

YAMAHA DT125



YAMAHA'S TOUGH TWO-TIMER: THE DT125MX

The DT125MX looks a little like a motocrosser. And Yamaha offers no apologies. Years of competition have been ploughed back into the product: it's not surprising that it shows.

And yet the DT125 is more than ready for the street. The features that give it punch on the trail – the seven-port barrel, the Torque Induction system, the six-speed gearbox, the high-level exhaust (complete with expansion chamber), and the race-developed frame – are the very features that give it its peppy but easy handling character on the road.

The DT125 now boasts a moto-cross-style monoshock suspension system which not only provides greater wheel travel and superior

damping but also, in conjunction with the sturdy triangulated swing arm, keeps the rear wheel in constant alignment to eliminate weave and wobble.

Fully equipped with lights, indicators, and instrumentation, the DT is stylishly at home on the street. What gives it the look of a motocrosser also gives it the comfort and maneuverability of a first-class roadster.

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

(Controls) Magura-style levers for smoother and easier control of clutch and brakes, with electrical switches placed for fingertip access.

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

(Silencer) Gone are the days when exciting performance meant ripping noisily through the countryside. A built-in silencing system designed to comply with environmental requirements, meets the needs of all outdoor enthusiasts.

(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.

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



(Transmission) transmission carefully ch varying nee street. Mult straight-cut oil provide reliability.

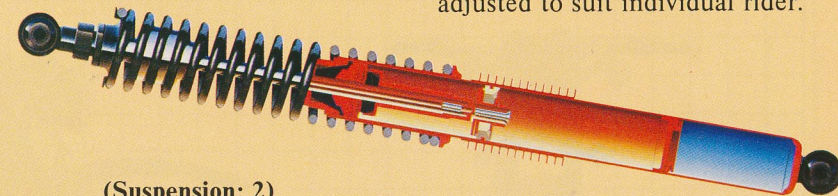


(Exhaust) Moto-cross engineering includes an expansion chamber, located above the engine, to extract maximum performance.

(Transmission) Six-speed transmission with ratios chosen to meet needs of trail or multiple clutch and gears running in strength and

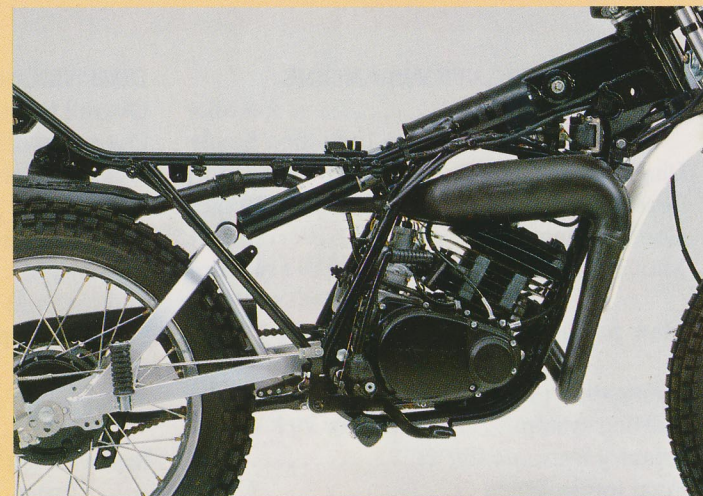
(Lubrication) Yamaha's Autolube system supplies oil under pressure to the crankcase. The supply is controlled by the throttle twistgrip; the correct lubrication is provided in direct relation to engine speed.

(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.

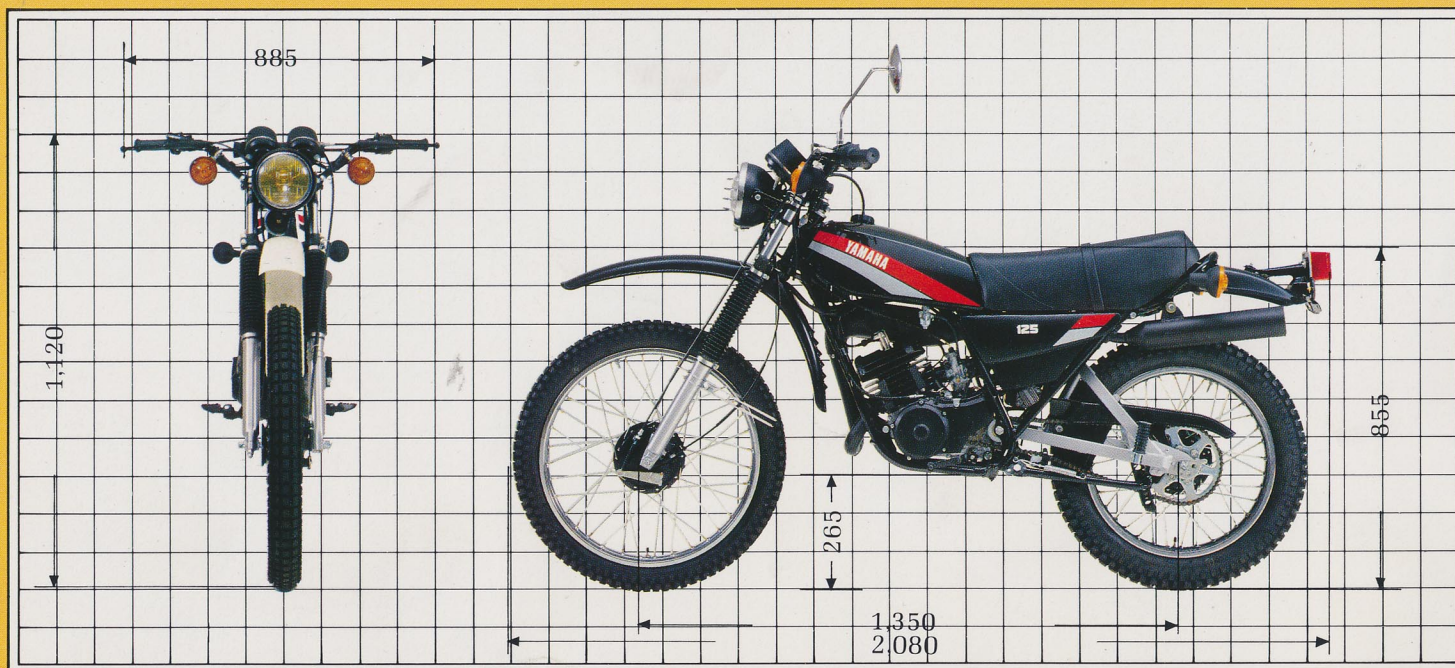


(Suspension: 2) A combination of gas and oil provides the damping medium. A nitrogen cell (under 213 lbs./sq. in. pressure) located at the base of the unit controls the flow of damping medium without the use of valves and prevents the suspension from bottoming out.

(Chassis: 1) Since its introduction on Yamaha's works moto-crossers 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 allows the rear wheel to follow the irregularities of the terrain, 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.



DT125 SPECIFICATIONS ENGINE

Type 2-stroke
 Torque Induction Single
 Displacement 123cm³
 Bore & Stroke 56 × 50 mm
 Compression ratio 7.2:1
 Max. horsepower 10.3 kW (14.0 hp)
 @6,500 rev/min.
 Max. torque 15.2 Nm (1.5 kg-m)
 @6,000 rev/min.
 Lubrication system Autolube
 Starting system Primary kick starter
 Primary transmission Gear
 Final transmission Chain
 Gearbox 6-gear
 Carburettor VM 22
 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) 96 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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