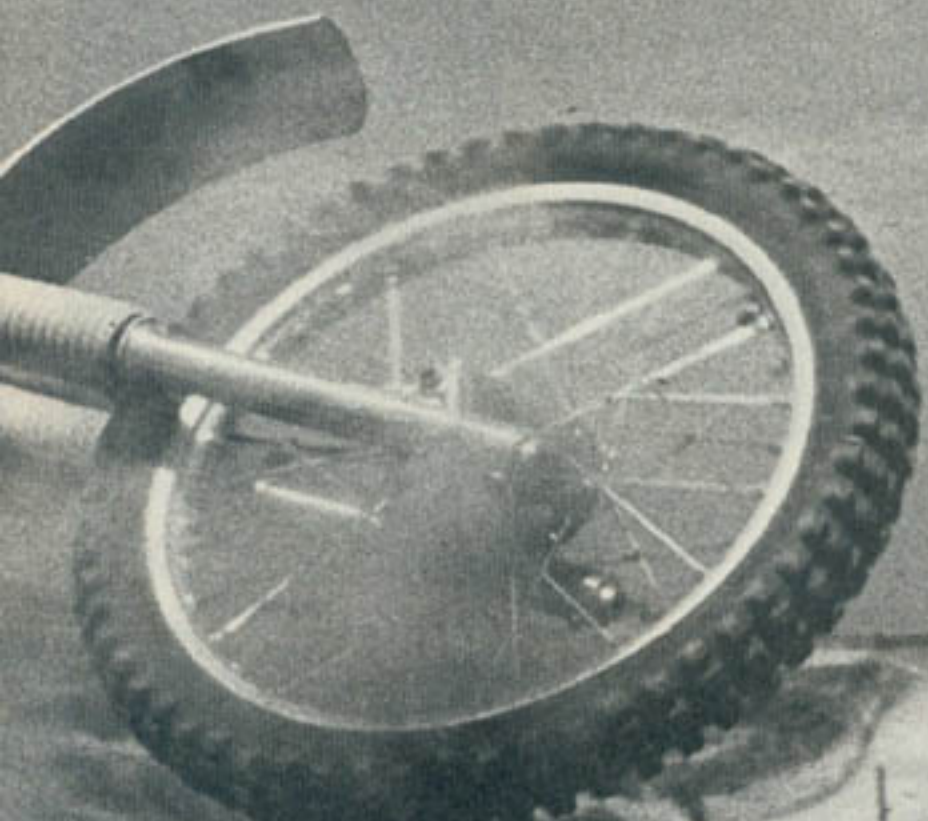


Mid-range is where it's at with the Answer Products Hannah/McCarty OW250 engine kit.





YZ250 MODS

HANNAH/Mc CARTY OW250 ENGINE KIT

By Dennis "Ketchup" Cox

What you get with the OW kit is basically a new top end for your 250. If it's rebuild time, you might as well go for the gusto.



A likely answer

□ Most racers opt for the wrong type of power when making the decision to port their scooters to get the edge over the competition. They take their Whiz-Bang 250 Gutslammer down to the local roto-rooter wizard at Ernie's house of 5-minute flyers and tell Ernie they want the works.

A very small percentage of riders are capable of handling the works, which is usually a rapid increase in rpm and horsepower at the expense of low to mid-range power, not to mention reliability. Ultra-fast cycles lead short lives. Sad, but true. Most riders would generally benefit more (instead of opting for maximum ponies out of their Gutbomb 250) by going for broadening and strengthening the powerband on their bike, thus making it easier, not more difficult, to race.

Even in the dog-eat-dog world of professional motocross, top riders are just as likely to tell their wrenches to make the bike more "rideable." Bob Hannah's works bikes have never been mega-horsepower screamers. Instead, he prefers a bike with a good broad powerband that pulls strongly in every gear.

Yamaha's YZ250 is a good example of a potent motor in a good frame, with suspension to match. The only complaint about the bike was that the motor was too pipey. It took an expert's experienced hand at the throttle to utilize the Y-Zed's power properly.

Eddie Cole, the impresario of Answer Products in Canoga Park, California, called us up and offered to meet us at Saddleback Park to test one of his Hannah/McCarty OW engine kits for the YZ250. He said he'd bring along a stock YZ250 as well to compare the bike with. Having ridden and tested the potent Yamaha 250 earlier in the year, we agreed.

WHAT'S IN A KIT?

Answer Products Hannah/McCarty OW engine kit consist of modifications to the cylinder head, reed cage and ports. It includes an aluminum muffler, two-stage air cleaner, fresh bore, piston, rings, circlips, pin, new reeds, new sparkplug and all the assorted gaskets for a complete top-end rebuild. The OW kit will set you back \$299. For an additional \$100 they'll tack on a 40mm Lectron carb. Our test bike had the carb tacked on.

You'll have to send them your cylinder, cylinder head and reed cage for the modifications. They suggest you do it through U.P.S. (United Parcel Service), insure the package, and pack it well. The insurance only costs 50 cents extra and is for \$200.

OPTIONS

The bike we tested also had some suspension mods incorporated into it. Answer Products offers a swingarm modification that lengthens the wheelbase for increased stability. It is an inexpensive



Luft's accessory reservoir is larger in volume and finned for increased cooling; the internal valving is also modified.

alternative to purchasing the longer Yamaha 465 swingarm, which a lot of riders are doing. Send them your swingarm and \$49.95 and they'll cut, drill and weld an extension on it that'll lengthen it by one inch. While they're at it, they remove the silver paint that comes stock and polish the swingarm, giving it a nice shiny effect.

Our test bike also had a finned Luft monochock reservoir which increased oil capacity over stock, and had different Luft valving. It ran Bel-Ray 5-weight oil and 5 pounds less nitrogen pressure than stock. The reservoir retails for \$114 installed. A Simons fork kit for the front forks retails for \$59.95.

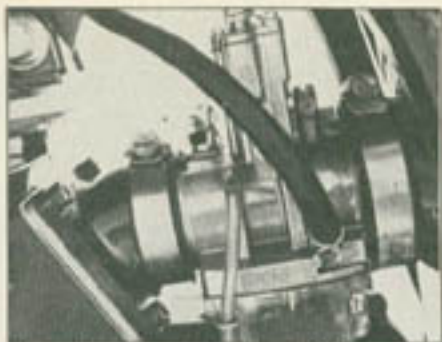
Some other mods on the bike were, Answer Products bars (\$23.95), crossbar pad (\$5.95), and optional lightning bolt seat cover (\$19.95).

MOTOR CITY MADMAN

We rode the stock 1980 model YZ first. Saddleback was its usual slick weekday self, and finding a handle on the persnickety powerbanded YZ250F stocker proved difficult. Still, it was fast and, if ridden properly (translate: judicious throttle application and barzailing through the corners), it turned a quick lap.

A trip back to the pits to pick up the Answer Products Hannah/McCerty OW250—the difference was immediately noticeable. While the stocker comes on late in the mid-range and surges to the top with a swift kick in the pants, the kitted Yamaha pulled strong right from the middle on up and revved past where the stock motor signed off. It pulled much harder coming up through the gears.

Shifting wasn't nearly the hit or miss



If you don't have the extra \$100, you could leave off the Lactron carb and use your stock carburetor with the engine kit.



Answer Products makes this weld-on extension for the 250 swingarm which adds an extra inch of wheelbase to the rear end.



An aluminum muffler will set you back \$44.95. It's lighter than stock, and rebuildable.



With the stronger, lower powerband, you'll be hooking up and accelerating harder out of the corners.

The complete engine kit, with 40mm Lectron carb, will set you back \$399. It'll make your YZ faster and easier to ride.



proposition it was earlier on the stock bike. The strong mid-range meant coming out of the corners was easier and faster because the rear end hooked up sooner and accelerated harder. All the power in the world isn't doing you any good if the rear wheel is going sideways because of excessive wheelspin. Expert riders felt that the broad mid-range and strong-revving OW engine was easier to ride than the stocker and that they could ride it faster, especially on a slick track. The most noticeable difference was with Intermediate and Junior riders, who found that they could ride the kitted bike faster and easier. The wider, more responsive powerband aided in decreasing their lap times measurably. With the enlarged powerband, most riders felt taller gearing could be run and lap times cut even more.

BOTTOM LINE-UP

Porting for ponies isn't always the answer to the search for more speed out of a motor. In the case of Yamaha's YZ250G and F models, any attempts toward improving the bikes should be made in regards to improving the power delivery on an already strong motor. Only the very top pro riders need more horses than the YZ currently cranks out. What the greater majority of riders could benefit most from is a widening and strengthening of the existing powerband; this, the Hannah/McCarty Answer Products Yamaha OW250 kit does, in spades. □

ANSWER PRODUCTS

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