

DT125LC



YAMAHA'S DT125LC—THE TOP PERFORMER ON TARMAC OR TRAIL

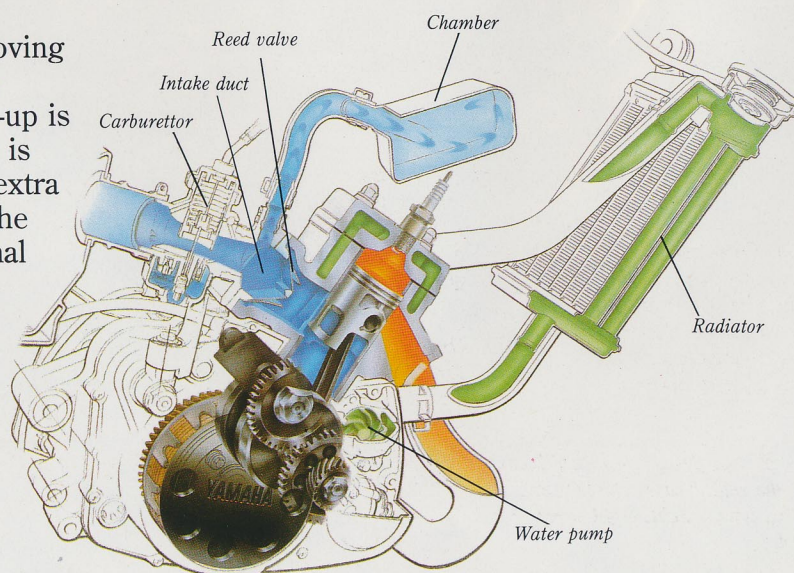
The Yamaha DT125LC uses all the lessons learned in the heat of top-class motocross competition to put race-bred technology in the hands of the average motorcyclist. Now the young rider or lightweight enthusiast can sample for himself the performance potential of Yamaha's 125cc liquid-cooled, two-stroke single in a machine which is equally at home on either tarmac or trail.

Liquid cooling guarantees a constant operating temperature so that the engine suffers no drop in power after sustained running at high rpm. The power is delivered smoothly right across the rev-range thanks to the combination of reed valve Torque Induction and the Yamaha Energy Induction System. When the engine is on the exhaust stroke and the reed valves have closed off the induction tract, incoming fuel is diverted into the remote-mounted YEIS chamber. As the inlet stroke begins and the reed valves open, this fuel rushes out to join the normal charge, improving both cylinder filling and fuel flow. Power is increased, especially in the mid-range, pick-up is smoother and, incredibly, fuel consumption is reduced by 10%. To maintain the smooth, extra flow of fuel mixture created by the YEIS, the 24mm carburettor is fitted with an additional "power" jet. Another refinement taken directly from the YZ motocross racers is the silver plated big-end bearing shell to ensure the reliability of this high-performance power unit.

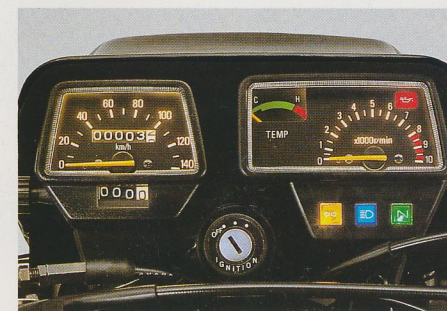
The Monocross rear suspension, of course, was first invented for the Yamaha motocrossers, though it has since proved itself on any surface. A single, centrally

mounted shock absorber controls the movement of a rigidly triangulated, pivoting sub-frame constructed in tough, box section tubing. This allows 200mm of rear wheel travel, matched by the 230mm travel of the MX-style, leading axle front forks. Still following the motocross theme, the DT125LC uses a competition seat which is extended up over the rear of the gas tank. This allows the rider to shift his weight right up front when the off-road going demands it.

The styling of the Yamaha DT125LC gives the impression of a street-legal motocrosser. All the performance this promises is certainly there, but so are all the characteristics of the perfect lightweight street machine. Superb manoeuvrability, instant performance, safe handling and stable braking. On the road, or on the rough, the DT125LC will give any rider the ideal start in dual-purpose motorcycling.

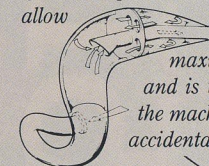


The Monocross rear suspension has a box-section rear sub-frame triangulated for total rigidity. Its movement is controlled by a single De Carbon-type shock absorber with gas/oil damping and a progressively wound coil spring. The more the compression, the more the spring resists it.



Although the liquid-cooled engine is virtually unburstable, there is still a full range of instruments which enable the rider to monitor its efforts. The angled-back instrument panel includes a tachometer and water temperature gauge as well as a speedometer and warning lights. It is protected by the neat headlamp fairing.

The five-stage silence level well within legal limits. The entire expansion chamber system is specially designed to allow



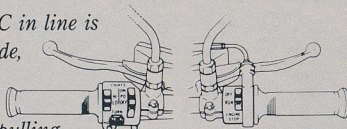
The new pattern tread gives plenty of grip on or off tarmac.

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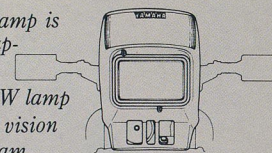
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The rapid changes in throttle openings needed for fast off-road riding demand an instantly-responsive carburetion system. The VM24 carburettor delivers a smooth, constant flow of fuel and immediate pick-up by using a "power" jet in addition to the normal main jet.

Keeping the DT125LC in line is easy thanks to the wide, braced handlebars. The specially cranked levers combine extra pulling power with ease of operation to reduce the strain on the rider's hands.



The rectangular headlamp is housed in a neat wrap-around cowl and has a powerful 45/40W lamp for bright night-time vision on main or dipped beam.



The DT125LC liquid-cooling system uses a compact, lightweight aluminium radiator, side-mounted to permit the high-level exhaust pipe routing on the opposite side. It is protected from collision damage or clogging mud by a neat, louvred-plastic shroud.

The long travel front forks give 230mm of smooth wheel movement thanks to antifriction bushings. The 35mm inner fork tubes are strong enough to resist deflection by glancing collisions with rocks, tree roots or other off-road hazards.

The well-cushioned seat extends forward over the sloping, motocross style 9-litre tank. This allows the rider to shift his weight backwards or forwards to keep control in all off-road situations.



The fully-electronic Capacitor Discharge Ignition provides a perfectly timed, healthy spark right through the rev range. Because there are no mechanical contact breakers, the system is virtually maintenance-free.

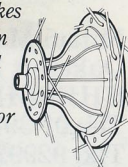
Smooth, fast changes through the six-speed gearbox are made easy by a direct-drive shifting drum.

One of the many competition-style refinements are the spring-loaded footrests and pedals that will give under impact to prevent more damage to the bike or injuries to the rider's lower legs.

To keep those flying stones well away from the engine cases, the DT125LC is fitted with a lightweight sump guard.

To keep the final drive chain taut, despite the ups and down of the trails, the DT125LC uses a spring-loaded chain tensioner.

Special weathertight drum brakes are housed in lightweight conical hubs which reduce unsprung weight for better handling.



Rear view mirror(s) standard equipment.



DT125LC SPECIFICATIONS

ENGINE

Type..... 2-stroke, liquid-cooled,
Torque Induction, single
Displacement..... 123 cc
Bore and stroke 56.0 × 50.0 mm
Compression ratio 7.2:1
Max. power (DIN)* 16.2 PS
(11.9 kW) @ 7,000 rpm
Max. torque (DIN)* 1.7 kg-m
(16.3 Nm) @ 7,000 rpm
Lubrication..... Autolube
Carburetion VM24
Ignition CDI
Starter system..... Kick
Fuel tank capacity 9.0 l
Oil capacity 1.0 l
Transmission..... 6-speed
Final transmission Chain drive

CHASSIS

Overall length 2,135 mm
Overall width..... 820 mm
Overall height 1,195 mm
Seat height..... 840 mm
Wheelbase 1,345 mm
Ground clearance..... 270 mm
Dry weight..... 97 kg
Suspension

Front Telescopic forks
Rear Monocross suspension

Brakes

Front Drum
Rear Drum

Tyres

Front 2.75-21-4PR
Rear 4.10-18-4PR

*Specifications and appearance of Yamaha motorcycles shown here may vary according to requirements and conditions and are subject to change without notice.
For further details, please consult your Yamaha dealer.
Always wear a helmet and eye protection.*

** In England the DT125LC is also available with 9 kW/6,500 rpm max. power and 1.4 kg-m/6,000 rpm max. torque.*

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