

A detailed close-up photograph of the front section of a Yamaha RD250 motorcycle. The image captures the headlight assembly, which includes a large clear main light and two smaller orange side lights. The chrome handlebars and front forks are prominent. The white fairing on the left features a large blue 'Y' logo. The engine and various mechanical components are visible in the background.

**WHAT ALL
THAT RACING IS
GOOD FOR.**

YAMAHA

RD250



YAMAHA

Never has the invaluable experience of success in worldclass competition been more dramatically expressed in road-going machines than in Yamaha's new two-strokes. The RD250 is a breakthrough in motorcycle design.

Based directly on Yamaha's TZ road racers, the RD features a liquid-cooled

piston-ported two-stroke twin cylinder engine and the Yamaha monoshock system which has taken the TZ and YZR road racers to repeated world titles.

The RD has the slim, lean look of a racer. Yamaha's unique experience on the racetrack

has led to the development of a motorcycle with broad, dependable safety margins. The motorcycle that wins races is not just the fastest motorcycle.

It is, inevitably, the best handling, best braking, most stable motorcycle under the most widely varying stresses. In short, a safe motorcycle.

(Engine and gearbox) The RD250 displaces 247 cc (bore and stroke 54.0 x 54.0 mm) and develops a maximum power of 35.5 Hp at 8500 rpm. Maximum torque is (3.1 kg-m) at 8000 rpm.

The engine is a liquid-cooled two-stroke twin equipped with a frontal radiator. Carburation is through twin Mikunis. Gearbox is six-speed;

clutch wet multiplate; final drive by chain.

(Features) The exhaust is matt-black expansion chamber style, upswept for additional ground clearance. The wheels are new Yamaha Italic[®] design, cast from alloy and finished in silver and matt-black.

The brakes are single disc front and waterproof, dust-proof drum rear.

Instrumentation is comprehensive and includes sports tachometer and full range of warning lights. Self-cancelling indicators are fitted as standard.

The rear suspension is Yamaha's all-conquering Monoshock.

A triangulated rear sub-frame carries

the wheel, which is suspended by a long spring and shock absorber unit running under the tank to the steering head.

The system provides not only long rear-wheel travel, but more positive damping, which allows the wheel to follow more closely and more safely the variations in road surface.

The front suspension is by long travel forks equipped with non-stick Teflon bushes.



**YAMAHA'S RD250: THE NEW, LIQUID-COOLED, 2-STROKE.
WHAT COULD BE IMPROVED HAS BEEN IMPROVED.**



RD250 L/C*

ENGINE

Type	2-stroke, water-cooled, twin
Displacement	247 cc
Bore/stroke	54.0 x 54.0 mm
Max. horsepower	26.1 kW (35.5 Hp)/8500 rpm
Max. torque	30.2 Nm (3.1 kg-m)/8000 rpm
Lubrication system	Autolube
Ignition	C.D.I.
Starting system	Kickstarter
Gearbox	6-speed

DIMENSIONS

Wheelbase	1360 mm
Min. ground clearance	165 mm
Weight	139 kg
Fuel tank capacity	16.0 lit
Oil tank capacity	1.6 lit
Tires front	3.00-18-4PR
Rear	3.50-18-4PR
Brakes front	Disc 267 Ø mm
Rear	Drum

* Specifications subject to change without notice.



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