



YAMAHA

RD 250



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YAMAHA

For years Yamaha has been making the best motorbikes in the 250 cc class. The two-cylinder, two-stroke machines have been tested and perfected thanks to the world's most rigorous tests: the races. The perfection plus the innumerable devices designed for daily use turn these middle

classers into motorbikes leaving little to be desired. The owner of a RD 250 is confronted daily with a motorbike having all the advantages of a heavy machine as well as those of a light one. That means the RD 250 is very fast as well as thrifty, comfortable as well as manageable,

sporty as well as safe. The RD 250 is also economical when it comes to buying one, using it, insuring it and paying taxes. Yamaha's new, contemporary stylized RD 250 machines let everyone share in the fun. Now!

YAMAHA: it's a way of life!



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Brakes: Emergency stop, slowing down, both can be done with equal confidence. The RD 250 is fitted with a twin pad/fixed caliper disc-brake, acting upon a stainless steel disc, giving higher braking efficiency. It looks good too. The rear drum brake is designed with double ridge sealing, ensuring it is waterproof and dustfree under all conditions.

Seat: The Yamaha seat is designed for maximum comfort with one or two people, for long or short trips. The lockable seat, incorporating the helmet-lock, gives easy access for service, including oiltank, tools, battery.

Gearbox: The power your engine develops, is transmitted by a 6-speed gearbox to the backwheel. The Yamaha constant-mesh gearbox has 6 ratio's selected in such a way that the engine is allowed to give its best performance under all conditions. Effortless gear-changing gives you performance and economy.

Torque-Induction: To ensure the efficient performance of a motor, it is of the utmost importance that the petrol-air-mixture is fed into the cylinders at the right moment. With Yamaha's two-strokes the fuelsupply is controlled by Yamaha's "reed-valve torque-induction system". Torque induction ensures that all fuel is fully utilised, giving more power at low engine-speeds and greatly improved economy.

Autolube: With most two-stroke engines, the lubricating oil is mixed with petrol. Yamaha's Autolube system removes the need to premix fuel and oil in the gastank. Autolube is a separate oil-injection pump, controlled by the twistgrip, injecting oil into the induction-port at exactly the right time and in exactly the quantity required. You will never spend too much money on oil, and your engine has a longer life.

SPECIFICATIONS**PERFORMANCE**

max. speed range 147 km/h
min. turning radius 2300 mm

ENGINE

type 2-stroke, air-cooled, reed valve, two cylinder
displacement 247 cc
bore & stroke 54 x 54 mm

compression ratio 6.7 : 1

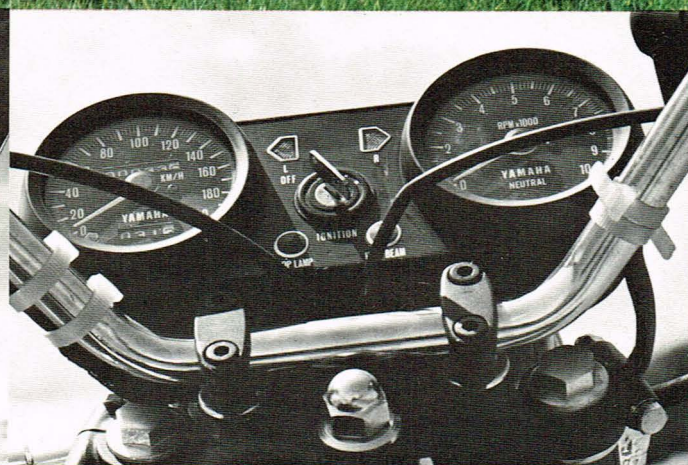
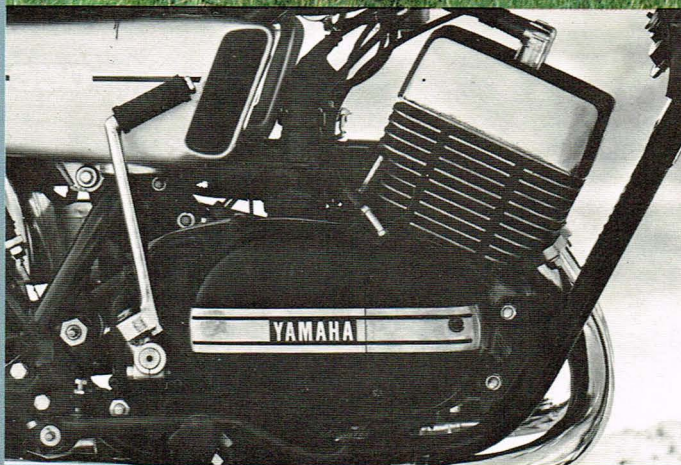
max. horsepower (DIN) 30 HP at 7.500 rpm
max. torque 2.9 kgm at 7.000 rpm
lubrication system autolube
starting system kick starter
transmission 6-speed gearbox

6.7 : 1

30 HP at 7.500 rpm
2.9 kgm at 7.000 rpm
autolube
kick starter
6-speed gearbox

DIMENSIONS

overall length 2070 mm
overall width 835/785 mm
overall height 1110/1040 mm
wheelbase 1320 mm
min. ground clearance 150 mm
weight: net 163 kg
fuel tank capacity 16.0 lit.
oil tank capacity 2.0 lit.
tires: front 3.00-18-4PR
3.50S-18-4PR

**Engine:**

The alloy twin-cylinder two-stroke engine has been developed by Yamaha into an unequalled motor: very reliable and with outstanding performance, due to Yamaha's extensive development program and competition-success in all forms of motorcycle-sport.

Instruments:

The illuminated instrument-lay-out is designed to give information at a glance. Speedometer, tachometer, high/low beam indicator, ignition/neutral indicator, direction indicator, stoplamp indicator.

* specifications subject to change without notice

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