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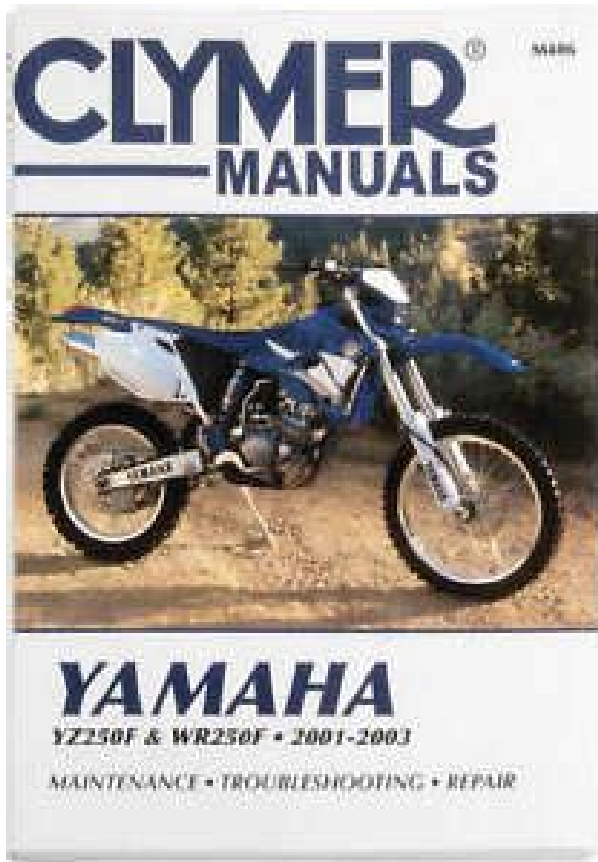
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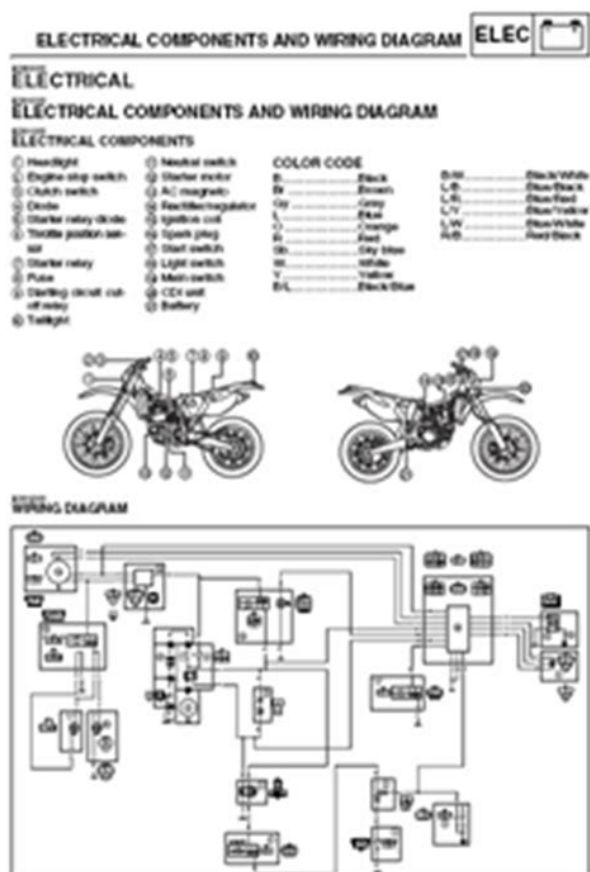
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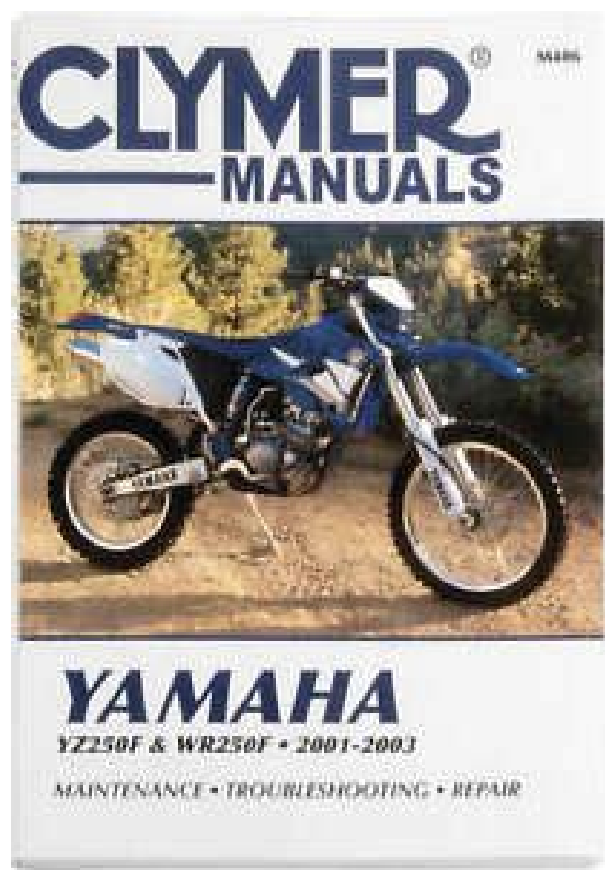
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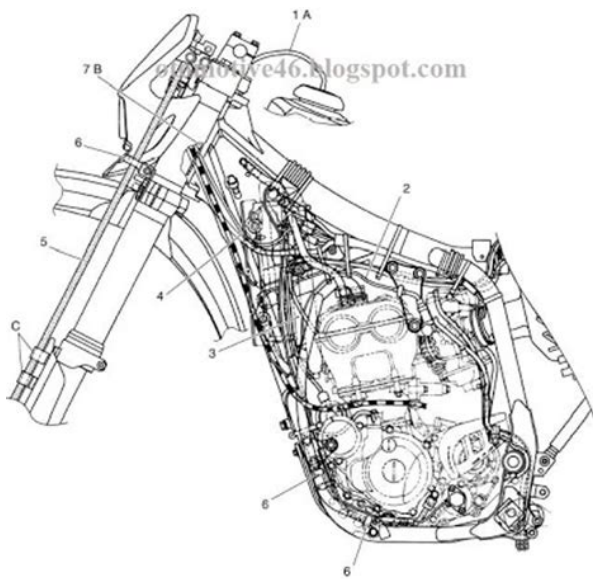
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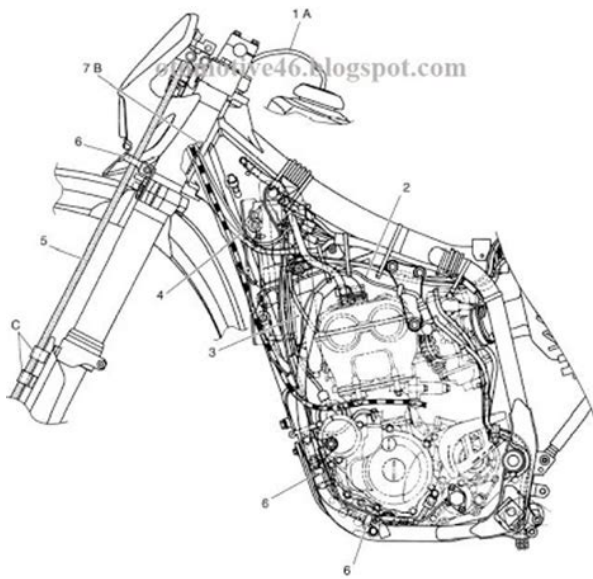


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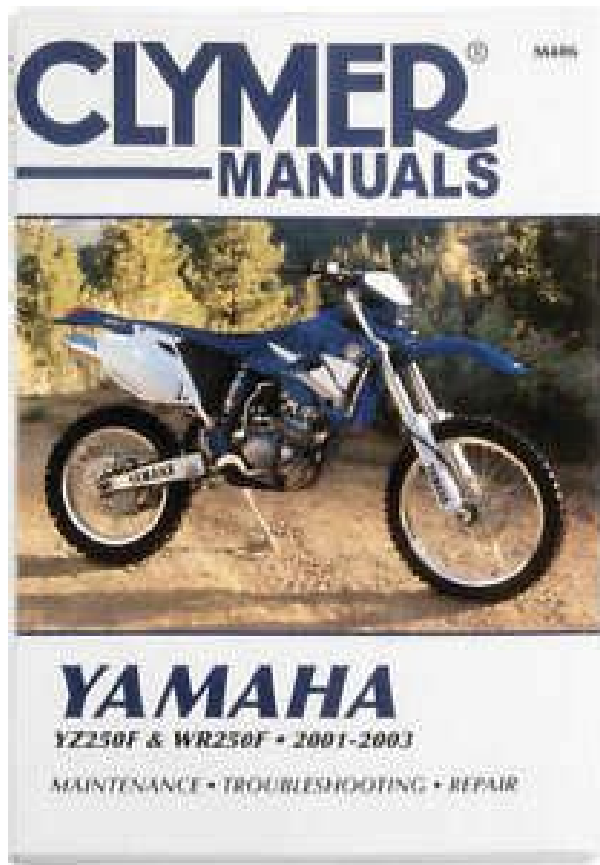
you. From basic maintenance to troubleshooting to complete overhaul, Clymer manuals provide the information you. From basic maintenance to troubleshooting to complete overhaul, Clymer manuals provide the information you. Its interesting that the YZ250F rated as one of the best dirt bikes to grace the planet. This machine, targeted towards the 125 motocross class, actually blossomed into the Vet Bike of the Year. Easy to ride; fun to race; nimble and tractable; the YZ250F gained these laurels in spite of starting glitches that hampered the steed. Segue to the 02 WR250F. In order to comply with the sound restrictions and meet the needs of the offroad crowd, the machine was docile in performance and overly girthy ergonomically, making it less than a potent tool for the woods crowd, and it was a finicky starter.

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It was fairly popular with the hard core offroader, but definitely was not in the running as the Vet Woods bike of the year. For 2003, Yamaha pulled the proverbial cork out of the dam with the new WR250F. Enginewise the headlines bristle because of the new electric start. Handling highlights center around the new lighter chassis, refocused suspension, lightweight features that come straight from the YZ line, and all new ergos. So effectively, the thick, finicky starting older machine has been transformed into a pushbutton, maneuverable and wellsculpted fourstroke offroader. The big question is whether the button, the ergos and handling updates gave the WR enough of an edge. WHATS NEW The engine remains a liquid cooled, fivevalve, dual overhead cam, titaniumvalved 249cc unit. The big news, of course, comes with the addition of the electric start. Both radiators have been increased in size for improved cooling and the airbox has been improved and now allows for side access a la KTM via Dzus fasteners. An allnew automatic decompression lever has eliminated the manual lever and a hot start system has been mounted to the left side of the handlebars. Weight savings were high on the list of priorities this year necessary to make up for the addition of the electric start and battery and this started with the twin spar frame. Its lighter, with greater rigidity. The swingarm features a new taper for less weight and greater lateral strength and the removable aluminum subframe is now constructed of square section tubing for additional weight loss. More suet has been carved at the engine guards which are now thinnerwalled and of twopiece part plastic, part aluminum construction. Allnew, lighterweight front and rear master cylinders and calipers, combined with 250mm floating front and 245mm rear disc, delivers improved stopping power with more progressive control and feel.

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The major handling improvements come with the redesigned ergos and new suspension spec in the valving of the fork and shock. Because the new frame features a retooled steering crown, Yamaha fit allnew bodywork to the WR. The tank, seat and radiator shrouds are flatter, lower and dramatically thinner improving rider agility on the machine tremendously. The 46mm inverted Kayaba cartridge fork features 11.8 inches of travel with compression and rebound damping adjustability as before. Lowfriction outer tubes and aluminum piston rods are used to help implement a smooth compliant fork stroke. Recalibrated fork valving has found its way onto the Kayaba system and its goal was plusher action with improved bottoming skills. Rear suspension system retains a Kayaba damper with 12.4 inches of travel and separate adjusters for high and lowspeed compression damping. Rear shock refinements include improved action via a new linkage ratio and allnew internal damping. POWER In standard trim, the machine is street bike quiet and feels scooterpowered. This is due to the sound regulations that are selfpolicing by the manufacturers and, according to Yamaha, absolutely necessary if they want to bring the bikes to the States. We unplugged the muffler and retrofitted a YPAD insert, relieved the carburetor stop and rejetted and when we hit the trail the performance of the machine greatly improved. Noise was only marginally bumped up and remained under 96 decibels. The first thing youll notice is that the WR feels like it has a closeratio transmission. First is nice and low, fifth feels nice and low. It really doesnt make a lot of top speed, humming hard at 65 mph. And in spite of the electric start, which is buttonactivated and located on the right side of the bars, the WR is sleepy in the morning. Choke, gas and a long warmup time are mandatory. Like last years machine, the WR isnt a stump puller down low; it likes to hum, preferring high revs to a lug it and chug method.

Still, power, albeit soft down low, transmits nicely into the meat of the system, which is way up there for an offroad scoot. Like a 125 twostroke, the WR likes to be coaxed aggressively and performs best when wicked and stroked at the higher rev points. Remember, this machine redlines at 13,500 rpm so staying in the 910,000 rpm feels like youre going to melt it down. Not so. Negotiating tricky trails requires a prevalent clutch finger mated to a generous dollop of throttle, the duo working in tandem to maintain upper mid to top power. While the transmission feels closeratio, youre almost always

guaranteed the proper cog for the portion of trail that you're conquering. Hills that can be attacked with proper speed and aggression are no worries. But if the dirt is thick, the run shallow and you attempt to lug it up and over, you'll have issues. Stay in the meat of the powerband, remain aggressive and the WR rewards you. Get slack, try to ride like it's a 400 or even an XR250 and you'll choke and stall. Of course the great news here is the button; just stab it and go. If the engine turns but doesn't kick, pull in the Hot Start lever and restab the button. It'll start breathing quickly.

HANDLING The WR has really nice trail manners. It leans towards beefy, though nimble in the woods. Rocky hack trail is absorbed nicely, there's little whinny to the front end and she prefers to track straight and true rather than side to side. Rider mobility is excellent as the bulges and thickness of last year's machine has been replaced with a svelte, nonbulbous ride. The saddle is a little low for pilots over six feet tall, and taller riders complained about the low bars. By the way, the bars are junk and one tipover will send them into the taco mode. Faster terrain is a little more interesting, though the WR spits out a fairly competent ride. It doesn't like whoops; the lack of mid power and the bulk tend to let it fall into them, rather than track over the tops.

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For more of our medium sized testers, the suspension spring rates were good, though damping seems to target the western rider more, than the true woods fanatic. We ran the clickers in two both front and rear compression for our desert testing and during our Tecate outing backed them out to stock for the tighter terrain. In rocky, slimy terrain it feels damped heavily during the initial stroke, yet will bottom out back on slow speed loads. Adding compression to the shock helped the bottoming, but enhanced the initial harshness. Like most machines, take the time to dial it in for your terrain; the rewards will be great. But the cornering traits of the WR are superb. This machine is a flicker and rewards you with a knifecarving front end that sticks hard and holds a line with the best of them. Navigation when you can stay in the powerband, hopscotching between second and third gear, is flat wonderful. The WR gets into the mood when you can carry momentum; the bike tracks well and has superb tractability. Add rocks, slimy logs or inherent obstacles to the trail and it gets tougher, simply because retaining the meaty portion of the powerband requires greater skill and commitment and the WR lacks good bottom end power. **ENDURO GADGETRY** The WR comes equipped with Endurolegal lighting both fore and aft. A new fuel cell totes 2.6 gallons and, as we mentioned earlier, air filter access is now from the left side of the machine, and it's quick and easy. The resettable tripmeter is snugged behind the front headlight cowl and Yamaha stayed with the nice adjustable clutch perch system, though it has a new stainless cable for improved action and longer life. An aluminum sidestand is frame mounted and tucks up fairly high. Dunlop tires, 739s front and rear, are strong performers out west, pretty average for the eastern pilot where gooey trails are the norm.

The header pipe has a heat shield and allows access to the oil filter, the rear muffler comes plugged up tight so that Yamaha could meet the sound regs to import the machine. We installed a YPad muffler insert which improved performance substantially and kept the decibel level just under 96 dBs. There's also a stop on the 37mm Keihin FCR flatslide carburetor with throttle position sensor TPS that has to be removed in order to get full throttle pull. Again, this was necessary for Yamaha in order to import the machines as offroad legal. Check the performance sidebar for more. And that's in spite of a powerband that is less than woods friendly. More bottom power and shed be tough to beat. Still, inspired handling, excellent cornering abilities and fairly broad suspension qualities make this a smiler for the woods warrior. And of course having the button helps. When you can flush your starting worries into nevernever land, life on the trail becomes much more livable. The big question is, who's this bike designed for. It truly lacks the bottom zest to make it a good tool for newcomers to the trail world, unless you ride in an area with great traction and few no-run hills. It's truly inspiring

for the aggressive rider whose background is small bore machines; they honestly fit the WRs personality in a snug fashion. And what's the potential for increasing the power, as the gap between this fine handling little bike and huge powered, big feel of a WR450 is too wide. For the true woods aficionado, a big bore WR250 is more attainable than a slimmed down 450. As it is, this is a truly fine scooter for the aggressive rider who loves to scream it under the haunches of a highstrung stallion. Well assume you're ok with this, but you can opt out if you wish. The Yamaha Nmax, Yamaha Mio Aerox, Yamaha Mio i 125 are the most popular motorcycles from Yamaha in their respective motorcycle segments.

Zigwheels provides you the Yamaha Philippines price list for August 2020, along with downpayment, monthly installments, and loan simulations for the Manila and nearby cities. The company was established in 1955 upon separation from Yamaha Corporation and is headquartered in Iwata, Shizuoka, Japan. The company conducts development, production, and marketing operations through 109 consolidated subsidiaries. The motorcycle division of Yamaha was founded in 1955 and was headed by Genichi Kawakami. Yamaha's initial product was a 125cc 7.6 cu in twocycle, singlecylinder motorcycle, the YA1, which was a copy of the German DKW RT 125. However, it was in 1968 when Yamaha launched its first fourstroke motorcycle, the XS1. It was in early 2007 when Commencement of manufacturing and sales of motorcycles at Yamaha Motor Philippines, Inc YMPH began in the Philippines. Following which, on April 4, 2008, Yamaha Motor Co., Ltd. began construction today on a new motorcycle factory in the Lima Industrial Park in Batangas State by investing 960 million pesos approx. 2.5 billion yen for construction. YMPH began its first fullfledged manufacturing operations in January 2009 with a starting production capacity of 150,000 motorcycle units annually and an initial workforce of approximately 270. According to Yamaha Motor Global's 2016 Fact Book, motorcycles with 125cc of displacement are the main choice of the public in the ASEAN region, including the Philippines. On average at least 100,000 Yamaha motorcycles are sold in the Philippines on a yearend basis. Yamaha currently has a 14 percent market share of the motorcycle industry in the country. The Yamaha Nmax, Yamaha Mio Aerox, Yamaha Mio i 125 are the most popular scooter motorcycles from Yamaha in their respective motorcycle segments. It was in 2016 when YMPH produced its onemillionth motorcycle since the company's establishment.

In September of the same year, a temporary motorcycle manufacturing factory was established in Laguna Province where the production of motorcycles in the 105125cc range commenced. While buying a bike, I was really confused with sporty and naked concepts. However, I went ahead with the naked concept and I am glad that I did. The sense of comfort that this Read More This new generation of the Yamaha YZF R15 has got a tremendous road presence, thanks to its sharp design language which is a straight derivative of the flagship Yamaha YZF R1. It assures me of all the attention that I think I need while driving Read More I am happy to be one of the proud owners of the motorbike as it has been a very sporty experience after buying it. I really love the fact that I can rev in at much higher speeds, making the highway look small. Moreover, the agile handling Read More Earlier, I never liked these twowheelers because of the design, but the Yamaha Sight is very attractive. I own the Black colour model but it is available in red and yellow too. The moped is so refined that despite being just 114cc, I don't Read More Among a time when alloy wheels are common and spokewheels are only for the mopeds and underbones, this commuter bike is different. It has a very retro appeal to it. It is designed like an old Read More. Sorry about that. Mineola, NY 11501 This website is designed for general information only. The information presented on this website should not be construed to be legal advice nor the formation of an attorneyclient relationship. Past results do not guarantee future outcome. For a more clear look, you can open some examples below. All the illustrations about 2008 Yamaha Wr250f X Service Repair Manual 08 with this site, we get from a number of sources so you could create a better record of your own. In case the search you acquire here does not complement what you are looking for, please use the research feature that we have provided here.

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