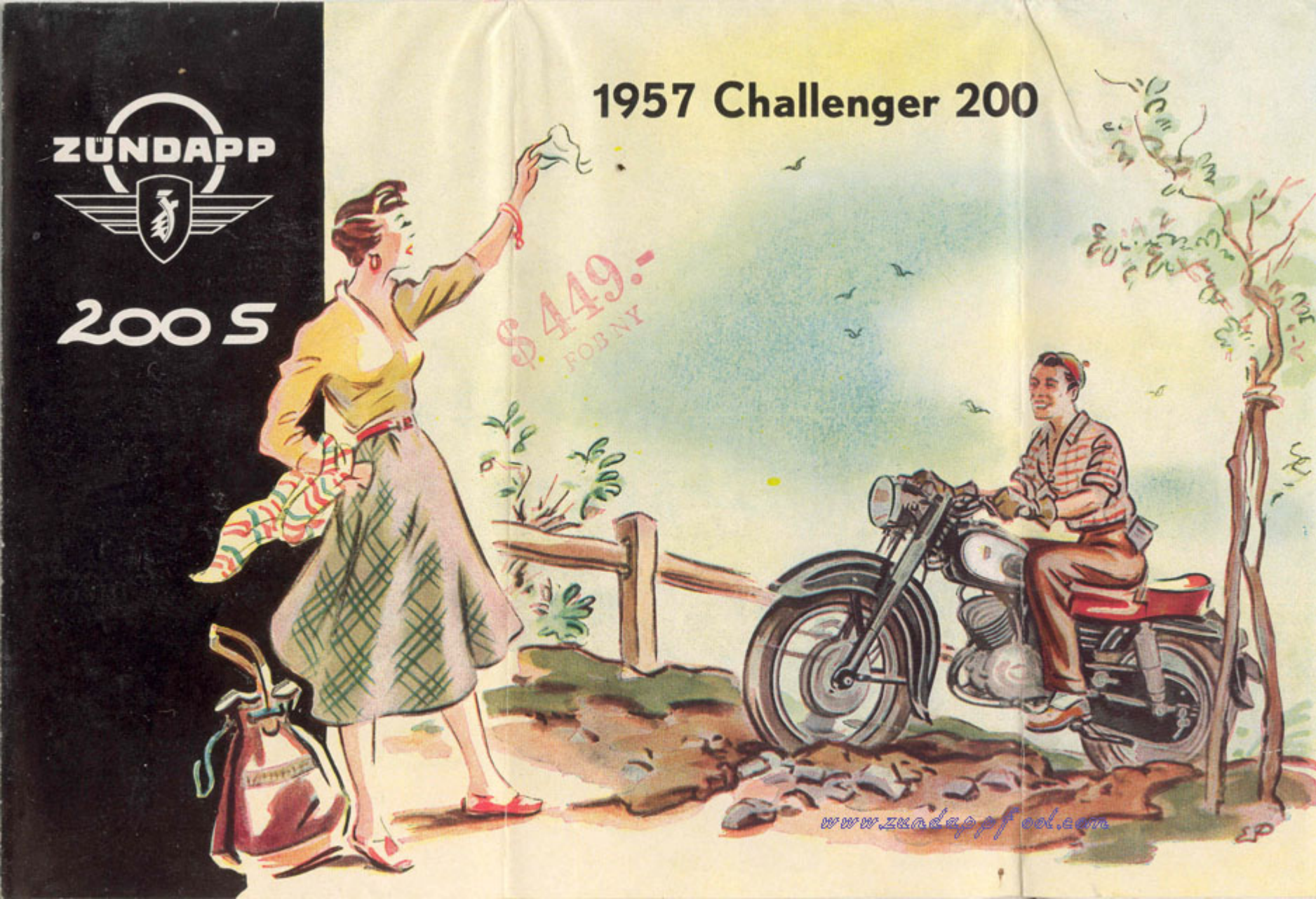
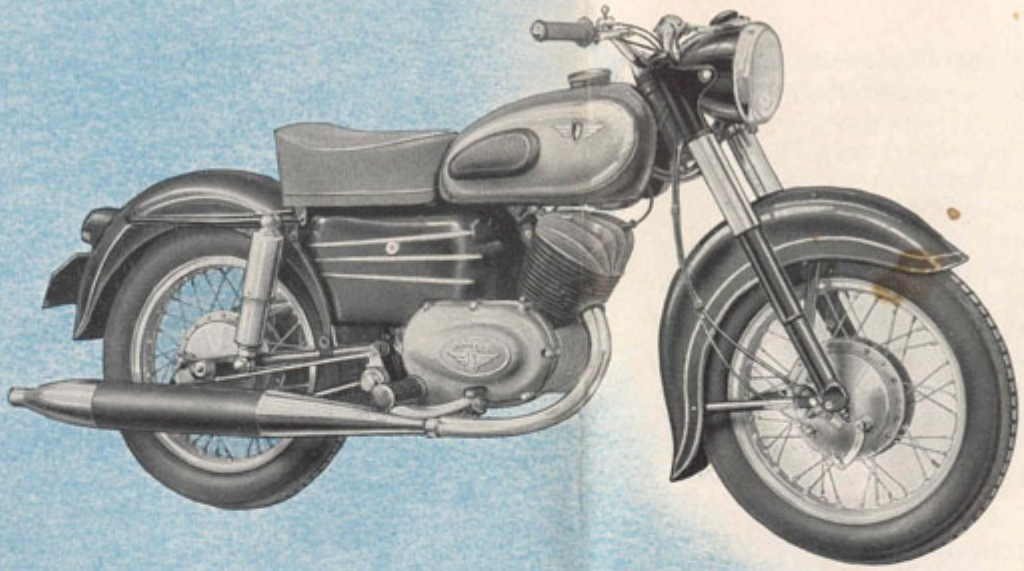
ZÜNDAPP

200 S

1957 Challenger 200



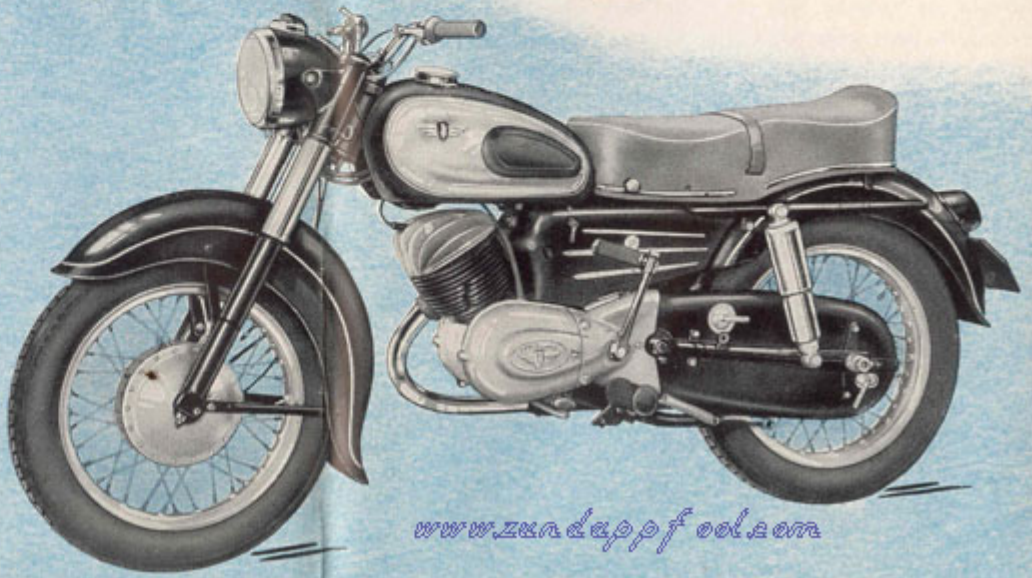


At the first glance to the experienced rider, — a powerful machine with a definite sporting note.

But still elegant and stylish in appearance to inspire pride of ownership.

With deep mudguards for generous weather protection and a host of other refinements.

Whether equipped with a saddle or with a foam-rubber padded twinseat, available as an extra fitting, this machine remains the ultimate choice of the discriminating rider.



www.zundappfood.com

www.zundapp-collection.com

You get, —

- **A 200 cc two-stroke engine,**

  a single cylinder monobloc unit with 64 mm = 2,52 inch bore and 62 mm = 2,44 inch stroke. Robust and dependable, — a ZÜNDAPP
  with the new fan-shaped cylinderhead.

- **13 BHP at 5400 RPM**

  which is equivalent to 65 BHP/L, an engine performance to be found only in powerful sport cars. Scientific development of the combustion chamber and port arrangements, together with a compression ratio of 6.5 to 1 and increased volumetric efficiency combines this power
  with economy.

- **Efficient Intake and Exhaust Silencing**

  to match the admirable combination of clean and stylish lines
  without the loss of sporting performance.

- **A positive four-speed gearbox**

  employing again the well proved foot-change with unique key-selector mechanism, a special ZÜNDAPP feature
  ensuring quick and smooth gear changing.

- **A robust frame and suspensions**

  to cope with any speed and the toughest riding conditions. The ZÜNDAPP telescopic fork, reliable and precise, requires no maintenance and together with the tubular section backbone frame and the hydraulic damped pivoted fork rear suspension, has been designed
  for comfort and maximum safety.

- **Deep well-styled mudguards**

  designed not only for good appearance but for perfect protection in any weather. Well proportioned lines
  to satisfy the most exacting demands.

www.zundappfoto.com

More details for the enthusiast.

Engine, Clutch, Transmission, Final Drive:

Monobloc single cylinder two-stroke engine. Normal engine speed at 37,5 miles per hour 3560 RPM, at 65 miles per hour the max. engine speed is 5940 RPM. Easily detachable light-alloy cylinder head with fan-shaped ribs. Flat-top piston. Crankshaft supported in two ball bearings and one roller bearing. Large size needle roller big-end bearing. Petroil mixture 1:25 (during running-in period 1:20).

Crankshaft-mounted battery ignition generator unit Noris MLZn 60/6/1600 R. Generator output 60/90 Watt (Headlamp 35/35 Watt twin-filament Bilux bulb). Multi-plate clutch running in oil, sealed oil-bath primary chain drive. Primary drive ratio to gearbox 2.18. Positive four speed foot change gearbox; ratios: bottom 3.14, second 1.964, third 1.405, top 1.00. Final drive ratio 2.75. Rear chain protected by quick detachable chain case.

Maximum speed 65—70 miles per hour.

Frame, Suspension, Brakes, Wheels, Measurements, and Weights:

Welded tubular backbone frame, with deep front and rear mudguards, quick detachable enclosure shielding carburettor, intake silencer, air filter, battery, and tyre pump. Centre stand. Telescopic fork with 103 mm = 4 inch movement. Steering damper. Pivoted fork rear suspension with 83 mm = 3.25 inch movement.

Full-width light-alloy hubs with cast-in liners. Brakedrum diameter 160 mm = 6.29 inch, brakeshoe width 25 mm = 1 inch.

Tyres front and rear 3.25 x 16, Wheel rims 1.85B x 16.

Wheelbase approx. 1300 mm = 51,25 inch (adjustable rear wheel), Saddle height approx. 720 mm = 28,33 inch (laden), Ground clearance at exhaust silencer approx. 130 mm = 5 inch (laden), overall length approx. 1990 mm = 78 inch, overall width 620 mm = 24,5 inch, overall height approx. 950 mm = 37 inch.

Weight with full tank and tools 131 kg = 289 lbs. Carrying capacity 155 kg = 341 lbs. Permissable total weight 286 kg = 630 lbs. Tank capacity 14 Ltr. = 3 Imp. Gal. (3.7 US Gal.).

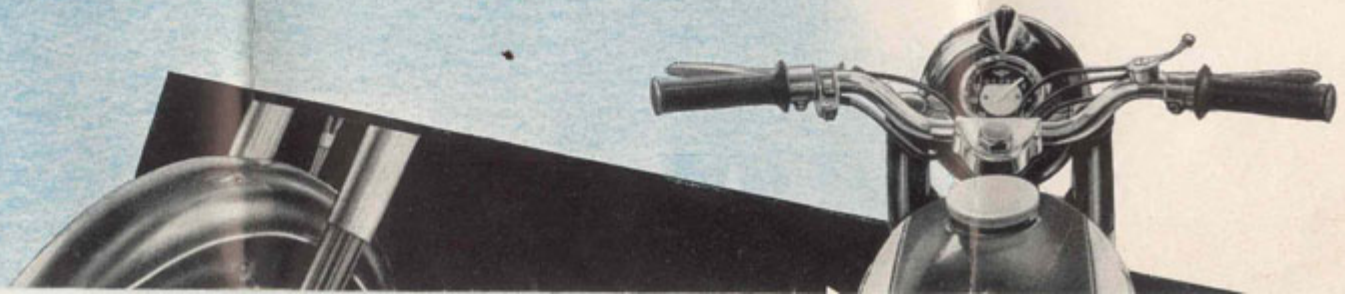
Selected tool kit in dust-proof locker underneath the saddle. Detachable exhaust silencer. Adjustable hand controls. Anti-theft lock. Many parts finished in durable heavy chrome plate. Infra-heat treated high gloss enamel finish. Colour: black, red, and green.

Telegraphic code: ZWOES.

ZÜNDAPP

1957 Challenger 200

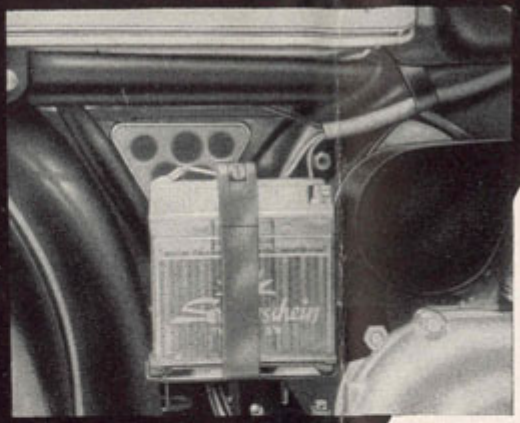
www.zundappfood.com



An elegant slim tank, well arranged controls and a large size speedometer.

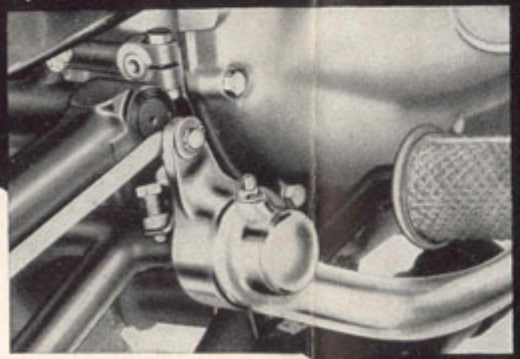
Deep mudguard for perfect weather protection.

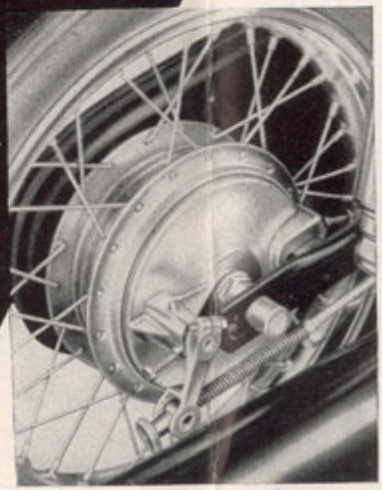
www.zundappfoot.com



Behind a quick detachable cover, — conveniently positioned the battery, the intake silencer and air filter.

A detail, — but important in sporting events. An adjustable stop for the footbrake lever.





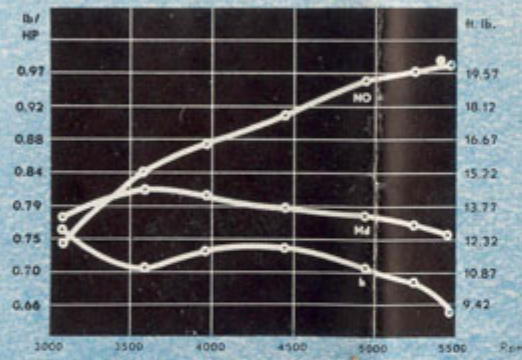
13BHP engine performance matched by a large diameter brake. Smooth contours for easy cleaning.

wheels with their full-width hubs and large diameter brakes make any speed safe. Extensive use of light-alloys in these hubs which have cast-in brake liners, reduces the unsprung weight to a minimum which is reflected in the excellent suspension characteristics and handling qualities. The distinctive appearance of the machine is in keeping with its performance. Located behind a quick-release enclosure is not only the carburettor with the combined intake silencer and air filter, but also the battery and tyre pump. Whether one considers the cable adjustments for the hand controls, the weather protection for the ignition-switch, the foot brake adjuster or the dust protected large tool-box, it is obvious that highly qualified motorcycle designers have utilized valuable experience to be gained only by every-day use and tough sporting events. A wealth of knowledge in manufacture and modern production methods have made the "1957 Challenger 200" model possible, — which like any genuine ZUNDAPP product is dependable and represents value far beyond its price

Ride a ZÜNDAPP and enjoy proved performance!

www.zundappfood.com

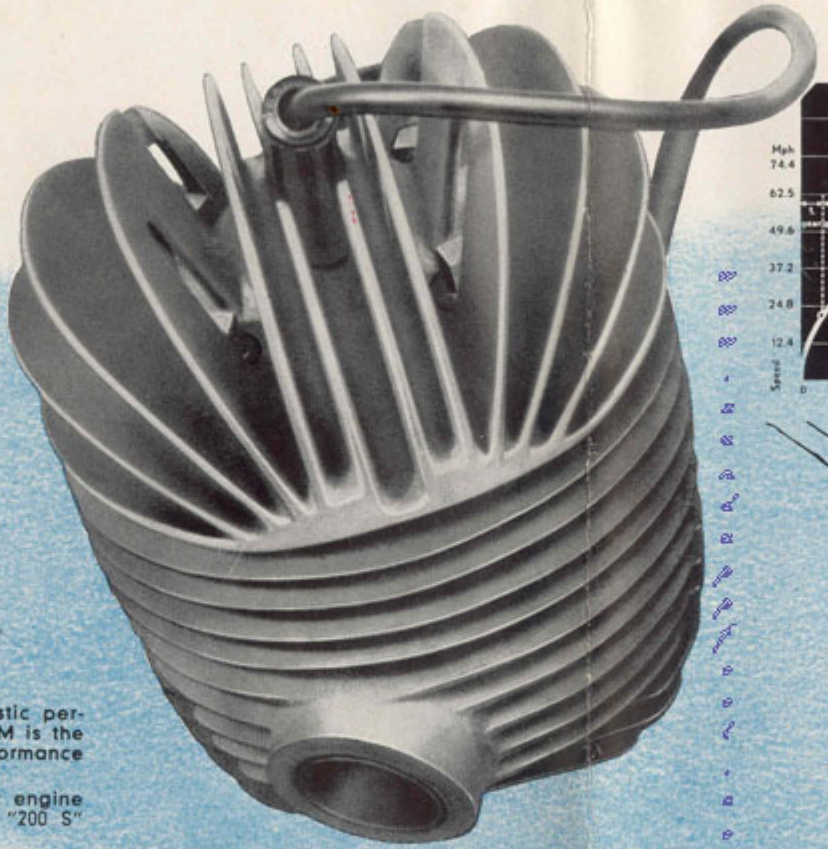
The fan-shaped cylinderhead, — the secret of high performance.



Power, Torque and specific Fuel Consumption

The smooth torque curve illustrates the elastic performance of the engine. Even below 3500 RPM is the powerout of this engine above the max. performance of previous models at 4500 RPM.

A lower specific fuel consumption at higher engine speeds, accounts for the economy of the "200 S" when riding fast.



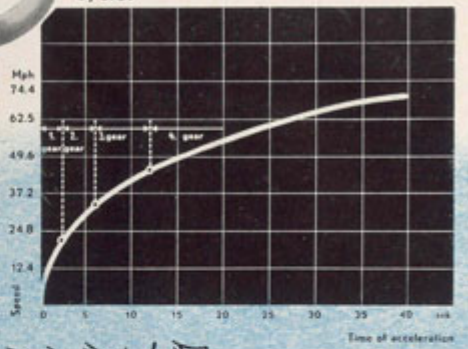
Visible from the outside, — efficient internally. Better shape of combusting chamber, improved cooling, higher volumetric efficiency, — Performance and Economy.

High average speeds

An exceptional acceleration curve, — maximum performance throughout the speed range.

Smooth power and acceleration

The important virtues of a modern motorcycle.

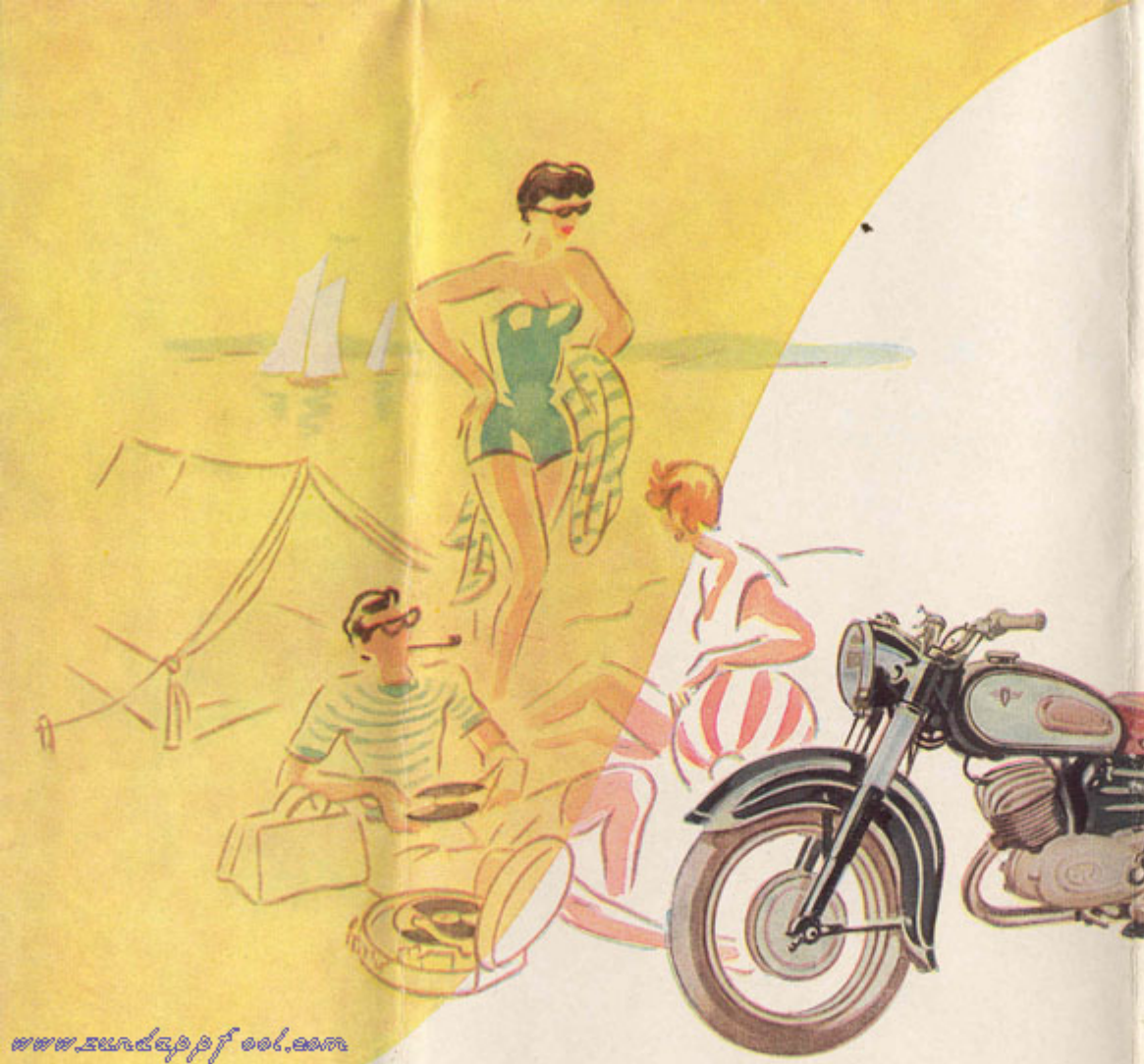


Available through:

We reserve the right to alter construction.
Printed in Germany.

2270 B

ZÜNDAPP-WERKE G·M·B·H NÜRNBERG-MÜNCHEN
WERK NÜRNBERG



www.zundappfool.com

A motorcycle, — bringing joy and many memorable hours, is one of those coveted possessions which according to a matching proverb one does not care to lend, — but very carefully selects. Not only the general appearance and well proportioned lines are the important factors, far more important are the technical features, — and last if not least the make.

When ZUNDAPP introduces a powerful 200 cc model with an exhilarating sporting performance, experienced riders know that this long awaited machine can be relied upon to fulfil the most exacting demands. Here is a motorcycle powered by a superb two-stroke engine, which throughout its speed range has swift acceleration and whose new cylinder-head with fan-shaped ribs ensures a thermal efficiency which is related in performance plus economy. The 16 inch