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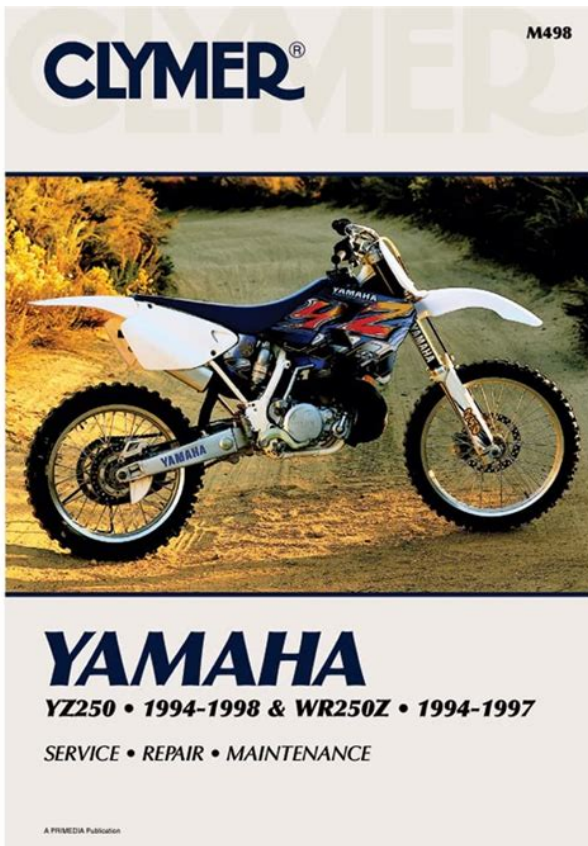
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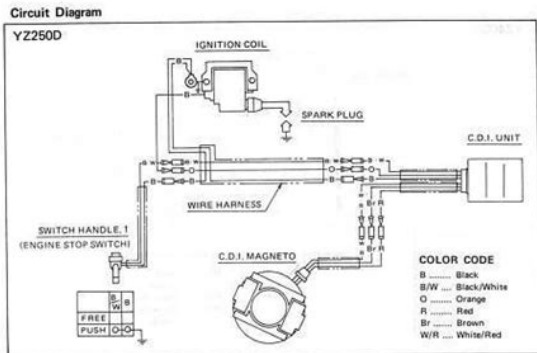
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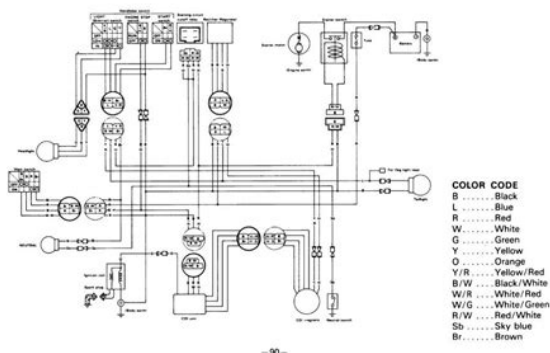
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It represents the highest grade of craftsmanship and reliability that have made Yamaha a leader. Manual covers all the topics like Engine Service, General Information, Transmission, Chassis, Lighting, Steering, Seats System, Clutch, Suspension, Locks, Brakes, Lubrication, Electrical, Frame Fuel System, Battery, etc. August 27, 2020 How Long Do Hybrid Batteries Last And What to Do When They Go Bad August 27, 2020 How to Use a Winch the Right Way August 24, 2020 Extreme Vehicle Transformations Wild and Creative Car Makeover Ideas August 24, 2020 Maintain Your Car

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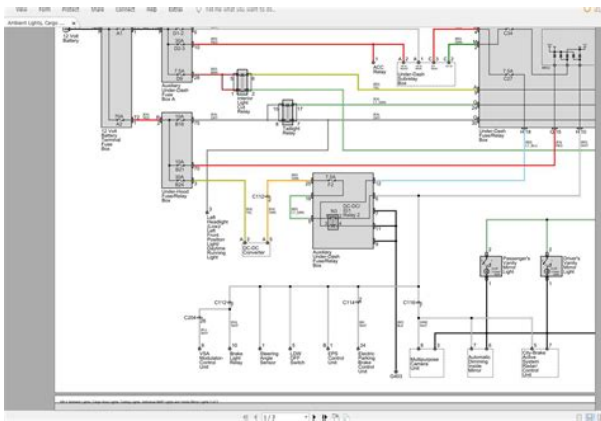
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Applications Study Guide, Johnson 85 Hp Outboard Manual Reload to refresh your session. Reload to refresh your session. In fact, with production that started in 1974, the YZ is the longest-running production dirt bike, period. Yamaha has always kept the YZ in their lineup through the years, even after the bike took its last supercross title with Chad Reed in 2004 and 2-strokes started to fade. This makes the YZ250 an ideal bike for all kinds of riders thanks to a great support network and a long-running design that's had all the major wrinkles ironed out.

In 2005, the steel frame went to aluminum and the model got its first dual-chamber fork. In 2006, the bike got SSS Speed Sensitive System forks—which are still coming stock on all the new Yamaha motorcycles, with minor changes being made. Even though this suspension has been around since 2006, it's still winning shootouts and still the highest-rated set of forks ever made. In 2015, the plastics got an update. In 2016, they released the YZ250X—a dedicated cross-country racer—in an attempt to steal part of the offroad market back from KTM. In the future, we hope to see an electric start model. Wes's main goal with the bike was to build it into an offroad racer, updating it with everything available and making it comparable with the current generation of 2-strokes. He also wanted the bike flexible enough to handle single-track, endurocross, and the occasional trip to the MX track. Luckily, the YZ250 is one of a few bikes that can cover all those bases. On closer inspection, he saw that it would need a complete rebuild before getting any mods. Wes tackled the complicated work first and opened up the engine. He also picked up an OEM replacement cylinder instead of waiting to get the old one repaired and replated. It comes as a complete kit from Yamaha, and for this bike, it was the first big step towards making the YZ250 more like the 250X. The complicated mess of gears in the transmission can be intimidating, but the kit makes it easy with drop-in replacements for third, fourth, and fifth gear. Fourth and fifth gears are both taller, meaning each gear will have more runout before you'll need to upshift—giving you that much-needed higher top speed. First and second gear stay the same. That makes the transmission ideal for high-speed desert and cross-country racing where you're hitting top speeds more often. Adding the extra weight of the new flywheel helps smooth out the power and helps prevent the bike from stalling in slower, more technical terrain.

It really makes a big difference on this motor. He capped the bottom end with a Tusk Clutch Cover and topped off the cylinder with the stock head that he milled down a few thousandths of an inch. All the bearings were rusted and worn, so Wes picked up kits from Pivot Works for the swingarm, steering stem, shock bearing, and the Pivot Works linkage. He also took the time to get the frame, triple clamps and swingarm powder-coated black for a nice, clean finish. Doesn't sound too crazy, but this setup is highly specialized. The Impact wheels are also some of the toughest and best-looking wheels around. The brakes also got entirely refreshed with steel braided brake lines front and rear, sintered brake pads, and new rotors. This made for a major improvement over the stock brakes on this bike. When they came back, the forks were ideal—stiff enough to handle big hits out in the high-speed desert or on the track, but still plush enough to soak up the smaller bumps and chop. The two parts work by integrating elastomer i.e. hard rubber dampers into their assemblies. The type of elastomer Fasst uses is stiff enough so you retain full feel and control, but it's pliable enough to absorb the high-frequency buzz that makes your hands go numb and your feet ache. The bars also help smooth out the front end on the YZ and decrease fatigue for the rider. The Turbinecore 2 was an easy call to make. It's lightweight with a premium aluminum alloy body, and because of the silencer's "turbine" type spark arrestor design, it doesn't affect the bike's power and it keeps the bike quiet as well. A Primary Drive Chain and Sprocket Kit were used to get that power to the ground. And since Wes chose an aluminum sprocket and an Xring chain, he got some weight savings, and a low-maintenance chain in one go. Even better, Yamaha's plastic conversion kit for updating the YZ's looks bolted right up.

Wes's '04 model YZ does have the older steel frame, but since the geometry on the newer aluminum

frame didn't actually change, the kit bolted right up—even with the larger fuel tank. But there were still some less noticeable mods to get done. Tusk brake and clutch levers were picked for their solid construction and straightforward installation. A Tusk Folding Shift Lever was crucial to lower the chance of having the lever get caught and ripped off. Wes also made sure he had a steering stabilizer since running 2strokes can get kind of twitchy at high speeds. Wes picked the Ricochet Offroad Skid Plate since they have a reputation for making really tough bash plates. This particular plate also had good side coverage from the “winglets” on the sides that protect the ignition cover and water pump. Wes also added the Works Connection radiator braces to reinforce the YZ's stock radiators. Together with the hand guards mentioned earlier, the YZ had plenty of armor. The grips, handlebars, and pegs do the most to keep vibration down—and of course, the reworked suspension makes a world of difference. But the saddle still needed some help, so Wes wrapped it in a Factory Seat Cover from Attack Graphics. The pleats of material along the top of the seat also go a long way to hold you in place, but they still let you move forward and back while riding aggressively. You can see how well it fits him in the video above, and he's already raced in a handful of endurocross and WORCS events where the bike has done very well. Keep an eye out for a ride review once Wes has more seat time, and we'll give you a more indepth look at the performance of this older YZ and how it stacks up to the new 2strokes. Leave a comment below telling us what mods you think are crucial for the YZ250. And feel free to tell us if we overlooked a mod or part that you feel should have been included. Prices are subject to change without notice.

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