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ON THE COVER: Honda's new XR250 and Kawasaki's KLX250 duke it out in the woods. Aside from 25 product tests, DeCoster rates intermediate tires while we try all of the goodies available for the XR400R. And Pete Murray rages on the Yamaha WR250 (in a grandfatherly way). Photos by Ron and Tim.

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ENDUROCROSSER

Still the enduro bike with MX blood

By the staff of DIRT BIKE

Imagine how Brad Lackey would have felt if his little brother went to Europe and won the 500 world championship on his first try. Imagine how Joe Frazier would have felt if his wife knocked out Muhammad Ali in one round. Imagine how Robert De Niro would feel if *Dumb and Dumber* gets all of the Academy Awards.

It's a good thing that motorcycles don't get emotional. If they did, just imagine how the '96 Yamaha YZ250 would feel now that its enduro counterpart, the WR250, is faster. That's right; an enduro bike with more bark than a motocrosser. The YZ would probably have a nervous breakdown. Just think, MX guys might start lining up to buy enduro bikes. What's next? Doctors and lawyers on Harley-Davidsons?

YZ riders had better get used to it. The all-new Yamaha YZ250 is a good bike in many ways, but it's a little down on peak horsepower compared to older YZs—and the WR engine, basically, *is* an older YZ engine. Okay, okay, the WR does have an antique round-slide carburetor that costs it a little power, and by the time you get a spark arrester in place, the WR might be no faster than a new YZ, but it's close enough to give enduro guys a big head and put YZ guys into therapy.

HISTORY LESSON

Back in '94, the YZ and the WR both were reconfigured at the same time. The results were good; both bikes were pretty fast. The differences between the '94 YZ and the WR were very few. The WR had (1) a different ignition with a heavier flywheel and a lighting coil; (2) a bigger fuel tank; (3) a wider seat; (4) different transmission ratios; (5) a round-slide carburetor; (6) an 18-inch rear wheel; and (7) a kickstand.

Since '94, the YZ has gone through many changes. The WR hasn't. So the two bikes, which once were so close, now are only distant relatives. Now, the WR's Power Valve configuration might be considered a little dated. The '95 and later YZs have a chamber that increases and decreases the effective volume of the exhaust manifold, in addition to a valve that alters the height of the exhaust port. All of the other manufacturers are using similar systems now. The kicker is that the WR does fine with its old Power Valve. Also, the YZ went through some frame changes in '95 that didn't work very well, and then went through some more motor changes in '96 that didn't work very well. The WR was better off without being changed.

AN MX BIKE IN THE WOODS

Even if the WR is no longer just like the YZ, it still feels like a converted MX bike. That's always been the WR's identity. Yes, the flywheel smooths out the power delivery, but the machine is hard-hitting and demands an aggressive riding style. On the WR, you don't roll along the inside line, delicately working the throttle and hunting for traction. You twist the throttle, head for something to bounce off and let rocks fly and heads roll. It's a fun bike to ride. In sheer acceleration, no enduro bike can stay with the WR, except, of course, the ones that are converted motocrossers. This constitutes half of the bikes in the average enduro.

Is the WR difficult to ride in tight, gnarly stuff? Sometimes, but the power delivery can be regulated with careful throttle control. The bike has a lot of flywheel effect, which helps. That doesn't make the bike slower than light-flywheeled bikes, though. Few people understand what a flywheel does. When you have perfect traction, there is no difference between a bike with a big or a little flywheel. The flywheel only keeps a free engine from gaining revs quickly—"free"

This is still the fastest Enduro bike you can buy. It might even be the fastest Yamaha you can buy. ►

◄ The WR tank is obnoxious, but at least you can get to the spark plug. Some things can mean so much when you are stuck in the woods with time running out.

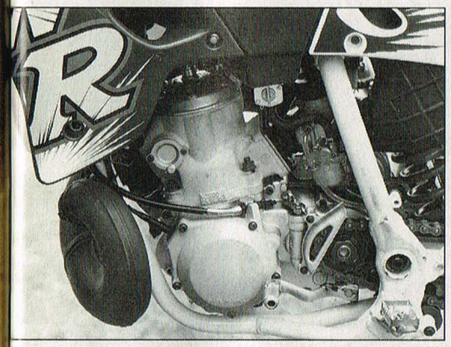
meaning the engine is in neutral or the rear wheel is off the ground. So when the Yamaha's rear wheel bounces in the air off rocks and roots, it doesn't rev out, then hit the ground spinning wildly. The Yamaha works in tight stuff as long as you don't grab big handfuls of throttle.

The biggest throttle control problem actually has nothing to do with the amount of power. It's the carburetion. The WR is a hard bike to jet well—the fourth notch on the needle is too rich and the middle notch is too lean. You have to choose between detonation or missing. On oxygenated fuel, the bike does both. We don't like the missing, especially on tight trails, so we lean the bike out and use race gas. We are not quite ready to blame the old round-slide carb, but we know that many racers use YZ carbs with good results. Stock, the bike comes with a resistor spark-plug cap, which should be replaced, too.

TRAIL HANDLES

Yamahas are stable bikes. Someone at the factory in Japan likes them that way. In fact, the '94 models were the *most* stable Yamahas in years. Since then they have lost a little of that straight-line magic. Not the WR, though, since it *is* basically a '94 model. Pick a line over a rock field and pin it; the WR goes straight and true. We rode the bike at Racing Enterprises' Carlsbad Grand Prix, back to back with other machines. The course was full of rolling dirt clods, broken adobe and high-speed rutty whoops—in other words, it was *Carlsbad*. Getting on the WR was a relief after almost any other bike. The sections that seemed scary became easy. The Yamaha has a way of making you feel safe and secure no matter how fast you go or how much you hang it out.

On twisty stuff, the YZ works well, too. It isn't agile, but it does stick to the trail. It sounds odd, but in really tight terrain, you don't want too much agility—it's hard enough to stay on the trail with branches and vines tugging at the bars.



This is virtually the same as a '94 YZ250 motor, but with different gear ratios, more flywheel and an antique carburetor.

◄ Endurocrosser special: If you really liked Yamahas in '94, buy a new WR and replace the tank and seat with MX stuff.

Engine type	Reed-valve, liquid-cooled two-stroke
Displacement	249cc
Bore and stroke	68.0mm x 68.8mm
Carburetion	38mm Mikuni
Fuel tank capacity	3.4 gal. (14 L)
Gearing	14/52
Lighting coil	Yes
Spark arrester	No
EPA-legal	No
Running weight w/no fuel	236 lb.
Wheelbase	58.7" (1492mm)
Rake/trail	27.3/4.8"
Ground clearance	15.0" (382mm)
Seat height	39.9" (1013mm)
Tire size and type:	
Front	80/100-21 Bridgestone ED-11
Rear	110/100-18 Bridgestone ED-12
Suspension:	
Front	Kayaba inverted cartridge, adj. reb./comp., 11.8" (300mm) travel
Rear	Kayaba aluminum piggyback, adj. prel./reb./comp., 12.4" (315mm) travel
Country of origin	Japan
Suggested retail price	$5549
Distributor/manufacturer:	Yamaha Motors, 6555 Katella Ave., Cypress, CA 990630; (714) 761-7300

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YAMAHA WR250

The problem with the WR is that it feels a little too bulky. The gas tank is pretty bad. It goes straight up in front of the seat and makes life difficult when it comes to climbing forward for turns. In motocross-like sections, the bike feels especially clumsy. Other bikes (like KTM enduro models and RMXs) have 3.4-gallon fuel tanks that aren't as imposing. Life is full of trade-offs, however; on those bikes, it's almost impossible to remove the spark plug quickly. On the WR it's easy.

FORK & SHOCK STUFF

Sometimes you have to wonder if change is a good thing. The WR might have '94 suspension, but it's pretty *good* '94 suspension. The bike has old-fashioned 43mm Kayaba inverted forks without any "mid-valves" or any such thing. Yamaha didn't fall into the "well, it's an enduro bike, so it should be soft" trap. The fork comes with reasonable spring and damping rates. Even at Carlsbad, with the largest whoops that scientists can create outside of a laboratory, the fork never hit bottom hard enough to cause problems. There, we had the compression clicker set to nine clicks out, and we left the rebound stock. On slower, rockier rides, we like the compression adjuster turned almost all the way out (13 or more). There's no denying that soft forks work better in rocks.

That's probably one area where the WR gives away ground to its competition, the Suzuki RMX. The new RMX has an awesome conventional cartridge fork that seems to have a wider latitude. It works well in the slow stuff and gives away nothing at speed.

The Yamaha's rear end is set up just like the fork—it's great on fast stuff. We did bottom out a few times, but it was barely noticeable. We left the compression clicker at nine clicks out and were happy with it everywhere.

IS 1994 GOOD ENOUGH?

Enduro guys have long complained about the same old things on the YZ. There is no odometer. There isn't even a way of installing a mechanical odometer unless you are some kind of big-time fabricator. You have to go the electronic route with an ICO or a Moose. Gripe, gripe, gripe. The obtrusive steel kickstand belongs on a Harley. Gripe, gripe. It doesn't come with a spark arrester, although Yamaha dealers will sell you one (through YPDI) for $59.95. Handguards will cost $27.95. You probably don't care about the headlight (or lack thereof) unless your local club requires them or you are one of those psychos who races at night. Figure on another $50 or so if you care.

We have a feeling that Yamaha doesn't put those things on the bike as a statement of intent. The company seems to like de-

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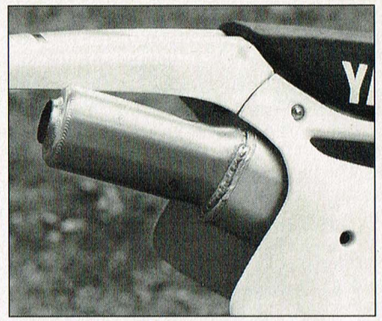
YAMAHA WR250



The spark arrester costs a horsepower or two, but it is a necessary evil in many races. Weld it on and it will stay on.

claring that the WR is a race bike, not some sissy trail bike. That's fine. Yamaha engineers made an enduro bike the way most riders do it these days—they took a motocrosser and modified it. Does that mean that it's too aggressive for East Coast guys? We thought so, but then East Coast guys like Paul Clipper started pointing out that WRs are the most popular bikes in most East Coast enduros. That demonstrates just how good the WR really is. What other bike is competitive in enduros, motocrosses and desert races, as is?

We can't think of any. ❑

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WE CARRY A FULL LINE OF ACERBIS PRODUCTS... CALL FOR OUR GREAT PRICES

BARK BUSTERS $39.95

ENDURO BRUSH GUARDS $29.95 PAIR ALUMINUM ALLOY

HANDLEBARS

MRM	12.95
Renthal	56.95
Alumilite	62.95
Pro Taper	86.95

We Carries parts for: **ATK • YAMAHA HUSQVARNA DUCATI • BSA TRIUMPH NORTON MOTO GUZZI**

GOLDEN SPECTRO OIL

	6 PACK	CASE (24)
2 CYCLE (12 OZ)	$19.95	$69.95
		CASE (12)
GEAR OIL (QUART)	$26.95	$49.95
		CASE (12)
CARTRIDGE FORK OIL	$49.95	$89.95
		CASE (12)
4 CYCLE 10W40 or 20W50	$29.95	$54.95

BEL-RAY OIL LUBE

	6 PACK	FULL CASE
H1R Pint	27.95	49.95/12ct
MC+ 12.3 oz.	17.95	68.95/24 ct
Chain Lube 18 oz.	26.95	49.95/12 ct
Gear Oil 32 oz.	19.95	37.95/12 ct
Fork Oil 16 oz	11.95	22.95/12 ct
Air Filter Oil 16 oz	14.95	26.95/12 ct

NKG SPARK PLUGS From $1.19 Ea.
SPITFIRE SPARK PLUGS $7.95 ea.

PROMAN SHOCKS

Dual Spring Performance $119.95

S-100 TOTAL CYCLE CLEANER
1 Liter Kits $13.95 • Refill $9.95

UNI FILTERS

YZ280	From $14.95	YZ250 From	$17.95
YZ125	From 15.95	WR200 From	22.95
		WR 500 From	19.95

EBC & PREMIER BRAKE PADS & SHOES

	FRONT	REAR
YZ80	From $ 9.95	From $ 9.95
YZ125	From 15.95	From 15.95
WR200	From 22.95	From 21.95
YZ250	From 15.95	From 15.95
YZ250WR	From 22.95	From 19.95
YZ465 & YZ490	From 15.95	From 15.95
WR200	From 22.95	From 21.95

YAMAHA YZ PARTS

	PISTON KITS	ROD KITS
YZ80	From $41.20	From $60.80
YZ125	From 40.40	From 57.50
YZ250	From 47.35	From 62.55
YZ465/490	From 78.95	From 69.85
WR500	From 78.95	From 69.85

GASKET KITS

YZ125	From	$14.95	
YZ80	From	$12.95	WR250 From 22.95
YZ480	From	21.95	WR500 From 21.95

TIRES

DUNLOP

K139	
3.00X21	$57.62
D755	
80/100X21	51.17
D903	
120/80X19	57.87
K490	
FRONT	
2.50X14	16.06
70/100X17	23.59
70/100X19	24.87
80/100X21	51.17
REAR	
3.00X12	18.91
4.10X14	26.23
90/100X16	27.50
D752	
FRONT	
2.50X10 Front/Rear	19.54
70/100X17	24.87
80/100X21	51.17
REAR	
90/100X14	27.58
100/100X18	52.65
110/100X18	53.78
120/100X18	60.78
100/90X19	56.63
110/90X19	60.76
120.90X19	65.31
K990	
FRONT	
70/100X17	23.59
70/100X19	24.87
80/100X21	51.17
REAR	
90/100X14	26.23
90/100X16	27.50
100/100X18	37.94
110/100X18	39.72
120/100X18	43.42
100/90X19	51.51
110/90X19	58.83
D737	
REAR	
100/100X18	55.42
110/100X18	59.60
100/90X19	59.60
110/90X19	64.33
K695 INTERM. TERR.	
REAR	
80/100X12	19.26
90/100X14	27.58
100/100X18	52.65
110/100X18	56.63
100/90X19	60.76
100/90X19	56.63
110/90X19	60.76
120/90X19	65.31
K190	
REAR	
5.10X17	59.33
D707	
FRONT	
80/100X21	51.17
REAR	
100/100X18	52.65
110/100X18	53.78
100/90X19	56.63
110/90X19	60.76
120/90X19	65.31
K595	
REAR	
90/100X14	26.65
120/100X18	57.27

Dunlop Specials
Limited to Qty. on Hand

D903	Sug. Rtl.	Our Price
140/80-17	83.00	41.50
120/100X18	79.95	39.00

METZELER

SAHARA 3 ENDURO	
FRONT	
90/90X21	102.07
REAR	
130/80X17	118.07
4.00X18	118.25
120/80X18	122.61
ENDURO 4	
FRONT	
90/90X21	99.47
REAR	
110/80X19	101.28
120/90X17	106.40
130/80X17	117.16
140/80X17	123.00
150/70X17	129.07
120/80X18	112.40
MCE	
FRONT	
90/90X21	64.28
REAR	
140/80X17	77.56
120/90X18	74.04
140/80X18	80.35
120/80X19	75.96
UNI CROSS	
FRONT	
90/90X21	61.12
90/90X21 S Ply	66.85
REAR	
120/90X17	75.20
130/90X17	79.24
110/90X18	71.05
120/90X18	66.93
120/90X18 5 Ply	73.20
130/90X18	79.24
130/90X18 5 Ply	86.67
SOFT CROSS	
FRONT	
90/90X21	68.04
REAR	
110/90X18	65.25
120/90X18	68.84
120/80X19	70.61
130/80X19	74.67
MC4 MOTOCROSS	
FRONT	
90/90X21	70.73
REAR	
110/90X18	74.56
120/90X18	78.35
120/80X19	82.19
130/80X19	86.80

MICHELIN

MS 11/10 SOFT	
FRONT	
90/90X21	56.72
REAR	
120/90X18	64.32
130/80X18	65.85
140/80X18	71.44
120/80X19	65.61
130/70X19	66.61
MP 11/10 INTER.	
FRONT	
90/90X21	56.72
REAR	
120/90X18	64.32
130/80X18	65.85
120/80X19	65.61
130/70x19	66.61
AP 11/10 HARD	
FRONT	
90/90X21	61.16
REAR	
120/90X18	65.85
130/80X18	70.52
140/80X18	71.44
120/80X19	67.19
ENDURO	
FRONT	
90/90X21	58.43
REAR	
120/90X18	67.56
140/80X18	75.12
DESERT	
FRONT	
90/90X21	65.20
REAR	
140/90x17	97.01
140/90X18	99.95

CHENG-SHIN

MAXXIS C6006	
90/90X21	48.09
130/80X17	59.77
120/80X18	51.40
130/80X18	63.14
MAXXIS C6001	
4.10X14	36.00
4.10X18	41.23
4.60X18	52.94
5.30X18	61.68
100/90X19	53.98
110/90X19	62.83
3.00X21	34.42
5.30X17	63.03
3.25X21	39.23
C183A	
2.50X10	9.08
2.75X3.00X12	13.17
3.00X14	18.71
3.50X14	24.63
2.50X16	17.88
2.75X17	18.09
3.00X17	24.46
3.50X17	27.98
3.00X18	26.31
2.75X19	19.62
3.00X23	33.43
#755	
410X14	29.15
300X16	22.94
460X17	35.00
530X17	50.94
410X18	33.37
460X18	42.82
530X18	50.31
300X21	27.77

CHENG-SHIN *#755 PAIR DEALS*
1 Front & 1 Rear for $59.95 Pr.
300X21 460X18 460X17

NEW PAIR DEAL:
1 Front & 1 Rear for $62.95 Pr.
300X2 530X17 · 530X18

SPECIAL PAIR DEALS:
300X21 FRNT & 410X18 REAR *FOR* **$52.95 PR.**

WE ALSO CARRY **BRIDGESTONE**