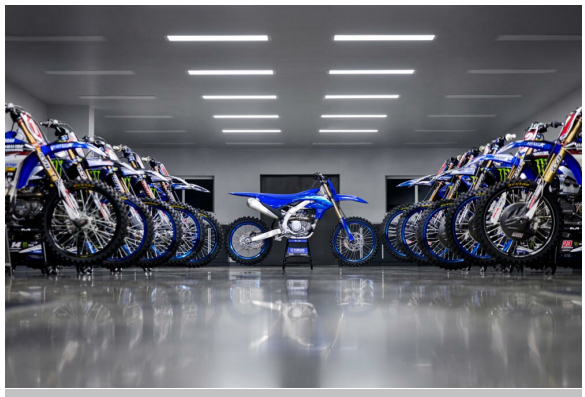


YZ250F

Winning better: YZ250F

The YZ250F's new 249 cc liquid-cooled four-stroke DOHC, single-cylinder engine achieves more power and torque across the extended rev range, thanks to an all-new intake system, higher compression ratio and greater material strength for components. The performance gains are converted into tangible racing advantage with revised settings for the traction control and launch control systems.

With increased power, the YZ250F also required enhanced controllability. In addition to the frame and suspension updates, this was achieved with a smaller rear brake calliper piston, master cylinder piston and brake disc as well as material updates. The system is now lighter, and buildup of stopping power more linear. In addition, the rear brake pedal is now fastened with bolts rather than rivets for easy replacement.



- All-new engine
- Hydraulic clutch
- Stronger drivetrain
- Meeting noise regulations
- Bilateral aluminium frame
- Revised suspension settings
- Linear braking power
- Revised rear brake pedal
- Updated bodywork
- Power Tuner App
- Updated traction and launch control

The YZ250F now shares its bodywork with the flagship YZ450F. The regulation spec front racing number plate, the two-tone side covers and the rear fender's flowing lines all highlight the trademark looks and horizontal lines of the YZ Series. The new YZ250F also adopts the same graphics as the flagship YZ450F.

The winning formula: YZ250F

Ample power and agile handling have always made the YZ250F a clear choice for riders looking for the ultimate motocross machine. Now the choice is even easier as the YZ250F gains an all-new engine with more power and torque. It also features the same chassis as the flagship YZ450F, with every component optimised for the YZ250F to guarantee excellent stability, cornering performance and front-end feel.

The YZ250F features an all-new 249 cc liquid-cooled four-stroke DOHC, single-cylinder engine, with more power and torque across the range, resulting in fewer gear changes and leaving you fresh to push on. New hydraulic clutch helps put the power to the rear wheel effortlessly and efficiently, and thanks to air cleaner and exhaust updates, the machine still meets noise regulations.

With the frame, suspension and bodywork inherited from the outstanding YZ450F, there is an instant family resemblance, and the YZ250F looks every bit as dominant as it feels. To ensure optimal performance, all components have been adapted to best suit the YZ250F. From chassis rigidity to suspension tuning and brake character, everything has been optimised to make the YZ250F not only faster, but also more controllable, predictable and comfortable.

YAMAHA
Revs Your Heart

YZ250F



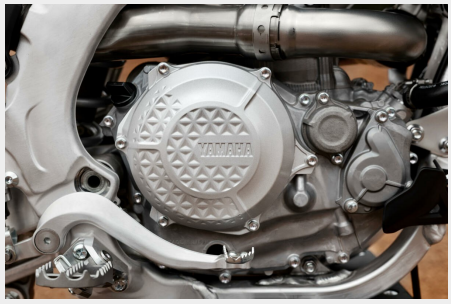
All-new engine

All-new 249 cc liquid-cooled four-stroke DOHC, single-cylinder engine delivers more power and torque across the entire rev range. The performance increase was achieved through an all-new intake system, higher compression ratio (from 13.8:1 to 14.1:1) and WPC treatment (precision shot peening) for the intake and exhaust valve cotters. The rev limit is now 700 rpm higher than the outgoing model.



Hydraulic clutch

The YZ250F features the same hydraulic clutch as the YZ450F, keeping the meshing point constant even in racing conditions for a stable, dependable performance. Increased spring load and a model-specific clutch hose give the clutch lever a natural, responsive and light feel with a smoother feathering action, delivering controllability on par with a cable-operated clutch.



Stronger drivetrain

The drivetrain has been comprehensively overhauled to handle the increased engine output while offering greater reliability. The updated components reduce weight, boost strength and improve durability, resulting in better reliability.



Meeting noise regulations

Although the engine boasts both output and torque gains across the entire rpm range, Yamaha still succeeded in reducing noise, and a thorough revision of the air cleaner and exhaust system helped the YZ250F meet the relevant noise regulations. The exhaust note has also been tuned to deliver a pleasing high-quality sound.



Bilateral aluminium frame

The YZ250F uses the same frame design as the MXGP race-winning YZ450F. With a lower head pipe and revised tank rails this lightweight bilateral aluminium frame's improved handling enables you to corner faster and smoother. The lower centre of gravity and reduced weight make the YZ250F more agile than ever – and the revised balance of rigidity and YZ250F-specific engine mounts give plenty of feel and feedback.



Revised suspension settings

The suspension parts and components are the same as the YZ450F, but the model-specific settings for the YZ250F deliver optimal performance. Both front and rear suspensions offer increased damping force, improving their ability to follow the ground. From the initial stroke to the end of travel, they deliver a high level of shock absorption and comfort that enhances overall traction.

YAMAHA
Revs Your Heart

YZ250F

Motore	
Motore	4 tempi; Raffreddato a liquido; DOHC; 4 valvole; Monocilindrico
Cilindrata	250 cc
Alesaggio x corsa	77,0 x 53,6 mm
Rapporto di compressione	13,8:1
Lubrificazione	Carter umido
Frizione	in bagno d'olio; dischi multipli
Accensione	TCI
Avviamento	Elettrico
Trasmissione	Sempre in presa; 5 marce
Trasmissione finale	Catena
Alimentazione	Iniezione

Telaio	
Telaio	Semi-doppia culla
Sospensione anteriore	Forcella a steli rovesciati
Escursione anteriore	310 mm
Sospensione posteriore	leveraggi progressivi; Forcellone
Escursione posteriore	295 mm
Freno anteriore	Disco idraulico singolo, Ø 270 mm
Freno posteriore	Disco idraulico singolo, Ø 240 mm
Pneumatico anteriore	80/100-21 51M a camera d'aria
Pneumatico posteriore	110/90-19 62M a camera d'aria
Inclinazione canotto sterzo	27°25'
Avancorsa	123 mm

Dimensioni	
Lunghezza	2.185 mm
Larghezza	825 mm
Altezza	1.280 mm
Altezza sella	970 mm
Interasse	1.480 mm
Altezza minima da terra	350 mm
Peso in ordine di marcia (compresi serbatoi olio e carburante pieni)	105 kg
Capacità serbatoio carburante	6,2 litri
Quantità olio motore	0,95 litri