

YZ250



www.togaris-garaha.com

The 1978 Yamaha YZ250: "Magn"

These are the words Motorcyclist magazine used last year to describe the 1977 YZ250.

In plain talk, they mean that the bike "Hurricane" Bob Hannah rode to more motocross wins than any other machine in AMA history, was about as good as a stock machine can get.

But keep your boots on. Because the 1978 YZ250 is even better.

First, there's the frame. It's chrome-moly steel. That's right, the same kind usually only found on super-trick works bikes. The advantage is that you get more strength for less weight. In fact, this frame, despite its incredible lightness, can take more punishment than even Hannah can find on a MX

course. Part of the reason, of course, is the DeCarbon monoshock. It's rugged and protected within the frame. And it automatically compensates for oil temperature changes.

The new box-section aluminum swing arm is patterned after the special items you saw on last year's works machines (and the ones you'll see on this year's.)

To prevent the tendency of forks to flex and stick, the new air-spring forks feature a long internal sliding surface. Besides, the leading-axle fork design is perfect for quick, precise steering.

The big kick comes in the new engine. It's a shorter, narrower and more compact powerplant, patterned after the factory "OW" series. And now it's got a close-ratio, six-speed transmission.

But, amazingly enough, even with all these improvements, the YZ250's total weight is down nine big pounds.

The 1978 YZ250. Try one out. Action speaks louder than words.

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



www.legends-yamaha-enduros.com

Unique! Wunderbar! Fantastico!"

New 6-speed engine design is patterned after our famous "OW" works racers. It's narrower and more compact. Enormous reed valves deliver the increased horsepower over a broader, more useable power band.



Air cleaner service is quick and simple. The air intake is designed for maximum engine protection.



Monocross® Suspension System uses a single DeCarbon type shock absorber. Custom tuning is easy because you can adjust both the pre-load and dampening rate. And it's automatically heat-compensating.



A trick, chrome-moly frame is light, strong and rigid. The new aluminum swing arm is also patterned after works machines.

The new air/spring forks feature greater internal sliding surfaces for less fork flex in the roughest riding. The forks are adjustable by changing pressure or substituting Yamaha tuning springs.

The new Z250 has an improved chain tensioner to meet the demands of long-travel rear suspension.

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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	1.00 x 21
Rear	4.50 x 18

Specifications subject to change without notice.

Someday, you'll own a Yamaha.



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