

YAMAHA XT250



THE GROUND HUGGIN' FRONT RUNNIN' XT250 FROM YAMAHA

"Legend" is a word too loosely used in motorcycling. Legends are few and far between. And yet, once in a while a machine instantly outgrows its engineering, becomes startlingly larger than life. Yamaha never claimed that the XT500 would become a legend, but others claimed it for us. The XT500 caught the imagination of the motorcycling world, won its affection, and its admiration, in a way that few motorcycles ever have. Out of that admiration grew the demand for a single-purpose road version — and the SR500 was born.

Now, the legend of the XT has taken another exciting turn. The XT250 has joined the 500 in Yamaha's unique range of off-road machines.

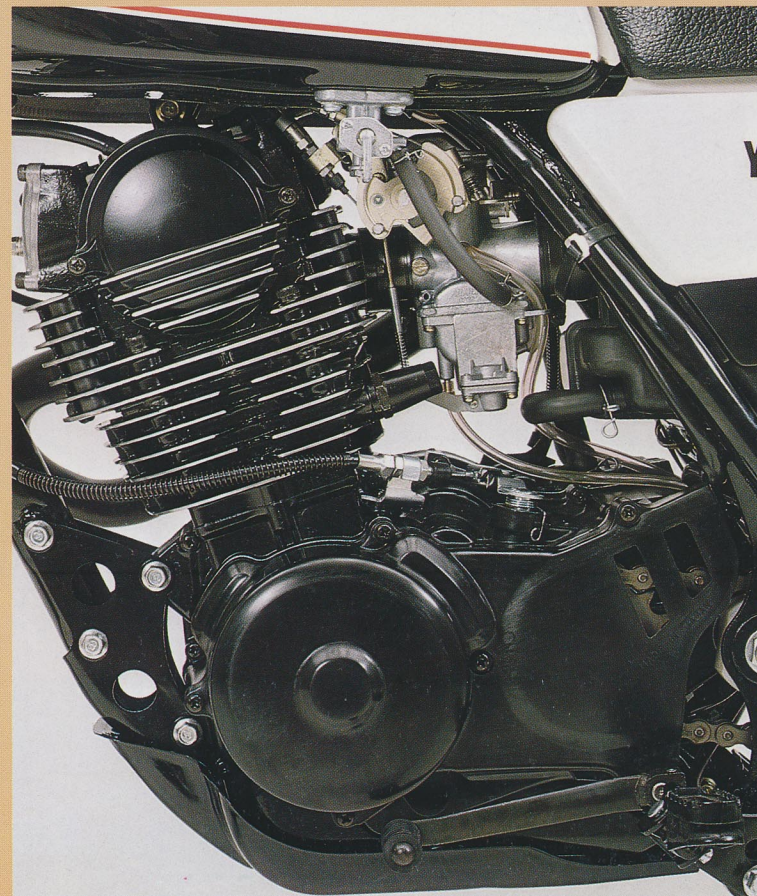
Powered by a long-stroke single-cylinder four-stroke engine, the XT250 is designed to deliver the same bite as the 500 while shedding bulk to meet the needs of the light-weight enthusiast.

Dramatically styled in black with white and gold trim, the 250 also features the monoshock suspension system developed in competition to provide more adaptable rear-wheel travel and better traction. The XT250 is designed to be

equally purposeful on the road or off-road and it is equipped in full for either. Enthusiasts will need little convincing of the XT says it all.

(Engine & gearbox) The heart of the XT250 is its single-overhead-camshaft engine. Displacement is 249cm³ and maximum power is 21 hp. Bore and stroke are 75mm × 56.5mm. The unit is designed to deliver the kind of torque demanded by off-road riding, to provide the biting power that dominates every kind of rough going from slippery rocks to loose shale and sand. But the engine is as happy sweeping the commuter to work or the touring enthusiast around the countryside. It features a balance crank to eliminate vibration and employs capacity discharge ignition for a consistently accurate and dependable spark.

The XT has a five-speed gearbox utilising a heavy-duty multiplate clutch. Beneath the engine is a sump-guard for protection against damaging obstacles.



(Lights & equipped instruments) sports taillight headlight

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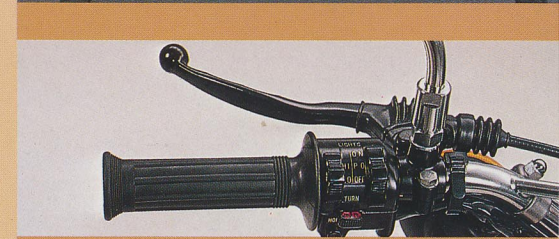
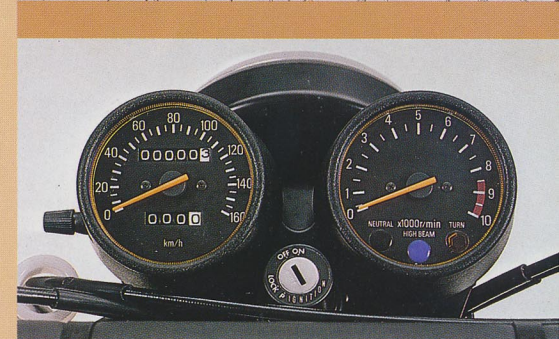
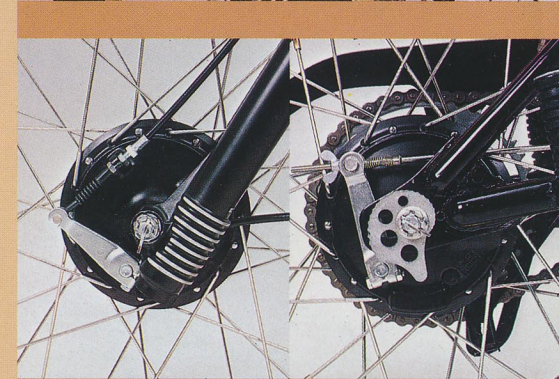
(Instruments) Fully street-legal, the XT is
d with a comprehensive range of
ents including warning lights and a
chometer. It also carries a powerful
t and Yamaha's self-cancelling indicators.



(Wheels) The XT250 adds flair to its stylish
appearance with anodised gold alloy rimmed
wheels. They are light, strong, and ideally
suited to the dual nature of the motorcycle.

(Frame & suspension) The XT250's frame is of the most
advanced competition design incorporated in the
Yamaha monoshock rear-suspension system. The
monoshock method uses a triangulated rear sub-frame
suspended by a single spring and shock absorber unit
running beneath the tank and anchored to the
steering head. The long travel provided by this
arrangement allows the rear wheel to follow the
contours of the terrain much more closely and thus
more power is applied to the ground.

The front forks are also of Yamaha's long-travel
design, featuring heavy-duty tubes and an offset axle.





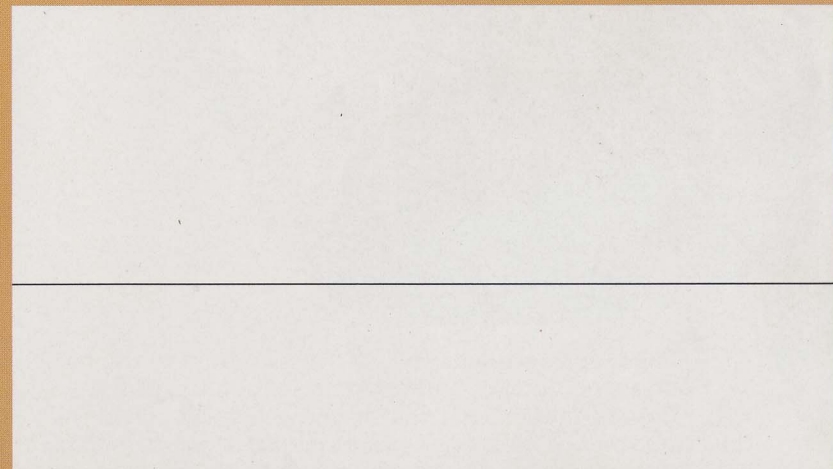
XT250 SPECIFICATIONS ENGINE

Type 4-stroke, SOHC, Single
 Displacement 249 cm³
 Bore & Stroke 75×56.5 mm
 Compression ratio 9.2:1
 Max. horsepower 15 kW (21 hp)
 @8,000 rev/min.
 Max. torque 19.6 Nm (2.0 kg-m)
 @6,500 rev/min.
 Lubrication system Wet sump
 Starting system Primary kick starter
 Primary transmission Gear
 Final transmission Chain
 Gearbox 5-gear
 Carburettor VM28SS
 Clutch Multi-plate, Wet
 Battery 6V, 6AH
 Charging system Flywheel magneto
 Ignition system CDI

DIMENSIONS

Overall length 2,135 mm
 Overall width 885 mm
 Overall height 1,170 mm
 Wheelbase 1,395 mm
 Ground clearance 255mm
 Seat height 840 mm
 Weight (net) 113 kg
 Fuel tank capacity 8 lit.
 Oil capacity 1.6 lit.
 Tires, Front 3.00-21-4PR
 Rear 4.60-17-4PR
 Brakes, Front Drum
 Rear Drum

**Specifications subject to change without notice.*



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