

YAMAHA DT125



YAMAHA'S TOUGH TWO-TIMER: THE DT125MX

The DT125MX looks a little like a moto-crosser. And Yamaha offers no apologies. Years of competition have been ploughed back into the product: it's not surprising that it shows.

And yet the DT125 is more than ready for the street. The features that give it punch on the trail – the seven-port barrel, the Torque Induction system, the six-speed gearbox, the high-level exhaust (complete with expansion chamber), and the race-developed frame – are the very features that give it its peppy but easy handling character on the road.

The DT125 now boasts a moto-cross-style monoshock suspension system which not only provides greater wheel travel and superior

(Controls) Magura-style levers for smoother and easier control of clutch and brakes, with electrical switches placed for fingertip access.

(Instruments) Full instrumentation, including tachometer and trip meter, gently angled for easy reading and illuminated by soft green non-glare backlighting.



(Handlebars) Handlebar bracing tube for off-road use carries protective padding.

(Emergency switch) Instantly reached from the throttle is the emergency stop switch, essential for off-road use and a valuable safety feature for street riding.

damping but also, in conjunction with the sturdy triangulated swing arm, keeps the rear wheel in constant alignment to eliminate weave and wobble.

Fully equipped with lights, indicators, and instrumentation, the DT is stylishly at home on the street. What gives it the look of a moto-crosser also gives it the comfort and maneuverability of a first-class roadster.

(Silencer) Gone are the days when exciting performance meant ripping noisily through the countryside. A built-in silencing system designed to comply with environmental requirements, meets the needs of all outdoor enthusiasts.

(Induction) Yamaha's reed-valve Torque Induction utilizes variations in crankcase pressure to ensure accurate fuel intake. Crisper combustion and the elimination of blowback make for sharper, more even performance.

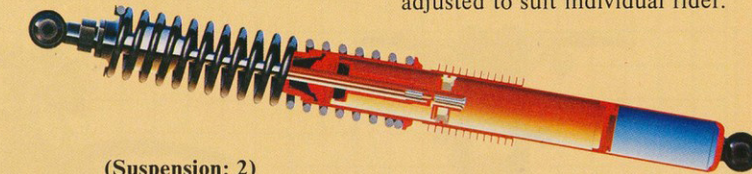
(Exhaust) Moto-cross engineering includes an expansion chamber, located above the engine, to extract maximum performance.

(Transmission) Six-speed transmission with ratios carefully chosen to meet varying needs of trail or street. Multiplate clutch and straight-cut gears running in oil provide strength and reliability.

(Lubrication) Yamaha's Autolube system supplies oil under pressure to the crankcase. The supply is controlled by the throttle twistgrip; the correct lubrication is provided in direct relation to engine speed.

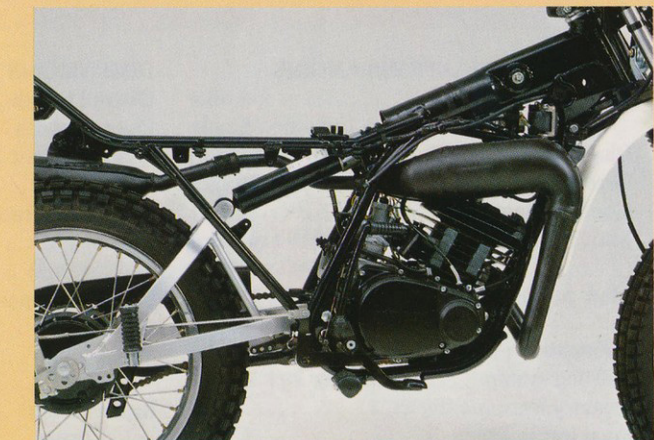


(Suspension: 1) Derived from moto-cross technology, a single shock-absorber unit links the steering head to the rear sub-frame. Spring pre-load tension may be adjusted to suit individual rider.

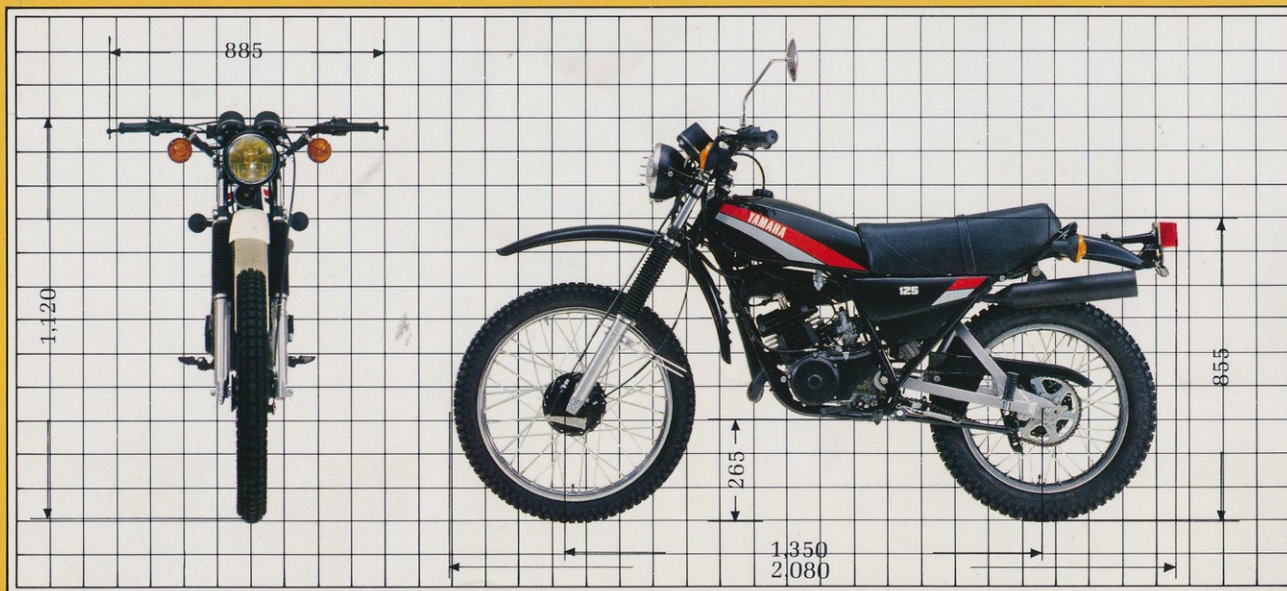


(Suspension: 2) A combination of gas and oil provides the damping medium. A nitrogen cell (under 213 lbs./sq. in. pressure) located at the base of the unit controls the flow of damping medium without the use of valves and prevents the suspension from bottoming out.

(Chassis: 1) Since its introduction on Yamaha's works moto-crossers of 1973, monoshock suspension has dominated motorcycle competition in moto-cross, trials, enduro, and road racing. A sturdy, semi-duplex cradle frame houses a triangulated sub-frame carrying the rear wheel.



(Chassis: 2) The longer travel and the slower action of the monoshock suspension allows the rear wheel to follow the irregularities of the terrain, rather than bouncing over them. The ride is easier, progress faster, and maximum power is delivered to the ground. The rigid sub-frame keeps the wheel in alignment, minimizes weaving, and assists positive steering in the rough and on the road.



DT125 SPECIFICATIONS ENGINE

Type	2-stroke
	Torque Induction Single
Displacement	123cm ³
Bore & Stroke	56 × 50 mm
Compression ratio	7.2 : 1
Max. horsepower	10.3 kW (14.0 hp)
	@6,500 rev/min.
Max. torque	15.2 Nm (1.5 kg-m)
	@6,000 rev/min.
Lubrication system	Autolube
Starting system	Primary kick starter
Primary transmission	Gear
Final transmission	Chain
Gearbox	6-gear
Carburettor	VM 22
Clutch	Multi-plate, wet
Battery	6V, 6AH
Charging system	Flywheel magneto
Ignition type	C.D.I.

DIMENSIONS

Overall length	2,080 mm
Overall width	885 mm
Overall height	1,120 mm
Wheelbase	1,350 mm
Ground clearance	265 mm
Seat height	855 mm
Weight (net)	96 kg
Fuel tank capacity	7 lit.
Oil capacity	0.9 lit.
Tyres, front	2.75-21-4PR
rear	3.50-18-4PR
Brakes, front	Drum
rear	Drum

*Specifications subject to change without notice.



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