

# DT125LC





# YAMAHA DT125LC – What a way to get started!

There's no more exciting introduction to motorcycling than the Yamaha DT125LC. Not only does it *look* just like a YZ motocross racer with street equipment, it's actually pretty close in engineering terms as well!

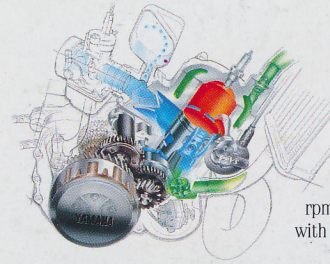
Our DT-range of dual-purpose "enduro" bikes have always utilised YZ racing technology adapted for street use. That's why the DT125 models have been the biggest sellers in their class for well over ten years. Riders know they're the *real* thing.

All of the advanced two-stroke technology originally developed for our World Championship MX racers is now found in the DT125LC engine. Liquid-cooling,

multiple cylinder porting, reed-valve Torque Induction linked to the Yamaha Energy Induction System (YEIS) "boost chamber" and the famous Yamaha Power Valve System (YPVS) of variable exhaust port timing.

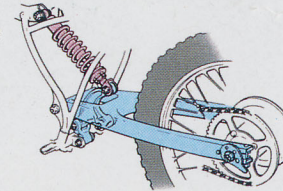
Chassis technology is also YZ-derived. From the single-downtube "diamond" main frame to the rising rate Monocross suspension, box-section swinging arm, long travel forks and front disc brake.

The Yamaha DT125LC is now a superb street or trail lightweight. Not too many seasons ago it would have been a potential Grand Prix winner. What a way to get started on two wheels! Excitement guaranteed!



Liquid-cooled, 123cc two-stroke engine uses YEIS "boost chamber" to smooth intake flow for mid-range power gain. The YPVS automatically controls exhaust timing to add horsepower right across the rpm band. Sealed cooling system with alloy radiator maintains even working temperature.

Shock absorber has adjustable spring pre-load. Controls steel box-section swinging arm via rising rate linkages that stiffen resistance according to wheel movement.



## SPECIFICATIONS DT125LC

Engine type.....	2-stroke, liquid-cooled, Torque Induction, single
Displacement.....	123 cc
Bore and stroke.....	56.0 x 50.0 mm
Max. power (DIN).....	22.0 PS (16.2 kW) @7,500 rpm
Max. torque (DIN).....	2.1 kg-m (20.6 Nm) @7,500 rpm
Lubrication.....	Autolube
Ignition/starting.....	CDI/kick
Fuel tank capacity.....	10.0 lit.
Transmission.....	6-speed
Overall length/width/height.....	2,140/820/1,170 mm
Wheelbase/ground clearance.....	1,360/285 mm
Net weight.....	99.0 kg
Brakes (front-rear).....	Disc-drum
Tyres (front-rear).....	2.75-21 4.10-18

Specifications subject to change without notice.

Instrument panel in headlamp cowling is light, compact and comprehensive. Tachometer, speedometer, mileage counter with trip meter, temperature gauge and warning lights.

The powerful, 12-volt halogen headlamp is mounted in a stylish, lightweight cowling in enduro competition-plate fashion.

Leading axle, long travel (240mm) front forks have tough 36mm stanchions to resist flex, and low-friction bushings for smooth action.

Front disc brake is drilled to save weight and has alloy caliper with semi-metallic "all weather" pads and plastic protective shrouding. Rear brake is waterproof "labyrinth seal" drum unit.

The 10-litre enduro fuel tank gives plenty of range. Height of the competition-type dualseat is 845mm.

"Diamond-pattern" motocross-type frame uses single downtube and is light yet strong. There's 285mm ground clearance plus a plastic engine guard. Frame-mounted pillion footrests aid passenger comfort.

Despite the competition profile, practical aspects aren't forgotten. The DT125LC has a sturdy steel-tube luggage rack to add carrying capacity.

Final drive chain is of sealed O-ring type for high durability with low maintenance.



The six-speed, close-ratio gearbox uses the strong YZ-racing gearshift mechanism for positive changes.



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