

# YZ250



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

# The new 1977 YZ 250 is an all-out, o

*Cycle Guide* summed up last year's YZ 250 in one word: "winner". But even that wasn't good enough for our engineers. They wanted to build a 250 machine that was second to nobody in its class. And that's exactly what they've done.

The Monocross Suspension of the new YZ 250 is new. We've kept the rigid, triangulated swing arm that keeps the rear wheel of the bike in line. But we've increased rear wheel travel again, and we've made the Monocross shock absorber easier to adjust. The new YZ 250 has a De Carbon monoshock. You can preload its steel spring by simply turning a ring nut.

This year's bike has a new air/spring front fork suspension system. In addition to a conventional steel spring, it has an air pressure system that makes it easy to adapt the "feel" of the front suspension to the kind of race you want to ride.

Steering and handling have been improved. The frame has been redesigned, and the YZ 250 now has a leading axle front fork which gives you better steering control, and a more stable front.

Engine performance has been increased. The new YZ 250 comes on at 5,000 rpm, is very strong through the middle range, and stays strong up to 8,500 rpm. It delivers smoother, more usable power across the band. It gives you quicker response and better acceleration. The reason: Torque Induction, the Yamaha six-petal stainless steel reed valve system.

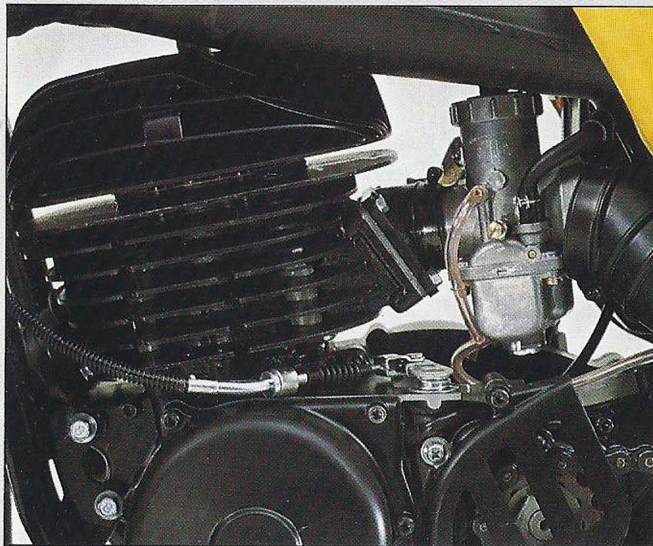
**When you know how they're built, you'll buy a Yamaha.**



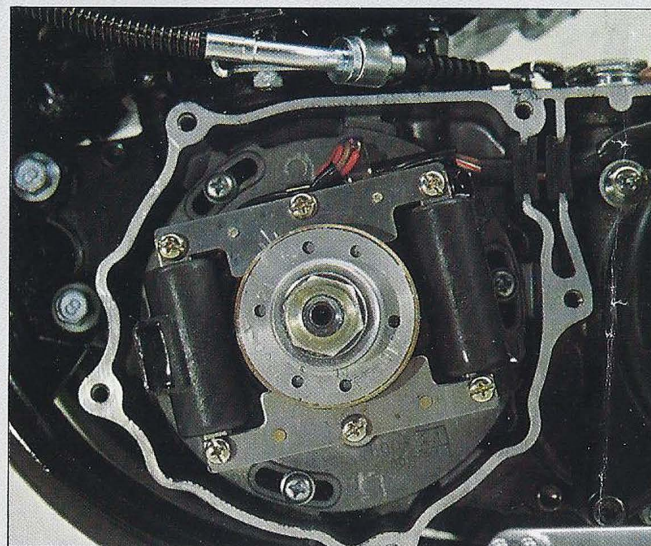
# Outstanding competition motocrosser.

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

**Torque Induction**, Yamaha's ingenious six-petal reed valve induction system, feeds the engine the exact mixture of fuel and air it needs. The result is smoother, more usable horsepower across the band.



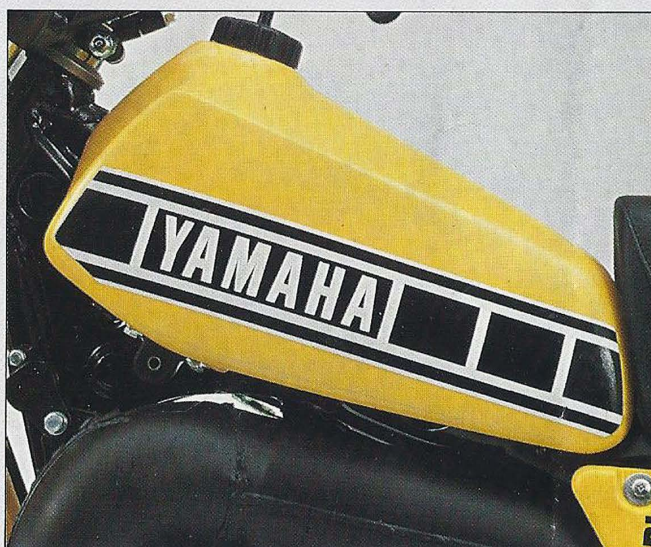
**Capacitor Discharge Ignition (CDI)** system generates a hotter, more even spark and helps reduce spark plug fouling. It eliminates conventional breaker point problems.



**Air/Spring front forks** are designed to soak up sharp jolts without bottoming. In addition to a conventional steel spring, they have an adjustable air pressure system.



**Monocross Suspension** allows 9.84 inches of rear wheel travel. New De Carbon type shock absorber allows you to easily and quickly adjust spring preload and damping rate.



**The new fuel tank** is lightweight and incredibly strong.



**The leading axle design** allows quicker, more precise low-speed steering. In addition, the damping characteristics can be improved through the increased oil capacity of the fork tube.

## YZ 250

### ENGINE

Type .....	2-stroke single
Displacement .....	246 cc
Bore and Stroke .....	70 x 64 mm
Compression ratio .....	7.84 : 1
Maximum torque .....	23.0 ft.-lbs. @ 7,500 rpm
Carburetion .....	(1) Mikuni 36 mm
Ignition .....	C.D.I.
Starting .....	Kick
Lubrication .....	Pre-mix
Transmission .....	5-speed

### CHASSIS

Overall length .....	84.1"
Overall width .....	35.8"
Overall height .....	46.5"
Wheelbase .....	56.7"
Ground clearance .....	11.4"
Dry weight .....	224 lbs.
Fuel tank capacity .....	2.1 gals.
Suspension	
Front .....	Air/spring front forks
Rear .....	Monocross suspension
Brakes	
Front .....	Drum
Rear .....	Drum
Tires	
Front .....	3.00 x 21
Rear .....	4.50 x 18

Specifications subject to change without notice.

**Someday, you'll own a Yamaha.**

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