

YAMAHA RD250



The Yamaha RD250 — Bred f

If ever any proof was needed that “Racing improves the breed”, that proof is embodied in the Yamaha RD250. A 250cm³ twin-cylinder machine has been included in the Yamaha street machine line-up for almost the past two decades. Over all of those years, these two-fifties have been refined and improved as a result of lessons learned from World Championship Racing Programs carried out with road racers of very similar configuration.

The current Yamaha RD250 bears a remarkable resemblance to the machines that were winning world titles for Yamaha just a scant few years ago. It has a chassis design closely paralleling those racers and shares the same basic air-cooled twin-cylinder engine configuration with its square 54 × 54 mm bore to stroke ratio. Even today's Grand-Prix-Winning Road Race 250cm³ Yamaha's use this basic power unit design, though they now feature water-cooled cylinders.

The RD250 Yamaha is even acknowledged by its fiercest rivals as one of the very best 250cm³ street machines. With capacitor discharge ignition, the ultra-reliable Yamaha “Autolube” pressure-fed lubrication and smooth-carbureting torque induction, its engine is one of the most advanced on the road.

And there's a chassis to match, with cast-alloy wheels, friction-free front fork bushings and adjustable rear suspension....

All helping to keep the Yamaha RD250 at the top of the lightweight street machine tree!



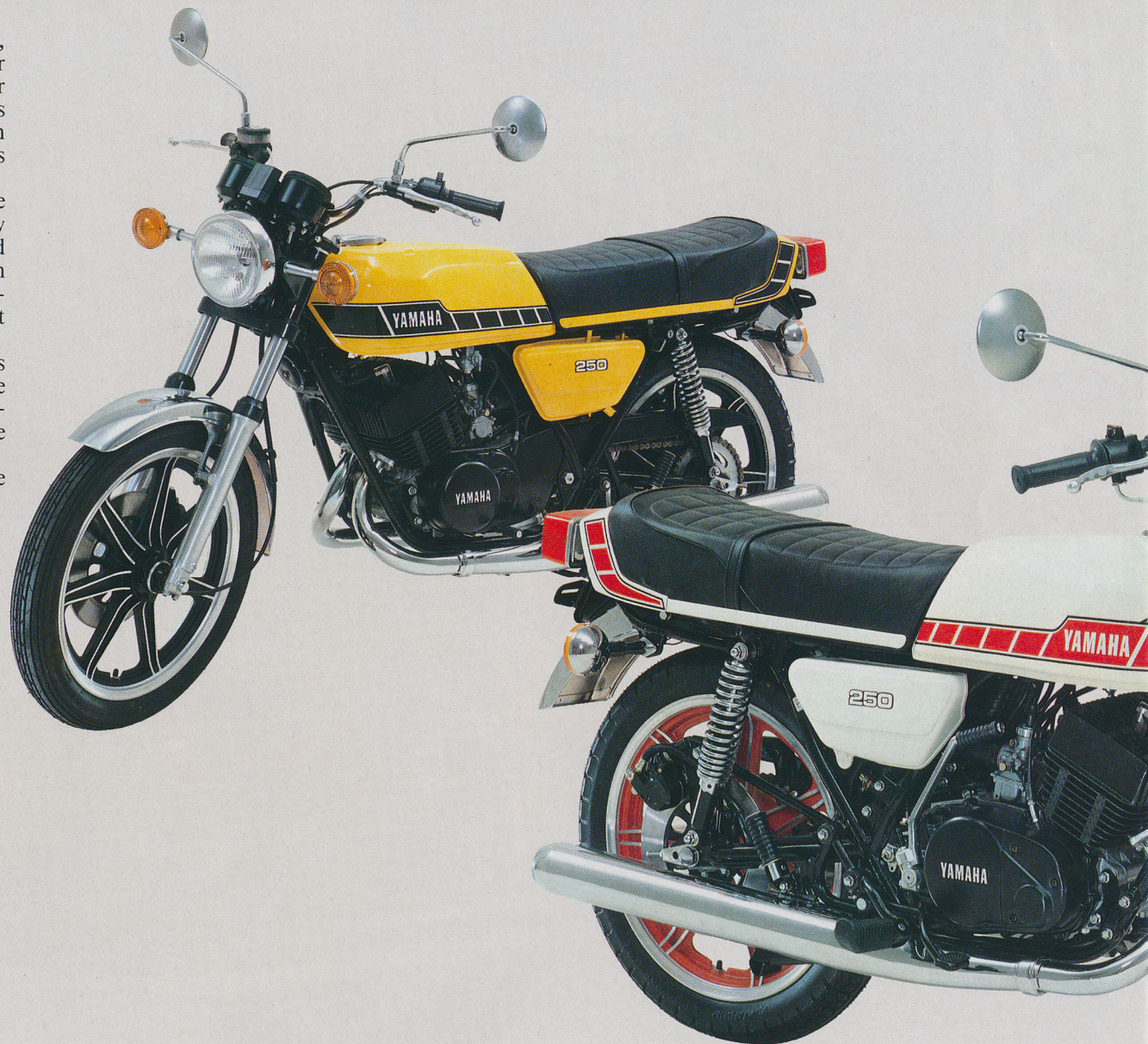
“I feel like I know the as close as I know my own family” says 500cm³ World Road Racing Champion, Kenny Roberts. “I’ve ridden so many twin-cylinder Yamahas during my career that riding an RD is just like coming home!”

The amazing Roberts won the 1978 World 500cm³ Road Racing Championship for Yamaha at his very first attempt on the European Grand Prix Trail! In addition, the young Californian has twice won the American Grand National Championship and is the only rider ever to have won each of the five different types of dirt-track and

road racing that make up the U.S. Championships. All of this he has achieved on Yamaha!

And no wonder he feels close to the Yamaha two-stroke twins....his first professional victories were achieved on these machines both on road racing and dirt-tracks! Since then he's been winning on them regularly — even taking 250cm³ Grand Prix victories during 1978, in between winning the 500cm³ title!

“The RD Yamaha has a real “Road racer” feel about it” says Kenny. “When I take one out on the highway I don't have to use much imagination to feel that I'm out on the track again. It goes, handles and stops just like a racer-which makes for exciting riding with maximum safety. No wonder so many street riders choose the RD Yamaha”.



from a generation of champions

Ease of control means safe riding, therefore Yamaha have concentrated all of the essential operating switches on the handlegrip bosses where they can be finger-tip operated without taking one's hands from the bars.



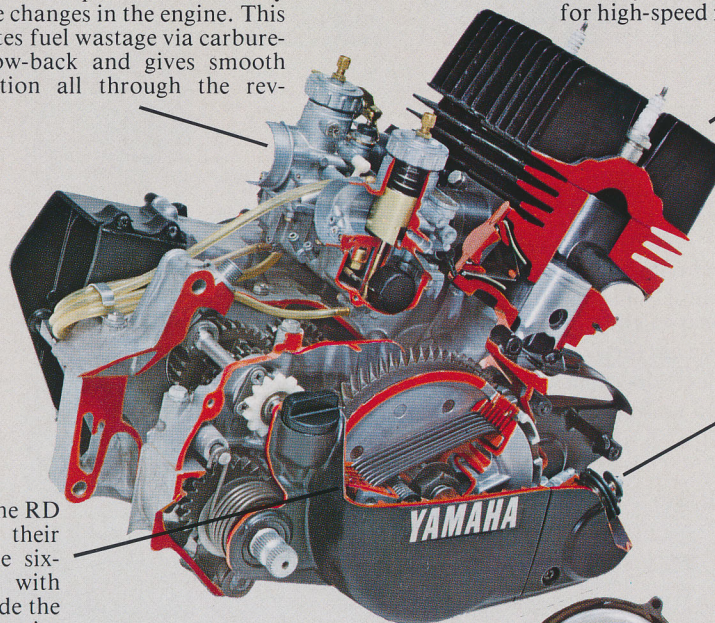
The master cylinder for the hydraulic disc brakes is mounted on the right handlebar. It has translucent sides so that the vitally important fluid level can be visually checked with one quick glance.

The handlebar pattern of the RD-series Yamahas has been designed for sporting riding. Comparatively low and flat so that the rider is not hanging on against wind pressure but still wide enough for good slow-speed manoeuvrability.

The Yamaha RD-series has comprehensive instrumentation including speedometer and tachometer. These are angled back towards the rider at 25 degrees and back-lit at night with a soft, green glow for maximum visibility.

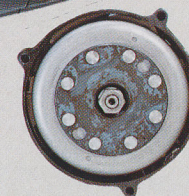
"Torque induction" is what Yamaha call their famous reed valve system where induction is controlled by flat, stainless steel reeds sucked open and closed by pressure changes in the engine. This eliminates fuel wastage via carburettor blow-back and gives smooth carburation all through the rev-range.

Though today's Yamaha road racers are water-cooled, their basic configuration is still near-identical to the RD-series. They share the seven-port transfer system which delivers big horsepower and have the same internal dimensions, deep, matt-black cylinder and head finning keep the RD twins cool enough for high-speed road use.

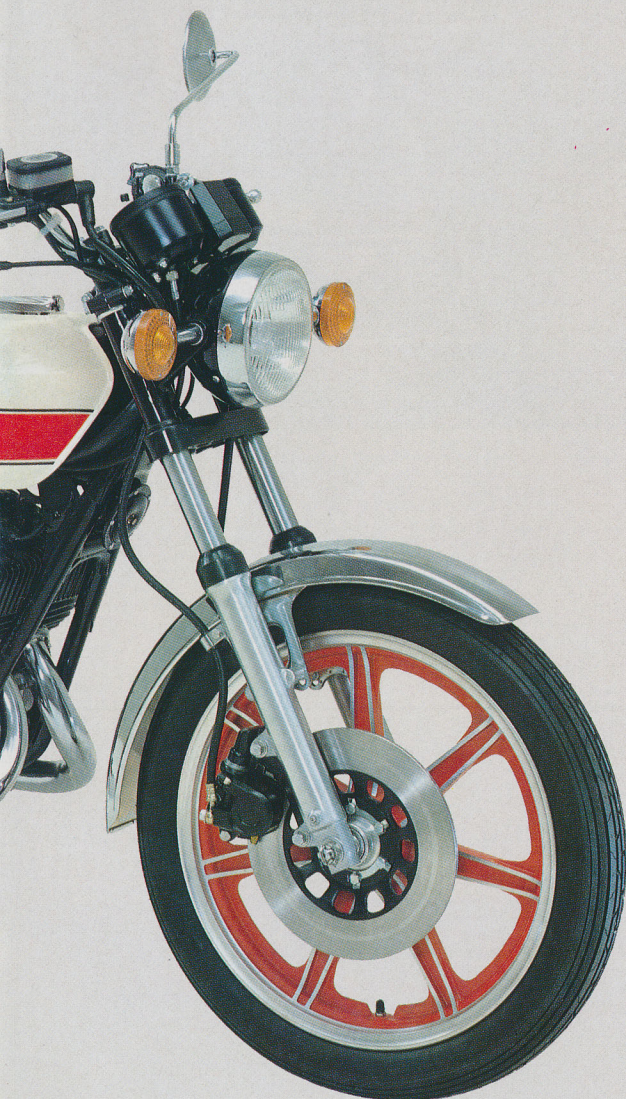


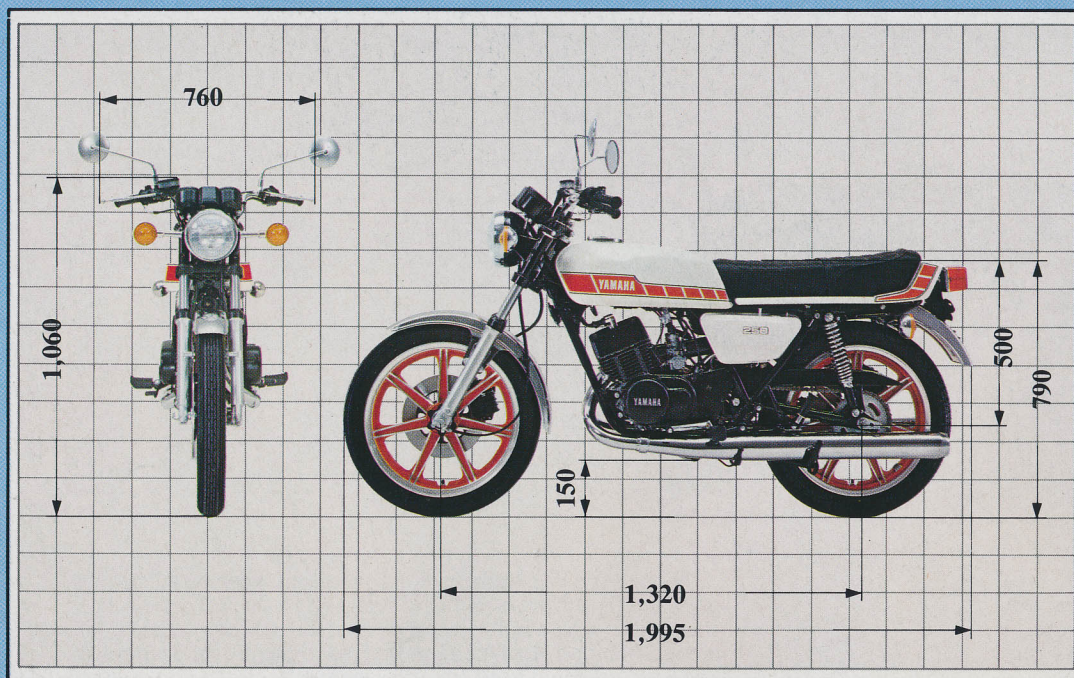
The Yamaha "Autolube" system has become synonymous with reliability as far as two-stroke riders are concerned. It delivers oil under pressure to the engine via a pump that is linked to the throttle. Thus, the higher the engine revs, the more oil is fed to the engine. The result is reliability plus clean "smokeless" running.

Another item that the RD Yamahas share with their racing brethren is the six-speed transmission with ratios chosen to provide the ideal combination for in-traffic or highway running. A multi-plate clutch running in oil handles the horsepower with ease.



Precise ignition timing at all engine speeds is essential for any high performance engine. Yamaha ensure this by eliminating contact-breaker points and utilising transistorised capacitor discharge ignition.





RD250

SPECIFICATIONS

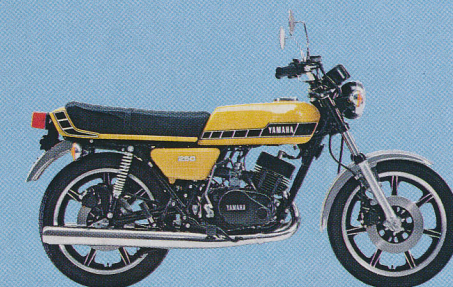
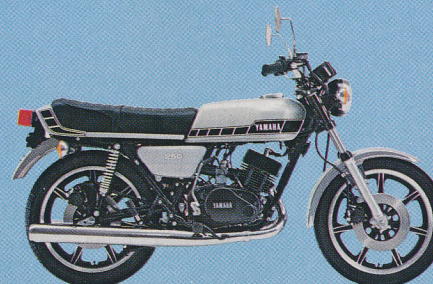
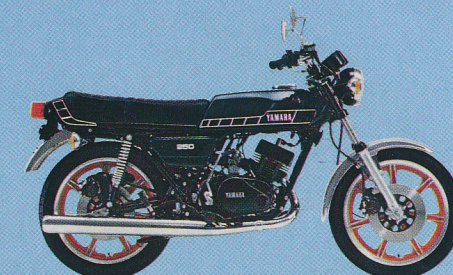
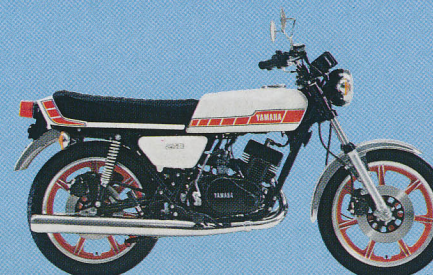
ENGINE

Type 2-stroke, Torque Induction, Twin
 Displacement 247 cm³
 Bore & Stroke 54 × 54 mm
 Compression ratio 5.8 : 1
 Max. horsepower 23.5 kW (32 HP)
 @ 8,000 rev/min.
 Max. torque 28.4 Nm (2.90 kg-m)
 @ 7,500 rev/min.
 Lubrication Autolube
 Starting system Kick starter
 Primary transmission Gear
 Final transmission Chain
 Gearbox 6-speed
 Carburettor VM28SS × 2
 Clutch Multi-plate, Wet
 Battery 12V, 5.5AH
 Ignition type C.D.I.
 Charging system A.C. generator

DIMENSIONS

Overall length 1,995 mm
 Overall width 760 mm
 Overall height 1,060 mm
 Wheelbase 1,320 mm
 Min. Ground clearance 150 mm
 Seat height 790 mm
 Weight (net) 154.5 kg
 Fuel tank capacity 16.5 lit.
 Oil tank capacity 1.8 lit.
 Tire front 3.00S-18-4PR
 rear 3.25S-18-4PR
 Brakes front Disc ø267 mm
 rear Disc ø267 mm

**Specifications subject to change without notice.*



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