

DT125LC



THE YAMAHA DT125LC—A GENUINE PERFORMANCE MOTORCYCLE IN EVERY RESPECT.

When you buy one of Yamaha's lightweights, like the striking DT125LC, you're getting a genuine performance motorcycle and not some dressed-up utility model.

Yamaha lead the world in the production of small-capacity, high-performance machines and there's a very good reason for this. Since we began making motorcycles, we've never made the mistake of treating our lightweights as mere utility machines. We've always aimed a large proportion of our performance-oriented development at the smaller end of the scale.

In fact, particularly in the two-stroke field, the technology that has won Yamaha more World Championships than any other manufacturer has often been utilised in the 125cc class *before* being featured on our larger models.

The Yamaha DT125LC models have always been examples of this attitude. They have always been equipped with the latest in engine and chassis developments and our latest version is no exception.

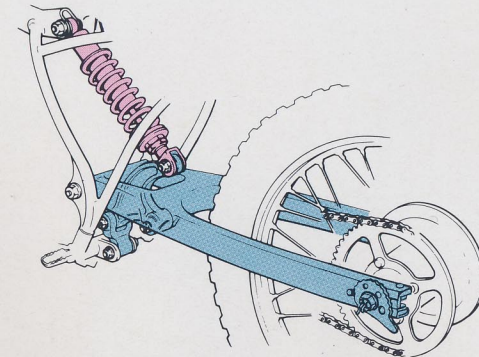
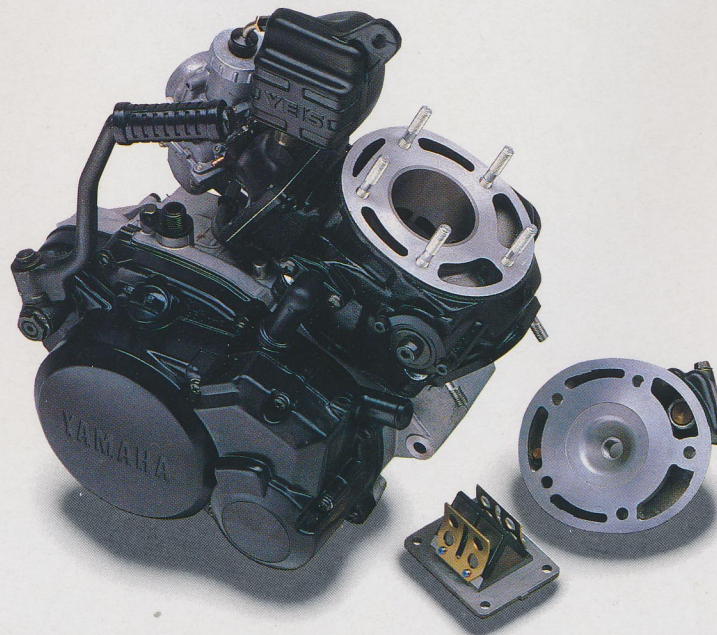
Based on our Grand Prix-winning YZ motocross racers, the new DT125LC shares their aggressive, thrusting styling.

The resemblance, however, goes much deeper than that. There's a new rising-rate Monocross chassis developed at World Championship level; long travel, leading axle front forks; plus every performance booster that Yamaha have come up with for their two-stroke range.

Reed valve Torque Induction, coupled with the Yamaha Energy Induction System and the "powerjet" carburettor, gives smoother carburation and enhances both torque and fuel efficiency.

All of which brings us right back to where we started.

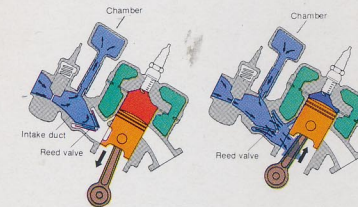
The Yamaha DT125LC is a genuine sporting motorcycle. No lightweight rider need settle for anything less.



The DT125LC follows motocross practice with its rising-rate Monocross suspension allowing 210mm of wheel travel. The box-section swinging arm is controlled by a single gas/oil shock absorber (adjustable for spring pre-load) and rising-rate linkages that exert more pressure as the spring is compressed.



Even the meters in the instrument panel are thinner, to reduce weight at the steering head. The waterproof console contains speedometer, tachometer, temperature gauge and warning lights.



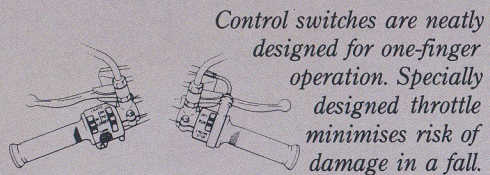
The engine features our exclusive Yamaha Energy Induction System. The YEIS smooths out the flow of the incoming fuel mixture and improves cylinder filling. This results in more efficient combustion and more usable powerband — plenty of torque at the low end and a higher top speed. Plus about 10% better fuel economy, too.

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useful .
trail. Th
comes w
luggage

New-design tyres for th
DT125LC (2.75-21 fro
and 4.10-18 rear) hav
a tread pattern
specially designed
for the combination
of street and trail
riding.

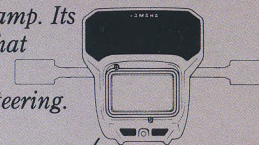
Less maintenance and
durability are the adva
using a sealed 'O-ring'
retains its lubricant be
less affected by water a

...rying capacity is always
... whether on road or
...at's why the DT125LC
...ith a sturdy steel-tube
...rack as standard.

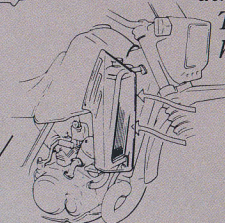


Control switches are neatly
designed for one-finger
operation. Specially
designed throttle
minimises risk of
damage in a fall.

A neat, compact head cowl houses the 12-volt
quartz-halogen headlamp. Its
light weight means that
it has little inertia
effect on slow-speed steering.



Flexible plastic air-scoops draw a cooling blast
across the compact, light-alloy radiator.
This is flexibly mounted to the chassis and
has a tubular-steel guard around it.



The motocross-styled fuel tank holds 10 litres
of petrol. Contoured seat allows aggressive
riding plus two-up touring capability and is
only 845mm from the ground.

Large, flexible plastic front fender
allows the DT125LC rider to stay
clean on the street and prevent mud
buildup on the trail.

Leading axle front forks have
sturdy, 36mm stanchions to resist
off-road deflections. They have
240mm of smooth wheel
movement thanks to anti-
friction, Du-Metal bushes.

Lightweight rims help reduce
unsprung weight and add to
lighter, more precise handling.



A six-speed gearbox allows the
DT125LC rider to keep his
engine always on the power-
band. Close ratios assist in
this, as does the YZ
motocrosser-type gearshift
mechanism.

The Yamaha Energy Induction
System uses a remote reservoir to
hold incoming fuel on the exhaust
stroke, thus adding to the next
intake charge. The result is
smoother carburation, more torque
and about 10% improvement in fuel
efficiency!

The expansion chamber exhaust
system is mounted high, out of
harm's way. Its underside has a
special anti-corrosion coating.

Rear view mirror(s) standard equipment.

The cradle frame, with lightweight plastic
engine guard, allows 285mm of ground
clearance. Frame-mounted passenger footrests
mean more comfortable two-up riding.

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DT125LC SPECIFICATIONS

ENGINE

Type.....2-stroke, liquid-cooled,
Torque Induction

Displacement..... 123 cc

Bore and stroke..... 56.0 × 50.0 mm

Compression ratio..... 6.8 : 1

Max. power..... 12.2 PS (9.0 kW)
@6,500 rpm

Max. torque 1.38 kg-m (13.6 Nm)
@6,000 rpm

Lubrication Autolube

Carburation..... VM26SS

Ignition CDI

Starter system Kick

Fuel tank capacity..... 10.0 l

Oil tank capacity..... 1.2 l

Transmission..... 6-speed

Final transmission..... Chain drive

CHASSIS

Overall length.....2,140 mm

Overall width..... 820 mm

Overall height.....1,170 mm

Seat height..... 845 mm

Wheelbase 1,360 mm

Ground clearance 285 mm

Dry weight..... 99 kg

Suspension

Front..... Telescopic forks

Rear..... Monocross suspension

Brakes

Front..... Drum

Rear..... Drum

Tyres

Front..... 2.75-21

Rear..... 4.10-18

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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