

# YZ250

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# A NEW FACE IN THE WATER AND POWER DEPARTMENT.

If you plan on racing in the heat to get ahead 250cc class, you should take a good hard look at the totally new YZ250.

Because it's got everything you'll ever need to get ahead. And stay there.

A new cooling system, for one.

By using the same method found on our OW works bikes and the YZ426, we incorporated the plumbing into the steering head, triple clamp and frame down tube.

So the YZ250 is able to keep cooled without a lot of bulk or, more importantly, an adverse effect on handling.

And we did more than just add water. We added YFVS.

More simply, Yamaha Power Valve System. It consists of an ingenious cylindrical valve attached to the exhaust port that, as rpm changes, automatically rotates to reduce or increase the exhaust port area and alter the exhaust timing.

That means more torque at low rpm and more speed at high rpm.

Not to mention improved combustion efficiency all around. And so if all that wasn't enough, the 250cc new suspension you thought was as good as it could get is even better this year.

Our new Monocross system connects a unique pivot arm with an I-Beam strut and a new extra-stiff swing arm to provide a true "rising rate" suspension.

The result is more travel, more supple response over small bumps, more solid response over big bumps, and thirty-five adjustments for compression, damping, rebound damping and spring pre-load.

The 1992 YZ250. We really poured the technology in. Now all you have to do is pour it on.

Magnesium brake plate and cast aluminum brake cover lower rotating component weight.



Works like a hot seat and seat provide maneuverability and comfort.

The new Monocross system offers improved handling, improved top speed, low inertia, and 35th of a second for a total of 21 settings for compression, damping, rebound damping and pre-load that can be dialed in to suit the rider's style to improve handling.

The lightweight radiator is mounted out of harm's way.

Because the frame struts are part of the cooling system, you get the benefits of water cooling without bulk.

Now that the YZ250 is so good, it's time to get it on the track. It's ready to go. It's ready to go. It's ready to go.

Each gear in the positive shifting five speed transmission has been strengthened.

The Yamaha Power Valve System automatically adjusts exhaust timing to give you the best of both worlds - high-end speed and low-end torque.

#### ENGINE

Type ..... Liquid Cooled, 2 Stroke,  
Reed Valve, 117KS, Single  
Displacement ..... 246cc  
Bore and Stroke ..... 70x64mm  
Compression Ratio ..... 10 to 8.6:1  
Maximum Torque ..... 27.0ft lbs  
..... 3.85kg-m @ 7,400rpm  
Carburetor ..... Mikuni VM28  
Ignition ..... Capacitor Discharge  
Starting ..... Primary Kick  
Lubrication ..... Pre-Mix  
Transmission ..... 5-Speed

#### CHASSIS

Overall Length ..... 86.2"(2,190mm)  
Overall Width ..... 34.3"(870mm)  
Overall Height ..... 48.4"(1,230mm)  
Wheelbase ..... 58.7"(1,490mm)  
Ground Clearance ..... 12.8"(325mm)  
Seat Height ..... 32.4"(820mm)  
Dry Weight ..... 227lbs (103kg)  
Fuel Tank Capacity ..... 2.4gal(9l)

#### Suspension

Front ..... Telescopic fork  
Rear ..... Swingarm with  
New Monoshock

#### Brakes

Front ..... Drum  
with Double Leading Shoe  
Rear ..... Drum

#### Tires

Front ..... 3.00-21  
Rear ..... 5.20-18

Coloring ..... Competition Yellow

Specifications are subject to change without notice.



**YAMAHA**  
THE WAY IT SHOULD BE

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