

RIEJU									
Model	MOTOR	BJ:	Zündkerze	Motoröl	Gabel	Gabelöl Links		Gabelöl Rechts	
MX 50 Infantil	Morini S5	2001	Champion LY8C / BOSCH W7AC	250 c.c. SAE 20	EBR	170 c.c.	SAE 10	170 c.c.	SAE 10
MX 50 Infantil	Morini S6	2002	Champion N2C	Según NIVEL	EBR	170 c.c.	SAE 10	170 c.c.	SAE 10
MX 50 Infantil FD	Morini S6	2002	Champion N2C	Según NIVEL	SEBAC	200 c.c.	SAE 10	200 c.c.	SAE 10
Drac 50	AM5	1996	NGK BR8ES	820 c.c. SAE 40	Showa	190 c.c.	SAE 10	190 c.c.	SAE 10
RR 50	AM5	1997	NGK BR8ES	820 c.c. SAE 40	Showa	175 c.c.	SAE 10	175 c.c.	SAE 10
RR 50	AM6	2001	NGK BR8ES	820 c.c. SAE 40	Showa	175 c.c.	SAE 10	175 c.c.	SAE 10
RR 50	AM6 Euro	2002	NGK BR9ES	820 c.c. SAE 10W 30	Showa	175 c.c.	SAE 10	175 c.c.	SAE 10
RR 50 Castrol	AM6 Euro	2002	NGK BR9ES	820 c.c. SAE 10W 30	Showa	220 c.c.	SAE 10	220 c.c.	SAE 10
MRX 50	AM6 Euro	2002	NGK BR9ES	820 c.c. SAE 10W 30	Showa/SEBAC	245c.c.SAE 15W 20 / 255c.c SAE10W		245c.c.SAE 15W 20 / 255c.c SAE10W	
MRX 51	AM6 Euro	2008	NGK BR9ES	821 c.c. SAE 10W 30	RIEJU	32Oc.c		320 c.c.	
SMX 50	AM6 Euro	2002	NGK BR9ES	820 c.c. SAE 10W 30	Showa/SEBAC	245c.c.SAE 15W 20 / 255c.c SAE10W		245c.c.SAE 15W 20 / 255c.c SAE10W	
RRX 50	AM6 Euro	2006	NGK BR9ES	820 c.c. SAE 10W 30	Paioli	265c.c. SAE 15W		265c.c. SAE 15W	
RRX SPIKE 50	AM6 Euro	2006	NGK BR9ES	820 c.c. SAE 10W 30	Paioli	265c.c. SAE 15W		265c.c. SAE 15W	
MRX-SMX PRO 50	AM6 Euro	2003	NGK BR9ES	820 c.c. SAE 10W 30	Paioli	325 c.c. SAE 7,5 (10W)		325 c.c. SAE 7,5 (10W)	
RS 1	AM5	1997	NGK BR8ES	820 c.c. SAE 40	Showa	200 c.c.	SAE 10	200 c.c.	SAE 10
RS 1 Evolution	AM6	1998	NGK BR8ES	820 c.c. SAE 40	Showa	200 c.c.	SAE 10	200 c.c.	SAE 10
RS 1 Evolution	AM6 Euro	2002	NGK BR9ES	820 c.c. SAE 10W 30	Showa	200 c.c.	SAE 10	200 c.c.	SAE 10
MRX 125	YAMAHA	2002	NGK CR7HSA /DENSO V22-FSR-U	1,2L. SAE 20W 50	Showa / Paioli	245c.c. SAE 15W 20 / 265c.c. SAE 15		245c.c. SAE 15W 20 / 265c.c. SAE 15	
SMX 125	YAMAHA	2002	NGK CR7HSA /DENSO V22-FSR-U	1,2L. SAE 20W 50	Showa / Paioli	245c.c. SAE 15W 20 / 265c.c. SAE 15		245c.c. SAE 15W 20 / 265c.c. SAE 15	
Windy	MY 50		NGK BR7HS		Paioli	100 c.c.	SAE 10	100 c.c.	SAE 10
RS 2 Matrix 50	AM6 Euro	2003	NGK BR9ES	820 c.c. SAE 10W 30	SEBAC	210 c.c.	SAE 10	210 c.c.	SAE 10
RS 2 Matrix 50	AM6 Euro	2003	NGK BR9ES	821 c.c. SAE 10W 30	SHOWA	210 c.c.	SAE 10	210 c.c.	SAE 10
RS 2 Matrix 50	AM6 Euro	2003	NGK BR9ES	822 c.c. SAE 10W 30	PAIOLI	380 c.c.	SAE 10W	380 c.c.	SAE 10W
RS 2 NKD 50	AM6 Euro	2003	NGK BR9ES	820 c.c. SAE 10W 30	SEBAC	210 c.c.	SAE 10	210 c.c.	SAE 10
RS 2 NKD 50	AM6 Euro	2003	NGK BR9ES	821 c.c. SAE 10W 30	PAIOLI	380 c.c.	SAE 10W	380 c.c.	SAE 10W
RS 2 NKD 125	AM6	2005	NGK CR7HSA /DENSO V22-FSR-U	1,2L. SAE 20W 50	PAIOLI	380 c.c.	SAE 10W	380 c.c.	SAE 10W
RS 2 Matrix 125	YAMAHA	2006	NGK CR7HSA /DENSO V22-FSR-U	1,2L. SAE 20W 50	PAIOLI	380 c.c.	SAE 10W	380 c.c.	SAE 10W
TANGO 125	YAMAHA	2006	NGK CR7HSA /DENSO V22-FSR-U	1,2L. SAE 20W 50	PAIOLI	340 c.c.	SAE 15W	340 c.c.	SAE 15W
SMX/MRX PRO	AM6	2007/2008	NGK BR9ES	820 c.c. SAE 10W 30	MARZOCCHI	325 c.c.	SAE 10W	325 c.c.	SAE 10W
SCOOTER				750 c.c. SAE20/40w					
TANGO 50	AM6 EURO 2	2007	NGK BR9ES	820 c.c. SAE 10W 30	PAIOLI	340 c.c.	SAE 15W	340 c.c.	SAE 15W
TANGO -50 (220)	AM6 EURO 3	2009	NGK BR9ES	821 c.c. SAE 10W 30	RIEJU	300 c.c.		300 c.c.	
TANGO 250		2009	DENSO D8EA/NG K	1 LTO. SAE 20W-50	PAIOLI	340 c.c.	SAE 15W	340 c.c.	SAE 15W
MRT PRO	AM6	2009	NGK BR9ES	820 c.c. SAE 10W 30	MARZOCCHI radial	325 c.c.	SAE 10W	325 c.c.	SAE 10W
MRT-50	AM6 EURO	2009	NGK BR9ES	820 c.c. SAE 10W 30	RIEJU	310 c.c.		310 c.c.	
MRT-Competizione	AM6-compet.	2010	NGK BR10ES	821 c.c. SAE 10W 30	MARZOCCHI	390 c.c.	EBH 16	390 c. C.	EBH 16
MRT-125	WR-125	2009	NGK CR8 E	1000 cc SAE 10W40	MARZOCCHI radial	325 c.c.	SAE 10W	325 c.c.	SAE 10W
MRT-450	Yamaha WR-450	2009	NGK CR8 E	1100 cc SAE 10W40	MARZOCHI	600 cc.	Tipo 208019	600 cc.	Tipo 208019
MRT-250	Yamaha WR-250	2009	NGK CR8 E	1 000 / 1100 cc SAE 10W40	MARZOCHI	600 cc.	Tipo 208019	600 cc.	Tipo 208019
RS3	AM6 Euro	2010	NGK BR9ES	820 c.c. SAE 10W 30	SHOWA	210 c.c.	SAE 10	210 c.c.	SAE 10
RS3-125	WR-125	2010	NGK CR8E	1000 cc SAE 10W40	RIEJU	380 c.c.		380 c.c.	

			ATENCION: el motor WR 250 /450 lleva 1000 cc. sin cambiar filtro y 1100 cc. cambiando filtro.	
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