

YAMAHA

DT250C YAMAHA TRAIL

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It's a way of life.

Reliable responsiveness ready to ride

Utilizing data and design techniques that were born of the world's most difficult and trying motocross tracks coupled with years of road-bike engineering ability, the DT250C Trail by YAMAHA is a well-blended mixture of the qualities that are outstanding in each field. Developed as a highly versatile medium weight trail bike, the DT250C features an extremely narrow profile for excellent maneuverability, and a 246-cc. Torque Induction® 2-stroke engine for an ideal power-to-weight ratio.

For the trail or the open road, the DT250C is capable of opening new areas of pleasure and excitement.





DT250C

PERFORMANCE

Max. speed 124 km/h plus
 Climbing ability 35 degrees
 Min. turning radius 2,000 mm
 Min. braking distance 15 m @50 km/h

ENGINE

Type 2-stroke, 7-port, Torque Induction, Single
 Displacement 246 cc
 Bore & Stroke 70 mm x 64 mm
 Compression ratio 6.8 : 1
 Max. torque 2.5 kg. m @ 5,500 rpm
 Lubrication system Autolube
 Starting system Primary kick starter
 Transmission 5-speed gearbox

DIMENSIONS

Overall length 2,180 mm
 Overall width 870 mm
 Overall height 1,140 mm
 Wheelbase 1,415 mm
 Min. ground clearance 220 mm

WEIGHT (Net) 121 kgs.

FUEL TANK CAPACITY 9 lit.

OIL TANK CAPACITY 1.5 lit.

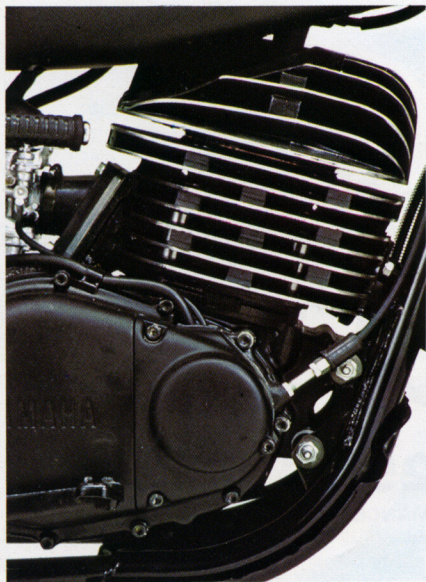
TIRES Front 3.00-21-4PR

Rear 4.00-18-4PR

COLORING New Portuguese Orange
 French Blue

** Specifications subject to change without prior notice.*

Features



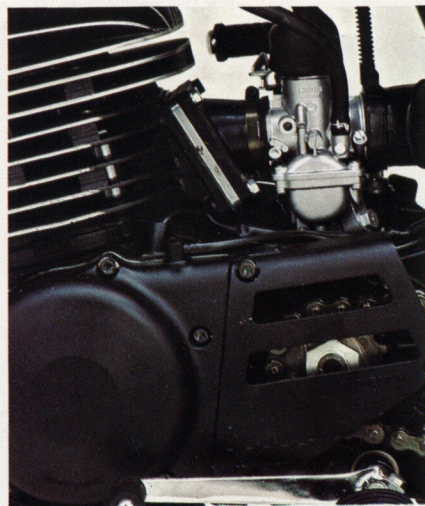
Engine

With lighter piston and connecting rod material plus a radial head-fin design, the large 2-stroke engine has less vibration, less noise and better heat dissipating characteristics.

Built with the same precision engineering that has moved YAMAHA among the world's top manufacturers, this powerhouse responds quickly and smoothly carrying rider and load over the roughest trails or up the steepest hills

Torque Induction®

The Torque Induction® system with reed-valve intake mechanism assures that burned gases are completely purged from the engine and that fuel is supplied on demand. The purging is due to a unique porting arrangement which literally jets away burned gases, and fresh fuel is supplied through the pressure-sensitive reed-valve mechanism which is only open when fuel is required. Torque is increased over the lower- and middle-speed ranges and blow-back through the carburetor is eliminated.



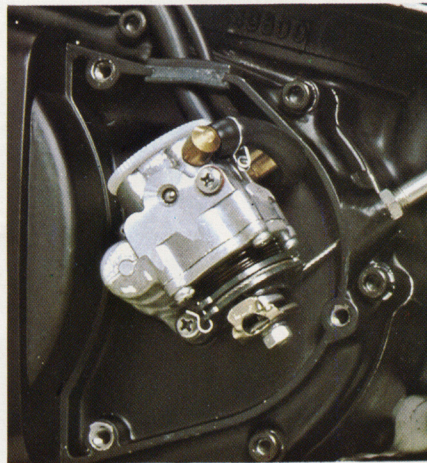
Transmission

The 5-speed transmission has specially selected gears that allow a comfortable overlap in between shifts. Utilizing electrically tempered materials, the transmission is highly durable with lasting positive-shifting characteristics, and is the perfect complement to the 2-stroke engine.



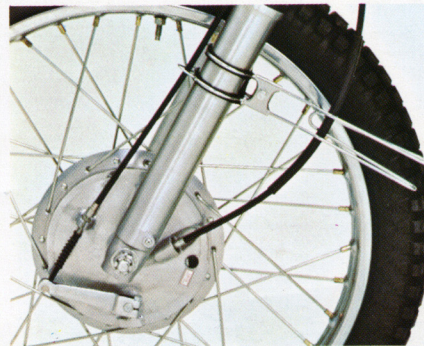
Front forks and high-rise front fender

Designed to absorb a wide variation of shocks and vibration, the enduro front forks help reduce rider fatigue while maintaining maximum stability. These forks have a long stroke enabling comfort plus maneuverability for all types of road or trail travel, and the high-rise front fender is durable and installed so that the front wheel will not clog with mud or brush.



Autolube

Continuously monitoring the rotational speed of the engine and the throttle opening, Autolube precisely controls the amount of oil, from a separate tank, to be mixed with the gasoline. This automatic gasoline and oil mixing system, which was developed by YAMAHA, improves engine operation by maintaining optimum performance under all riding conditions.



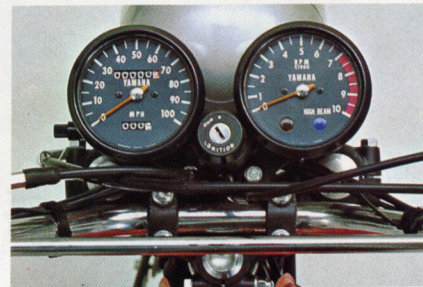
Brakes

For problem-free trail riding, the brakes, front and rear, are water- and dustproof. Also, they have an optimum shoe area that allows maximum heat dissipation without causing the brakes to grab or lock up. Riding safety and pleasure are increased with these brakes which offer smooth controlled stops under all riding conditions.



Thermal-Phase rear shock absorbers

In order to maintain uniform shock-absorbing characteristics even when subjected to continuous rough riding, the rear shock absorbers are equipped with Thermal-Phase heat exchangers to cool the shock absorber oil keeping it at a constant viscosity. Also, the shocks are mounted slightly forward and at a greater angle to obtain a longer stroke, thereby improving road tracking ability.



Speedometer and tachometer

Shock mounted and where they can be easily seen, the precision speedometer and tachometer give a quick overview of machine performance. Also, these instruments can be utilized as indicators for optimum shifting points.



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Davis Engineering Clifton

SINCE 1887

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2500 SHINGAI IWATA-SHI SHIZUOKA-KEN JAPAN

LIT-031075/351.2x15 Printed in Japan