

SCOOTER RS SPORT 50



MANUEL DE PROPRIÉTAIRE
OWNER'S MANUAL
MANUAL DEL PROPIETARIO
MANUALE DELL'UTENTE

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***GARANTIE CONSTRUCTEUR DE 2 ANS (PIÈCES ET MAIN D'OEUVRE). TWO YEARS OF WARRANTY (PARTS AND MANPOWER). DOS AÑOS DE GARANTIA (M.O.Y PIEZAS).**

OWNER'S MANUAL
SCOOTER RS SPORT
50



english

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

The SCOOTER RS SPORT 50 model is the result of RIEJU's extensive experience developing vehicles with high-quality features.

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.

Remember that the life of the vehicle depends on its use and the maintenance you provide it. Maintaining it in perfect condition will reduce future repair costs.

This manual should be considered an integral part of the motorbike and should remain with the vehicle's basic equipment in case of change of ownership.

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

Remember, in order to have your motorbike in perfect working conditions, **demand original parts.**

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MOTORCYCLE DESCRIPTION

This motorcycle incorporates a single cylinder 2 stroke liquid cooled engine, electrical starting engine. Its cylinder capacity is 49 cubic cm, with a bore and stroke of 40 x 39,2 mm.

Starting up is electric and through a kickstarter, with an automatic centrifuge clutch.

The motor is fixed to a steel tube and a high resistant stamped plate frame. The front suspension consists of a hydraulic telescopic fork and the rear suspension of a Mono-Shock absorber, which enables smooth performance.

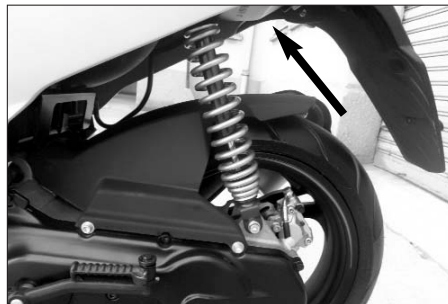
The brake system consists of a front hydraulic disc brakes Ø 190 mm and rear hydraulic disc brakes Ø 190.

MOTORCYCLE IDENTIFICATION

You will find the identification number engraved on the motorcycle's frame.

The number engraved on the middle part of the frame, underneath rear chassis, will be used by us for all purposes (specifications certificate, insurance and licence number etc), and should be included in any suggestion or complaint, as well as when ordering spare parts.

The motorcycle's serial number is engraved on the rear left side of the carter (near shock absorber). This number will serve as a reference when requesting parts from the dealer.



PRINCIPAL ELEMENTS OF THE MOTORCYCLE

KEYS

With this model a set of keys is handed over. These are for the ignition, steering blocking, petrol tank lid and seat lock. It is recommended to keep a set in a safe place so that it can be available at any time in case of loss.

INSTRUMENTS AND INDICATORS

1. Main switch or ignition key

The main switch or ignition key has three positions: disconnected position, contact position for starting up the motor and steering blocking position.

2.- Speedometer

The speedometer has an incorporated odometer.

3.- Headlight indicator

The indicator will go on when the main-beams are on.

4.- Turn signal indicators

This indicator comes on when the turn signal blinkers are used.

5.- Petrol reserve indicator

This indicator shows the level of petrol we have at any given moment.

6.- Oil Level Indicator

This indicator shows us when the oil level is below the minimum.

7.- Temperature Indicator

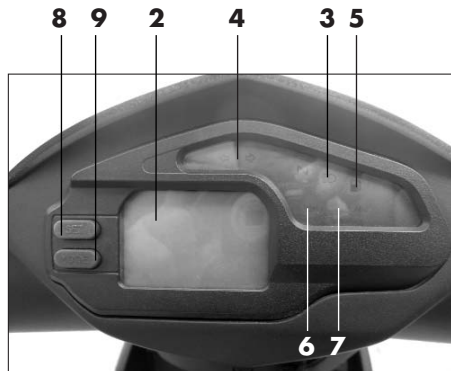
This indicator shows us when the temperature in the engine is dangerously high. If this light appears, stop the engine immediately.

8.- Set Button

Hold down the button for 5 seconds to change the information on the digital display eg program time.

9.- Mode Button

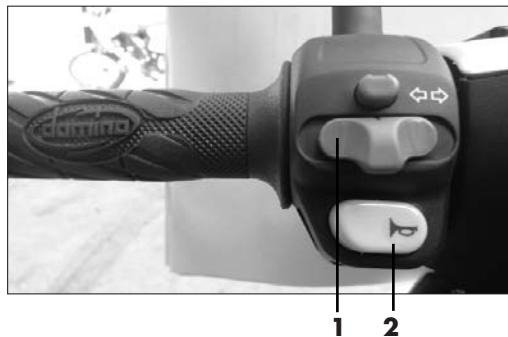
Pressing this button we can access the information on the instrument panel. Time, Voltage Indication, Trip 1, Trip 2, Total KM/Miles..



HANDLEBAR SWITCHES

1.- Turn signal switch

This has three positions: In the central position the indicators are switched off, when turned to the right, the right-hand indicator is switched on, and when turned to the left, the left-hand indicator comes on. Note that the switch will automatically return to the central position.

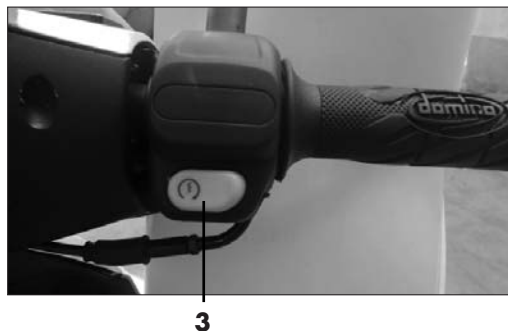


2.- Horn switch

Press the button to sound the horn.

3.- Ignition switch

In order to turn on the motor, press the switch, being careful to engage either the front or rear brake lever.



FRONT BRAKE LEVER

1.- The front brake lever is located on the right-hand side of the handlebar. To engage it, the lever should be pressed towards the grip or handlebar.

REAR BRAKE LEVER

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

Verify the lever clearance or tolerance.



BATTERY AND FUSE

1.- Battery

The battery is situated in the upper compartment of the left hand side leg protector.

The battery terminal status should be checked, together with the fixation of the terminals themselves. If any rusting is observed on the battery terminals or on 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 the battery terminals and ends.

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

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

When it is necessary to replace the battery, then the same battery type should be fitted.

2.- Fuse

The fuse box is located in the battery compartment, replace a damaged fuse and replace it with one of the same value.

Turn the ignition on again and check if the electrical system works.

Never use fuses of higher amperage than recommended because they could damage or even burn the electrical system.



PETROL TANK

To access the fuel tank, do the following.

Park the vehicle on the centre stand.

Take the ignition key and insert it into the lock on the left hand side of the seat and turn clockwise whilst applying pressure to the seat. Unscrew the cap located at the rear to refuel.

Do not forget to fill the tank when the low fuel gauge is illuminated. The fuel tank capacity is 9.5 litres with 3.5 litres of reserve.

Remember to always use 95 octane unleaded petrol.



OIL TANK

To access the oil tank, do the following.

Rest the vehicle on its centre stand.

Place the ignition key into the lock situated on the left hand side of the seat. The Oil tank cap is situated near the front labelled "Motor Oil".

Do not forget to fill the tank when the oil level gauge is illuminated. The fuel tank capacity is 1,25 litres.

Remember that you must always use the oil recommended by the manufacturer. Castrol 2T



PRE-DELIVERY CHECK

1	Clean the vehicle			CHECK LIGHTS	
2	Charge the battery (if necessary)		12	Low beams (verify illumination height)	
3	Bleeding the braking system (if necessary)		13	High beams	
4	Brake tensing and greasing (if necessary)		14	Rear sidelights	
	LEVEL CHECKS		15	Rear brake light	
5	Transmission oil		16	Turn signal lights	
6	Engine oil			VEHICLE TEST	
7	Brake fluid		17	Engine performance	
	CHECKING AND ADJUSTING		18	Braking effectiveness	
8	Set of levers		19	Stability, manoeuvrability	
9	Screw tightening		20	Idling adjustment (if necessary)	
10	Tyre pressure		21	Start-up with engine warm	
11	Clearance of the gas control				

These operations should be carried out before delivering the vehicle to the user.

The obligation of carrying out the pre-delivery and successive checks established by the manufacturer endorses the validity of the guarantee.

CHECKS TO BE CARRIED OUT BEFORE OPERATING

Check the following points before using your motorcycle.

Elements

Engine
Lights and indicators
Speedometer cable
Front and rear brakes
Throttle
Petrol tank
Tyres
Turn signal lights
Battery

Checks

Check the oil level
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 its operation Charge if necessary

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

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

If during these checks you find something wrong, it should be fixed before using the motorcycle.

ROUTINE CHECKS

FRONT BRAKE

Braking is made possible with a disc brake of a 190-mm diameter triggered by a caliper and a hydraulic pump. The braking surface should be free from both grease and dirt to ensure perfect operation. Should it be necessary to empty and refill the brake fluid circuit, proceed in the following manner:

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

Then loosen the bleeding nut, fitting a petrol tube on said screw.

Place the above mentioned tube in a receptacle so as not to spill the fluid.

With the liquid in the pump and the bleeding nut loosened, slowly turn the lever until the liquid drops and you achieve that it leaves the small tube without any air bubbles. At this point, close the bleeding nut and refill the tank with brake liquid to the halfway mark. Close cap and pump until it brakes perfectly. Check the brake liquid level through the view-port on the brake pump. Refill if necessary.

Brake liquid level



REAR BRAKE

Braking is made possible with a disc brake of a 190-mm diameter triggered by a caliper and a hydraulic pump.

PUMP AND BRAKE PADS

Assure yourself that the brake fluid level is correct; otherwise, add liquid. If the hydraulic clip brake pads are worn, they must be replaced.

The minimum thickness of the Ferodo pads has to be 2 mm.



Brake liquid level

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

THROTTLE

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

The grip should return when the accelerator is released.

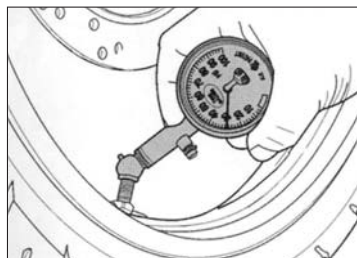


LIGHTS AND INDICATORS

Check the sidelights and headlights, the turn signals, rear pilot light, dashboard indicators, assuring yourself that everything works correctly.

TYRES

The tyre pressure directly affects the stability and comfort of the vehicle within the braking space and, above all, the user safety. Therefore, it is important to check the tyre pressure. Do not overload the vehicle because apart from losing stability, the wear on the tyre increases.



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

<i>Pressure when cold</i>	Front	Rear
Up to a load of 81 kg	1,9 Kg/Cm ² , 25 psi.	2,2 Kg/Cm ² , 28 psi.
From a load of 81 kg	2,0 Kg/Cm ² , 25 psi.	2,4 Kg/Cm ² , 32 psi.

COOLING SYSTEM

The radiator can be found in the front internal part of the moped.

The radiator's purpose is to maintain a constant engine temperature by cooling the hot water which is pumped around the engine.

To check the level of coolant, carefully undo the radiator cap off and top up if necessary.

NOTE: Allow the engine/cooling system to cool sufficiently before opening the cooling system cap, because the boiling liquid could escape under the pressure, which is dangerous.

It is strongly recommended that you use a closed circuit anti-freeze liquid. In this way we can avoid the water freezing causing damage to the water pump and water pipe ruptures. Do not top up with tap water as the calcium content could damage the radiator.



ENGINE STARTING AND OPERATION

It is very important to know your vehicle well and also its functioning.

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

Turn the key clockwise, close the throttle completely and engage the electric starter button.

Remember not to press the electric starter for more than five seconds at a time.

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 a longer engine life.

RUNNING-IN

The most important time in the life of a motorbike is between 0 and 1000 km. For this reason, we recommend that you carefully read the following instructions.

During the first 1000 km. You shouldn't overload the motorbike because the motor is new and the different parts wear and rub among themselves, until they come to work perfectly together.

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 engage the front and rear brakes.

WARNING:

Sharp braking can cause skids or bouncing.

STOPPING

Close the gas grip, engaging both brakes simultaneously and once the vehicle has stopped, turn off the motor and take out the ignition key.

CARBURATOR

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

FRONT SUSPENSION

The suspension consists of hydraulic telescopic forks measuring 30mm by 88mm. equipped with the most advanced means with regard to technology and design.



REAR SUSPENSION

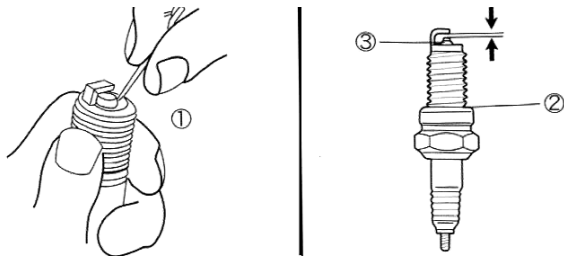
The rear suspension is equipped with a Mono – Shock type shock absorber.



SPARK PLUG 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 is heavy soot or other deposits, then the sparkplug should be replaced using a recommended type and thermal grade spare part. NGK BR8 HS (NGK BR7 ES)

Before any spark plug is installed, the separation between the electrodes should be measured using a feeler gauge and adjusted according to the specifications. Electrode separation should be between approximately 0.6 and 0.7 mm.



Before actually installing the new spark plug, the washer seating surface must always be thoroughly cleaned to prevent any foreign bodies from entering the combustion chamber. Screw the sparkplug in smoothly by hand and then complete tightening it with about $\frac{1}{4}$ of a turn with the correct sparkplug spanner.

AIR FILTER

Good performance and durability of the engine organs depends to a great extent on the good state of cleanliness and greasing of the air filter.

In order to reach the air filter, loosen the screws that hold the lid of the air filter box, whereby the filtering mass becomes visible so as to be able to extract it.

In order to clean the filter, separate the plastic support and wash it with a specific solvent for the cleaning of air filters. Once the filter has thoroughly dried, may be reinstalled by following the above instructions in the reverse order after prior lubrication of the filter with special purpose filter oil.

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 humid or dusty areas.



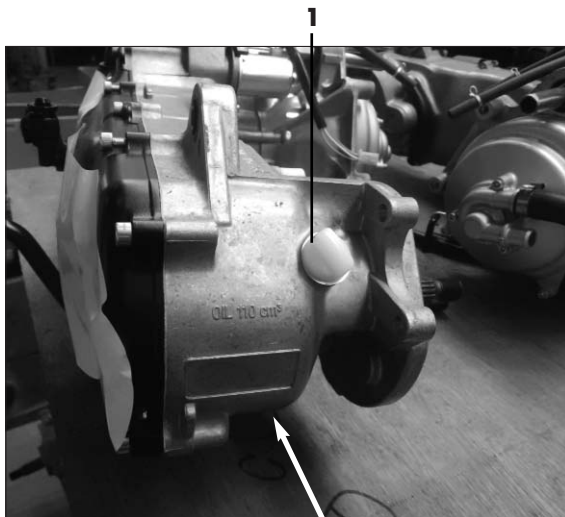
HOW TO CHECK THE OIL LEVEL OF THE GEARBOX

1.- The recommended oil is SAE 15W40 or an equivalent, with a capacity of 110 c.c.

2.- After removing the drainage screw, we wait for a complete drainage. Once empty, put the screw in place again and proceed to refill, removing the dip-stick.

WARNING:

RIEJU recommends the oil level check, always before taking off, with the motor-bike in a level position and always when it's cold.



2

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 entrance to prevent water entering inside.
- b) Check that the spark plug and all caps are firmly in place.

2.- If the engine is very dirty and greasy, use a degreasing agent. Do not apply degreasing agents on the wheel axle nor on lubricated zones.

3.- Remove the degreasing agent, together with the dirt, using a hosepipe, but only with the minimum pressure necessary.

WARNING:

Rieju cannot be held responsible for the use of degreasing agents which stain or cause deterioration of 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 a mild detergent. 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 idle for a few minutes. In this way we will achieve complete drying all of the parts 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 carburator.
2. Lubricate all control cables.
3. Remove the spark plug and put a spoonful of SAE 15W40 oil in the cylinder head hole and replace the spark plug.
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.

TECHNICAL SPECIFICATIONS AND CHARACTERISTICS

ENGINE		FRAME	
Type	Single cylinder	Type	Steel tube
Cycle	Two stroke	Front suspension	hydraulic telescopic forks of 30mm
Refrigeration	Liquid Cooled	Rear suspension	Monoshock
Diameter per stroke	40 x 39.2 mm	Front brake	Disc ø 190
Exact cylinder capacity	49 cc	Rear brake	Disc ø 190
Compression ratio	12-0.5: 1	Front tyre	130/60-13
Maximum potency	2.7 cv at 7,000 rpm	Rear tyre	140/60-13
Maximum motor torque	4.7 N.m at 5,250 rpm	Spark plug	HNGK BR8 HS
Idling system	1.500 rpm	Dry weight	93 kg
Ignition	Electronic CDI	Load capacity	175 kg
Start-up	Pedal and electric	Petrol tank	9.5 litres (95 octane unleaded petrol)
Primary transmission	Belt	Oil tank	1.25 litres (SAE 15W40)
Secondary transmission	Gears	Seat Height	810 mm
Gear change	Automatic speed variator	Maximum longitude	1.765 mm
Clutch	Automatic centrifuge	Maximum width	704 mm
Battery	12V 5Ah	Maximum height	1.160 mm
		Distance between axes	1.279 mm



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* VOUS BÉNÉFICIEZ D'UNE GARANTIE CONSTRUCTEUR DE 2 ANS (PIÈCES ET MAIN D'OEUVRE). TWO YEARS OF TOTAL WARRANTY IN OUR PRODUCTS (PARTS AND MANPOWER). DOS AÑOS DE GARANTIA (M.O.Y PIEZAS).