

DT50MX



CONFIDENCE ON ROAD OR ROUGH COUNTRY— THE YAMAHA DT50MX

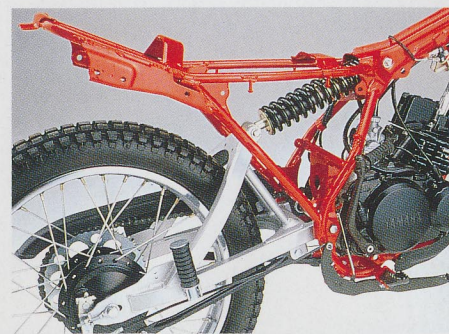
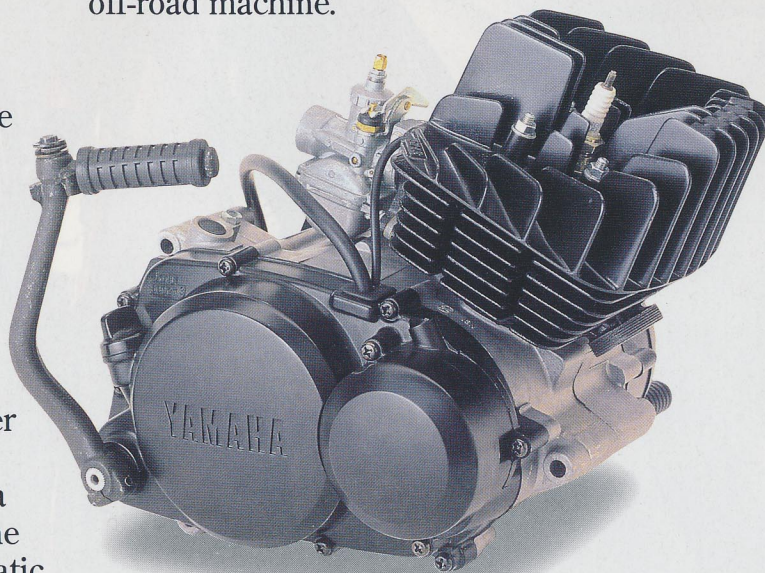
Taking to the trails gives the motorcyclist a unique chance to enjoy the freedom of the countryside, away from the bustle and noise of the cities. With the DT50MX, Yamaha have given that opportunity to even the youngest, most inexperienced riders. All the lessons learned in World Championship motocross have been used to produce an ultra-lightweight that will perform like the thoroughbred it is while still allowing the novice to develop confidence on the road or in rough country.

Much of this confidence will stem from the race-proved monoshock chassis that gives a firm, comfortable ride on the road while taking the rough in its stride. The progressive suspension action comes from the De Carbon-type single shock absorber with gas/oil damping. A box-section rear sub-frame adds rigidity to the chassis while long travel front forks ensure that the steering is both firm and precise.

The heart of the DT50MX is a free-revving, air-cooled two-stroke single developed from the Yamaha motocrossers of recent years. Its deep cylinder finning helps to keep the operating temperature constant, always allowing the engine to develop its full power potential. This power is delivered smoothly over the whole rev-range thanks to the reed valve Yamaha Torque Induction System. Prolonged engine life is aided by the use of Autolube automatic

lubrication that is throttle-linked to deliver a precise quantity of oil according to the engine's needs.

Style has not been sacrificed for all of this technical excellence, however. The motocross-style tank and seat give the DT50MX a mean, purposeful look — a look that it certainly lives up to on the trail. In town the competition-styling will set the DT50MX apart from the rest, though its full range of street equipment will be the envy of many out-and-out street bikes. This combination of street style and trail performance, in fact, is what makes the Yamaha DT50MX a real winner, whether you want a simple, easily-ridden bike for town use or a totally capable off-road machine.



Yamaha's Monocross suspension was developed from the World Championship motocross, and combines good comfort with total control. The triangulated, box-section swinging arm adds extra rigidity to the chassis and ensures positive grip and confident handling. And the De Carbon type gas/oil shock absorber provides constant, reliable damping while allowing for a full 130mm of rear wheel travel.



The instrument panel is a true reflection of Yamaha's policy of attention to detail. Its easy-to-read speedometer is complemented by a full range of warning lights and the whole thing is neatly housed behind the stylish headlamp fairing.

The neat rear luggage rack is a useful standard fitting on the DT50MX.

The block pattern tyres are specially designed for extra traction. Full-sized wheels (21-inch front and 18-inch rear) confirm that the DT50MX is a genuine off-road motorcycle.

The 8.5-litre fuel tank helps to give the DT50MX the appearance of a true motocross machine. It blends well with the flat dual seat, which has a height of only 820mm to allow easy control of the machine.

The wide, braced handlebars are padded for extra protection. Their shape gives a comfortable street riding position plus plenty of control on the rough.

The powerful 25/25W headlamp is built into a sporty fairing that also protects the instrument panel.

Motocross-style, leading axle forks allow 160mm of wheel travel. To keep stones and dust away from the fork tubes, rubber gaiters are fitted as standard.

The high-level exhaust system uses a two-stage silencer to keep exhaust noise well within the legal limits. A heat shield protects both rider and passenger against accidental burns.

Lightweight, conical wheel hubs house the Yamaha-designed labyrinth seal drum brakes. Their design makes them completely weather-proof to maintain their full stopping power in the toughest conditions.

To protect the engine sump from rock damage the DT50MX has a lightweight steel guard fitted as standard.





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