

DIRT BIKE

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TRI-Z250



TY350



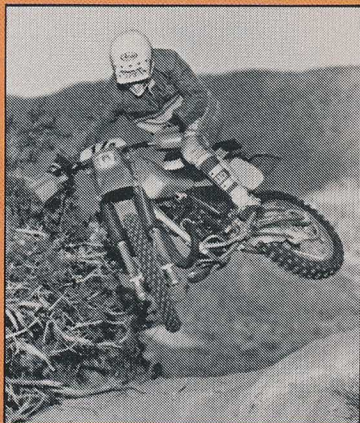
XR200



CRX250



ATK 560



KDX200



BEACH RACING



ROCK RIDING

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A day at the Pasadena Zoo

ON THE COVER:—Captain John P. O'Mara navigates Honda's '86 CR250 through the airspace over Chatsworth, California, while Mike Webb launches the latest XR200 (upper left) and Jim Holley bushwhacks Kawasaki's stunning KDX200. Photos and ground control by Fran Kuhn; cover design by DeWest; color separations by Valley Film

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

YAMAHA TRI-Z250



While both ends will still bottom on severe hits, the action of the front end has improved dramatically. By increasing the oil level, the action of the 39mm tubes gives a plush ten inches of travel.

◀ The engine on the '86 Tri-Z is basically a mid-range muscle machine. For optimum drive, the hot setup is to short-shift the Yamaha and utilize the new six-speed tranny to its full potential.

MOVIN' UP

Details are the key to success

By the Staff of DIRT BIKE

During the off-season, the Yamaha ATV designers must have cracked a few whips, worked a little overtime and kicked a couple of seats. Last year's Tri-Z, though it wasn't a bad machine, was sort of a middle-of-the-road, high-performance three-wheeler. It featured a unique fuel tank/airbox setup where the gas was carried low in the tail section of the machine and the filter breathed up high where the tank normally sits. The suspension was adequate, but not stellar. A water-cooled engine coughed out decent power, vibrated a little too much and was hooked to a five-speed tranny. In the end, the machine handled well, but not great. Basically, it was a good cow-trailing tool, a fairly potent racing weapon, but not spectacular in any one area—especially when you compared it to the magnificent Honda ATC250R and the snappy Kawasaki Tecate.

THE TRANSFUSION

Well, Yamaha gave the Tri-Z a complete blood transfusion. For '86 they've shelved the five-speed tranny in favor of a six-speeder. This modification alone makes the machine more versatile and more fun to ride. Next, they sold the wimpy forks to a restaurant to use as stir sticks, and replaced them with much stronger 39mm tubes. At the same time, the travel was increased to a full ten inches.



YAMAHA TRI-Z250

Engine type . . . Single-cylinder, liquid-cooled, 2-stroke
 Displacement . . . 246cc
 Bore and stroke . . . 68mm x 68mm
 Carburetion . . . 32mm Mikuni
 Ignition . . . CDI
 Transmission . . . 6-speed
 Fuel tank capacity . . . 2.6 gals.
 Wheelbase . . . 52.4 in.
 Overall length . . . 74.4 in.
 Width . . . 42.9 in.
 Seat height . . . 29.7 in.
 Ground clearance:
 Engine . . . 10.0 in.
 Rear housing . . . 9.5 in.

Suspension:
 Front . . . Telescopic fork, 10.0 in. travel
 Rear . . . Monoshock, 9.3 in. travel
 Brakes:
 Front . . . Disc
 Rear . . . Disc
 Claimed weight, dry . . . 294 lbs.
 Intended use . . . Sport/racing
 Country of origin . . . Japan
 Suggested retail price . . . \$2249
 Distributor/Manufacturer:
 Yamaha Motor Corp.
 6555 Katella Ave.
 Cypress, CA 90630

In the backyard very little was changed, with the exception of a slight travel increase. Other news: The machine now comes with high-performance low-profile rear meats. This little update takes most of the roly-poly feel out of the Tri-Z during cornering and makes it a whip-song slider.

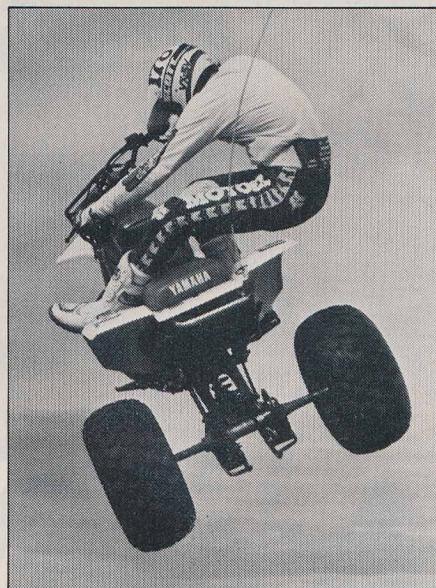
BOUNCE, SLIDE, WHIP AND HOP

Although there are a lot of ATVers out there who like thumb throttles, we think

they're about as neat as picking up after your dog. Bogus! Once we learned to accept the Tri-Z's thumber, we found out a few more things about the new machine. First, it's an easy starter, although the backwards kicker did take some getting used to. The engine still vibrates too much, but nothing like an Open class motocrosser. It shifts a little bit notchy, like a YZ, but we never blew any shifts during testing.



A CLOSE LOOK AT WHY UNI FILTERS WORK BEST



Aerial acrobatics can be performed on the Tri-Z, but the landings may prove to be a bit unsettling. Though the forks have been beefed up, the backyard suspension remains unchanged. A stiffer spring could spell instant relief.



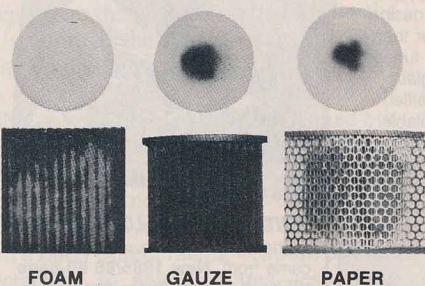
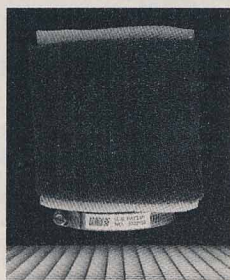
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714/530-6101

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UNI FILTER has an air filter to fit virtually every motorcycle and ATV, as well as most light trucks and cars. To order direct, contact UNI FILTER. Price for 3-stage, ATC, 350X filter shown above is \$17.95.



Life in the Tri-Z lane finally started to come together. The new six-speed tranny works well with the grunt power of the Tri-Z, giving the rider a much more usable first gear, a better spread through the final cogs, and we weren't hampered by odd gaps or spaces. Because the engine is basically a mid-range muscle pounder, the best technique seemed to be short-shifting, rather than revving the engine. It pulls up monster uphill with a smile, torques through swamps without a hitch, and will open your eyes with a frisky upper hit.

Getting a handle on the chassis updates proved to be a real thrill. While both ends will still bottom on severe hits, the action up front is dramatically improved. A simple oil level increase firms things up nicely, and the beefy tubes no longer hunt and float under abuse. The rear end definitely needs a stiffer spring for faster and/or bigger riders, yet its action feels better, probably because of the improved front end hardware.

Adding a little frosting to the package is the new-found sliding prowess of the Tri-Z. After replacing the rear tires with lower-profile meats, the Yamaha likes to slide and will still hold a line at speed. It's extremely stable, doesn't require too much effort to trail ride, and now you can hang it out like a lunatic.

HOLD ON NOW

There's no doubt that Yamaha did its homework on this year's Tri-Z. The machine is dramatically improved, handles better, and is easier to ride. Is it better than the Honda, Kawasaki, Quadracer, or new Four-Trax 250R? Only time will tell—along with testing and evaluating these other ATVs. But for now, we'll give the Tri-Z our nod of approval. □