

RD 250/350 LC



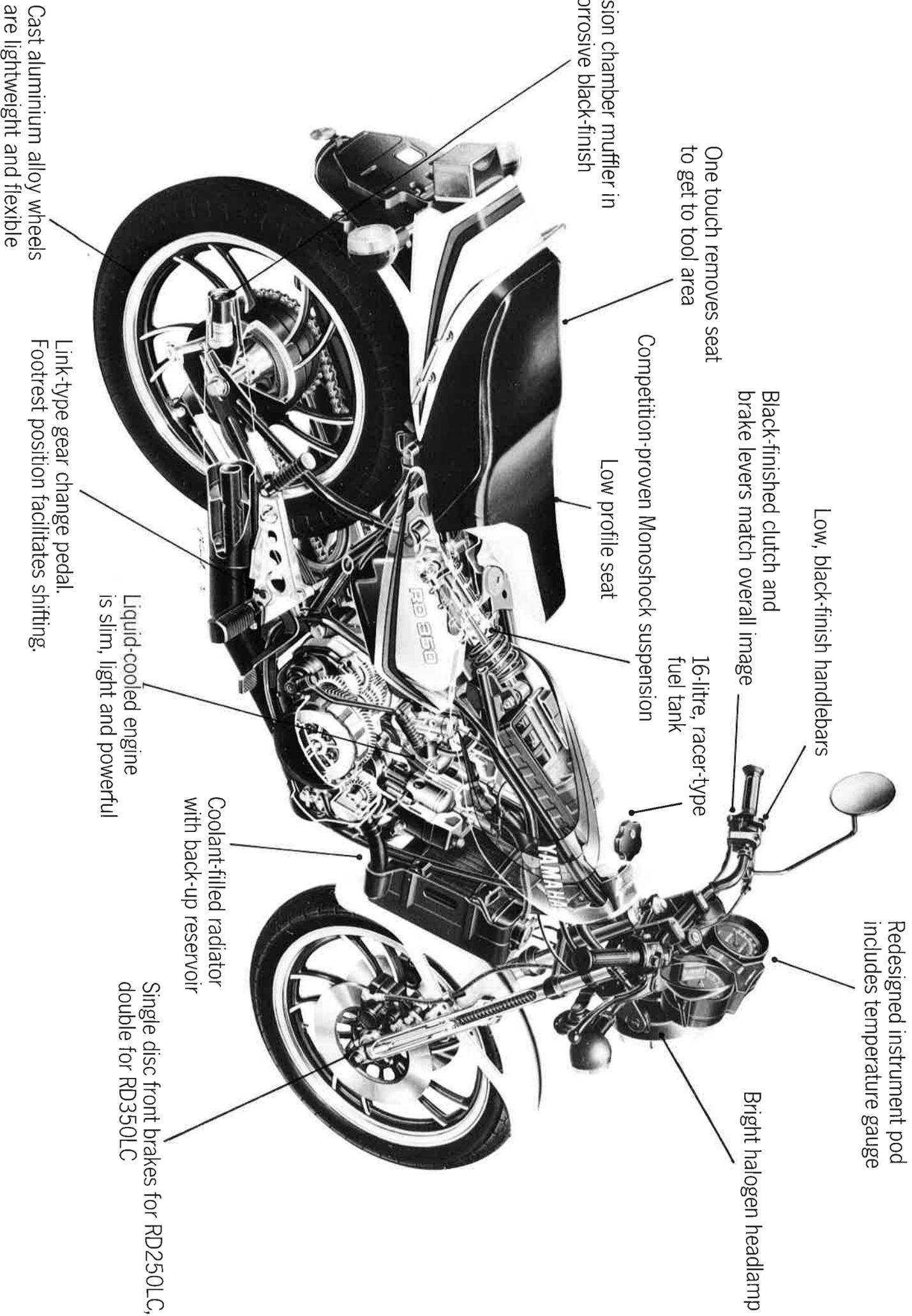
 **YAMAHA**

**THE NEW
YAMAHA SUPER-SPORTS BIKES
RD250LC and RD350LC**

No other street super-sports
can offer the liquid-cooled power
of the TZ road racers and
competition-proven Monoshock suspension as well.

ONLY
YAMAHA RD250LC and RD350LC





Redesigned instrument pod includes temperature gauge

Low, black-finish handlebars

Black-finished clutch and brake levers match overall image

Bright halogen headlamp

One touch removes seat to get to tool area

16-litre, racer-type fuel tank

Competition-proven Monoshock suspension

Low profile seat

Expansion chamber muffler in non-corrosive black-finish

Coolant-filled radiator with back-up reservoir

Single disc front brakes for RD250LC, double for RD350LC

Liquid-cooled engine is slim, light and powerful

Link-type gear change pedal. Footrest position facilitates shifting.

Cast aluminium alloy wheels are lightweight and flexible

YAMAHA RACER PERFORMANCE FOR THE ROAD – RD250/350LC

Yamaha introduces two new super-sports bikes that offer more new innovations to street biking than ever before.

At the heart of these two sleek super-sports machines is a liquid-cooled two-stroke twin that harkens to the TZ road racer series. It gives the street rider the same pick-up, the same high-rev performance and the same race-proven reliability.

More power is not the only advantage of a liquid-cooled engine. It is also slimmer. That means that the Yamaha RD250/350LC bikes are built slim and trim, something most riders appreciate.

Another first for Super-sports bikes is Yamaha tried-and-true Monoshock suspension, carefully engineered and adjusted to fit the needs of the super-sports enthusiast.

Capacitor Discharge Ignition (CDI) fires the engine with a hotter spark, and the close ratio, competition-type 6-speed transmission smoothly transfers power from engine to rear wheel.

New, italic-design cast aluminium alloy wheels speak of motion even when standing still. And they have the flexibility to enhance the ride too.

The seat is low, taking the centre of gravity lower for better balance and stability. The handlebars are low too, and positioned perfectly for less rider fatigue. And, the footrests are moved back just enough to complement the total rider position.

New, two-point rubber engine mounts cut vibration to the bare minimum. Another rider benefit.

Other innovations with the RD250LC and the RD350LC include: super lightweight frame and body parts – the lighter the comparative weight, the better the overall performance; chic white paint job offset with coloured markings and black-finished metal parts.

New Yamaha RD250LC and RD350LC. Super-sports bikes in the winning tradition of the TZ250 and TZ350 road racer performance.



TWO HIGH-PERFORMANCE LIQUID-COOLED ENGINES



RD250LC engine performance

| | |
|-------------------|------------------------------|
| Max. power output | 26.1 Kw 35.5HP/8500 rpm |
| Max. torque | 30.2 Nm 3.1 kg-m/8000 rpm |

RD350LC engine performance

| | |
|-------------------|------------------------------|
| Max. power output | 34.5 Kw 47HP/8500 rpm |
| Max. torque | 40.2 Nm 4.1 kg-m/8000 rpm |

Grand Prix Proven

- Engine based on the GP-winning production racer TZ250/350
- High-range, dependable power output
- Intake balancer pipe prevents back-flash and promotes smooth acceleration
- Multi-stage expansion exhaust system

Liquid Coolant

- Force-fed through the engine for maximum cooling efficiency
- Liquid coolant reduces engine noise
- Liquid coolant allows a slimmer, better looking power plant

Radiator and coolant reservoir

- Radiator area calculated precisely to match the engine
- Coolant calibrated to give maximum performance
- Reservoir tank makes it easy to check the level of the coolant

Cylinder head and body

- Cylinder head is one-piece, integrated for maximum cooling efficiency
- Separate cylinder bodies facilitate servicing

Engine mounts

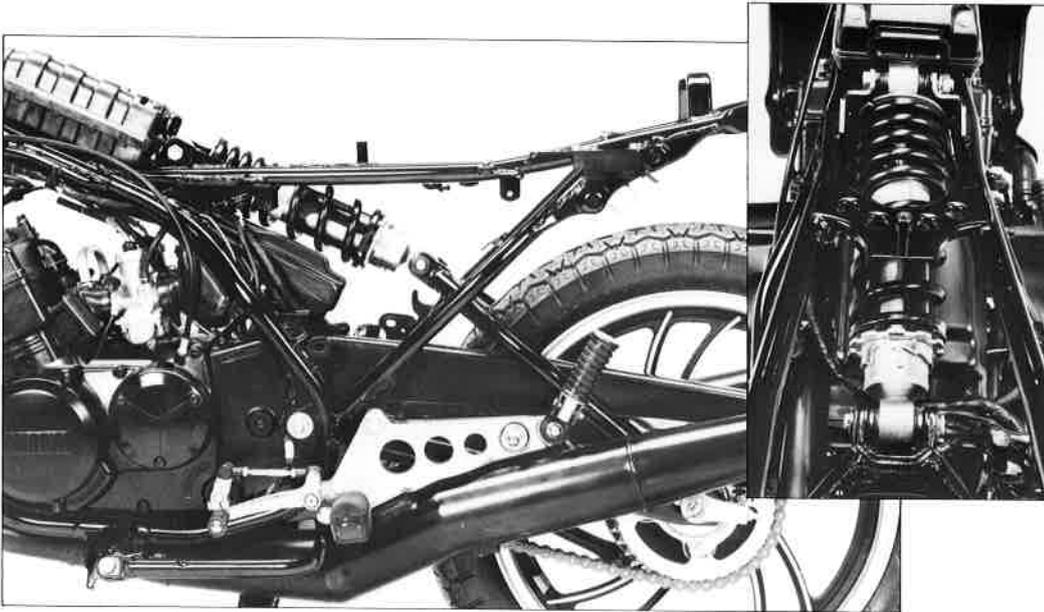
- Two rubber-cushioned mounts, fore and aft
- Reduced vibration due to the rubber mounting cuts rider fatigue

Temperature gauge

- Temperature gauge included in the instrument cluster monitors engine cooling effectiveness

Double cradle frame

These super-rigid frames are made of high-tensile steel tubing. They give the best balance possible – especially in high-speed cornering. This framing is the best. Yamaha-engineered, computer-designed and race-tested, they have earned unequalled trust.



Monoshock suspension

For the first time ever, a super-sports street bike has Yamaha's famous Monoshock suspension.

This unique rear suspension system first appeared on Yamaha motocross works machines in 1973, standing up to severe use in what is called the toughest rider sport in the world. The next year, 1974, Monoshock was on the market, mounted on Yamaha YZ series Motocrossers. Soon after, Monoshock suspension showed up on road racers as well, as we put it on our well-known TZ series road racer models in 1976. This is a suspension system that is well-tested and track-proven.

Yamaha Monoshock suspension is the most efficient there is for keeping the rear wheel in firm contact with the surface of the road.

Its single damping section twists neither to the left nor to the right. And it is built into the frame for extra long stroke.

Coupled with a rigid, triangulated swinging arm that virtually eliminates rear-wheel flex, the Monoshock suspension is the most effective system yet devised.

Here's how the basic system is customized to meet the needs of a super-sports bike:

- Nitrogen is introduced into the damper to keep the hydraulic oil under pressure and at its most efficient.
- It incorporates a 5-position adjustable coil spring.
- The rear arm is more rigid, preventing sideways motion.
- The rear suspension area is much cleaner looking and the shock-absorbing unit is completely hidden from view.

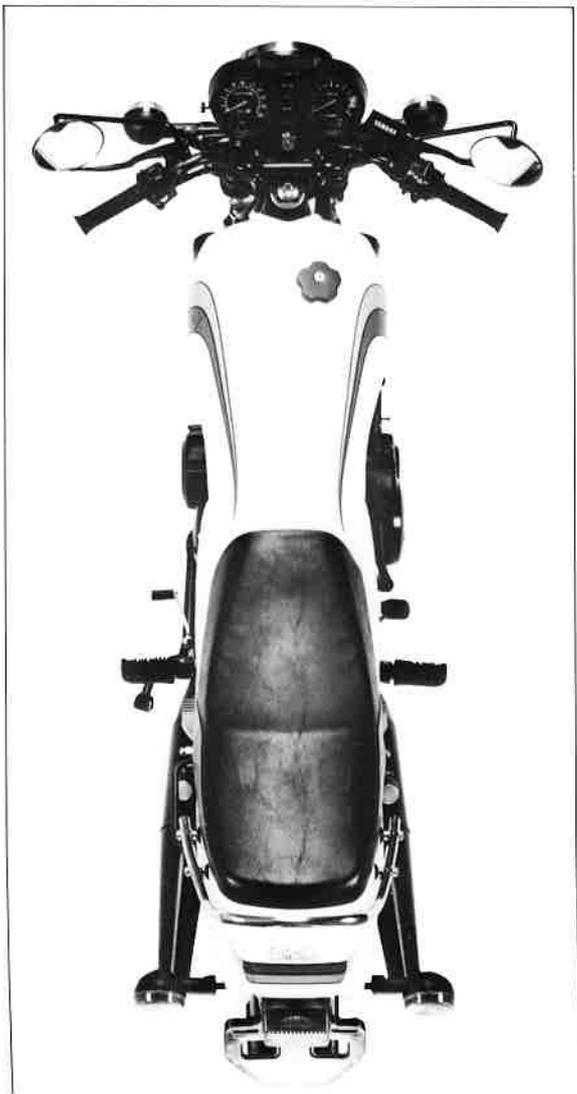
Monoshock suspension has carried Yamaha TZ250 and TZ350 road racers to victory countless times. Now it is available, for the first time, on super-sports bikes – Yamaha RD250LC and Yamaha RD350LC.

Safety features

- Halogen headlamp is brighter, increasing night-time visibility.
- RD350LC has double disc front brakes, the RD250LC has single.
- The instrument pod is designed for maximum readability. One glance tells all. The rider need not take his attention from the road for more than a split second.
- All controls are bio-mechanically designed for ease of use.

Rider comfort

- Dual rubber engine mounts cut vibration to a minimum, also cutting rider fatigue.
- Low seat profile keeps the centre of gravity low for better balance. Handlebars are positioned low, too, for rider comfort, and the footrests are placed slightly to the rear for the same reason.
- Slim overall design leads to easier riding and less rider fatigue.



RD250/350LC solutions to the weight problem

- Liquid-cooled engine
 - + Lighter cylinders
 - + Lighter crankcase
- Computer analyzed frame for lightest weight for the strength needed.
- Newly designed cast aluminium alloy wheels are lighter, and more comfortable to the rider as well, because of the slight flex designed into them.
- Every part, every bolt, every grommet has been analyzed by computer for actual function, combination of functions and amalgamation of functions. We cut the number of total parts, cut the weight of the parts remaining, and came up with a much lighter bike.



Cast aluminium alloy wheels feature italic-design spokes which are flexible, to a degree, for a better ride. RD250LC has a single disc front brake, the RD350LC a double.



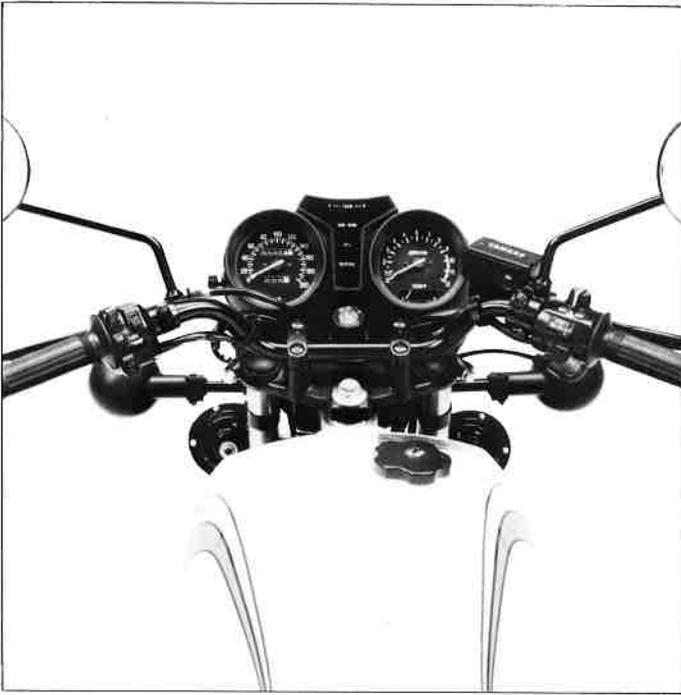
The Yamaha RD250/350LC super-sports bikes feature halogen headlamps for maximum night-time visibility.



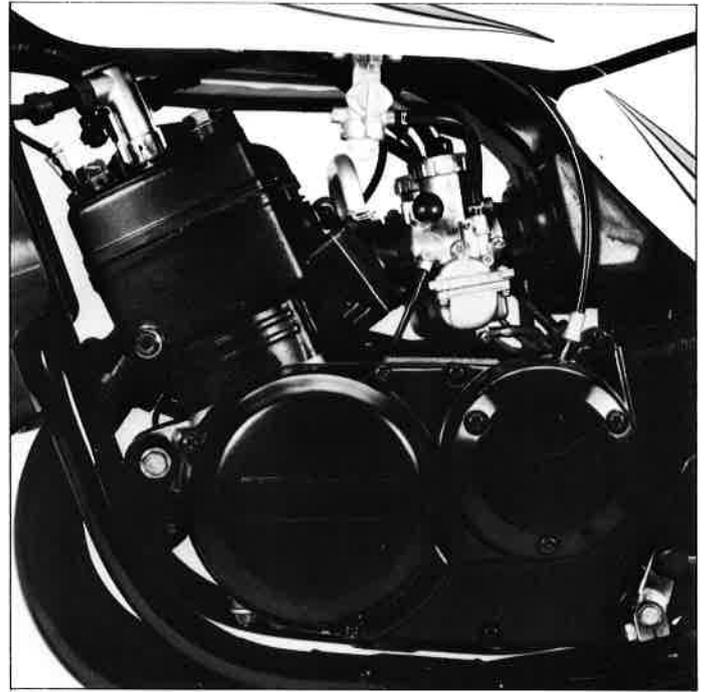
Black-finish on the upswept expansion chamber muffler fights corrosion as well as electroplating does.



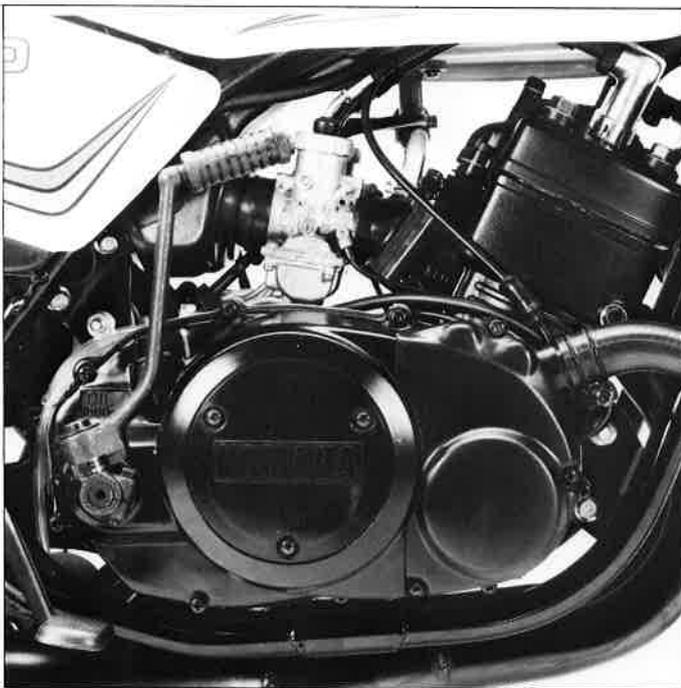
Yamaha's unique Monoshock suspension keeps the rear tyre on the road while absorbing the bumps. It prevents rear wheel wobble and shows clean, pleasing lines to the eye. It is available on a Yamaha super-sports bike for the first time with the RD250/350LC series.



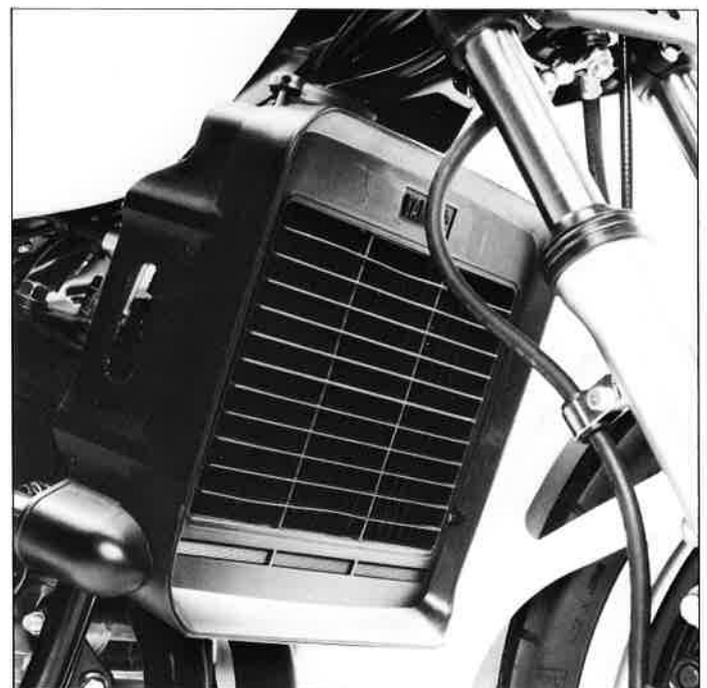
Handlebars are low, positioned for rider comfort and bike control.
Instrument pod is redesigned and includes a new engine temperature gauge.



Extra lightweight engine is sparked with hot, dependable CDI ignition. Close-ratio, 6-speed transmission shifts smoothly and cleanly. Fuel is supplied through a Mikuni VM26SS carburettor.



Liquid-cooled engine is slimmer, allowing an extra slim overall bike design.



Rugged radiator is positioned for maximum efficiency and is backed by a coolant reservoir.

SPECIFICATIONS

| Model | RD250LC | RD350LC |
|-----------------------|-----------------------------|--------------------------------|
| ENGINE | | |
| Engine type | 2-stroke, liquid-cooled | |
| Displacement | 247 cc | 347 cc |
| Bore and stroke | 54.0 x 54.0 mm | 64.0 x 54.0 mm |
| Max. power output | 26.1 kw (35.5PS)/8500 rpm | 34.5 kw (47.0PS)/8500 rpm |
| Max. torque | 30.2 Nm (3.1 kg-m)/8000 rpm | 40.2 Nm (4.1 kg-m)/8000 rpm |
| Compression ratio | 6.2:1 | |
| Lubrication | Yamaha autolube | |
| Carburation | Mikuni VM 26SS | |
| Ignition | C.D.I. | |
| Starter | Kick | |
| Air cleaner | Wet form rubber | |
| Spark plug | NGK B-8ES | |
| Clutch type | Wet multiple disc | |
| TRANSMISSION | | |
| Constant mesh 6-speed | | |
| CHASSIS | | |
| Frame type | Tubular steel double cradle | |
| Weight | 157 kg (gross) 139 kg (net) | 161 kg (gross) 143 kg (net) |
| Wheelbase | 1360 mm | 1365 mm |
| Overall length | 2120 mm (U.K. 2080 mm) | 2120 mm (U.K., F, NL, 2080 mm) |
| Overall width | 750 mm | |
| Overall height | 1090 mm | |
| Seat height | 785 mm | |
| Ground clearance | 165 mm | |
| Caster (rake) | 27°10' | |
| Trail | 102 mm | |
| Suspension | front | Telescopic |
| | rear | Monoshock |
| Brakes | front | Single disc |
| | rear | Double disc |
| Tyres | front | Drum |
| | rear | 3.00 S 18 (4PR) |
| Fuel tank capacity | 3.50 S 18 (4PR) | |
| Fuel tank capacity | 16 litres | |
| Oil tank capacity | 1.6 litres | |



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