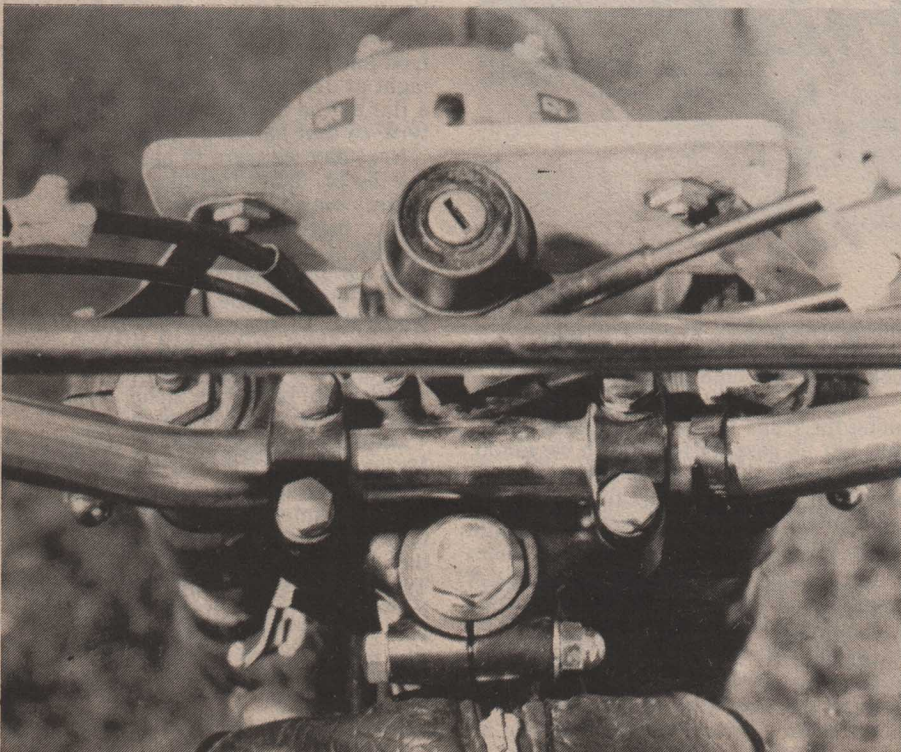
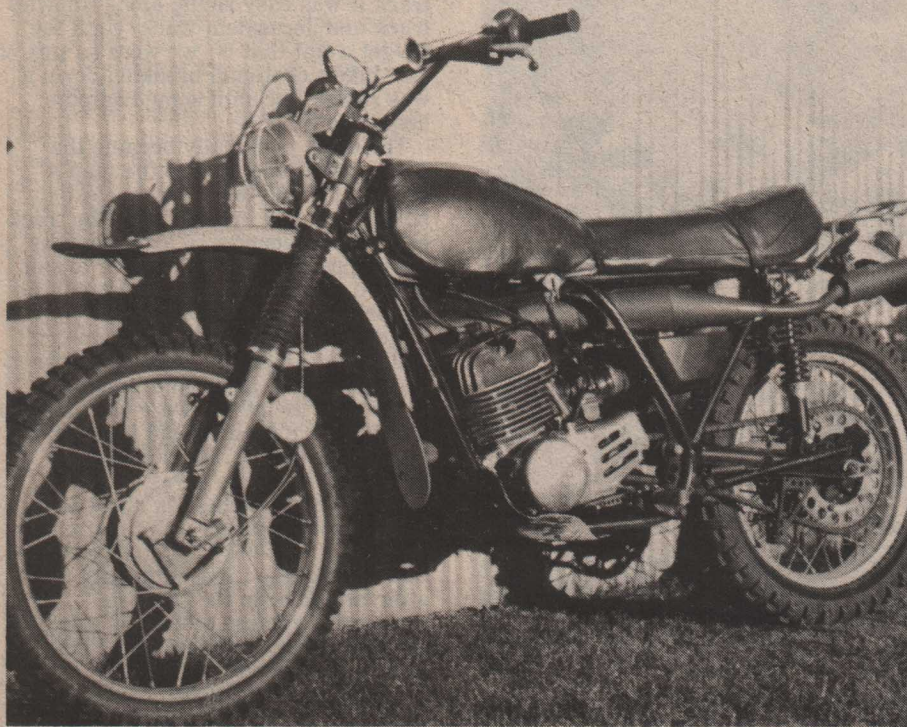


# DT250 enduro report



Ever since I saw the front page of your fabulous magazine featuring Yamaha's amazing 250 Enduro from E.D.C I got the wild idea of making my own DT250A a bit better. Which in fact proved to be a rather expensive exercise in throwing one's hard earned cash away.

Being a boilermaker-welder by trade helped in making some mods and cutting expenses thus preserving my marriage a bit longer. Well without wasting any more of your time here's what I did. I started my mods in four stages:—

- 1) weight
- 2) engine
- 3) suspension
- 4) miscellaneous

As we all know the first thing to do is to get rid of the blinkers, speedo, tacho, switches, horn, battery, tail lights, chain guard etc. etc. Then expensive replacements to save unsprung weight started by putting the complete rear wheel assembly out of a smashed 250 YZ which incidentally was the only good part left on it! This and the E.D.C. tyre saw my fortnightly pay disappear in a matter of minutes.

Another weight saver is the surprisingly light 34mm MX Mikuni which is 3-4 lb. lighter than my original 28mm. In all the total weight shed was 25 lb. making it 255 lb. with a tankful of juice.

The engine mods I did myself using your mag's November 1973 issue as a guide on the hotting up of the 250 Yam. Porting and polishing took two weeks of hard yakka. (Definitely not a job for the impatient types.) To take 40 thou off the head I used a mill saw file, glass plate, marking blue and wet and dry paper. Other extras were 34mm Mikuni suitably rejettied, twin air filter and NGK 9 ESV spark plug.

All this and the E.D.C. pipe make it explode with power and wheelspin from mid range right up to the top end!

I quickly discovered that the suspension was sadly out of touch with all the tigers in the tank. So the next step was to spend more money (obviously!) and get decent shockers. Konis were my choice (J.B. is right again). With F.M.S. being all the rage I just had to give it a try.

The swinging arm mods were rather simple and inexpensive (surprise, surprise). They consisted of welding and gusseting of the new mounting bracket which was moved up on the swinging arm by 3 inches. Word of advice: Gusset it on top and bottom



and stress relieve it otherwise the whole thing will end up V shaped after hitting a decent sized pot hole (mine did). Adding 60 lb. springs completed the whole F.M.S. set up which now gives me 5½" travel at the rear axle.

Now moving up to the front, I have installed air filled forks with No. 1 Product fork kit and fork extension kit. For those who want to try air filled forks here is what you do.

Get 2 valve stems out of an old bike tube. Take off the fork caps and drill ¼" holes. Araldite the valve stems into the caps. Throw away the springs and spacers. Drain out fork oil and put 200 mls of 20 weight oil (Moly Blue medium fork oil) into each leg. Pump up your forks to 35 lb. Be sure the fork seals are not leaking. Suit your own damping requirements by varying air pressure between 20—35 lb. Your front fork can now have 7 inch travel!!

Gearing required little attention. 13T front and 50T rear sprocket proved to be ideal for fast enduro or play racing. Tyres are a bit of a sore point because they wear out too quickly. 4.50 x 18 Bridgestone knobbly died after getting over the 2,000 km mark. So now I have installed the little known here, but big in U.S.A., 5.00 x 18 Cheng Shin 6 ply Enduro rubber. The front one is 3.50 x 21 4 ply Trelleborg.

Extras on my bike are: Bultaco chain tensioner which sells for \$7 (why pay \$15 for a universal one — I've yet to find out.) Rubber gaiters on the front forks, rubber headlight bracket, headlight protector which I made from 3-16th Brazing rods silver soldered together and pop rivetted to the headlight rim. Extra wide duralium bash plate, serrated footpegs, a decompressor, tank cover, quick action throttle, Bultaco kill switch, toggle switches mounted on top of the headlight, a Zener diode (to prevent bulbs from blowing), 36" handlebar, a special bracket to carry Finilec (good stuff), rubber number plates and lots of other details covered by your magazine on how to bullet proof your bike.

In closing I would like to say that regardless of money spent, wisely or otherwise, I have my own kind of bike. One that is capable of embarrassing a lot of so-called European wonder machines.

**Chris Giza,  
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P.S. I hope to find someone in Adelaide who owns an original E.D.C. 250 Yam willing enough to compare it with mine, just to satisfy my curiosity.

