

# YAMAHA RD50M



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# Yamaha RD50M: Ultra-light and Ultra-stylish

Everything that has made Yamaha the world's leader in sporting motorcycle has gone into making the RD50M the undisputed king of the ultra-lightweights.

Looks, style, and the refinement of Yamaha's unique race-bred technology have produced in the RD50 the sleekest, snappiest machine in its class.

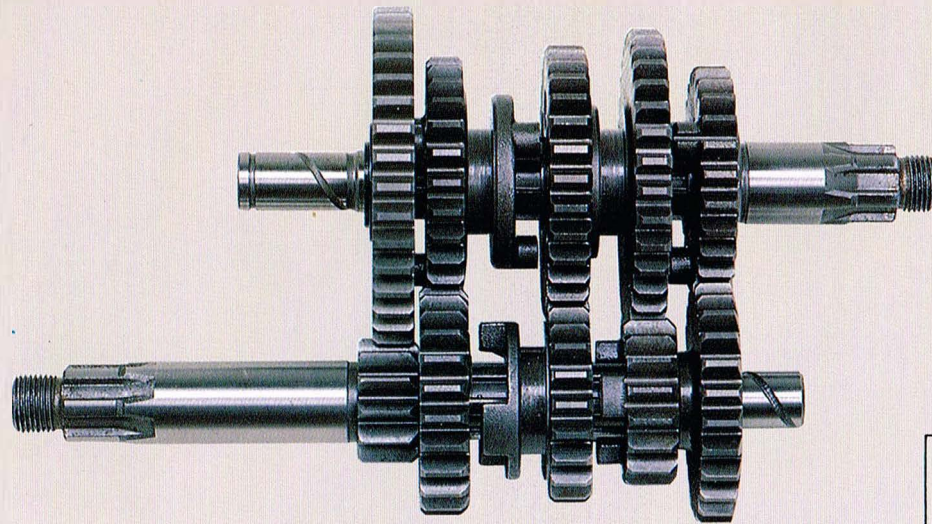
The neat and punchy single-cylinder power unit shares the engineering features of the bigger Yamaha

sports two-strokes. Torque Induction produces positive combustion and eliminates blowback; throttle-operated Autolube lubrication whisks just the right amount of oil to the moving parts; and a five-speed transmission gets the power of the motor briskly to the rear wheel.

A double-loop cradle frame with hydraulic suspension front and rear ensures tight handling, while the strong, elegant cast-alloy wheels add a final dash of

style to an enthusiast's machine.

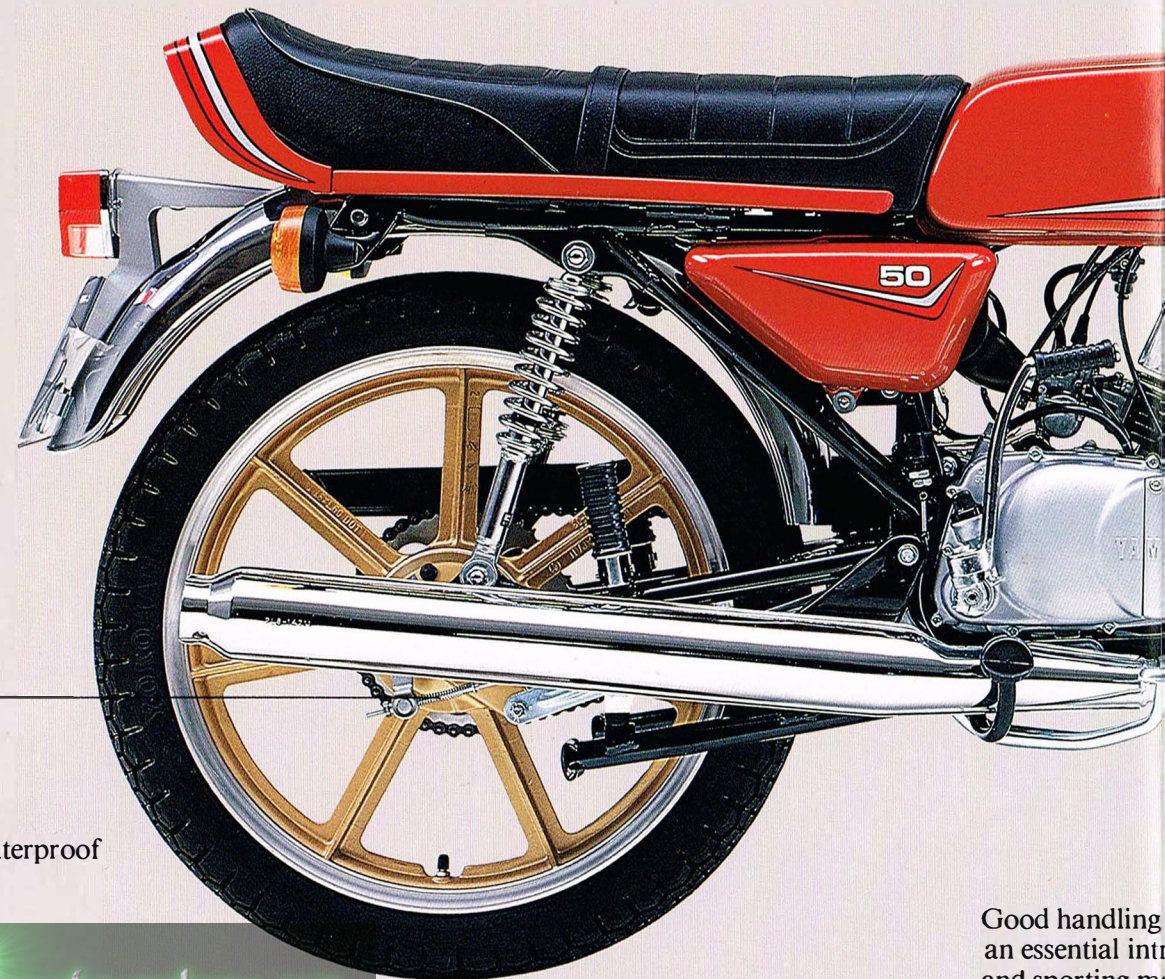
A big 203mm hydraulic disc brake with rear-mounted caliper provides superb stopping ability. Carefully placed controls; full instrumentation, including tachometer; and a well-balanced riding position make for rider comfort and safety.



## Transmission

A strong multi-plate clutch running in oil works with five carefully selected gear ratios to produce a smooth transmission of power to the rear wheel.

Double-flanged, waterproof



Good handling  
an essential intr  
and sporting m





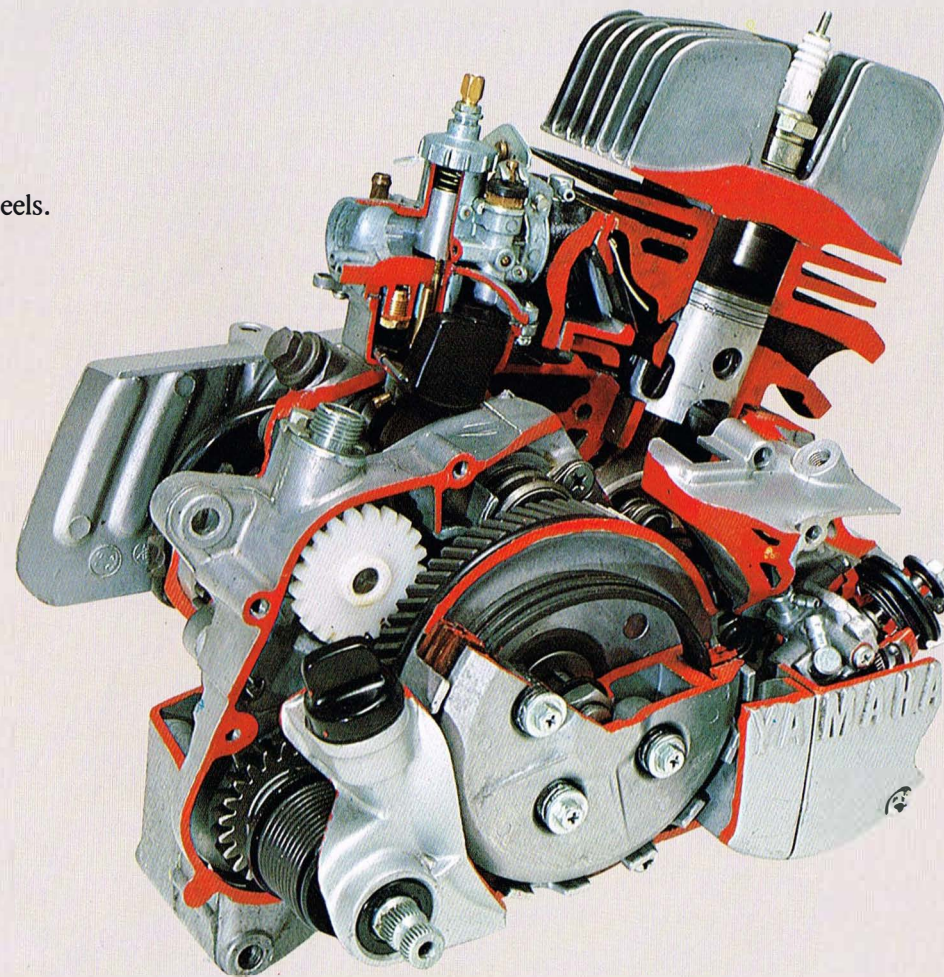
Light, rigid cast-alloy wheels.

Heavy-duty hydraulic forks.

Big 203mm front disc.

Race-developed duplex  
downtube frame

and good brakes:  
production to safe  
motorcycling.



### Engine

The RD50M is powered by a 49cm<sup>3</sup> two-stroke engine with a 6.8 : 1 compression ratio and a bore and stroke of 40 x 39.7mm. The spark plug is centrally located and induction is by a 16mm Mikuni carburettor.

Yamaha's Autolube system, which feeds oil under pressure to the crankcase in relation to engine speed, ensures optimum lubrication under all

working conditions.

Torque Induction fuel control utilises a system of steel reed valves which allows the passage of precisely the amount of fuel required by the engine. Smooth carburation and good throttle response at low engine speeds make the RD50M particularly effective in town riding and allow it to pull briskly away on the open road.



**RD50M  
SPECIFICATIONS**

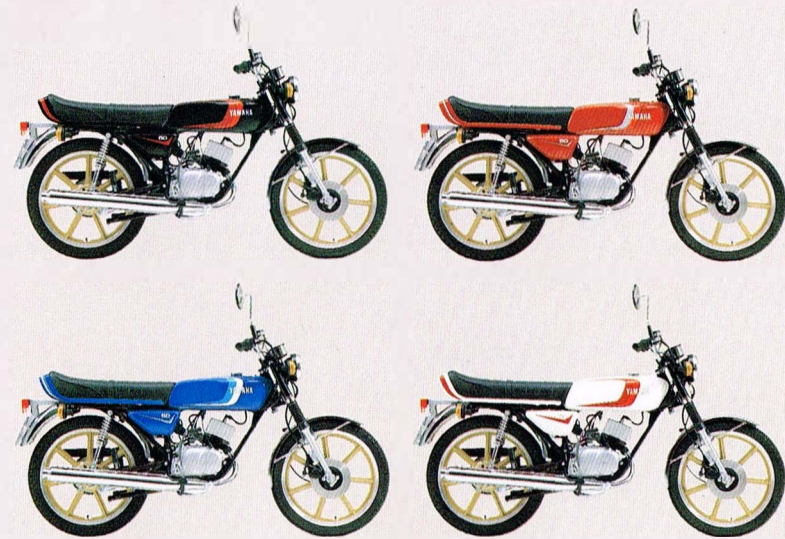
**ENGINE**

Type .....	2-stroke, 1-cylinder
Displacement .....	49 cm <sup>3</sup>
Bore & Stroke .....	40 x 39.7 mm
Compression ratio .....	6.8:1
Lubrication system .....	Autolube
Starting system .....	Kick starter
Primary transmission .....	Gear
Final transmission .....	Chain
Gearbox .....	5-speed
Carburettor .....	VM16SH
Clutch .....	Multi-plate, Wet
Battery .....	6V, 4AH
Charging system .....	Flywheel magneto
Ignition system .....	Flywheel magneto

**DIMENSIONS**

Overall length .....	1,870 mm
Overall width .....	815 mm
Overall height .....	1,045 mm
Wheelbase .....	1,200 mm
Seat height .....	760 mm
Ground clearance .....	180 mm
Weight (net) .....	79 kg.
Fuel tank capacity .....	8.0 lit.
Oil tank capacity .....	1.0 lit.
Tires Front .....	2.50-18-4PR
Rear .....	2.75-18-6PR
Brakes Front .....	Hydraulic disc (φ203 mm)
Rear .....	Drum

*\* Specifications subject to change without notice.*



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