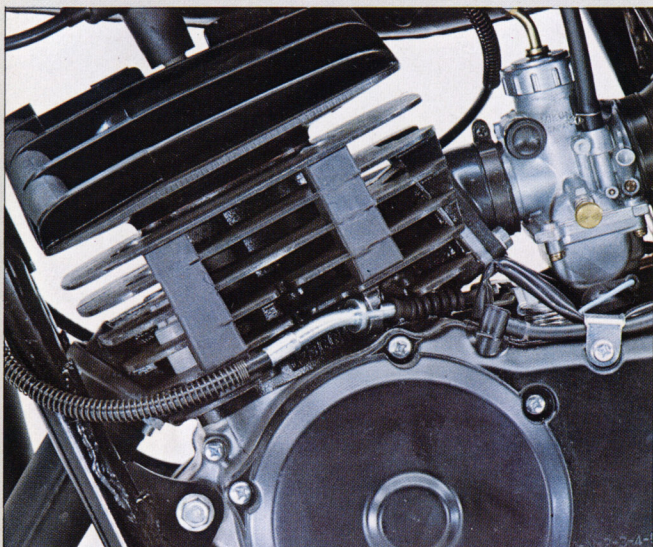


DT125

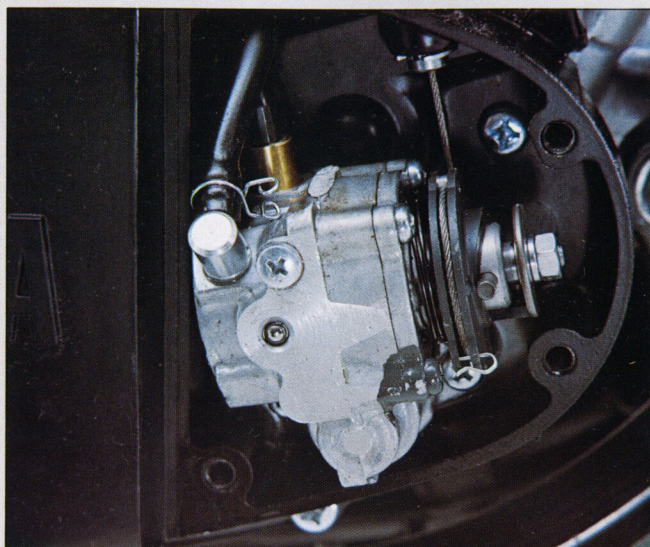


completely new mid-sized Monocross Enduro.

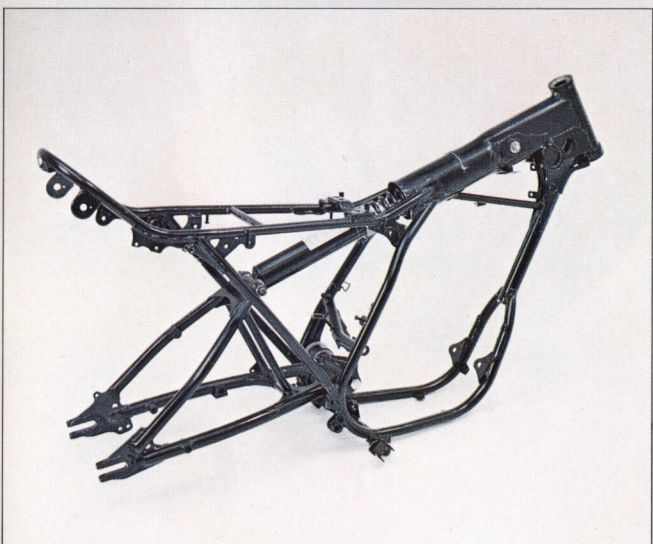
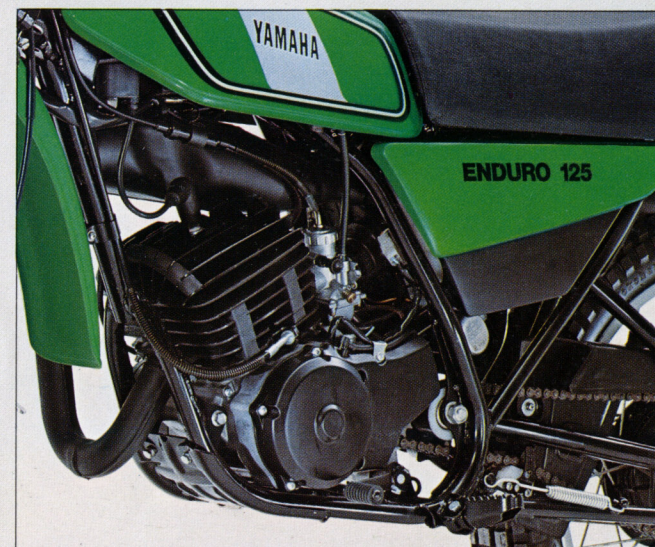
Torque Induction, a unique feature of Yamaha two-stroke engines, utilizes a reed valve system to prevent carburetor blowback. The result is more horsepower, particularly at low rpms.



Autolube consistently adjusts the flow of oil into the fuel mixture according to engine load and speed, contributing to increased engine life.



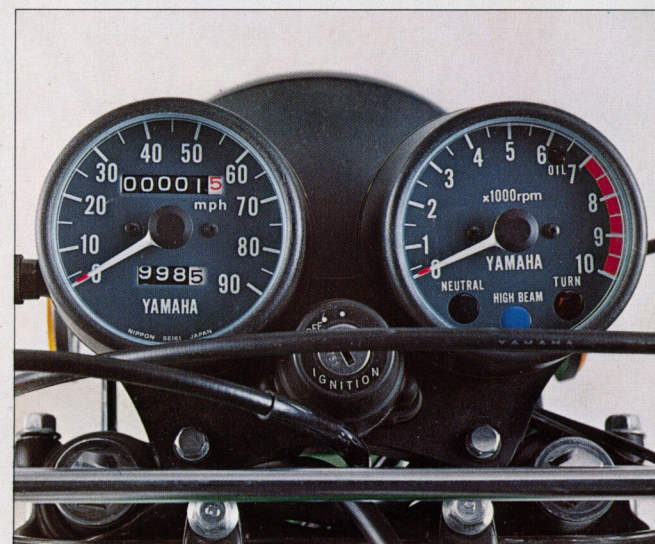
Motocross-type frame encompasses the center-mount exhaust system, which has been routed out of the way, under the padded saddle, for greater ground clearance.



De Carbon Monocross Suspension, the same used on Yamaha's motocrossers, allows 5.7 inches of rear wheel travel. This long stroke helps keep the rear wheel on the ground for better control, more comfort, and consistent traction over rough terrain.



Heavy-duty front forks have increased travel for easier handling and a more positive feel when riding over obstacles and road hazards. New YZ-type rubber covers protect the mechanism.



Enduro instrumentation includes a speedometer, tachometer, and resettable trip meter. A large, sealed-beam headlight provides bright nighttime illumination.

The Yamaha DT125: It's lighter, stronger, a

The DT125 represents years of technical innovation. This new mid-sized Monocross Enduro is lighter than its predecessors. There are many new lightweight features such as polypropylene oil tank, chain guard and side covers, plus a lighter engine.

The DT125 is even stronger this year. The two-stroke engine features new alloy components, and more overall horsepower. It also has a squarebarrelled cylinder and radial fin heads for greater heat dissipation and increased cooling. With Torque Induction, the DT125 has extra power at the low end for both pulling through mud and passing on the street. And Yamaha's Autolube contributes to increased engine life. There is a 6-speed close-ratio transmission for better usage of the wide power band.

Most importantly, is the Monocross Suspension for the first time on the DT125. It increases the rear suspension travel for better overall traction. It helps keep the rear wheel, and the power, on the ground. The De Carbon Monoschock also provides superior damping: inside, a chamber of nitrogen acts like a second spring, to provide damping characteristics far superior to those of conventional shocks. Also, rear wobble is virtually eliminated because a rigid, triangulated swing arm keeps the back wheel in constant alignment.

Besides Monocross, the DT125 has other suspension improvements. There is a lighter motocross-type frame, motocross front forks with longer travel, and a center-mount exhaust system tucked away through the narrow tubular steel frame.

This Enduro also has street-legal features for on-road capabilities: Enduro instrumentation and a large sealed-beam headlight, YZ-type racing chain tensioner, chain adjusting cams, and shift linkage.

The Yamaha DT125. It's a new mid-sized Monocross Enduro that was worth the wait.

When you know how they're built, you'll buy a Yamaha.



DT125

ENGINE



Type	2-stroke single
Displacement	123 cc
Bore and Stroke	56 × 50 mm
Compression ratio	7.2:1
Maximum torque	9.8 ft.-lbs. @6,500 rpm
Carburetion	(1) Mikuni 24 mm
Ignition	Magneto
Starting	Kick
Lubrication	Autolube
Transmission	6-speed

CHASSIS

Overall length	82.5"
Overall width	34.1"
Overall height	44.1"
Wheelbase	53.1"
Ground clearance	10.4"
Dry weight	212 lbs.
Fuel tank capacity	1.8 gals.
Oil tank capacity	1.76 qts.
Suspension	
Front	Telescopic forks
Rear	Monocross suspension
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	2.75 × 21
Rear	3.50 × 18

Specifications subject to change without notice.

Someday, you'll own a Yamaha.