

**The S-series
175 S-250 S Trophy**



175 S / 175 S Trophy

Production: 1956-1963

Engine: 1 cylinder 2-stroke

HP: 10.5 at 5400 rpm

Engine displacement: 174 cc

Cylinder diameter: 60 mm

Piston stroke: 62 mm

Carburetor: BING 24 mm

Transmission: 4 speed

Brakes: 160 mm drum brakes

Tire size: 3.25-16", late (Munich built) models with 18" wheels

Weight: 131 kg

Gas tank volume: 13.5 ltr

Fuel consumption: 3 ltr/100 km

Top speed: 95 km/h

(continued)

200 S / 201 S

Production: 1955-1958
Engine: 1 cylinder 2-stroke
HP: 12 at 5400 rpm
Engine displacement: 197 cc
Cylinder diameter: 64 mm
Piston stroke: 62 mm
Carburetor: BING 24 mm
Transmission: 4 speed
Brakes: 160 mm drum brakes
Tire size: 3.25-16"
Weight: 131 kg
Gas tank volume: 13.5 ltr
Fuel consumption: 3.2 ltr/100 km
Top speed: 100 km/h

250 S / 250 S Trophy

Production: 1956-1963
Engine: 1 cylinder 2-stroke
HP: 14.5 at 5500 rpm
Engine displacement: 245 cc
Cylinder diameter: 67 mm
Piston stroke: 70 mm
Carburetor: BING 26 mm
Transmission: 4 speed
Brakes: 160 mm drum brakes
Tire size: 3.25-16", late (Munich built) models with 18" wheels
Weight: 136 kg
Gas tank volume: 13.5 ltr
Fuel consumption: 3.8 ltr/100 km
Top speed: 110 km/h



250S Trophy photo courtesy of **Mirko Van Colen**

The Zundapp 250 S was called the farmer's bike over here because it was slow with heavy-duty and reliable construction. The Zundapp Public Relations pictures shown below did their best to strengthen this image.







