



250 "Turismo"

Years produced: 1947 - 1950

Units produced: approx. 100

Selling price: 340,000 Lire

The displacement may come as a surprise as in the post-war era it was certainly large. The quarter-litre category was rather popular abroad (such as in England), but in Italy it was rare. The front suspension was a cutting-edge telescopic fork. The rear suspension was placed further back and was still a plunger-box type. The engine was typical for the time, the cylinder and head were made of cast iron. It was sold in a single colour, an elegant metallic silver.



MV 250 Turismo - 1947

ENGINE

Cylinders / Cycle: single / 4 stroke

Displacement: 249.2 cc

Bore x stroke: 63 x 80 mm

Compression ratio: 6:1

Power / rpm: 10 HP / 5100

Torque / rpm: NA

Cooling: air

Distribution: pushrod

Carburettor: 22 mm carburettor

Ignition: magneto

Lubrication: wet sump

Starting: kickstart

Primary drive: gear

Clutch: wet multiple plate clutch

Gearbox: 4 speeds

Final drive: chain

CHASSIS

Frame: closed tubular steel cradle

Front suspension: telescopic mechanical fork

Rear suspension: plunger box

Front brake: lateral 180 mm drum

Rear brake: lateral 180 mm drum

Front tire: 3.00x19"

Rear tire: 3.00x19"

Wheels: spokes

Tank: 18 litres

Length: 1960 mm

Width: 620 mm

Wheelbase: 1390 mm

Weight: 125 Kg

PERFORMANCE

Top speed: 110 Km/h

Consumption: 33 Km/l