

250cc Rules

250cc Approved engines:

Honda crf250r 2004-2007

Suzuki rmz250 2004-2007

Yamaha yz250f 2001-2007

All 250cc engines are to remain factory stock as produced for year, make and model being used. All part numbers shall remain intact where applicable.

Engines must use full and complete operating transmission assemblies - No removal of transmission gears or lightening of gears. All lower end parts must be OEM factory as produced to include crankshaft, connecting rod, piston, flywheel / ignition rotor, transmission gears & clutch assembly.

NO slipper or centrifugal clutches allowed. Internal and external structure must be the same as required by the factory service manuals.

* Yamaha 2001- 2007 yz250f engines will be allowed to convert to wet sump oiling if desired.

Cylinder heads:

All cylinder heads, valves, valve springs & retainers must be correct factory OEM replacement as manufactured for year, make and model being used.

NO machining of head gasket surface. NO after market heads.

Valve seat width and angle of valve seat must match service manual valve job specs for year, make and model being used.

NO machining below the valve seat. No back cutting of valves. No porting, polishing, reshaping or volume changes allowed to intake or exhaust ports.

Helicoils are allowed to repair when needed.

Camshafts:

OEM camshafts for year, make and model only. No modifications or alterations to factory timing sprockets at camshaft or crankshaft. No adjustable timing sprockets or cam advance / retard devices allowed. All dimensions must meet service manual specs. * Mechanical camshaft chain tensioners will be allowed on all models.

Pistons:

A maximum overbore of 1mm (.040) from standard bore based on year, make and model used will be allowed on all engines.

Piston must be of flat top design and maintain factory rated compression ratio for year, make and model being used. Wrist pin must meet service manual specs.

Crankshafts:

OEM replacement for year make and model only. No lightening. No stroking.

Carburetors:

Carburetor must be OEM stock for year, make and model used. NO modifications to carburetor main bore allowed.

All air entering cylinder head must pass through the carburetor main bore. Jet changes are allowed.

Intake:

Only OEM intake with no modifications / alterations or air flow boosting devices within will be allowed. Fuel pump tab is allowed.

Air filter:

All air filters must bolt direct to carburetor with no spacers, tubes, extensions or adapters.

Cooling system:

All cooling lines must be run outside of driver's engine compartment.

Ignitions:

All ignition components to include throttle position sensors, ignition coils, cdi units, pick ups & magneto rotors must be OEM for year, make & model used.

No aftermarket / programmable ignition pieces allowed. Any spark plug allowed.

Exhaust:

Exhaust pipes must be routed toward rear of car and must have a working muffler that is to be mounted on the end of exhaust pipe only.

All mufflers must not exceed individual track limits. No in line / mid pipe (power bomb) type mufflers allowed.