

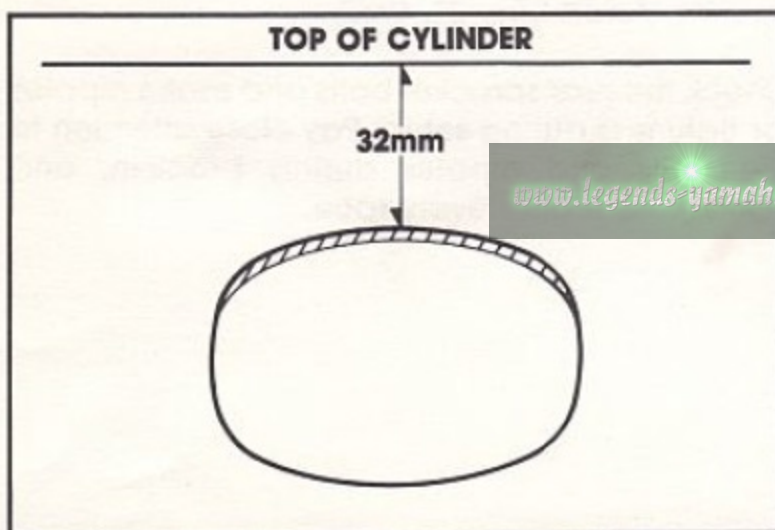
DATE February 7, 1983

YZ250K PERFORMANCE MODIFICATIONS

The optional modifications described here can be done to improve the performance of YZ250K models. Bear in mind that some of these modifications will affect the warranty; read the Owner's Warranty Guide for details.

CYLINDER

- Using a hand grinder, remove material as indicated by the shaded portion of the illustration to provide a 32mm exhaust port height.



- Match all transfer ports between the cylinder and crankcase.
- Match the power valve to the cylinder:
 - With the power valve in its most advanced position, check the seam between the valve and the cylinder.
 - If they don't match, grind only enough material off the cylinder or valve until they match cleanly.

CYLINDER HEAD

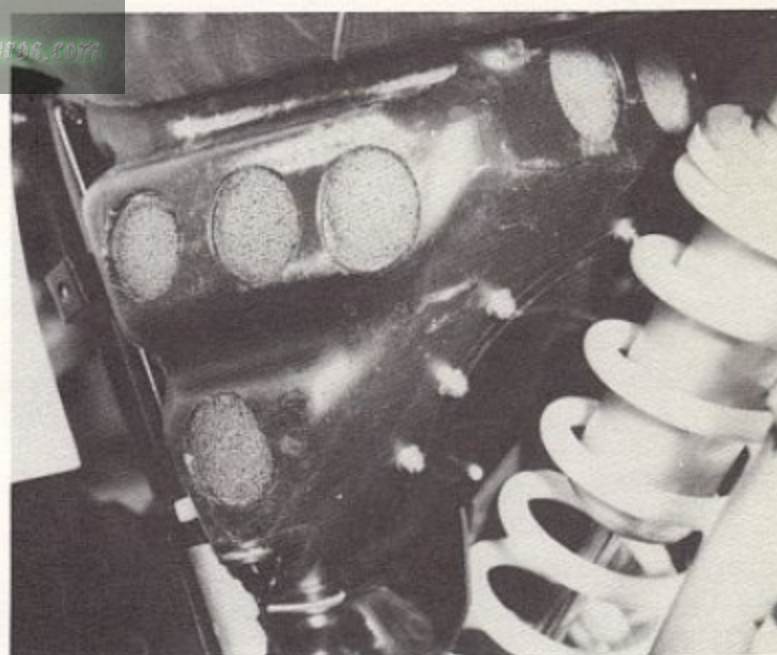
Mill 0.5mm from the cylinder head gasket surface.

CAUTION:

The squish band in the combustion chamber may require remachining to maintain a clearance of 0.75mm between the band and the piston.

AIR BOX

To increase airflow volume in the air box, cut six 1-inch holes in the box as shown in the photograph. Rivet some fine-mesh screen over the holes on the inside of the box. The air box cap may be removed during operation in dry conditions.



CAUTION:

When operating in muddy or extremely dusty conditions, reinstall the air box cap and seal the holes with duct tape.

SERVICE COPY	SER MGR	MECH	MECH	MECH	BINDER
OFFICE COPY	GEN MGR	SALES	PARTS	BINDER	PAGE 1 OF 2

CARBURETION

Use a #280 main jet as a starting point in jetting. All other carb settings should remain standard, although local conditions may demand additional fine tuning of the carb.

GEARING

Install a 50-tooth rear sprocket (3R4-25450-00-XX). The standard rear sprocket has 48 teeth.

IGNITION

This modification need not be performed to make the others effective; in addition, the expense of this modification may be prohibitive.

While the standard ignition provides good performance, an increase may be gained by using a YZ60K magneto assembly (5X1-85500-20-00) and a YZ60H CDI unit (4V0-85540-20-00). Set the ignition timing to 1.3mm.

RACE PREPARATION

Follow the chain guide alignment and rear axle alignment recommendations described in Wrench Report #30 (dated 5/3/82) and the Tech Update dated May 21, 1982.

Check the rear sprocket bolts and spoke nipples for tightness during setup. Pay close attention to the bolts and nipples during break-in, and tighten them after every race.

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