

YZ250



www.legends-yamaha-enduro.com

EVERY TRICK IN THE BOOK.

To compete in the tough 250 class, you need every advantage. So we designed the 1981 YZ250 with every trick up our sleeve.

Starting with our revolutionary new Yamaha Energy Induction System (YEIS), which actually delivers more low and mid-range power and torque, with less fuel consumption. All with no additional moving parts.

The secret is a small chamber connected by a hose to the intake manifold. During the intake stroke, the vacuum in the manifold creates a vacuum in the hose and chamber. After the intake stroke, the vacuum in the hose and chamber maintains airflow by sucking the fuel mixture into the chamber. During the next intake stroke, engine vacuum draws the mixture from the chamber back into the manifold, supplementing the normal flow from the carburetor. This eliminates fluctuations in intake air-speed and, thus, the need to compromise carburetor jetting to accommodate the extremes. The carburetor can be set for optimum jetting, for optimum power.

To go along with the additional horsepower we've given the YZ250 even better suspen-

sion. In front, the diameter of the leading-axle air/oil fork tubes has been increased, for reduced flex and greater stability. In back, our race-winning remote-reservoir Monoshock is more finely adjustable. So you can keep the tremendous front and rear travel (300mm and 310mm) working in perfect harmony.

The strong, lightweight boxed aluminum swing arm virtually eliminates rear wheel flex and wobble. And the swing-arm pivot is also the rear engine mount, putting the pivot as close as possible to the drive sprocket for minimum horsepower loss.

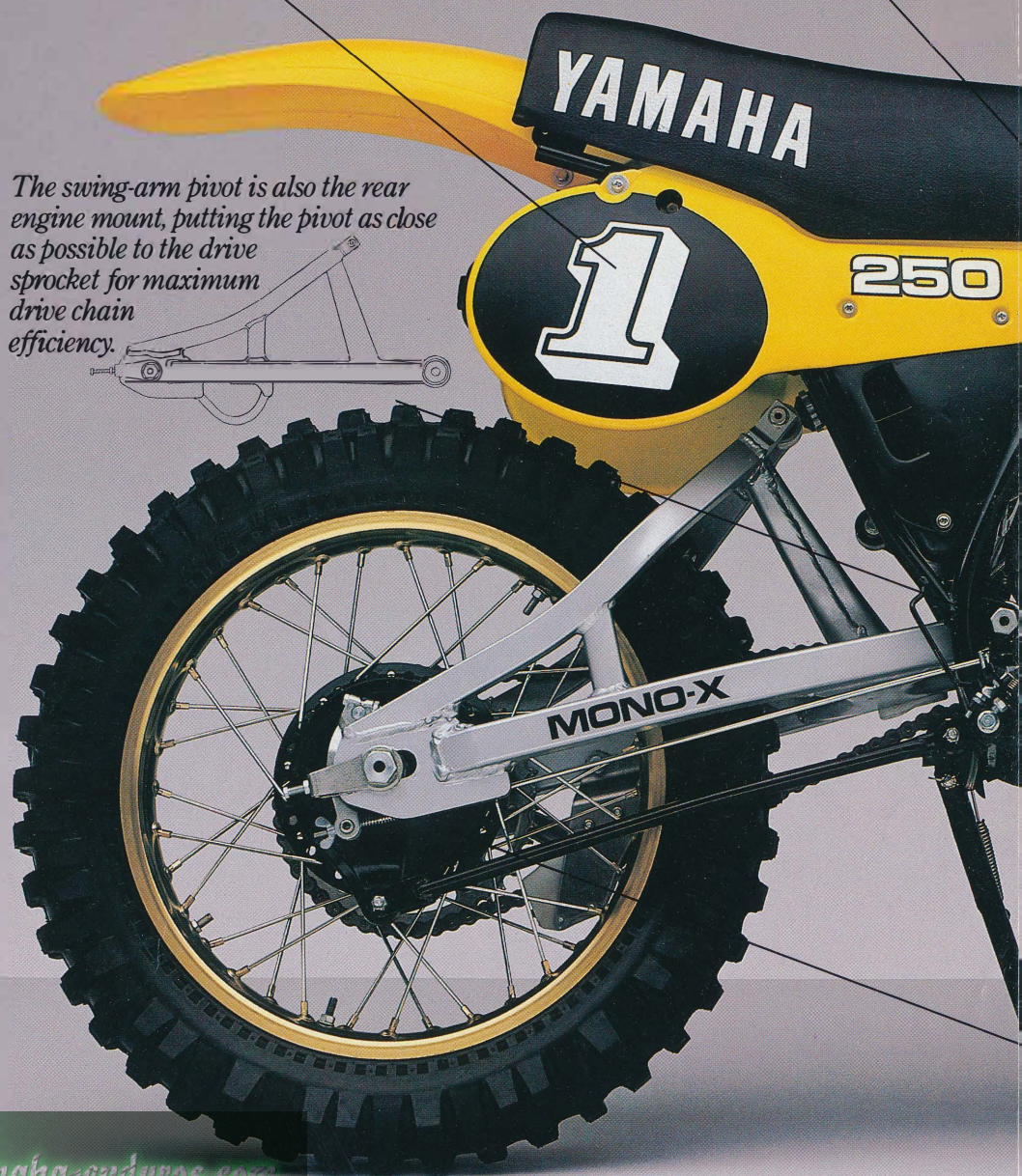
All the YZ250's super-trick competition features are built around the most advanced MX frame ever devised: a single-down-tube chrome-moly cradle design that provides incredible strength and rigidity with minimum weight.

In fact, this year's YZ250 is about as close as you can get to our famous OW works bikes. And you know what tricky devils they are.

FIM-type side covers keep your leg from covering your number.

The swing-arm pivot is also the rear engine mount, putting the pivot as close as possible to the drive sprocket for maximum drive chain efficiency.

The remote-reservoir Monoshock is the best method yet devised for keeping the rear wheel on the ground. This year, it's even more finely adjustable for different riders and courses.



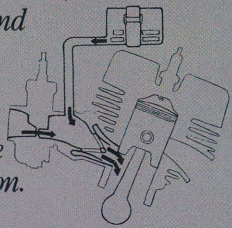
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New bevel gear throttle keeps the throttle cable closer to the bike, so there's less chance of the cable getting snagged and ripped loose.

Our amazing new Yamaha Energy Induction System (YEIS) delivers a dramatic power and torque increase in the low and mid-range. And a dramatic decrease in fuel consumption.



The leading-axle front forks have a larger tube diameter for better handling. And a new steering head angle for improved cornering and stability.

The 246 cc two-stroke single is even meaner this year, producing more horsepower and a much wider powerband.

An eccentric front brake cam lever assures maximum braking power.

New tire tread design delivers better traction, performance and durability.

Capacitor Discharge Ignition (CDI) produces a hot, efficient spark under all riding demands.

The full-floating rear brake allows the shoe to rotate and pivot with the frame, independent of the swing arm. Braking is smoother and more predictable.

The single-down-tube cradle frame is light, strong chrome-moly. It provides a low seat position and low center of gravity.

ENGINE

Type. Reed valve, 2-stroke single
Displacement. 246cc
Bore and Stroke. 70 x 64mm
Compression Ratio. 8.1:1
Maximum Torque 27.5 ft.-lbs.
(3.8 kg-m) @ 7,000 rpm
Carburetion. Mikuni VM38
Ignition. CDI
Starting. Primary kick
Lubrication. Pre-mix
Transmission. 5-speed

CHASSIS

Overall Length. 85.6" (2,175mm)
Overall Width. 34.6" (880mm)
Overall Height. 48.0" (1,220mm)
Wheelbase. 58.3" (1,480mm)
Ground Clearance. 12.6" (320mm)
Seat Height. 37.4" (950mm)
Dry Weight. 218 lbs. (99 kg)
Fuel Tank Capacity. 2.0 gals. (7.6l)

Suspension Lee Waldie Craig Scott Chris Koiria

Front. Telescopic forks
Rear. Swing arm with Monoshock

Brakes

Front. Drum
Rear. Drum

Tires

Front. 3.00 x 21
Rear. 5.10 x 18

Coloring. Competition Yellow

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.



YAMAHA
THE WAY IT SHOULD BE.™

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