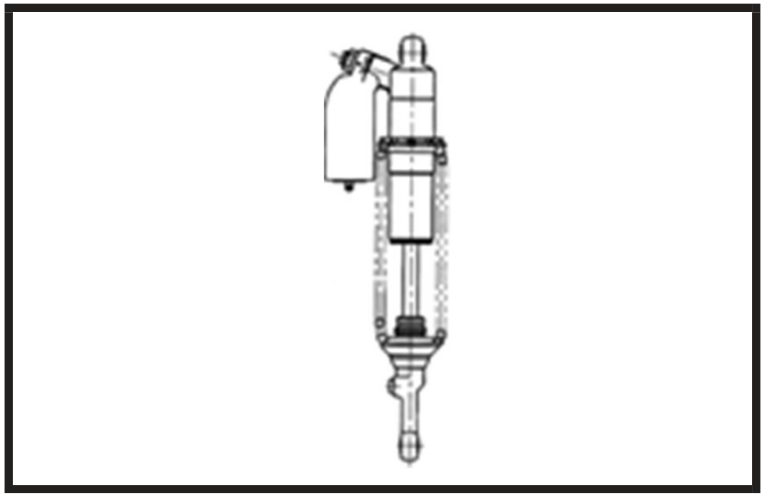
• Air bleed (1) - located on the top of the fork.

• High compression speed 17mm. - located on the top of the shock absorber (4)

• Standard spring preload (3) - 248 mm, adjustable between 243 and 255 mm between support planes.

- K spring: 52N/m – ideal pilot weight 75-85 kg.





Standard	260 mm
Range	243-255 mm
Setting length	248 mm

Static Adjustment Aggregate (SAG)

To adjust the suspension pre-sag follow the following steps

1. Place the motorcycle on a stand that allows you to leave the rear wheel in the air stably.

2. Measure the vertical distance (1) between the rear axle nut and the upper fixed point.

3. Lower the motorcycle from the stand and place it with both wheels resting on the ground (not resting on the kickstand or side stand).

4. Remeasure the vertical distance between the rear axle nut and the upper fixed point.

If the difference between the measurements is different from 35 ± 5 mm, vary the shock absorber preload until it is achieved.

The pre-sag with the rider on the motorcycle must be 100 ±5 mm.

Correction according to the type of terrain

Always start with standard settings and only make changes if necessary.

- **Hard ground:**

  Soften the compression hydraulic adjustments on both the fork and shock.

- **Sandy soil:**

  Stiffen the compression damping or replace the spring with a stiffer one on the fork. Stiffen the compression damping and, especially, the rebound damping on the rear shock. Reducing the spring preload can also help.

- **Muddy terrain:**

  Stiffen the compression damper or replace the spring with a stiffer one on the fork. Stiffen the compression and rebound damping on the rear shock; increasing the spring preload can also help.

Tuning Your Motorcycle

Comprehension

• If you notice that the motorcycle is swaying or oscillating widely even at small speeds and with small obstacles, if you have a low riding position, or if it tends to bottom out on downhill slopes, you should adjust the compression setting on both the fork and shock. If this doesn't correct the problem, it could be an indication of a spring that's too soft or fatigued, or of low SAE oil or insufficient internal oil level in the fork.

• If the motorcycle feels stiff, especially over a series of bumps, along with a lack of rear wheel traction and strong impacts from uneven surfaces, you should soften the compression setting on both the fork and shock. If this fails to correct, it may indicate an overly stiff spring or excessive oil level in the fork.

Extension

• If the motorcycle feels unstable or soft, loses its trajectory easily, or oscillates widely, even at speed and with small obstacles. You should adjust the rebound damping settings on both the fork and shock. If this doesn't correct the problem, it could be an indication of a spring that's too soft or fatigued, as well as low SAE oil or insufficient internal oil level in the fork.

• If the motorcycle feels stiff and has short suspension travel, along with a lack of rear wheel traction and strong impacts from bumps, you should soften the rebound damping setting on both the fork and shock. If this fails to correct, it may indicate a spring problem.

too hard or an excessive oil level in the fork.

WARNING:

• Make only one adjustment to the settings at a time and test the effect it has on the motorcycle.

• Suspension tuning is a very critical adjustment, as if not done correctly, it can deprive even the best rider of full motorcycle performance. Check the suspension according to the rider and the terrain conditions.

• When tuning your suspension, don't forget:

• If the bike is new, get used to the suspension for at least an hour of riding before making changes.

• Factors to consider are the rider's weight, rider skill, and terrain conditions.

• If you have any problems, try changing your position on the bike to reduce them.

• The suspension should be adjusted to the rider's strengths. If you're fast in corners, you should adjust the suspension to this point.

• Make changes in small increments as it is very easy to overdo it.

• The front and rear suspension must be balanced.

• When evaluating the suspension, the rider must strive to drive consciously and recognize the effects of the change. Poor rider positioning and/or fatigue will contribute to incorrect judgment of the adjustments.

• When the change is well accepted for a given terrain, references should be noted for when you encounter similar terrain again.

• Lubricate the swingarm bearings, linkages, rocker arm, and seals before making changes to prevent excessive friction that affects suspension performance.

TROUBLESHOOTING

FAILED	CAUSE	SOLUTION
The engine does not turn.	Stalled crankshaft.	Go to the official RIEJU service.
	Seized cylinder/piston/connecting rod.	Go to the official RIEJU service.
	Seized transmission assembly.	Go to the official RIEJU service.
The starter motor does not turn	The starter relay fuse is blown.	Remove seat and check fuse.
	The battery is discharged	Remove seat and check fuse.
The engine won't start.	Motorcycle has been inactive for a long time	Drain the old fuel from the tank. When the tank is full of new fuel, the engine will start immediately.
	Dirty or wet spark plug.	Clean or dry the spark plug. Replace it if necessary.
	Flooded engine.	To bleed the engine, turn off the fuel, remove the spark plug, shift into gear, and push the motorcycle for several meters with the throttle open. You will visually know when the pre-compression sump has emptied. Install the spark plug and start the engine. You may need to remove the spark plug again; if pushing the motorcycle wasn't enough, the spark plug will get wet and will need to be cleaned. Repeat the pushing operation, install the spark plug, and the engine will start.

WARNING:

• For your safety, wrap the spark plug cap in a dry cloth. This will prevent a possible spark.

The engine won't start.	Incorrect air/fuel mixture.	Clean the fuel tank breather. Adjust the air filter duct.
	Exhaust valve open.	Check the exhaust valve and correct.
The engine starts but stops.	Incorrect air supply.	Close the choke. Clean the fuel tank breather tube. Adjust the air filter duct.
	Lack of fuel.	Fill the fuel tank.
The engine overheats.	Lack of coolant.	Add coolant. Check the tightness of the cooling system.
	Clogged or dirty radiator.	Clean the radiator fins or replace them.
It works unevenly.	Dirty, broken, or poorly adjusted spark plug.	Check the condition of the spark plug and clean, adjust or replace it accordingly.
	Spark plug cap problem.	Check the condition of the spark plug cap. Check that the high-voltage wire is in good contact with the cap and the wire itself. Replace any damaged parts.
	Damaged ignition rotor.	Change rotor.
	Water in the fuel.	Empty the tank and add fresh fuel.

The engine lacks power or accelerates poorly.	The fuel supply is faulty.	Clean and check the fuel system.
	Dirty air filter.	Clean or change air filter.
	Exhaust damaged or leaking.	Check the exhaust system for damage and replace the fiberglass in the muffler if necessary.
	Worn or damaged crankshaft bearings.	Go to the official RIEJU service.
The engine makes strange sounds.	Ignition problem.	Go to the official RIEJU service.
	Overheating.	see “The engine overheats”
The exhaust emits detonations.	Presence of carbon in the combustion chamber.	Go to the official RIEJU service.
	Poor quality gasoline or incorrect octane rating.	Remove the gasoline and replace it with fresh gasoline of the correct octane rating.
	Spark plug in poor condition or of inadequate specifications.	Replace the spark plug with a new, suitable one.
	Exhaust system gaskets deteriorated.	Check the exhaust system for damage. The gaskets must be in perfect condition; if not, they must be replaced with new ones.
The exhaust emits white smoke.	Damaged cylinder head O-ring (coolant leak into the cylinder).	Go to the official RIEJU service.

The exhaust emits black smoke.	Clogged air filter.	Clean or change air filter.
	Main jet too high.	Check main jet.
The gears do not engage.	Clutch won't disengage.	Go to the official RIEJU service.
	Bent or locked shift fork.	Go to the official RIEJU service.
	Gear locked in transmission.	Go to the official RIEJU service.
	Damaged gear lever.	Replace gear lever.
	Loose or broken selector position spring.	Go to the official RIEJU service.
	Broken shift drum.	Go to the official RIEJU service.
	Broken gear selector pawl spring.	Go to the official RIEJU service.
The marches jump.	Worn shift fork.	Go to the official RIEJU service.
	Worn gear groove.	Go to the official RIEJU service.
	Broken marches.	Go to the official RIEJU service.
	Damaged marching lugs.	Go to the official RIEJU service.
	Worn shift fork shaft.	Go to the official RIEJU service.
	Broken selector position spring.	Go to the official RIEJU service.

The clutch is slipping.	Excessive clutch fluid level.	Check the level and adjust if necessary.
	Worn clutch discs.	Go to the official RIEJU service.
	Broken or weak clutch spring.	Go to the official RIEJU service.
The bike is unstable.	Cable makes it difficult to turn the handlebar.	Remove the cable.
	Steering axle nut too tight.	Adjust steering shaft nut.
	Steering bearings damaged or worn.	Go to the official RIEJU service.
	Bent steering axle.	Go to the official RIEJU service.
The cushioning is too hard.	Excessive oil level in the fork.	Remove excess oil to the appropriate level.
	Front fork with oil of excessive viscosity.	Drain the fork oil and refill with an oil of suitable viscosity.
	Bent front fork.	Go to the official RIEJU service.
	Too much pressure in the tire.	Check tire pressure.
	Poorly adjusted suspension.	Adjust suspension.

The cushioning is too soft.	Low oil level in the fork.	Add oil to the proper level.
	Front fork with low viscosity oil.	Drain the fork oil and refill with an oil of suitable viscosity.
	Low tire pressure.	Check tire pressure.
	Poorly adjusted suspension.	Adjust suspension.
The motorcycle makes abnormal noises.	Chain poorly adjusted.	Adjust chain tension.
	Worn chain.	Change chain, crown and secondary transmission sprocket.
	Worn rear sprocket teeth.	Change rear sprocket.
	Insufficient chain lubrication.	Lubricate chain with appropriate lubricant.
	Rear wheel misaligned.	Check the spoke tension of the rim. Readjust if necessary.
	Weak or broken front fork spring.	Replace front fork spring.
	Worn brake disc.	Replace brake disc.
	Pads incorrectly placed, worn or crystallized.	Reposition or replace the pads.
	Damaged cylinder.	Go to the official RIEJU service.
	Brackets, nuts, screws loosely tightened.	Check and adjust to the correct tightening torques.

The handlebars vibrate.	Worn tire.	Change tire.
	Swingarm or its needle bearings worn.	Go to the official RIEJU service.
	Rim off-center.	Go to the official RIEJU service.
	Misaligned wheels.	Check the spoke tension on the rim. Readjust if necessary.
	Steering axle with excessive tolerance.	Check the steering play adjustment.
	Loose handlebar mount, loose steering nut.	Check and adjust to the correct tightening torques.
The motorcycle tends to lean to one side.	Twisted chassis.	Go to the official RIEJU service.
	Badly adjusted steering.	Check the steering adjustment.
	Twisted steering axle.	Go to the official RIEJU service.
	Bent front fork.	Go to the official RIEJU service.
	Misaligned wheels.	Check the tension of the spokes of the rims.
The brakes do not work correctly.	Worn brake discs.	Change discs.
	Brake fluid loss.	Go to the official RIEJU service.
	Deteriorated brake fluid.	Go to the official RIEJU service.
	Broken pump piston.	Go to the official RIEJU service.
	Worn brake pads.	Check and change the pads if necessary.

The lamps burn out.	Faulty voltage regulator.	Go to the official RIEJU service.
The lighting system is not working.	Bad connectors, regulator with inadequate voltage output, check stator voltage	Clean/replace connectors, check regulator, check stator voltage.

VEHICLE STORAGE AND CLEANING

Vehicle storage

If your vehicle is not used for an extended period, it requires special maintenance, requiring some special materials, equipment, and technology. For this reason, it is recommended that you have these tasks performed by an authorized dealer.**RIEJU**.

If you want to do these tasks yourself, follow these methods:

- Completely replace the oil with fresh oil.
- Block the air filter inlet and exhaust outlet with a rag soaked in fresh oil to prevent moist air from entering the engine.
- Completely drain the fuel from the fuel tank.
- Remove the battery, clean the battery surface with neutral soapy water, and clean the rust from the positive and negative terminals.
- Store the battery in a room above 0 ºC.

- Adjust the tire pressure to the specified pressure.
- Wash the vehicle thoroughly.
- Spray a special lubricant spray on the surface of the rubber parts.
- Finally, cover the vehicle with a cloth and park it in a dry, ventilated area.

CAUTION:

• Charge the battery you removed once a month.

How to reactivate the vehicle

- Clean the vehicle thoroughly.
- Remove the cloths from the air filter's air intake duct and outlet.
- Completely replaces engine oil and oil filter.
- Install the battery.
- Start the vehicle.

Vehicle protection

• Depending on use, wash the vehicle frequently and try to keep it clean and dry.
• Clean off any dirt adhering to the vehicle's surface as soon as possible, such as bird droppings, asphalt, salt, etc.
• Try using a vehicle cover. Prolonged sun exposure can cause exterior parts to age and discolor.

Cleaning the vehicle

• Cover the exhaust system to prevent water from entering.
• Cover the steering lock lock with a piece of electrical tape.
• Remove mud and dirt with a low-pressure water jet
• Clean particularly dirty areas with a special motorcycle cleaner.
• Rinse with a low-pressure water jet.
• Let the motorcycle drain naturally.
• Take the motorcycle for a short ride until the engine reaches operating temperature.

• Lubricate the chain and other elements that need it (see maintenance section).

CAREFUL:

• Never clean the vehicle using high-pressure equipment. Avoid direct contact with the multifunction dial, coil, spark plug cap, switches, levers, or any other electrical components.

CAUTION:

• Braking performance is reduced if the brakes are wet. Test the brake system repeatedly at low speeds after washing the vehicle to allow it to dry quickly.

CAUTION:

• The ABS module is located under the tank. When cleaning the vehicle, do not spray water directly onto the ABS module to avoid damaging it.

CAUTION:

• Do not apply degreaser to the wheel axles or chain.

CAUTION:

• **RIEJU**will not be held responsible for the use of corrosive degreasing elements that stain or damage the motorcycle's components.**RIEJU**will not be held responsible for any damage and/or defects caused by the use of pressurized water to clean the motorcycle.

MODIFICATIONS AND ACCESSORIES

Use only original parts and accessories**RIEJU**.

You can get genuine parts, accessories and other products**RIEJU**through authorized dealers. At the same time, professionals will inform you about its installation and use.

The safety, performance and compatibility of these parts and products have been tested and are supported by **RIEJU**. On the contrary, no responsibility will be assumed for parts and accessories mounted on the vehicle that have not been authorized by**RIEJU**.

Whenever you plan to replace parts, they must comply with all laws and regulations to ensure your vehicle does not violate the requirements set by road vehicle authorities and other laws, regulations, and specifications.

CAUTION:

• Unauthorized modification of components such as the electronic control system can cause vehicle damage and accidents.

WARRANTY

Regulations governing the manufacturer's warranty**RIEJU**.

The company**RIEJU**, hereby guarantees to the end consumer, purchaser of a vehicle manufactured by **RIEJU**, that both the materials and the workmanship are free from defects in accordance with the highest quality standards. Consequently,**RIEJU**hereby guarantees to the final purchaser (hereinafter, the “purchaser”), in accordance with the conditions expressed below, the repair of any material or manufacturing defect detected in a new motorcycle free of charge, within the stated warranty period and without any limitation as to the number of kilometers traveled or the number of hours of operation.

Warranty period

The warranty period will be governed by the applicable warranty legislation of the country where the vehicle was sold at the time of sale.

• Warranty claims for defects not brought to the attention of an authorized dealer**RIEJU** before the end of the warranty period are excluded.

Obligations of the buyer

RIEJUwill be entitled to reject warranty claims if and to the extent that:

a) The buyer has not carried out any of the inspections and/or maintenance work required in the user manual or has exceeded the date stated for such inspections or maintenance work, also excluding from the guarantee any defects that appear-

ran before the scheduled date for an inspection or maintenance work that has never been carried out, or that will be carried out after the scheduled date.

b) Inspection, maintenance or repair work has been carried out by third parties not recognized or authorized by **RIEJU**.

c) Any maintenance or repair has been carried out in violation of the technical requirements, specifications and instructions indicated by the manufacturer.

d) Spare parts not authorized for use by the manufacturer have been used. **RIEJU** in maintenance or repair work on the vehicle, or if and to the extent that you have used the vehicle using fuels, lubricants or other liquids (including, but not limited to, cleaning products) that have not been expressly mentioned in the specifications of the Owner's Manual.

e) The vehicle has been altered or modified in any way or equipped with components other than those expressly authorized by **RIEJU** as admitted vehicle components.

f) The vehicle has been stored or transported in a manner inconsistent with the relevant technical requirements.

g) The vehicle has been used for a special purpose other than ordinary use, such as competition, racing or record attempts.

h) The vehicle has suffered a fall or accident that has caused direct or indirect damage.

Warranty Exclusions

The following items will be excluded from the warranty:

a) Wear parts, including, but not limited to, spark plugs, batteries, fuel filters, oil filter element, chains (secondary), engine output sprockets, rear sprockets, air filters, dis-

brake pads, clutch discs, light bulbs, fuses, carbon brushes, footrest rubbers, tires, inner tubes, cables and other rubber components, exhaust pipe and washers.

b) Lubricants (e.g. oil, grease, etc.) and operating fluids (e.g. battery fluid, coolant, etc.).

c) Inspection, adjustment and other maintenance work, as well as all types of cleaning work.

d) Damage to the paint and subsequent corrosion due to external influences, such as stones, salt, industrial exhaust gases and other environmental impacts or inadequate cleaning with unsuitable products.

e) Damages caused by defects, as well as expenses caused directly or indirectly by incidents of defects (for example, communication costs, accommodation costs, rental car costs, public transport costs, towing costs, express courier costs, etc.), as well as other financial damages (for example, caused by loss of use of a vehicle, loss of income, loss of time, etc.).

f) Acoustic or aesthetic phenomenon that does not significantly affect the condition of use of the motorcycle (for example, small or hidden imperfections, normal noise or vibrations of use, etc.).

g) Phenomena due to the aging of the vehicle (for example, discoloration of painted or metallic coated surfaces).

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a) In the event that the repair of the defect or the replacement of the part is disproportionate**RIEJU**will have the prerogative to decide at its sole discretion whether to repair or replace defective parts. Ownership of any replaced parts will pass to**RIEJU**without any other consideration. The authorized dealer

given by**RIEJU**The person entrusted with the repair of defects shall not be authorized to make binding declarations on behalf of**RIEJU**.

b) In cases of doubt as to the existence of a defect or if a visual or material inspection is required,**RIEJU** reserves the right to require the return of parts subject to a warranty claim or to request an examination of the defect by an expert.**RIEJU**Any additional warranty obligations for parts replaced free of charge or for any service provided free of charge under this warranty will be excluded. The warranty for components replaced within the warranty period will end on the expiration date of the respective product's warranty period.

c) If it turns out that a defect cannot be repaired and its replacement would be disproportionate for the manufacturer, the guaranteed consumer will be entitled to cancellation of the contract (payment of compensation) or partial reimbursement of the purchase price (discount), instead of repair of the motorcycle.

d) The buyer's warranty claims under the sales contract with the corresponding authorized dealer are not affected by this warranty. This warranty also does not affect the buyer's additional contractual rights under the authorized dealer's general terms and conditions. Such additional rights, however, may only be claimed from the authorized dealer.

e) If the buyer resells the product within the warranty period, the terms and conditions of this warranty will continue to exist with the current scope, so that the rights to claim under this warranty in accordance with the terms and conditions regulated herein will be transferred to the new owner of the motorcycle.


RIEJU
FOR EVERYDAY ADVENTURE