

YAMAHA YZ 250 MUSCLE PROGRAM

*FMF & Simons/Ohlins
provide the nutrition*

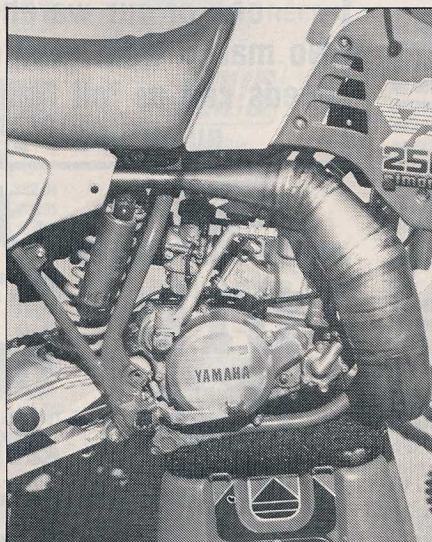
By the Staff of DIRT BIKE

This year's Yamaha YZ250 came close to being the best 250 of the year. It comes equipped with a good overall spread of usable horsepower but falls short with a weak low-end hit and an average mid-to-upper burst. Ergonomically, the YZ is sound and bristles with a well-thought-out layout, a point-and-go turning ability and excellent high-speed stability. This is offset by average suspension hardware that keeps the YZ from winning any silverware wars.

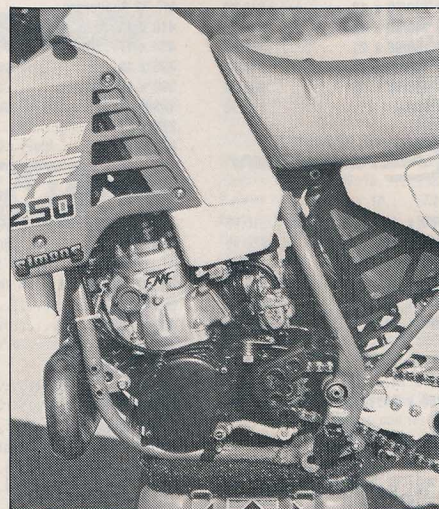
We've been living with the YZ and decided to attack its shortcomings head-on. We let Donnie Emler of FMF perform his magic on the power-valved engine. FMF offers a full-stage works kit for the Yamaha pilot that not only gives it much more boost, but smooths out the powerband by making it stronger right off the bottom surge, straight into the upper R's department. With the FMF mods the mild side of the YZ vanished and was replaced by a volatile hit that is both competitive and easy to control.



Simply put, the FMF engine mods boosted the entire powerband. It pulls much harder than stock off the bottom, and now has a grand-slam punch in the mid-range. Add an increase in the upper revs, and the FMF mods turn the YZ into a rideable rocket with enough low end for the junior, and plenty of pow for the pro.



The Ohlins shock is BASSless, and the computer-aided design of the FMF pipe may look monstrous, but it actually tucks in quite nicely.



FMF modified our airbox for more breathability and rejet the carb from a standard 340 main to a 320, and a Q-4 needle jet to a Q-2, going one size up on the pilot jet, making it a 45.



With the help of FMF and Simons, our stock YZ250 was transformed into a broad, pulling monster craving the rigors of a brutal motocross course.



We fit the machine with an Ohlins shock and Simons Anti-Cav damper rods. Donnie Emler buffed the engine's ports, milled the head, slipped in an FMF reed booster and fit a C.A.D.-designed FMF pipe, along with his dual-action fiber reeds.



◀With the Simons/Ohlins suspension updates, attacking any obstacles is executed smoother and with more confidence than when using stockers. Out back, the Ohlins may be costly, but it is used by every works Yamaha rider on the circuit. It is a must for the hungry rider who is looking to win money at racing motocross.

For the suspension surgery the folks at Simons were summoned for their expertise. Team Yamaha scraps the stock rear damper and replaces it with an Ohlins. Why? you might ask. It's not because they've an extra 400 clams they're trying to waste. The Ohlins damper simply outperforms the stock shock, hands down. Up front we opted for a Simons Anti-Cav fork kit, heavier Simons 21-pound fork springs, and the new Simons Anti-Pressure fork caps.

There are a number of little changes we've made—some performance-oriented, others just comfort-minded. Read on. In the end our YZ turned from nice to an extremely potent National-level racing machine. □

WHO TO CONTACT

For further info regarding FMF products contact FMF, 1430 W. 259th St., Harbor City, CA 90710; (213)539-6884.

For additional information on Simons/Ohlins products contact Simons, Inc., 2570 Leghorn St., Mountain View, CA 94043; (415)962-8899. □



The Simons Anti-Pressure air caps might seem a bit extravagant (considering you're spending 50 clams simply to keep the forks from building up pressure), but, every time the forks pump up, the action changes. With the Anti-Pressure units, a small bleed hole feeds through a reed valve, allowing pressure to escape when the forks are topped out. In the compressed position the bleed hole closes.

FMF PRICE LIST

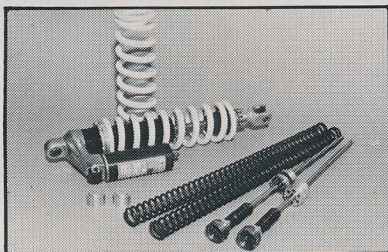
Works Pipe	\$139.99
Power Core Silencer	54.95
Quick-rev dual-action fiber reeds	29.95
Power Booster	29.95
Porting	160.00
Head	35.00
Seat cover	19.95

(free with full engine kit)

SIMONS PRICE LIST

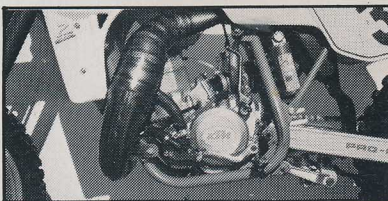
Anti-Cav fork kit	\$149.95
Ohlins shock	439.00
Simons Anti-Pressure air caps ..	49.95

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