

Mid range is where it's at with the Answer Products Hannaford McCarty OW250 engine kit.

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YAMAHA





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YZZ50 MODS

HANNAH/Mc CARTY OW250 ENGINE KIT

By Dennis "Ketchup" Cox

What you get with the OW kit is basically a new top end for your 250. If it's rebuilt right, you may be as well go for the gusto.



A likely answer

Most riders opt for the wrong type of power when making the decision to port their scooters to get the edge over the competition. They take their White-Bang 250 Gutsies over to the local moto-writer wizard and let him do his magic of Subaru fixers and tell him they want the works.

A very small percentage of riders are capable of handling the works, which is usually a rapid increase in rpm and horsepower at the expense of low to mid-range power, not to mention reliability. The last cycles lead almost always. Sad, but true. Most riders would generally benefit more from the option for maximum power out of their Gutsies (250) by going for broadening and strengthening the powerband on their bike, but making it easier, not more difficult, to race.

Even in the dog-eat-dog world of professional motocross, top riders are just as likely to let their wizard make the bike more "rideable." Bob Hannah's works bikes have never been mega-horsepower machines, usually he prefers bikes with a good broad powerband that pulls strongly in every gear.

Yamaha's Z50 is a good example of a potent motor in a good frame, with suspension to match. The only complaint about the bike was that the motor was too pipey. It took an expert's experienced hand at the throttle to utilize the Y-Zee's power properly.

Eddie Cole, the representative of Answer Products in Cottage Park, California called us up and offered to rent us a Sedalia back Part to test one of his Hannah/McCarty OW engine kits for the YZ50. He said he'd bring along a stock YZ250 as well to compare the bike with. Having ridden and tested the potent Yamaha 250 earlier in the year, we agreed.

WHAT'S IN A KIT?

Answer Products Hannah/McCarty OW engine kit consist of modifications to the cylinder head, rod cage and ports. It includes an aluminum miter, two-stage air cleaner, fresh bore, piston, rings, circlip, pin, new reeds, new sparkplug and all the assorted gaskets for a complete top-end rebuild. The OW kit will set you back \$299. For an additional \$100 they'll tack on a 45mm Lectron carb. Our test bike had the carb locked on.

You'll have to send them your cylinder, cylinder head and rod cage for the modifications. They suggest you do it through U.P.S. (United Parcel Service), insure the package, and pack it well. The insurance only costs 50 cents a box and is for \$50.

OPTIONS

The bike we tested also had some suspension rods incorporated into it. Answer Products offers a swingarm modification that lowers the wheelbase for increased stability. It is an inexpensive



but it's necessary re-rod it is larger in volume and finned for increased cooling; the internal valving is also modified.

alternative to purchasing the longer Yamaha 465 swingarm, which a lot of riders are doing. Send them your swingarm and \$49.95 and they'll cut, drill and weld an extension on it that's longer than it by one inch. What they do is they remove the steel part from the stock and patch the swingarm, giving it a desirable effect.

Our test bike also had a brand-new over shock reservoir which increased oil capacity over stock, and had different lift valving. It ran Bel-Ray 5-weight oil and 5 pounds less nitrogen pressure than stock. The reservoir cost a few dollars to block. A Summit fork kit for the stock forks costs for \$59.95.

Some other mods on the bike were Answer Products bars (\$23.95), crash pad (\$5.95) and optional lighting bar and covers (\$19.95).

MOYOB CITY MADMAN

We rode the stock 1990 model YZ 125. Saddled back was the usual old-time boy self, and finding a handle on the portability powerbarred YZ125 motor proved difficult. Still, it was fast and, if ridden properly (reasonable, judicious throttle application and barreling through the canyons), it fun mode a quick trip.

A trip back to the pits to pick up the Answer Products Hercules Carry Over 250—the difference was immediately noticeable. With the shocker comes on line in the mid-range and surge to develop will be sweet stick to the parts, the killed YZ Yamaha pulled strong light from the middle on up and roared past; where the stock motor earned a 1. It pulled much harder than the YZ 125. The over-

Shifting wasn't nearly the bit of ride



If you don't have the extra \$100, you could leave off the Lectra carb and use your stock carburetor with the engine kit.



Answer Products makes this weld-on extension for the ZD0 swingarm, which adds an extra inch of wheelbase to the rear end.



An aluminum muffler will set you back \$44.95. It's lighter than stock, and is weldable.



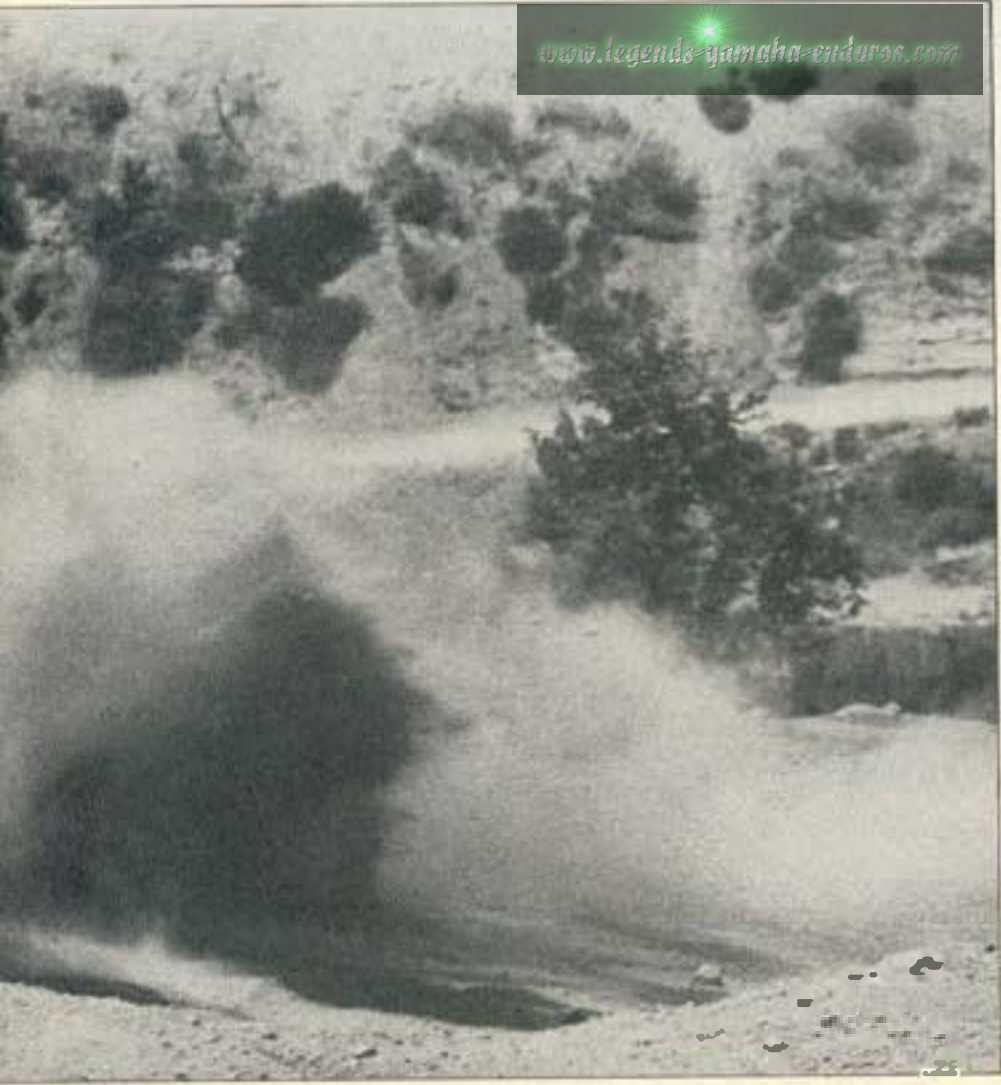
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With the stronger, lower powerband, you'll be hooking up and accelerating harder out of the corners.

The complete engine kit, with 40mm Lectron carb, will set you back \$399. It'll make your YZ faster and easier to ride.



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propulsion it was earlier on the stock bike. The strong mid-range wasn't coming out of the corners was easier and faster because the top end booted up sooner and more readily in a race. All the power in the world isn't doing you any good if the rear wheel is going sideways because of excessive wheelie. Expect riders to feel the low end mid-range and strong revving OW engine was easier to ride than the stock and that they could ride it faster, especially on a slick track. The most noticeable difference was with intermediate and junior riders, who found that they could ride the stock bike faster and easier. The wider, more responsive powerband didn't lead to decreased lap times measurably. With the enlarged powerband, most riders felt taller even though they could be run and top times cut over 10%.

BOTTOM LINE: UP

Porting for power isn't always the answer to the search for more speed out of a motor. In the case of Yamaha's YZ250G and F models, any attempts toward improving the bikes should be made in regards to improving the power delivery on an already strong motor. Only the very top pro riders need more horses than the YZ currently cranks out. With the greater consistency of riders could benefit most from is a widening and strengthening of the existing powerband. Like the Hannab/McCarty Answer Products Yamaha OV250 kit does. In spaces. □

ANSWER PRODUCTS

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