

# CROSSFIRE

## XZ250R & XZ250RR

### XZ250R

250CC 4 STROKE | 5 SPEED GEAR BOX  
CARBURETTOR MIKUNI 30MM | WATER COOLED  
7 PLATE MULTI WET CLUTCH | ~20HP



### XZ250RR

250CC 4 STROKE, ELECTRIC START 4 VALVE  
5 SPEED GEAR BOX | WATER COOLED  
CARBURETTOR BY DELLORTO 34MM  
7 PLATE MULTI WET CLUTCH | ~30HP



# CROSSFIRE XZ250R & XZ250RR

250cc Dirt Bike

## IMAGES



## DESCRIPTION

### XZ250R

The one for the big boys. The Crossfire XZ250R is the real deal no pretending. The best Asian dirt bike money can buy. The best brakes the best engine the best carburetor and the frame that was designed with 1000's of hours behind computer simulations.

Ok now the facts.

A true Water cooled 250cc OHC power house that red lines at close to 10,000 Rpm connected to a Mikuni 30mm induction system equal to the most powerful 250cc Asian bike of its spec.

The frame is light yet very rigid. This was a computer modelled chassis where every angle and detail was accounted for. This gave the bike ergonomics that would rival even the likes of Yamaha and Honda. The acceleration is crisp thanks to a quarter turn joker style throttle to allow full throttle opening at a quarter of the normal throttle action.

**"..The one for the big boys..."**

### XZ250RR

The XZ250RR is based on 4 years worth of research on the motocross track. Our full size motocross track at the head office is the proving ground for all our Motocross range. Where most conditions are simulated, there are jumps, ruts, water crossings, sand and mud.

When the XZ250R came out it redefined the Asian bike industry, the aim was not to simply build a top end motocross bike but to challenge the best in the industry. Having an incredible chassis and adding the power to match the aggressive looks and flawless suspension was the receipt for the Crossfire XZ250RR.

In so the latest Crossfire 4 valve UNICAM motor was used in conjunction with Dellorto induction to give the claimed 30 Hp output. This putting it in the 1 position of all Asian bikes in Australia. Dellorto was chosen for the smooth power response and endless fine tuning abilities. Made in Italy the company has a great history in making some of the best Carbys on the market.

The frame is carried over from the XZ250R light yet very rigid and is a perfect chassis. This frame was computer modelled where every angle and detail was accounted for. This gave the bike ergonomics that would rival even the likes of Yamaha and Honda. The suspension is fully adjustable and serviceable and can be set up for each rider.

Another compliment to the frame is the Aluminium, magnesium alloy rims exclusive to the XZ250RR. The 7116 alloy with addition of magnesium makes these rims extremely tough and is the alloy of choice for most racers worldwide.

## SPECIFICATIONS

	XZ250R	XZ250RR
Engine	250cc 4 stroke Zongshen OHC	
Bore and Stroke	70.0 x 65mm	77 x 53.6mm
Compression	10.5:1	11.5:1
Transmission	5-Speed, International Shift Pattern, 1-N-2-3-4-5	
Transmission Chain	520-13T	
Final Gear Drive:		
Front Sprocket		
Transmission Chain	520-42T	520-51T
Final Gear Drive:		
Rear Sprocket		
Clutch	7 plate multi wet	
Frame	Twin spar Perimeter	
Ignition	CDI	
Engine Cooling	Water Cooled	
Front Suspension	Hydraulic, Fully Adjustable Forks 910mm / 35.82in 53mm Upper and 59mm Lower Diameter	
Rear Suspension	Hydraulic piggy back reservoir, Fully Adjustable Shock 500mm / 19.68in	
Brakes	Front: Hydraulic 240mm Single Disc with Single Piston Calliper Rear: Hydraulic 230mm Single Disc with Dual Piston Calliper	
Wheel Base	1440mm / 59.69in	
Wheels	Front: 80/100-21 Alloy 7116 Rear: 110/100-18 Alloy 7116	
	Aluminium	Aluminium/ magnesium
Max Power	19.5kw / 9000rpm (1 ± 5%) (26.15HP)	22.5kw / 9000rpm (1 ± 5%) (30.15HP)
Dry Weight	115kg / 238.7lbs	
Tank Capacity	6.7L / 1.46 gal, 0.6L Reserve	
Seat Height	920mm / 36.22in.	
Ground Clearance	320mm / 15.60in.	
Height	1245mm / 48.82in	
Length	2120mm / 83.46in	
Width	820mm / 32.28in	
Exhaust	Twin	

AVAILABLE IN: 

