

YAMAHA XT250



XT250

The four-stroke single Monocross which loves a challenge

Introduced in 1980, the XT250 scored an immediate success with the public. Could one imagine a better combination than this modern four-stroke single, with a five-speed gearbox and an exceptional motocross-type chassis with rear cantilever suspension? Light, easy to handle, supple, stable and quick, this bike is at home anywhere. Pleasant to ride in town – comfortable, well-equipped and quiet with a clean and discrete four-stroke engine – yet it can certainly show off its high spirits on the open road thanks to its power (21 hp at 8000 revs), its torque (2.1 kg-m at 6500 revs) and its speed. But it doesn't scorn trail or motocross riding – not even the African rallies. Indeed, it's there that it really excels, with its weight of only 113 kg, its sturdy engine and, above all, its suspension which comes straight from the most testing enduro circuits. The offset front forks and the rear pneumatic Monoshock damping system give long suspension travel which, in turn, provides absolute stability, a smooth ride over rugged ground, and very efficient heat resistance. In addition, the extremely powerful drum brakes are completely water and dust proof.

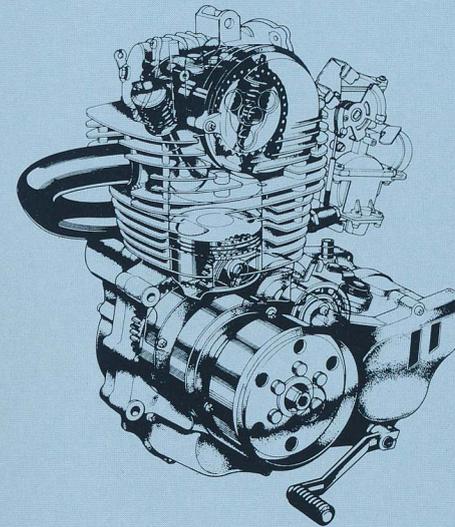
With an attractive new silver and black colour scheme the 1981 XT250 differs in that it now has an 18" rear wheel which gives better traction in all conditions and increases the stability of the rear sub-frame when ridden hard.

The new XT250, with its quiet, economical four-stroke engine, Monoshock suspension and eye-catching lines is one of Yamaha's greatest successes.

Do you still have doubts? Then get along and try it!

Producing 21 hp at 8000 rpm, this punchy, yet economical single overhead camshaft 249cc engine will take the XT250 almost anywhere.'

With a five-speed gearbox, this torquey four-stroke motor is the ideal power unit for a dual purpose machine.







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Specifications:

The offset front forks are equipped with cooling sleeves to reduce heating of the oil. Shock absorption is hydraulic. The tubes are "high resistance" treated to combat the worst shocks. Rubber gaiters protect tubes and seals against deterioration.

The single-loop cradle tubular frame has been inspired by the motocross production machines. It is light and resistant, but above all it features cantilever-style suspension for better comfort and greater stability.

CDI electronic ignition produces a stronger spark at all engine speeds and in the harshest conditions, giving easier starts and better performance.

The oil tank is located on the spine of the chassis, facilitating oil change and reducing weight.

The Monoshock damping system is connected to a tubular swinging arm. Adjustable, this shock absorber is oil and gas damped giving excellent ground-holding qualities to the rear sub-frame.

To improve and facilitate adjustment of the final drive chain, which is protected by a guard, the XT250 is equipped with enduro type eccentric tensioners.

ENGINE		DIMENSIONS	
Type	4 stroke SOHC	Overall Length	2135mm
Cylinder	Single	Wheelbase	1395mm
Displacement	249cc	Ground Clearance	255mm
Bore & Stroke	75 x 56.5mm	Seat Height	840mm
Compression Ratio	9.2 : 1	Weight	113kg
Maximum Horsepower	21hp 8000rpm	Fuel Tank Capacity	8 litres
Lubrication System	Wet sump	Tyres - Front	3.00-21-4PR
Starting	Primary kick	Rear	4.60-17-4PR
Ignition Type	CDI	Brakes - Front	Drum
Transmission	5 speed	Rear	Drum



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