

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 cm³
 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)

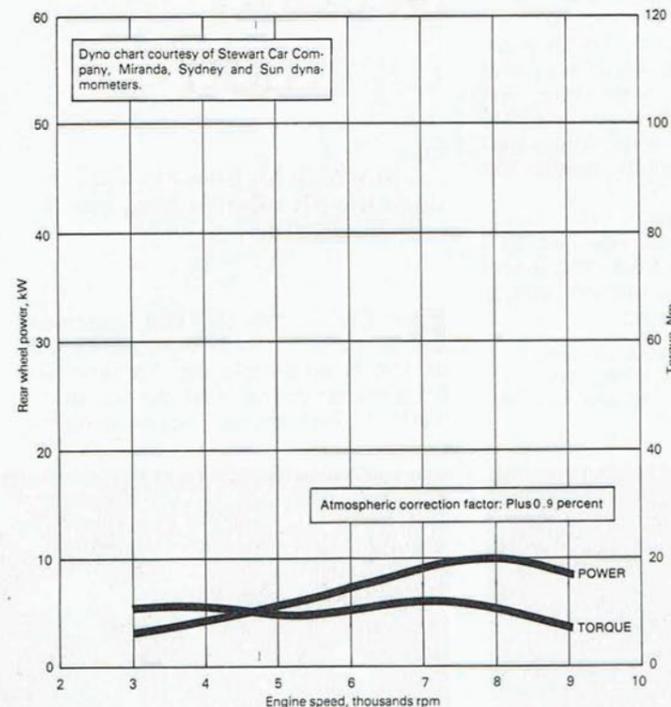
TEST MACHINE

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

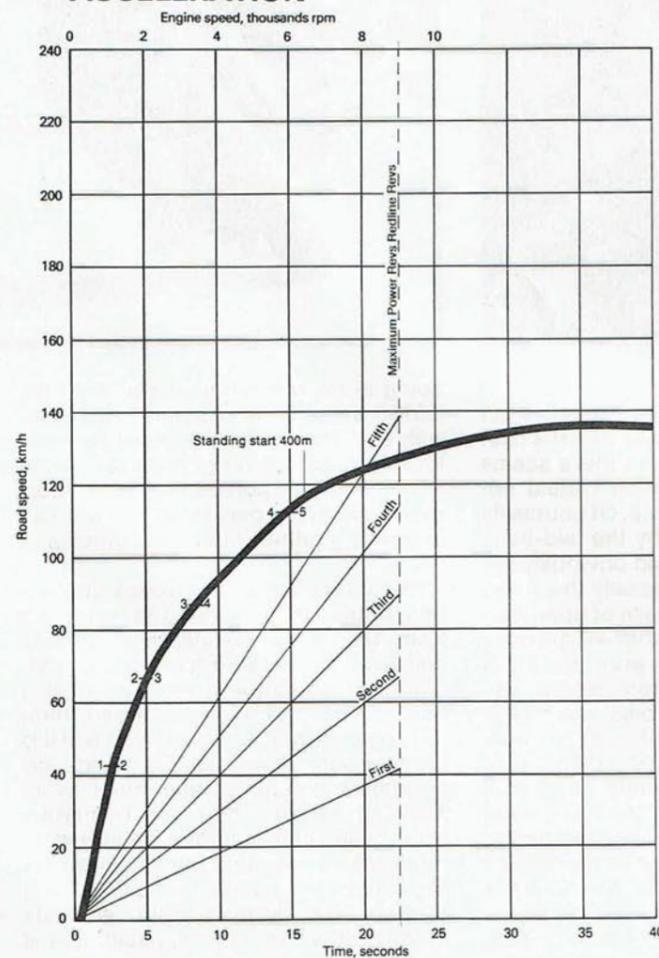
Best points: Good low-speed-torque engine. Excellent fuel economy. The SR sits low with a very comfortable riding position, handles well because of reduced centre of gravity. Machine lightness and ease of manoeuvring make for easy city and commuter riding.

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

	Poor	Below Average	Average	Above Average	Outstanding
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