

YAMAHA DT125



DT125MX

Technical Chart Topper

The Yamaha range is bursting with models which are or have been best-sellers. In this technical top of the pops, the brightest star is without doubt the DT125MX.

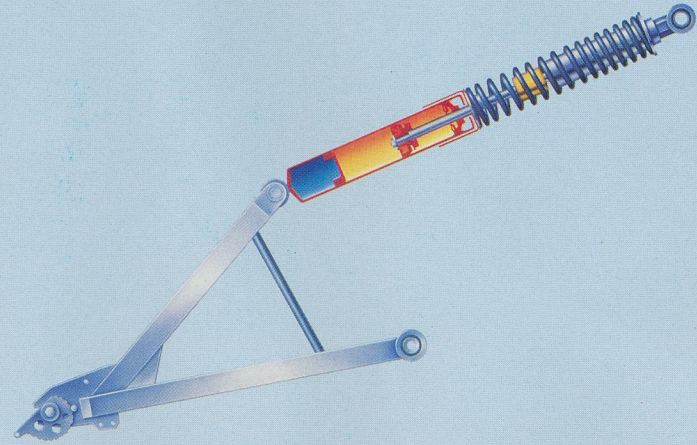
How many enduro amateurs, trials riders and moto-cross enthusiasts have discovered the delights of off-road riding on the DT125MX? A countless number.

The DT125MX sports a superb air-cooled 2-stroke single cylinder engine based on the YZ moto-cross, which displaces 123cc, with a bore/stroke of 56mm x 50mm. It has a compression ratio of 7.2 : 1 through a 22mm Mikuni carburettor and delivers 14hp at 6500 revs, with a torque of 1.5 kg-m at 6000 revs. But, above all, it features the very latest technical refinements, such as electronic ignition which gives a better spark, seven port cylinder, reed valve Torque Induction improving flexibility and low-speed engine response, and, last but not least, the Autolube lubrication system, with its separate pump providing better lubrication at all engine speeds.

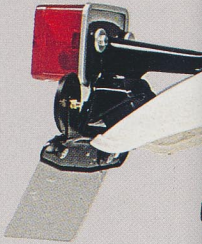
Add to this the perfectly matched six-speed gearbox, with carefully selected ratios, and you have an impressive list of qualities. Easy to start, flexible, discrete and clean, it is nevertheless zippy, bright, fast and packs enough punch to take you to the Bol d'Or, win an enduro or scramble over moto-cross tracks.

The frame is also very similar to that of the glorious YZ moto-cross machines. The semi-double cradle tubular frame is rigid, light and tough. It features the Monocross rear suspension, consisting of an hydro-pneumatic Monoshock damper carried in the rear frame and a YZ-type box-section arm. With its long travel, this suspension together with the forks designed for cross-country work, guarantees perfect stability and exceptional comfort.

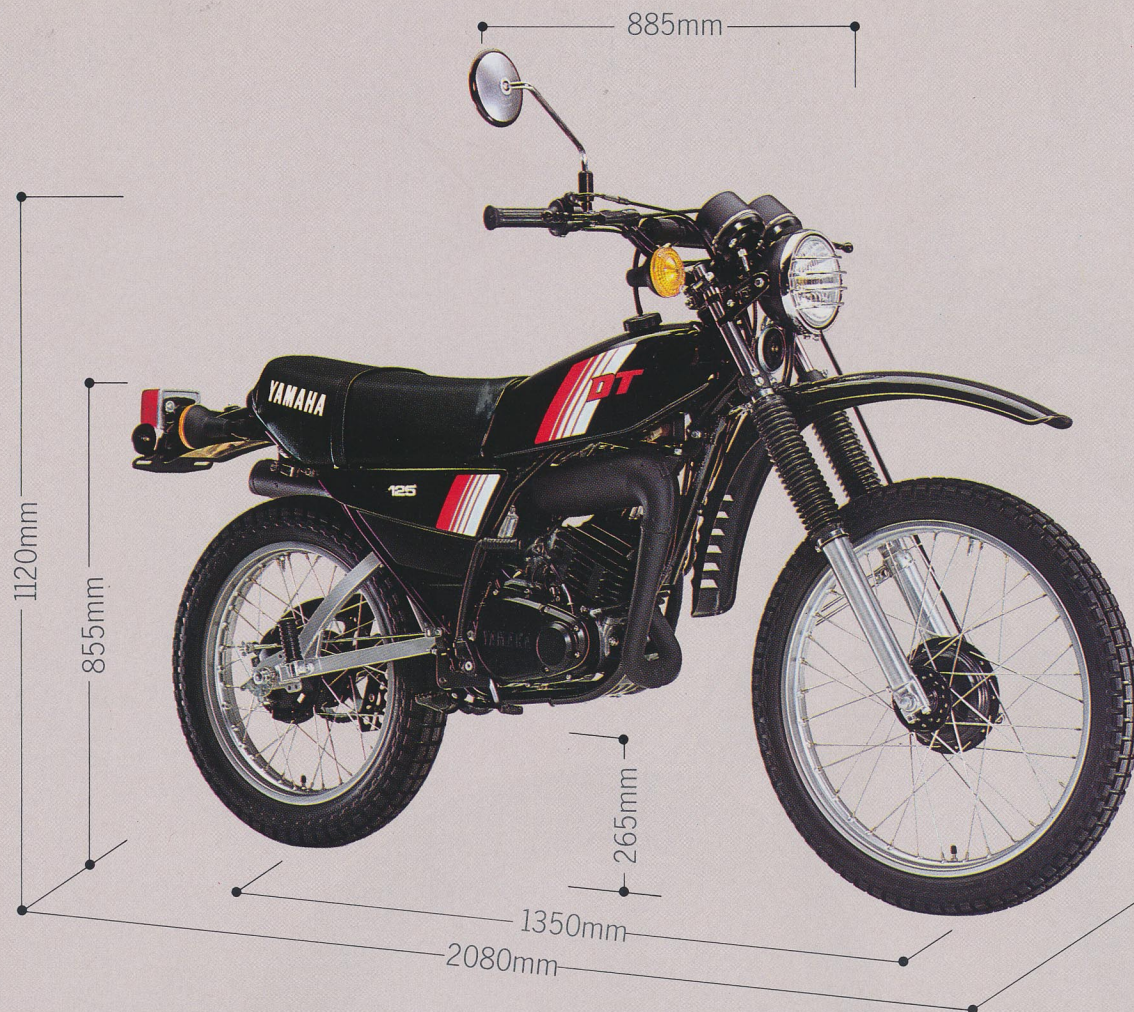
Developed from the successful YZ motocrosser this sturdy box section triangulated swinging arm shows the true moto-cross heritage DT125MX, and gives a smooth ride over all types of terrain.



Very attractive, easy to handle, comprehensively equipped, sure-footed and economic, with incredible off-road effectiveness, the ideal trail bike exists – it's the DT125MX.







DT125MX

Engine:

Quite simply, a YZ engine adapted for trail riding. Entirely constructed of light alloy steel, it features such essential developments as reed valve intake and seven-port Torque Induction system, which gives greater flexibility and torque at low revs. Electronic CDI ignition makes for easier starts and a racier performance, and the six-speed gearbox is suited to riding in town and off-road. The clutch is wet multi-plate, and the engine can be started whilst in gear.

Monoshock shock absorbers:

From moto-cross experience, and introduced by Yamaha in 1973, comes the hydro-pneumatic De Carbon Monoshock system, ensuring consistent performance, greater comfort and better damping. The spring pre-load is adjustable.

Frame:

The frame of the DT125MX is very similar to that of a YZ moto-cross. The semi-double tubular cradle is adapted from the Monocross suspension developed by Yamaha. The box-section cantilever-style swinging arm gives much greater rigidity to the rear sub-frame. The Monocross suspension, with its longer travel, means that the bike is remarkably stable over the roughest terrain.

Lubrication:

The oil tank on the side of the machine holds 1 litre of lubricant for the separate Autolube system. A pump sends the pressurised oil to critical points depending on the engine's speed. So there's no more need for petrol/oil mixes and emission of fumes is reduced.

Instruments:

Despite its racing origins, the DT125MX comes fitted with sophisticated street equipment. The moto-cross handlebars are protected by a padded brace. Controls are located sensibly and the speedometer and tachometer dials incorporate the indispensable warning lights. The 12-volt grid-protected headlight provides excellent lighting. The levers are moulded to fit the hand and are hence very pleasing to use.

ENGINE		DIMENSIONS	
Type	2 stroke	Overall Length	2080mm
Cylinder	Single	Overall Width	885mm
Displacement	123cc	Overall Height	1120mm
Bore & Stroke	56 x 50mm	Wheelbase	1350mm
Compression Ratio	7.2 : 1	Ground Clearance	265mm
Maximum Horsepower	14.0hp 6500rpm	Seat Height	855mm
Maximum Torque	1.5kg-m 6000rpm	Weight	96kg
Lubrication System	Yamaha Autolube	Fuel Tank Capacity	7.0 litres
Starting	Primary kick	Oil Capacity	0.9 litres
Ignition Type	CDI	Tyres - Front	2.75-21-4PR
Transmission	6 speed	Rear	3.50-18-4PR
		Brakes - Front	Drum
		Rear	Drum



YAMAHA MOTOR N.V.

Postbus 7829 Prof. E.M. Meyerslaan 3
Amstelveen (Amsterdam)

LIT-3MC-0107517-81BK(FGI)55.11 x 30D1 Printed in Japan (イギリス)