



# Rebel 250

## *Introduction*

Designed for both attractive cruising and relaxed, long-term riding comfort, the popular Rebel 250 offers ample power and acceleration provided by its beautifully chromed quarter-litre parallel twin engine. Its traditional, long-and-low American Custom-style chassis configuration provides easy-going cruising performance and a laid-back riding position that reinforces the Rebel's timeless appeal to a broad cross-section of tastes and riding styles.

The Rebel 250 is made for American custom bike freaks. The philosophy is well incorporated, which makes the bike's handling so smooth and easy that it's hard to believe you're actually riding a custom bike. Low slung, lightweight, equipped with a time-tested, in-line 250cc twin cylinder engine, the Rebel is a perfect blend of fun and utility

fitted with a mass of chrome and totally adapted to street traffic. It is within immediate reach of those looking for a machine that is convivial and easy to handle, offering absolute riding pleasure while being very practical in town. The ideal beginners bike, it leaves you with the feeling of being on a big cylinder bike.

*Introduced in 96 - Manufactured in Spain - CUSTOM*





# Rebel 250

## *Colouring Concept*

Carried over from previous years, its two sparkling metallic colour variations include a luxurious green that shimmers with gilded reflections in the midday sun, and a deeply regal red that accentuates the Rebel's impeccable quality of construction and superb reliability.

### **Colours**

- Cunningham Green Metallic
- Mystery Red Metallic





# Rebel 250

## Close-up

### Features

- The Rebel 250 is finished to the highest standard, very well equipped and versatile.
- The twin cylinder, four-stroke engine is appreciably more powerful than a 125. Dependable, powerful, cheap to run and easily maintained, it has proved itself in many respects.
- The simple, steel cradle frame provides stability, is easy to handle and is conceived for easy mechanical access.
- The suspension provides overall comfort and safety. The hydraulic front fork has a 116mm movement range and the rear shock absorbers are easy to adjust with five settings for the springs.
- The 240mm front disc brake, with dual-piston calliper is a textbook example of smooth and safe braking.
- The Rebel comes with an electronic starter.
- The steel fuel tank has a teardrop design typical for custom bikes. Its 10 litre capacity means the Rebel 250 provides riders with long distances of riding fun between fill-ups.
- Chrome has been fitted in a liberal manner: spoked rims (handy for fitting an anti-theft device), headlights, exhaust pipes, shock absorbers, odometer, locking petrol cap, grab rails, handle bars and so on... .
- A perfect street-bike, the Rebel 250 is also up to journeys of much greater distances.
- With its low slung saddle the Rebel easily accommodates the smaller rider, but the general flowing lines mean that tall people are equally at ease on the bike.
- The five-speed gearbox is quick, sweet and precise. The engine is supple and powerful, free of any vibration and smoothly responsive.
- The fat rear tyre is part and parcel of the custom line, but also plays its part in comfort and good road holding.
- The Rebel 250 comes with a two-year guarantee and has the benefit of the quality service of the Honda network.



# Rebel 250

## Colour Overview

1996



1997



REBEL 250 - 20004 - E



# Rebel 250

## Colour Overview

1998



1999



REBEL 250 - 20005 - E



# Rebel 250

## Specifications

### Specifications

### Rebel 250 (ED & G types)

Engine	Air-cooled 4-stroke SOHC parallel twin
Bore × Stroke	53 × 53mm
Displacement	233.8cm <sup>3</sup>
Compression Ratio	9.2 : 1
Carburettor	22.8mm VE-type
Max. Power Output	ED-type 17.4PS/8,250rpm (DIN) (12.8kW/8,250min <sup>-1</sup> ) G-type 16.4PS/8,250rpm (DIN) (12kW/8,250min <sup>-1</sup> )
Max. Torque	ED-type 1.76kg-m/5,500rpm (DIN) (17.3Nm/5,500min <sup>-1</sup> ) G-type 1.72kg-m/5,500rpm (DIN) (16.9Nm/5,500min <sup>-1</sup> )
Ignition	Capacitor Discharge (CDI)
Starter	Electric
Transmission	5-speed
Final Drive	'O'-ring sealed chain
Dimensions (L×W×H)	2,195 × 835 × 1,080mm
Wheelbase	1,460mm
Seat Height	675mm
Ground Clearance	150mm
Fuel Capacity	10 litres
Wheels	Front/Rear Steel rim/wire spoke
Tyres	Front 3.00-18 47P Rear 130/90-15M/C 66P
Suspension	Front 33mm telescopic fork, 116mm axle travel Rear Swing arm, dual dampers with adjustable pre-load, 75mm axle travel
Brakes	Front 240mm hydraulic disc with dual-piston calliper and resin mould pads Rear 130mm leading/trailing drum with resin mould linings
Dry Weight	ED-type 141kg G-type 143kg

All specifications are provisional and subject to change without notice.