

DT125R



ROAD RIDING, MOTOCROSS STYLE! IS THERE ANY MORE EXCITING WAY TO START YOUR MOTORCYCLING?

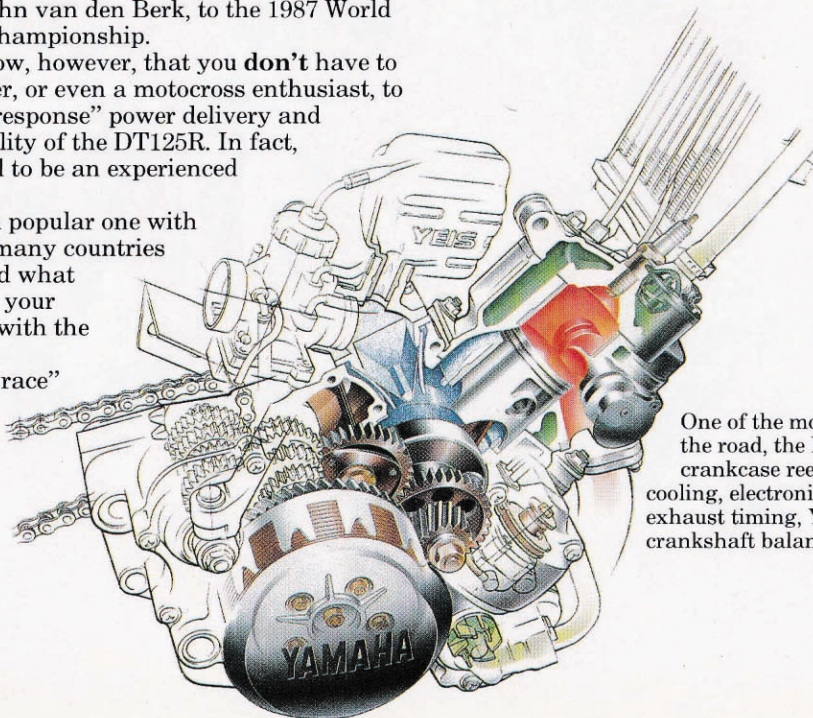


Motocross. It's a young man's sport. All action, energy and excitement! Now some of that motocross feeling can be experienced by the road rider, courtesy of the new Yamaha DT125R..... a fully-equipped street machine but based closely on the Grand Prix motocross racer that took Dutchman, John van den Berk, to the 1987 World 125 cc Motocross Championship.

Let's stress right now, however, that you **don't** have to be a motocross racer, or even a motocross enthusiast, to enjoy the "instant response" power delivery and quick manoeuvrability of the DT125R. In fact, you don't even need to be an experienced motorcyclist!

The 125cc class is a popular one with first-time riders in many countries around Europe. And what better way to begin your motorcycling than with the DT125R?

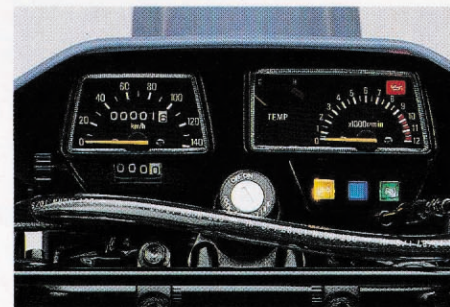
Its aggressive "full race" styling is modified only slightly to accommodate road-going equipment, plus technology and



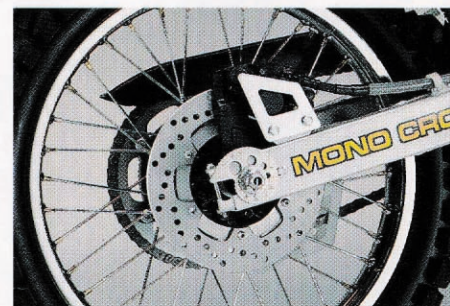
engineering match right up to the bike's eye-appeal. Long travel front forks and Monocross rear suspension provide a genuine "off-road" capability, so when the action gets slow on the streets, you can take to the trail! The sure handling and precision steering make the DT125R a superb performer on any terrain.

Its engine is also up to any demands you want to make of it. Based on the World Championship-winning YZ125, with liquid-cooling, crankcase reed valve induction, YEIS and YPVS variable exhaust timing, it's one of the most advanced motors in its class. You can ride the DT125R hard..... and keep riding it hard. Depend on it!

One of the most-advanced two-strokes on the road, the DT125R engine features crankcase reed valve induction, liquid cooling, electronic ignition, YPVS-variable exhaust timing, YEIS and anti-vibration crankshaft balancer.



The DT125R instrument panel is neatly mounted behind a small head fairing. Panel contains speedometer, rev-counter and resettable trip meter.



The 230mm front brake disc is drilled to dissipate heat, while the 220mm rear disc uses the same caliper and master cylinder as our YZ motocross racers.

Monocross
on the YZ
Box-section
rising rate
absorber for
movement.

...w double cradle frame is light and
...ong. Easy access to air filter is via left
...e cover.

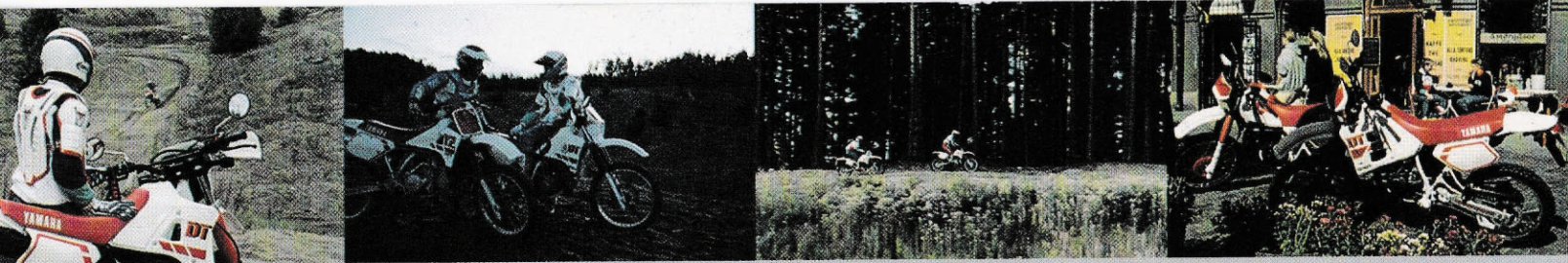
The downward-extending fuel tank is
patterned on the YZ motocrosser's and
holds 10 litres of fuel. Seat is deeply-
padded and roomy, 885mm from the
ground.

New, long-travel front forks use beefy
41mm stanchions! Wheel travel is a full
270mm so don't worry about using the
DT125R off-road!



Maintenance-free electronic ignition
automatically retards spark timing at
high engine speeds to allow better high-
rpm cylinder filling for peak power.

...r suspension was developed
...nd Prix motocross racers.
...ing arm is controlled by
...ages and single shock
...massive 260mm wheel



TECHNICAL SPECIFICATIONS

Engine

Type Liquid-cooled, crankcase-reed valve torque induction, 2-stroke with YEIS and YPVS

Displacement 124 cc

Bore & stroke 56.4 x 50.0 mm

Compression ratio 6.8 : 1

Max. power 12.2 PS (9kW)/6500 rpm

Max. torque 1.4 kg.m/6000 rpm

Lubrication Autolube

Carburation VM26SS Mikuni

Ignition C.D.I.

Starter system Kick

Fuel tank capacity 10 L

Oil capacity 1.2 L

Transmission 6-speed

Final drive Chain

Chassis

Overall length 2160 mm

Overall width 830 mm

Overall height 1255 mm

Seat height 885 mm

Wheelbase 1415 mm

Min. ground clearance 315 mm

Dry weight 107 kg

Suspension Front Telescopic forks

Suspension Rear Monocross

Brakes Front Single Ø 230 mm disc

Brakes Rear Single Ø 220 mm disc

Tyres Front 2.75-21

Tyres Rear 4.10-18

DS

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.



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