

# YAMAHA RD200



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# Yamaha's RD200 — The lightwe

The Yamaha RD200 is a lightweight in terms of bulk but packs the punch of a true middleweight. In physical size it's on a par with 125cm<sup>3</sup> machinery but those extra cubic centimetres give it performance in line with many rival two-fifties.

Light in weight, at 123 kilograms, and with 14.7kW (20 HP) on tap, it has a highly favourable power-to-weight ratio which brings benefits in both overall performance and fuel economy.

The chassis of the RD200 is nearly identical to the 125cm<sup>3</sup> Yamaha production Road Racer of little more than five years ago and the engine bears close resemblance to the twin-cylinder two-strokes that have taken numerous World titles in 125,250 and 350cm<sup>3</sup> classes over the past decade.

Main features of the power unit are those which have become deservedly-famous in recent years — the smooth carburation of Torque Induction and the positive, pressure-fed lubrication of the patented Yamaha Autolube system.

Full instrumentation, sporty styling and cast alloy wheels round out the RD200 specification, which has particular emphasis placed on safety. The 245mm front disc brake combines with the rear drum unit to give unmatched braking capabilities in the lightweight class.

Safety, sporting performance and fuel economy — what more could anyone ask from a lightweight motorcycle?





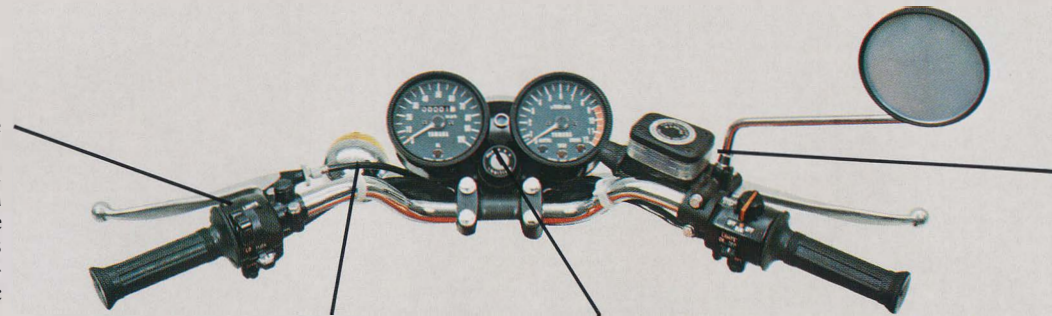
# Light with a middle weight's punch

Safety is a designed-in feature of Yamaha machines — even to comparatively “invisible” things such as the positioning of control switches. No switch that you need while on the move is more than a finger-tip away from the handlebar grip. This means safer riding by making switch-operation almost automatic thinking.

Still on the safety aspect, one of the most important aspects of motorcycling is to “see and be seen”. That is why bright turn signals, large headlamp and rear-view mirror are all standard items on the Yamaha specification sheet.

Smooth carburation is ensured by the use of the famous Yamaha Torque Induction system. Flexible, stainless steel, flat reeds are mounted by one end in a special block. Pressure variations in the engine open the reeds on the induction stroke then they spring shut again to prevent “blow-back” into the carburettor.

Engine power of the RD engine is transmitted via strong gears to the five-speed gearbox. A multi-plate clutch can handle any traffic-crawling situations while the gear ratios are chosen to combine easy low-speed running with snappy acceleration and a high-speed, low-revving cruising pace.

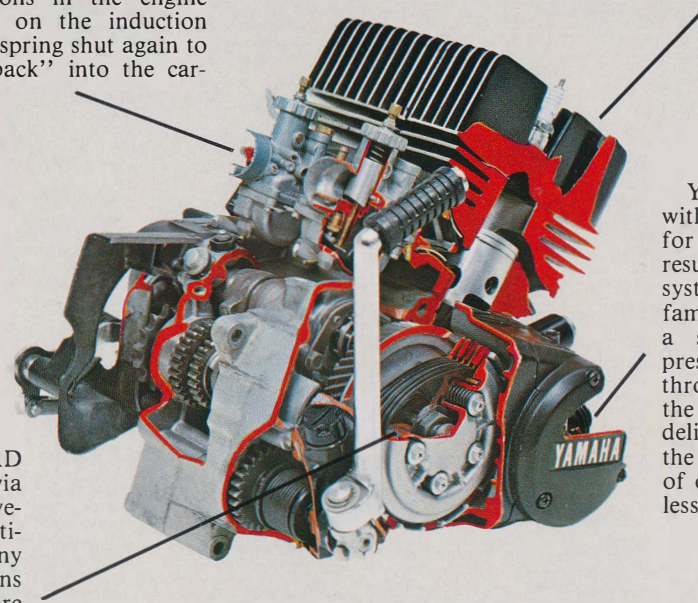


There's complete instrumentation on the RD series so that the rider knows exactly what he and his machine are doing. Speedometer and rev-counter plus oil level warning, neutral indicator and turn signal operating lights.

The master cylinder for the 245mm front disc brake has translucent sides so that the rider can make an immediate visual check on hydraulic fluid level.

Also on the right hand bar is the electric starter button. Press the button and the strong electric starter spins the engine into life.

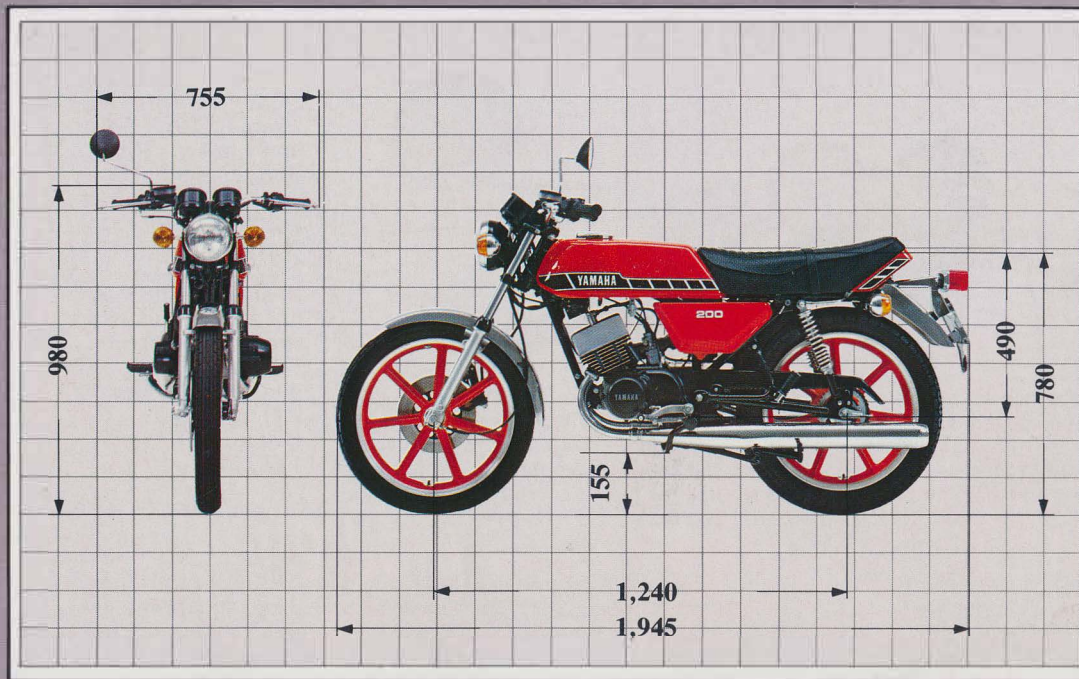
Top end of the RD engine really has that “full-race” look. Both cylinder heads and barrels have deep, square-cut fins finished in matt-black for extra heat dissipation but with polished edges for that bit of extra eye-appeal. Rubber blocks between the cylinder fins dampen out vibration noise.



Yamaha were first in the field with positive, pressure-fed oiling for their two-stroke machines. As result the Yamaha “Autolube system has become deservedly famous for its reliability. Oil from a separate tank is fed under pressure into the engine via a throttle-linked pump. The higher the engine revs the more oil is delivered — and vice versa. Thus the engine gets exactly the amount of oil it needs — no more and no less.







## RD200

### SPECIFICATIONS

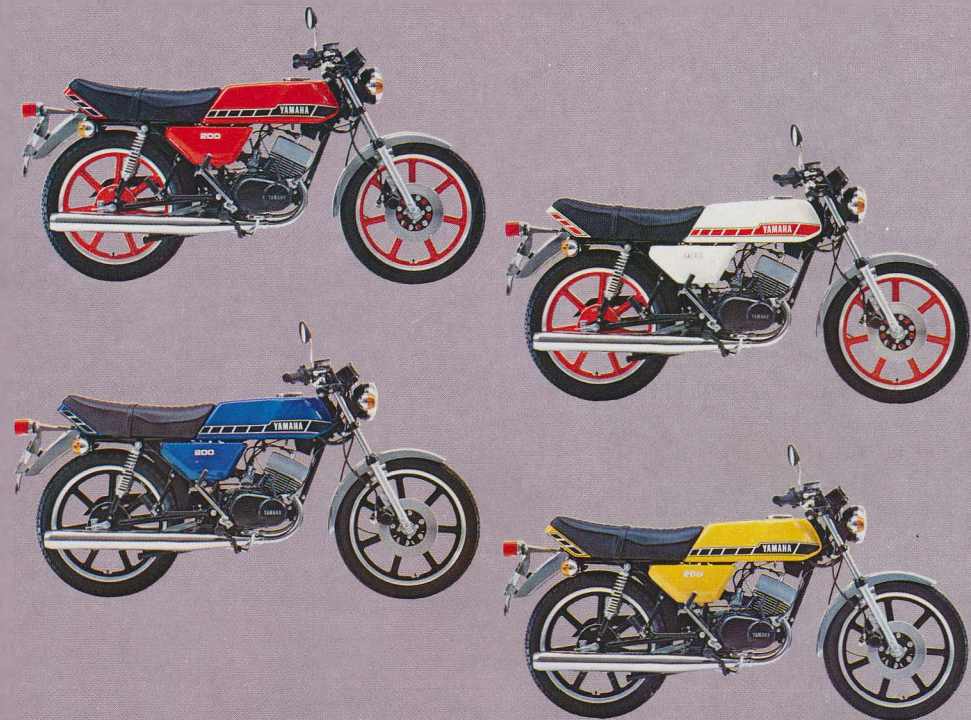
#### ENGINE

Type . . . . . 2-stroke, Torque Induction,  
Twin  
Displacement . . . . . 195 cm<sup>3</sup>  
Bore & Stroke . . . . . 52 × 46 mm  
Compression ratio . . . . . 7.1 : 1  
Max. horsepower . . . . . 14.7 kW (20 HP)  
@ 8,000 rev/min.  
Max. torque . . . . . 8.6 Nm (1.9 kg-m)  
@ 7,000 rev/min.  
Lubrication . . . . . Autolube  
Starting system . . . . . Electric & Kick starter  
Primary transmission . . . . . Gear  
Final transmission . . . . . Chain  
Gearbox . . . . . 5-speed  
Carburettor . . . . . Y20P × 2  
Clutch . . . . . Multi-plate, Wet  
Battery . . . . . 12V, 9AH  
Ignition type . . . . . Battery  
Charging system . . . . . A.C. generator

#### DIMENSIONS

Overall length . . . . . 1,945 mm  
Overall width . . . . . 755 mm  
Overall height . . . . . 980 mm  
Wheelbase . . . . . 1,240 mm  
Min. Ground clearance . . . . . 155 mm  
Seat height . . . . . 780 mm  
Weight (net) . . . . . 123 kg  
Fuel tank capacity . . . . . 11.5 lit.  
Oil tank capacity . . . . . 1.2 lit.  
Tire front . . . . . 2.75-18-4PR  
rear . . . . . 3.25-18-4PR  
Brakes front . . . . . Disc ø245 mm  
rear . . . . . Drum

*\*Specifications subject to change without notice.*



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