



Photo by Darren Haley  
LABV 2011

## Stock Yamaha 1997 WR250

### STOCK SPECS:

- Engine had 42 HP
- Bulbous stock gas tank had a 3.4 gallons with the “get stuck in the middle” old style bad seat ergonomics
- No lights, but Yamaha furnished an AC coil to add on
- Scary fast mid RPM hit, which would spit me off, caused by a single stage reed manifold
- Stock suspension
- NO spark arrester
- Geared for 70MPH
- Stock handlebars
- OEM VM38 Mikuni carb featuring the infamous dead spot
- OEM levers, gear shifter and No handguards

## Modified street legal 1997 WR250

### Tweaked SPECS:

- Engine has a solid 45 HP or more. Al Holley installed a GYTR factory long rod with “Al magic”
- IMS 3.2 gallon from 2001 YZ with a flatter YZ 250 seat. Also added Baja Designs 1.2 gallons in place of rear number plate
- Converted to DC battery; DOT Headlight with LED blinkers
- Made a more mellow mid-hit with Steahly heavy flywheel and a dual stage reed manifold RAD valve made by Boyesen
- Race Tech gold valved suspension for desert riding style and weight
- FMF silencer, Fatty and e-line carbon fiber guard
- Geared for 90MPH (better for long desert rides)
- Tall Pro Taper bars with Scotts Steering stabilizer on BRP triple clamps
- Keihin 38mm PWK Air Striker from JD Jetting with Power-Now insert
- Magura Hydraulic clutch, Hammerhead longer shifter, Cycra Pro bend hand guards, Scotts rear disk protector, Works Connection guards