

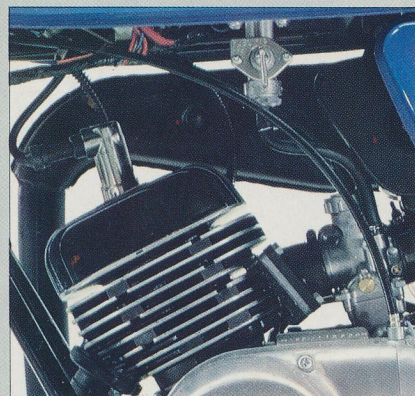
YAMAHA **DT125E**



The Yamaha DT125E—Sophisticated trail lightweight.

Sophistication is not a word usually associated with dual-purpose Enduro style machines but Yamaha's new DT125E has a specification that puts many pure street bikes to shame. It's got all the refinements of a road-going lightweight plus the ability to tackle trails almost up to mountain-goat standards!

For a start, the DT125E has an electric starting system that will appeal to all users of the machine, whether on or off-road. A touch of the starter button will spin the motor into life in the office car-park, or when stalled in a tricky section of trail! And Yamaha have included the electric starter in the DT125E specification without incurring any penalties in weight or bulk. They have done this by making the machine's generator do double duty. Pushing energy through the generator coils spins the crankshaft for starting. Then the coils generate the current necessary for running the machine—and recharging the battery that provides the energy for starting! The DT125E also has a deep, comfortable dualseat, passenger footpegs and full street equipment including complete lighting system, and turn indicators. It is a perfect machine for the rider who wants a smart, good-looking lightweight for street use but who still likes to take to the hills when the mood hits him.



Engine

The tough little engine is based on the racing motor that has scored Moto Cross National Championships in various countries as well as World Championship Grands Prix. It revs to 7,000 rev/min and puts out 13.0 HP (9.5 kW)—enough to propel it along at a more than respectable speed on highway or trail. Special rubber blocks between the cylinder fins dampen out the vibration and reduce engine noise while the specially deep fins on barrel and cylinder head quickly disperse the heat.

The DT125E has the seven port system that Yamaha first developed on their factory road racer engines—five transfer passages in the cylinder instead of the usual two. It is this, combined with the reed valve Torque Induction that makes the DT125E such a zippy little performer.

Autolube

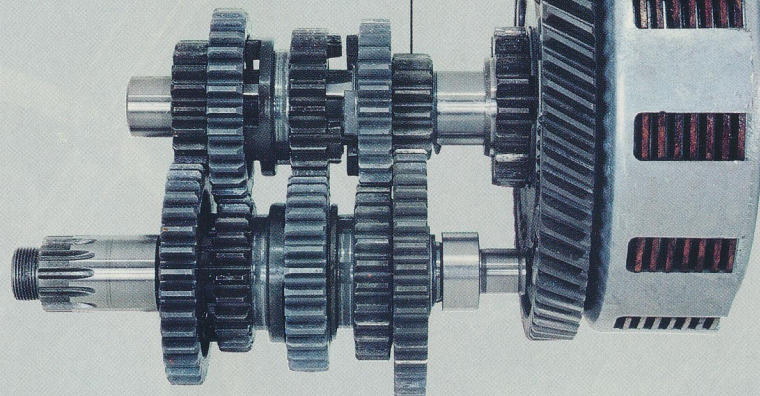
As well as a snappy performance, the DT125E has reliability guaranteed under normal circumstances by Yamaha's famous Autolube oil injection system.

This feeds oil into the engine under pressure via a pump that is controlled by the throttle twistgrip. Thus, the more the throttle is opened, the more oil is injected—and vice versa. The engine always gets exactly the right amount of oil for the load that is placed on it at any given time.

The oil is contained in a separate, easy-to-fill tank and the whole system does away with that messy pre-mixing of gas and oil that was one of the early two-stroke drawbacks.

Transmission

Strong gears take the primary drive from the engine crankshaft to the five speed gearbox and the transmission ratios are widely spaced so that the DT125E is capable of reasonable cruising speeds on the highway while still being able to tug itself out of hard-work, bottom gear situations on the trails. The clutch on any trail bike, and especially a lightweight, always takes a measure of abuse so Yamaha have fitted the DT125E with a tough seven plate unit to stand up to any excesses.

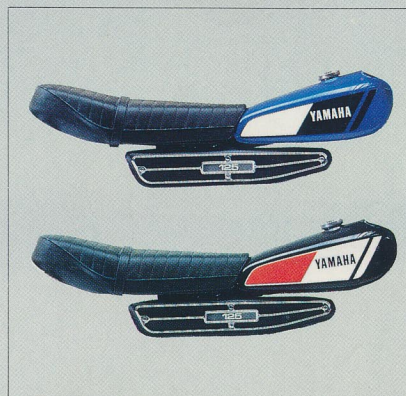
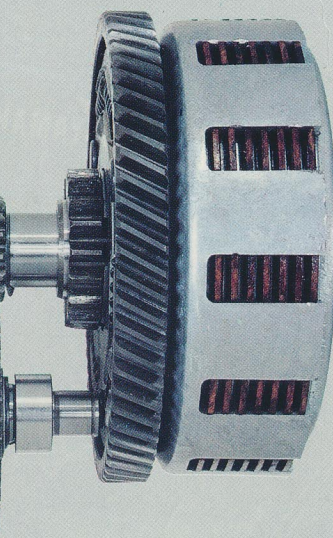
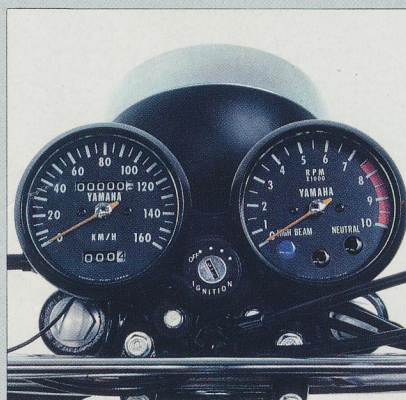


Frame and Suspension

The DT125E features a special double cradle frame designed to take the batterings of off-road use as well as giving good road handling. A steel bash-plate on the underside of the frame tubes protects the engine from rocks and the frame is especially strengthened at the stress points that come under extra strain in off-road riding. Front forks are long travel hydraulic units while the rear suspension units, complete with snazzy chromed external springs, have five-point adjustment.

Road Equipment

Despite being a true off-road machine, the DT125E has a "full house" in terms of modern road-going equipment, electric starter, powerful lights, turn signals, a heatshield for the high-level competition exhaust pipe, dual seat and passenger footrests and a speedometer and tachometer mounted at an angle towards the rider for easy viewing under any riding conditions. These instruments are softly backlit with a green anti-glare light for quick night-time reading.



SPECIFICATIONS

ENGINE

| | |
|----------------------|-------------------------------------|
| Type | 2-stroke, Torque Induction, Single |
| Displacement | 123 cc |
| Bore & Stroke | 56.0 × 50.0 mm |
| Compression ratio | 7.1 : 1 |
| Max. horsepower | 13.0 HP (9.5 kW) @ 7,000 rev/min |
| Max. torque | 1.42 kg-m (13.9 Nm) @ 6,500 rev/min |
| Lubrication system | Autolube |
| Starting system | Electric & kick starter |
| Primary transmission | Gear |
| Final transmission | Chain |
| Gearbox | 5-speed |
| Carburettor | VM24SS |
| Clutch | Multi-plate, wet |
| Battery | 12 V, 7 AH |
| Charging system | Flywheel magneto |
| Ignition type | Battery, CB/Coil |

DIMENSIONS

| | |
|-----------------------|-------------|
| Overall length | 2,030 mm |
| Overall width | 860 mm |
| Overall height | 1,090 mm |
| Wheelbase | 1,325 mm |
| Min. Ground clearance | 250 mm |
| Seat height | 820 mm |
| Front fork travel | 160 mm |
| Rear wheel travel | 115 mm |
| Weight (net) | 104.5 kg |
| Fuel tank capacity | 7.0 lit. |
| Oil tank capacity | 1.2 lit. |
| Tires front | 2.75-21-4PR |
| rear | 3.25-18-4PR |
| Brakes front | Drum |
| rear | Drum |

** Specifications subject to change without notice.*



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