
YAMAHA DT175
YAMAHA
175

YAMAHA'S WORKS COMMUTER: THE DT175MX

The resemblance between a works moto-crosser and the DT175MX is inevitable. Years of research and development linked to a career of unparallelled success in competition have led to the obvious appearance of race technology in the showroom.

The seven-port alloy engine of the 175 gives it something of the performance of a lightweight competition machine and its monoshock rear suspension provides remarkable stability for rough going. And yet the DT was designed as a fully equipped dual-purpose machine: devastating in competition, delightful on the open road.

Full instrumentation, indicators, lights, and rear-view mirror keep the 175 dressed for the street. And the features that make for spritely performance on the tarmac give it winning potential on the trail.

Torque Induction, for smooth carburetion and swift and certain bottom-end response; the monoshock unit for increased suspension travel and more effective damping; triangulated rear sub-frame to eliminate weaving and wobble; and heavy-duty long-travel front forks all lend their sophisticated weight quite as forcefully to the challenge of the wilds as to the rush-hour traffic. Inside the tough moto-crosser is a sweet-tempered roadster, trying to get out.

(Induction) Yamaha's reed-valve Torque Induction utilises variations in crankcase pressure to ensure accurate fuel intake. Crisper combustion and the elimination of blowback lead to sharper, more even performance.

(Engine; silencer) Gone are the days when exciting performance meant ripping noisily through the countryside. A built-in silencing system designed to comply with all governmental and sporting-organisation requirements meets the needs of all outdoor enthusiasts.

(Cycle parts; controls) Magura-style levers for smoother and easier control of clutch and brakes, with electrical switches placed for fingertip reach.

(Instruments) Full instrumentation, including tachometer and trip meter gently angled for easy reading and illuminated by soft green non-glare backlighting.

(Handlebars) Handlebar bracing tube for off-road use carries protective padding.

(Emergency switch) Instantly reached from the throttle is the emergency stop switch, essential for off-road use and a valuable safety feature for street riding.

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(Exhaust) Moto-cross engineering includes an expansion chamber, located above the engine, to extract maximum performance.

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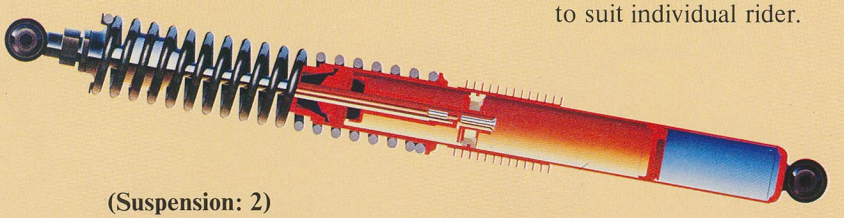
clutch and straight-
unning in oil provide
nd reliability.

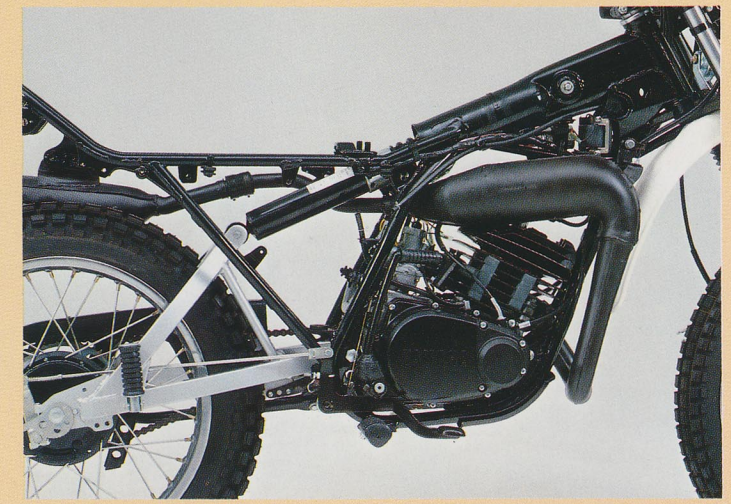
(Lubrication) Yamaha's Autolube system supplies oil under pressure to the crankcase. The supply is controlled by the throttle twistgrip; the correct lubrication is provided in direct relation to engine speed.

(Suspension: 1) Derived from moto-cross technology, a single shock-absorber unit links the steering head to the rear sub-frame. Spring pre-load tension may be adjusted to suit individual rider.

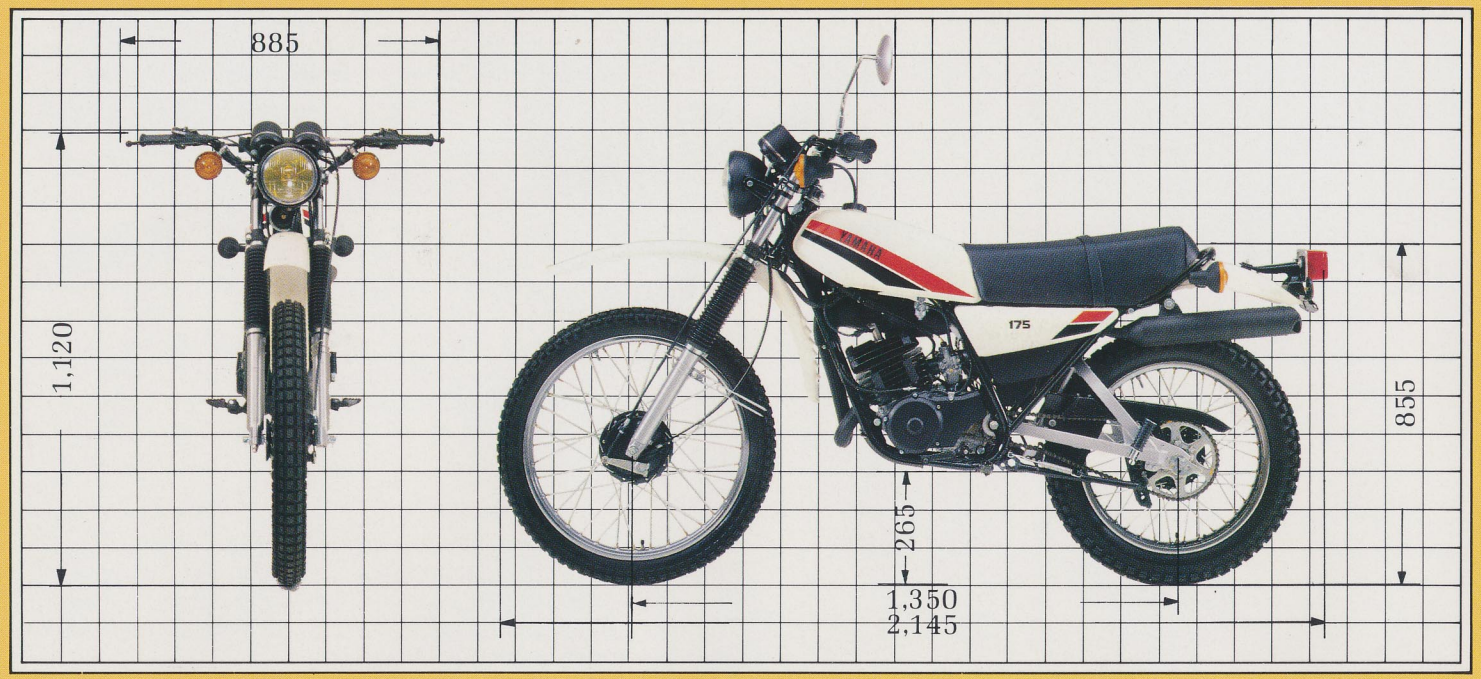


(Suspension: 2)
A combination of gas and oil provides the damping medium. A cell of nitrogen (under 213 lbs/sq. in. pressure) located at the base of the unit controls the flow of damping medium without the use of valves and prevents the suspension from bottoming out.

(Chassis: 1) Since its introduction on Yamaha's works motocrossers of 1973, monoshock suspension has dominated motorcycle competition in moto-cross, trials, enduro, and road racing. A sturdy semi-duplex cradle frame houses a triangulated sub-frame carrying the rear wheel.



(Chassis: 2) The longer travel and the slower action of the monoshock suspension allow the rear wheel to follow surface irregularities, rather than bouncing over them. The ride is easier, progress faster, and maximum power is delivered to the ground. The rigid sub-frame keeps the wheel in alignment, minimizes weaving, and assists positive steering in the rough and on the road.



DT175 SPECIFICATIONS ENGINE

Type	2-stroke
Displacement	171cm³
Bore & Stroke	66 × 50 mm
Compression ratio	6.8:1
Max. horsepower	12 kW (16.3 hp) @7,000 rev/min.
Max. torque	17.4 Nm (1.7 kg-m) @6,000 rev/min.
Lubrication system	Autolube
Starting system	Primary kick starter
Primary transmission	Gear
Final transmission	Chain
Gearbox	6-gear
Carburettor	VM24
Clutch	Multi-plate, wet
Battery	6V, 6AH
Charging system	Flywheel magneto
Ignition type	C.D.I.

DIMENSIONS

Overall length	2,080 mm
Overall width	885 mm
Overall height	1,120 mm
Wheelbase	1,350 mm
Ground clearance	265 mm
Seat height	855 mm
Weight (net)	99 kg
Fuel tank capacity	7 lit.
Oil capacity	0.9 lit.
Tyres, front	2.75-21-4PR
rear	3.50-18-4PR
Brakes, front	Drum
rear	Drum

**Specifications subject to change without notice.*

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