

# YAMAHA RD250





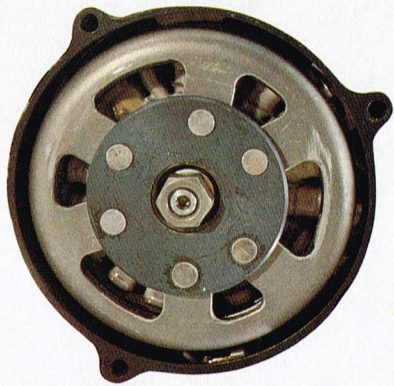
# The Yamaha RD250-Always a leader!

One of the very first sports machines ever introduced by Yamaha was a 250cc two-stroke twin and it was acknowledged by all as one of the toughest, fastest bikes in its class. Now, over 15 years later, nothing has changed. Yamaha are still making a superb 250cc two-stroke, twin cylinder sports machine and it's still acknowledged as one of the leaders in its class.

Chosen by sporting riders and production racers as the ultimate 250, Yamaha's RD250 has an engine that still has all the hallmarks of its race breeding.

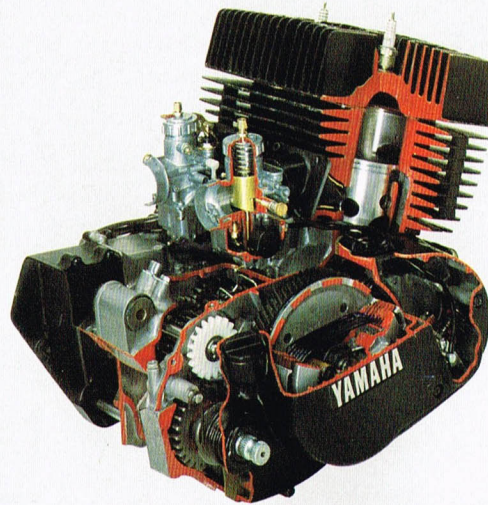
The Yamaha 250cc twin cylinder power unit has taken many riders over the years to World Championships and Grand Prix wins and it is still doing just that! The RD250 engine shares many of the features of the racing power units and these similarities show up in its overall performance.

Torque Induction, Autolube Oiling, cast wheels with front and rear disc brakes, a frame based on recent Yamaha racing machines and six speed transmission. All of these things combine to make the RD250 one of the most exciting projectiles in its class. Again!



## CDI System

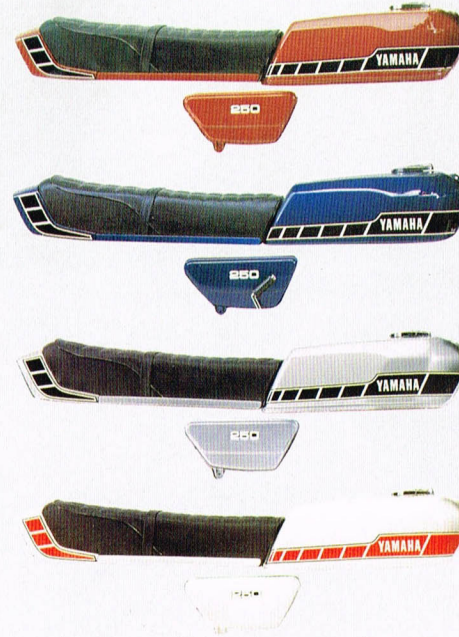
High-revving, high performance engines need an ignition system to match. That's why the Yamaha RD250 utilises a capacitor discharge ignition system that is a development of Yamaha's racing department. More precise ignition timing and a hot spark throughout the rev range are the advantages of the CDI system.



## Engine

The RD250 bears more than just a passing resemblance to the twin-cylinder racing power units that are still winning Grand Prix and World Championships for Yamaha. The race engines these days are water-cooled but otherwise the basic engine configuration is nearly identical. The RD250 has the same seven-port transfer system that revolutionised two-stroke performance when introduced on the racing engines and it also features the reed valve Torque Induction that controls the carburetion of Yamaha competition power units from moto-cross right through to the fearsome TZ750 four cylinder road racer. Stainless steel reeds open and close "on demand" due to pressure variations in the engine and allow only exactly the right amount of fuel into the motor. Blowback of fuel into the carburettor is eliminated and superbly crisp, clean carburetion is the result. The RD250 also features the famous Yamaha Autolube system of throttle-controlled automatic oiling. A cable links the oil pump to the throttle twistgrip so that when the rider opens up the throttle to turn on the power, he also opens up the oil pump. Therefore the engine gets oil pressure-fed to it just as it is needed-the more the engine is revved, the more oil it gets. The combination of Autolube

oiling and Torque Induction makes the RD power unit one of the cleanest-running, most efficient and economical two-stroke on the street today. All this and power too! And not just power but more power ... the RD engine has increased horsepower for 1978 just to emphasise its superiority over the opposition!



## SPECIFICATIONS

### ENGINE

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

### DIMENSIONS

Overall length	1,995 mm
Overall width	760 mm
Overall height	1,060 mm
Wheelbase	1,320 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 $\phi$ 267 mm
rear	Disc $\phi$ 267 mm

\*Specifications subject to change without notice.



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