



YAMAHA RD250

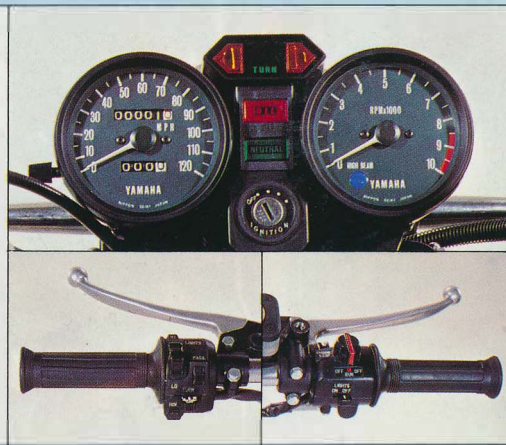
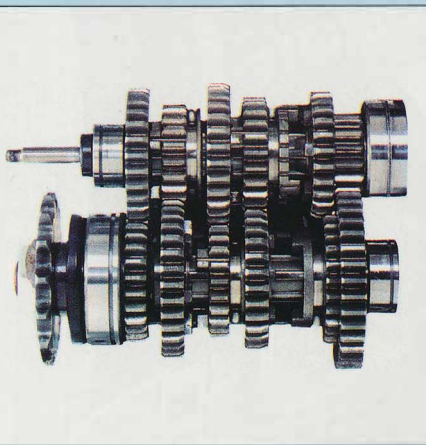
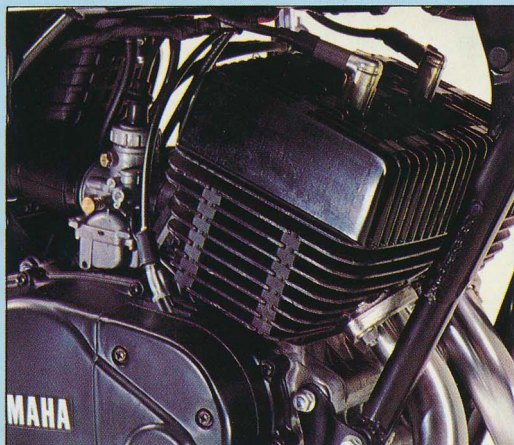
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Thoroughbred in Style and Performance

Among the medium weight street bikes the RD250 stands out for a number of reasons, and a good many of these can be seen at a glance. The dynamically balanced, the front and rear disc brakes and the forward-tilting parallel-twin Torque Induction engine to name a few. Other exciting features become evident when the bike is ridden. The almost instant response to the throttle, the fine

balance that allows the bike to almost float through heavy traffic, the smooth control offered by the hydraulic system that operates the brakes, the comfort given by the front and rear shocks and the convenience of the self-cancelling turn signals.

The YAMAHA RD250 is a bike with spirit and real ability... roadworthiness in its finest form.



Engine

Forward-inclined, 247-cc, two-stroke twin with 54 mm x 54 mm bore and stroke. Yamaha Torque Induction system offers carburation by two Mikuni V.M. 28 mm S.C. models. Light heat dispersant aluminium alloy is used extensively throughout the engine. The cylinders have cast-in-iron sleeves. Produces 30 bhp. Lubrication is achieved by Yamaha Autolube oil injection. Lubricant from a separate tank is pumped directly into the engine at the controlled rate dictated by throttle settings and engine speed.

Torque Induction

Yamaha lead the world in two-stroke technology and the reed-valve mechanism set in the induction trend allows very critical port timings to be utilized for the best performance and long trouble-free running life. The reed valves improve engine breathing, bottom end torque and prevent carburettor blow-back.

V-type Reed Valve

Employing a special stainless-steel reed-valve assembly between the carburetor and the engine, intake is positive and efficient. Operating due to pressure variations within the engine itself, the reed valves open and close on demand positively fueling the engine and preventing blow-back through the carburetor, resulting in increased torque and higher economy.

Transmission

Six-speed, constant-mesh transmission with gear ratios selected to match engine characteristics for maximum acceleration and 100 mph plus performance. Again Yamaha have engineered a race quality gearbox with featherlight gearshift pressures and silent friction-free running.

Frame

Duplex-cradle frame developed for road use from Yamaha racing experience. Made from high tensile steel, the frame is strengthened at the steering head, rear engine mountings and swinging arm location points. The frame design is the secret of the RD250's wonderful handling at speed, because, with its matched suspension, it is capable of staying precisely on the chosen line through high speed bends.

Front Forks

Carried on large diameter ball bearings in the steering head, the telescopic front forks have the stroke hydraulically controlled by sliding damper units and controlled-rate springs inside each fork leg.

The wheel spindle is carried in detachable fork end caps and the right leg has the disc brake caliper mounted behind for greater rigidity and control under braking depression. Double oil seals are fitted to each fork tube. The front forks also carry the powerful headlight unit and instrument console.

Rear Suspension

The suspension is by swinging arm controlled by two shock absorbers with external chromium plated springs and black bodies for heat dissipation. Each unit has 5 positive adjustments to cater for all load and usage conditions.

Wheels

Cast-alloy wheels are standard equipment. Both are dynamically and statically balanced for the normal life of the wheel. This excellent balance factor and the inherent stiffness of the wheels aids handling characteristics.

Disc Brakes

A single hydraulic front disc brake with a diameter of 267 mm and a single hydraulic disc rear unit of the same diameter mounted opposite the chain drive for balance, provide smooth, safe braking at all speeds. Fully floating brake calipers on both discs aid wet weather braking characteristics, and the mounting of the front brake caliper behind the front legs protects the brake from road dirt and moisture.

Seat

The wide seat is extra comfortable to help reduce riding fatigue when the bike is ridden continuously for long periods. Positioned for the best riding posture, the seat blends in with the dynamic lines of the machine and for lasting durability the cover of the seat is waterproof.

Lighting

For safe riding day or night, the lighting equipment is designed to be readily visible by other traffic and so that the rider's field of vision is as wide as possible at night. The turn signals and rear stop light brightly indicating the rider's intentions, and the instrumentation is softly back-lighted for clear nighttime viewing.

Speedometer and Tachometer

The overall operation and speed of the bike can be easily monitored at a glance at the large, easily-readable speedometer and tachometer. These precision instruments are shock mounted for lasting durability and are placed at an optimum location for quick viewing.

SPECIFICATIONS

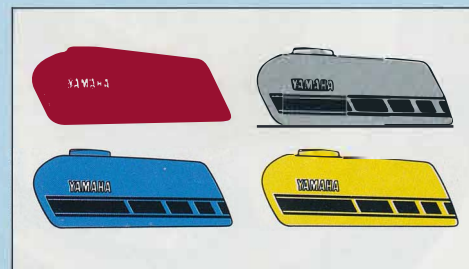
ENGINE

Type2-stroke, Torque Induction, Twin
 Displacement247 cc
 Bore & Stroke54 x 54 mm
 Compression ratio5.4 : 1
 Max. horsepower30 bhp @ 7,500 rpm
 Max. torque2.9 kg-m @ 7,000 rpm
 Max. speed range160 km/h
 Lubrication systemAutolube
 Starting systemPrimary kick starter
 Primary transmissionGear
 Final transmissionChain
 Gearbox6-speed
 CarburettorVM28SC (x2)
 ClutchMulti plate, wet
 Battery12V, 5.5AH
 Ignition typeBattery, CB/Coil

DIMENSIONS

Overall length1,995 mm
 Overall width830 mm
 Overall height1,085 mm
 Seat height790 mm
 Wheelbase1,325 mm
 Weight (net)150 kg
 Fuel tank capacity16.5 lit.
 Oil tank capacity1.8 lit.
 Tires front3.00S-18-4PR
 rear3.50S-18-4PR
 Brakes frontHyd. disc, diam. 267 mm
 rearHyd. disc, diam. 267 mm

* Specifications subject to change without notice.



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