

“Clayton” – The story of a 1982 Yamaha XT250



Why call a bike Clayton?

In April 2006 Enticott ‘Motorcycle Rescue’ swung into action and salvaged the bike from Clayton Landfill (the tip) for the princely sum of just \$50. Ah ha, she’s seized! No problem. Let’s dribble oil down the spark plug hole and let it soak through for a while.

Some time goes by before lifting the XT onto the hoist. We insert a very large spanner onto the crankshaft end, and the de-seizing begins. Awesome — a win — she’s spinning quite freely now!

Okay, let’s check the tappets. Mmmm, one’s a bit tight. So tight, in fact, that the tappet adjuster and nut has jettisoned itself from the rocker arm!

Still optimistic, the head is removed to expose...



Okay — see the problem now?

Not to be put off by this minor setback, we let our fingers do the bidding on EBay, and another XT250 is secured for \$180 (are we over capitalising?).

Can you believe it? Absolutely zero compression and valves that aren't even moving up and down (broken cam chain, etc). Now it's a double 'mmm', and without needing to pull the engine apart, because we *know* the damage will be about the same (@*%&# EBay seller)! Still, she had a decent set of tyres and a good set of rims. Combine this with a lifetime's supply of XT250 parts and it's not a complete disaster.

Yet again, the busy bidding fingers get to work, a \$20 engine is purchased from Ebay, and guess what? It's exactly the same! Are we sensing an early XT250 trend of slipping cam chains and dropping valves?

Okay, the optimism is beginning to wane, *until*. . .

Playing at the park with a mate (Dean) and his kids (and mine), and Dean announces he, too, has an XT250 and — guess what — a whole pile of parts, including a disassembled one!

Dropping around one Friday night (with a beers in hand), we drag out the extra engine, remove the rocker covers (drink the beers), remove the plug and timing chain cover, and. . . *compression!* The valves are moving, the cam chain is spinning, and all at the same time and in the same direction!

Excitement sets in, and the engine is rapidly bolted in before an extended Christmas break. A month or so later, and we're straight back into it, freeing up the carburettor and fixing up the wiring shemozzle, until finally. . .*spark and fuel!*

A decent squirt of Aero-start into the plug hole, followed by four kicks, and the XT250 roars into life once again.

It didn't end there (it never does). New fork seals, swing arm bushes, wheel bearings and brake cables, touch up the paint and add some welding, threading, cleaning and everything else maintenance-wise. You name it, it was done.

Life is good. In fact, in times like these, it's very good!

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What parts went into 'Clayton'?

The original bike from the tip:

Handlebars
Frame
Electrics
Seat
Carburettor

The bike from EBay:

Wheels and tyres
Plenty of additional spare parts
An extra dead engine (which that makes three of them)!

The 'blessed' parts from Dean:

Engine
Front and rear guards
Tank
Swing arm
Side covers