

WR250Z

YAMAHA



One day or six days, the WR can take it.

Not so long ago if you wanted a purpose-built enduro bike the choice was strictly limited. You had to take it or leave it. But not any more.

Based on the latest YZ motocrossers, the '91 Yamaha WR250Z has been developed specifically for long-distance events, with revised gearing carefully chosen to give the most useful ratios.

And we've redesigned the handlebar position and modified the front and rear suspension settings so that you feel just as good at the end of the day as your WR does.

At last — an over-the-counter factory bike!

WR250Z TECHNICAL SPECIFICATIONS

ENGINE

Type	2-stroke, liquid-cooled, piston/reed-valve, single cylinder
Displacement	249 cc
Bore & stroke	68.0 x 68.8 mm
Compression ratio	8.8-10.6 : 1
Max. power (DIN)	55.6 PS (40.9 kW) @ 8,500 rpm (ISO)
Max. torque (DIN)	5.1 kg-m (50 Nm) @ 7,250 rpm (ISO)
Lubrication	Premix
Carburation	Mikuni TM38SS x 1
Ignition	Capacitor discharge
Starter system	Kick
Fuel tank capacity	8.5 litres
Transmission	5-speed
Final transmission	Chain

CHASSIS

Overall length	2,180 mm
Overall width	850 mm
Overall height	1,225 mm
Seat height	970 mm
Wheelbase	1,480 mm
Min. ground clearance	340 mm
Dry weight	970 kg
Front suspension	Telescopic forks
Rear suspension	Swinging arm (Monocross)
Front brake	Single 204 mm Ø disc
Rear brake	Single 189 mm Ø disc
Front tyre	80/100-21 51M
Rear tyre	110/100-18 64M

Always wear a helmet, eye protection and protective clothing. Yamaha encourages you to ride safely and respect fellow riders and the environment. Specifications and appearance of Yamaha products shown here may vary according to requirements and conditions, and are subject to change without notice. For further details, please consult your Yamaha dealer.



PWS1/VGBS1
(Purplish White/Vivid Greenish Blue)

Engine

Displacing a full 249cc, the uprated engine features a hard-wearing, ceramic-composite plated cylinder bore for increased performance and superior reliability. Revised porting gives more tractable power, and the motor is equipped with a lighting coil as standard.

Transmission/clutch

The wide-ratio box gets higher 3rd and 4th gears ideally suited to long-distance racing. New ratchet shift mechanism gives much smoother gearchanges, and redesigned clutch with aluminium plates is both lighter and stronger.

Suspension

Chassis performance is greatly improved by the new flex-resistant 43mm upside-down front forks. With the new tapered Deltabox swinging arm and long stroke shock in the rear this Grand Prix motocross-developed suspension system will help you stay out in front all day long!

Wheels/tyres

Lightweight aluminium rims keep unsprung weight to a minimum for optimum handling performance on tough terrain. Fitted with 80/100-21 front and 110/100-18 rear tyres you can be sure of excellent grip and good manoeuvrability — and by running an 18-inch rear the new WR can be fitted with a wide range of the latest enduro tyres.

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