

YAMAHA

250 YDS 5 E & 305 YM 2

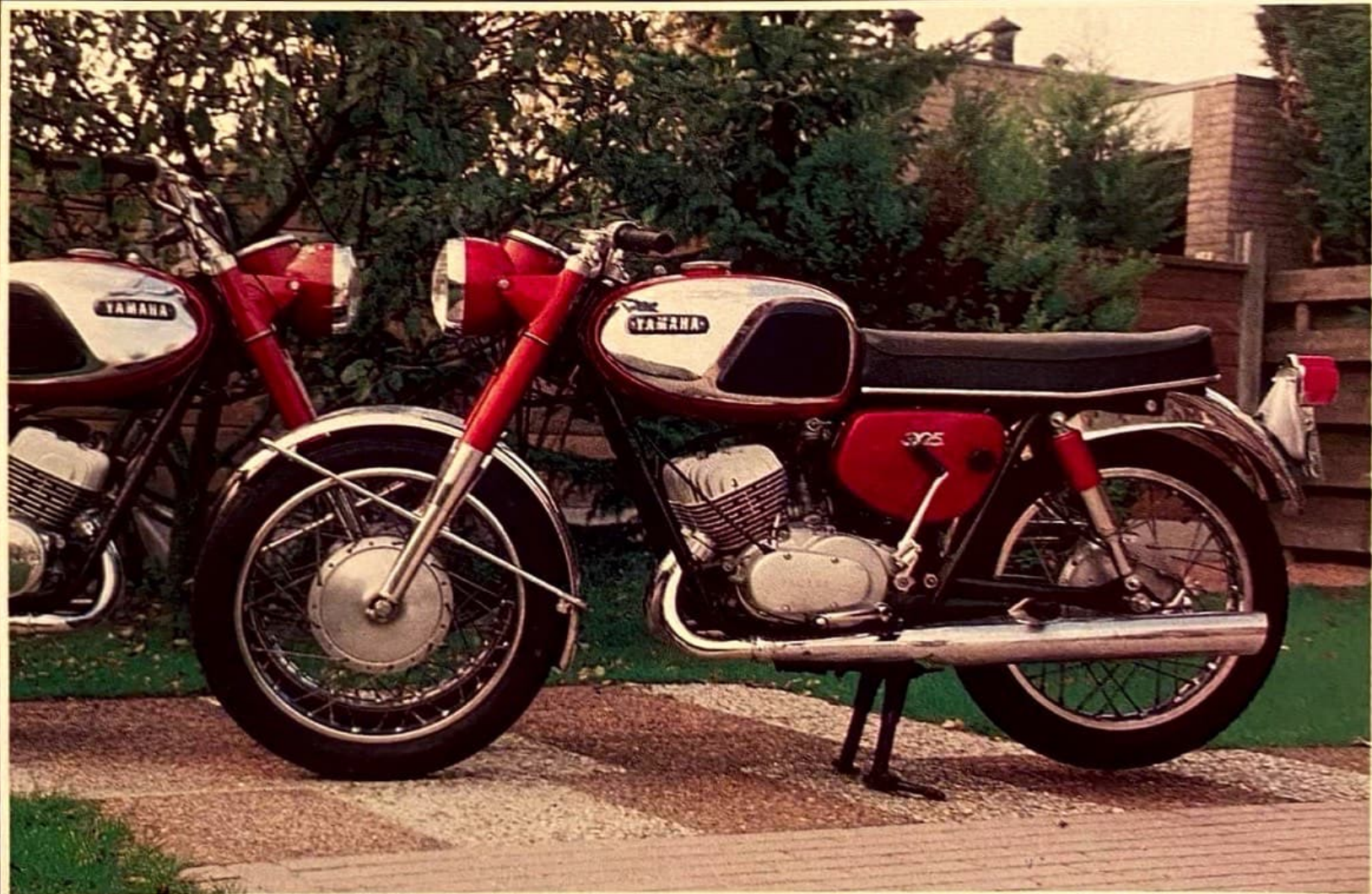
YAMAHA

HIGH PERFORMANCE



Japan

1967



YAMAHA

250 YDS 5 E & 305 YM 2 - 1967

Near-identical twins

Yamaha's world reputation was built on its two-stroke twins. The first, in 1957, was the 250 YD1, whose line ran out with the YD3 in 1963. The new F-Series YDS sports was launched in parallel in 1963, and joined in 1965 by the 305 YM "pseudo-350," shown here in its second (and last) version, the YM2 of 1967-68, with its twin, the 250 YDS5.

Two Peas in a Pod

In fact, only a difference of 5mm in the stroke distinguished the two versions, plus an important little accessory — the electric starter — standardized on the 250 in 1967. These two models were the last Yamaha twins with a vertical crankcase joint. They were replaced in 1968 by the 250 DS7 and a genuine 350, the YR2.

Extraordinary Competition Record

The YDS5 — and its compatriots the 1966 Suzuki T20 and the Kawasaki Samurai and Avenger — hit the European market like a bombshell and quickly took a stranglehold on the medium-capacity sports market segment. While the Yamahas were 15-20 percent more expensive than their European rivals like the 1968 Aermacchi Ala Verde and Morini Settebello, they were better finished,

faster, more reliable and bathed in the aura of an extraordinary competition record. Between its first title in 1964 and 1973, Yamaha was six times world 250cc champion, of which four (and two second places) were won by Phil Read. Yamaha was also champion of France in 1966, 67 and 68.

SPECIFICATIONS

Engine: 246cc (56x50mm)/301cc (60x54mm)

air-cooled single-cylinder two-stroke

Power Rating: 30 hp @ 7500 rpm / 31 hp @ 7000 rpm

Valves: two-stroke with five transfer ports

Fuel System: two 24mm Mikuni carburetors

Transmission: 5-speed; chain final drive

Suspension: telescopic forks (front); swinging fork with two spring/dampers (rear)

Brakes: twin leading shoe drum (front); drum (rear)

Wheels: 18 inch (front & rear)

Weight: 362 lb

Maximum Speed: 100 mph

The only external difference between these two bikes was an electric starter on the 250, but they picked up the styling cues of the TD1C competition bike.

Photo FMDG François-Marie Dumas
Collection Ludi Beumer

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Printed in USA
D2 000 18-19