

# YZ250



# IT DOES A JOB AGAINST THE WORKS.

Against 1984 250 cc. Supermoto-style bikes that cost a cool \$2,200 to buy, factory works bikes in several other areas.

Unfortunately for the competition, this year's model is even better.

The engine shares out more power across the board. Our clearance-fogged transmission gives it the versatility you need.

A dramatically new frame gives you more strength and less weight. It can take more punishment than even Honda can find on an MX course. Part of the reason is our exclusive Monoblock rear suspension. The revolutionary system with its integral shock and rigid triangular spring arm provides greater rear

flexion and less wheel movement. Because you're using a shock absorber, it's automatically compensated for oil temperature changes.

The low-section aluminum swing arm is put forward after the special runs you see on our works machines. This year its pivot point has been moved closer to the counterbalancer, which decreases the need for a chain counter.

To prevent the tendency of forks to flex and suck, the air spring forks feature a long internal sliding surface. The leading-edge fork design makes for quick, precise steering. And fork travel is up to 27mm this year.

For smooth, positive braking, the YZ250 has a new full-flaring rear brake.

The suspension is built with all steel components. The YZ250 will weigh a little more.

The 1984 YZ250 finally meets head against the works.



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**Full-flaring rear brake:** The YZ250's rear brake is designed to provide maximum braking power. It features a full-flaring design that allows for better heat dissipation and a longer life.

**Monoblock rear suspension:** The YZ250's rear suspension is designed to provide maximum stability and control. It features a monoblock design that integrates the shock absorber and spring arm into a single unit.

**Air spring forks:** The YZ250's front forks are designed to provide maximum stability and control. They feature an air spring design that allows for better heat dissipation and a longer life.



New-designed full-flaring Monoblock rear suspension

Adjusting handlebar front fork

High front fender and fender

Blue powder 280 cc. aluminum single cylinder

Sprung and split levers with aluminum swing arm

Clearance-fogged transmission

Assorted full-flaring rear brake



## YZ250F

### ENGINE

Type	2-stroke single
Displacement	246 cc
Bore and Stroke	70 x 64 mm
Compression ratio	13.1:1
Maximum torque	25.7 ft.-lbs. (3.55 kg m) @ 6,500 rpm
Carburetor	(1) Mikuni VM38S
Ignition	C-D-I
Starting	Kick
Lubrication	Pre-mix (20:1)
Transmission	6-speed

### CHASSIS

Overall length	84.4" (2,145 mm)
Overall width	36.8" (935 mm)
Overall height	47.2" (1,200 mm)
Wheelbase	57.1" (1,450 mm)
Ground clearance	12.6" (320 mm)
Dry weight	218 lbs. (99 kg)
Fuel tank capacity	2.0 gals. (7.6 l)

### Suspension

Front	Telescopic forks
Wheel travel	230 mm
Rear	Monocross suspension
Wheel travel	264 mm
Brakes	
Front	Disc
Rear	Disc
Tires	
Front	3.00 x 21
Rear	4.50 x 18
Coloring	

Competition Yellow



[www.legends.yamaha-enduros.com](http://www.legends.yamaha-enduros.com)

\* Specifications subject to change without notice.

# YAMAHA

When you know how they're built.