

# Yamaha SR250H



## ENGINE

Air-cooled, forward inclined, single cylinder four stroke. Chain driven single overhead camshaft operating two valves per cylinder. Ball and roller bearing crank shaft, wet sump lubrication fed by a trochoid type oil pump.

Maximum rear wheel power .....9.8 kW at 8000 rpm  
Maximum torque ..... 12.3 Nm at 7000 rpm  
Bore x Stroke .....73.5 x 56.5 mm  
Displacement ..... 239 cm<sup>3</sup>  
Compression ratio .....8.9:1  
Maximum engine speed .....9000 rpm  
Carburetion .....Single 34 mm constant velocity Mikuni  
Air filtration ..... Oiled polyurethane foam  
Starter system ..... Electric only  
Ignition .....Electronic

## TRANSMISSION

Gear driven primary drive to wet, multiplate clutch. Five-speed constant mesh gearbox with one-down, four-up pattern. Final drive by roller chain.

Ratio (overall:1)  
First .....23.79  
Second .....15.16  
Third .....11.35  
Fourth .....9.00  
Fifth .....7.39  
Primary reduction: .....3.130:1  
Secondary reduction: .....2.875:1

## FRAME AND BRAKES

Single downtube, welded, tubular steel frame incorporating engine as stressed member. Ball bearing steering head and bushed rear swing arm. Coilspring forks with oil damping, variable rate rear springs with 5 position preload setting and oil damping. Single leading shoe front and rear drum brakes, half width on front.

Front suspension travel .....140 mm  
Rear suspension travel .....70 mm  
Fork rake .....29.8 degrees  
Fork trail .....121 mm  
Front brake diameter .....160 mm  
Rear brake diameter .....130 mm  
Front tyre .....Yokohama 3.00 x 18  
Rear tyre .....Yokohama 120/90-16

## DIMENSIONS

Dry weight .....121 kg  
Seat height .....740 mm  
Wheelbase .....1335 mm  
Ground clearance .....190 mm  
Fuel capacity (inc reserve) .....10.8 litres  
Fuel reserve .....3 litres  
Engine oil capacity .....1.6 litres

## CALCULATED DATA

Weight to power ratio (90 kg load) .....21.5 kg/kW  
Specific power output .....41.0 kW/litre  
Mean piston speed at redline revs .....16.95 m/sec

## PERFORMANCE

**Acceleration**  
Standing 400 metres .....17.2 secs at 117 km/h  
Average of last three runs .....17.3 secs  
Zero to 100 km/h .....11.3 secs  
Maximum speed .....139 km/h  
**Braking**  
From 100 km/h to zero .....37.3 metres  
Average of last three stops .....37.9 metres  
From 60 km/h to zero .....12.1 metres  
Average of last three stops .....12.3 metres  
**Fuel consumption**  
Touring .....29.2 km/l (82.4 mpg)  
City .....27.5 km/l (77.6 mpg)  
Hard riding .....25.9 km/l (73.0 mpg)  
Average on test .....27.8 km/l (78.5 mpg)

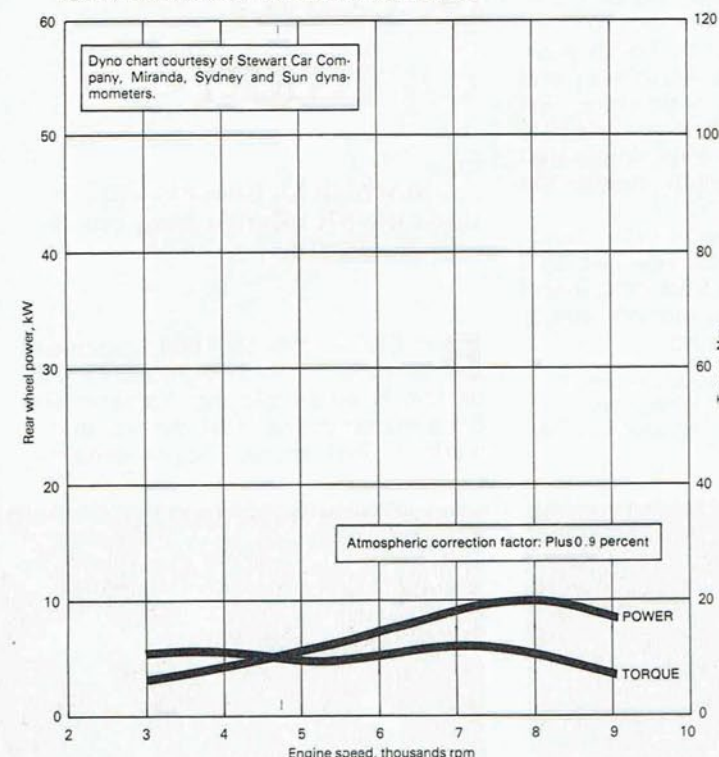
## TEST MACHINE

Manufacturer .....Yamaha Motor Co, Iwata, Japan  
Test machine .....McCulloch of Aust., Seven Hills, NSW  
Price (NSW) .....\$1299

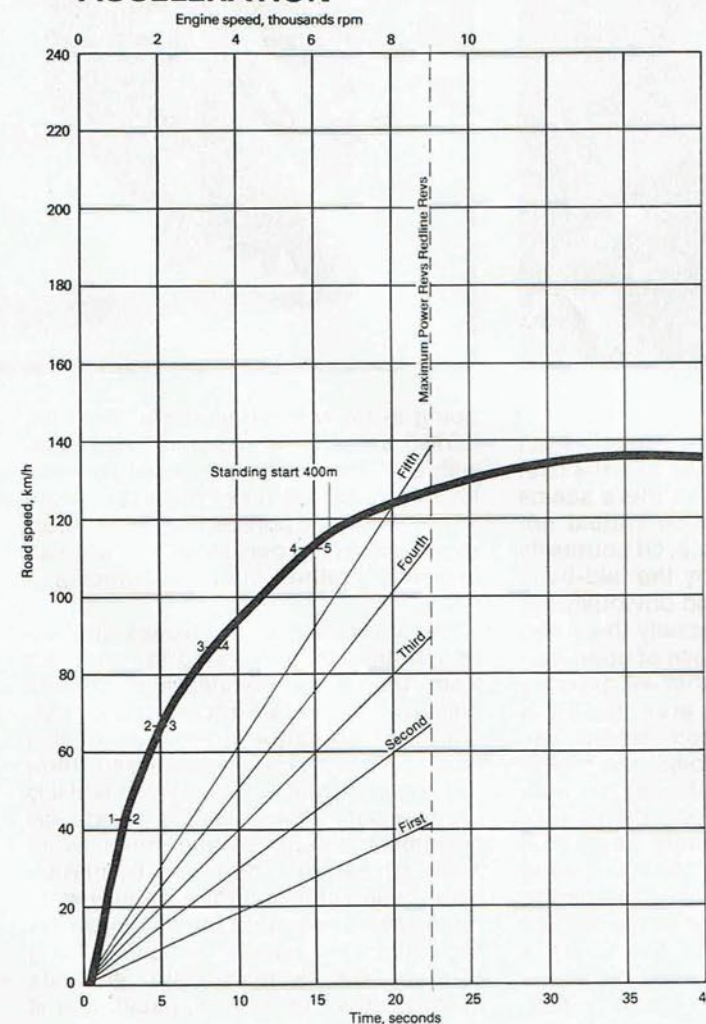
**Best points:** Good low-speed-torque engine. Excellent fuel economy. The SR sits low with a very comfortable riding position, handles well because of reduced centre of gravity. Machine lightness and ease of manoeuvring make for easy city and commuter riding.

**Worst points:** Fairly plain presentation, substantially lower power output when compared to other 250s. No front disc brake, in fact (worse still) a half-width drum brake. Low seat promotes high knee riding stance for tall people. Decked seat doesn't do much for passenger or rider comfort when riding two-up.

## CHASSIS DYNAMOMETER



## ACCELERATION



## SUMMARY

### RATINGS

#### ENGINE

Responsiveness  
Smoothness  
Bottom end power  
Mid range power  
Top end power  
Fuel economy  
Starting  
Ease of maintenance  
Quietness

#### TRANSMISSION

Clutch operation  
Gearbox operation  
Ratio suitability  
Drivetrain freplay

#### HANDLING

Steering  
Cornering clearance  
Ability to forgive rider error  
High speed cornering  
Medium speed cornering  
Bumpy bends  
Tossing side to side  
Changing line in corners  
Braking in corners  
Manoeuvring  
Top speed stability

#### SUSPENSION

Front  
Rear  
Front/rear match

#### BRAKES

Resistance to fading  
Stopping power  
Braking stability  
Feel at controls

#### CONTROLS

Location of major controls  
Switches  
Instruments

#### TWO-UP SUITABILITY

Passenger comfort  
Stability with pillion  
Cornering clearance two-up

#### GENERAL

Quality of finish  
Engine appearance  
Overall styling  
Seat comfort  
Riding position  
Touring range  
Headlight  
Instrument lighting  
Other lights  
Rearview mirrors  
Horn  
Toolkit

#### VALUE FOR MONEY

	Poor	Below Average	Average	Above Average	Outstanding
<b>ENGINE</b>					
Responsiveness					
Smoothness					
Bottom end power					
Mid range power					
Top end power					
Fuel economy					
Starting					
Ease of maintenance					
Quietness					
<b>TRANSMISSION</b>					
Clutch operation					
Gearbox operation					
Ratio suitability					
Drivetrain freplay					
<b>HANDLING</b>					
Steering					
Cornering clearance					
Ability to forgive rider error					
High speed cornering					
Medium speed cornering					
Bumpy bends					
Tossing side to side					
Changing line in corners					
Braking in corners					
Manoeuvring					
Top speed stability					
<b>SUSPENSION</b>					
Front					
Rear					
Front/rear match					
<b>BRAKES</b>					
Resistance to fading					
Stopping power					
Braking stability					
Feel at controls					
<b>CONTROLS</b>					
Location of major controls					
Switches					
Instruments					
<b>TWO-UP SUITABILITY</b>					
Passenger comfort					
Stability with pillion					
Cornering clearance two-up					
<b>GENERAL</b>					
Quality of finish					
Engine appearance					
Overall styling					
Seat comfort					
Riding position					
Touring range					
Headlight					
Instrument lighting					
Other lights					
Rearview mirrors					
Horn					
Toolkit					
<b>VALUE FOR MONEY</b>					