

# YAMAHA DT250





# COMPETITIVE COMFORT: YAMAHA DT250MX

The clear resemblance between the DT250MX and Yamaha's world-beating works moto-crosser is no coincidence. A decade of experience of off-road competition has led to the rugged sophistication of the 250 monoshock enduro.

The technology that mastered the toughest of all motorcycle sports has been thoughtfully applied to the needs of the enduro enthusiast to produce an exciting, forceful, and supremely manageable machine. Ideal for the leisure rider, the 250 is also ready for serious competition. From weekend trail to the ISDT, the Yamaha is the perfect performer.

A fast, seven-port two-stroke engine with smooth Torque Induction and the ultra-reliable Autolube lubrication system provides the drive, and the race-

bred frame and monoshock suspension keep the wheels to the ground and heading the right way over the roughest terrain.

But the MX has another side altogether. Smooth carburetion and a sweet gearbox turn the racer into a beautifully behaved street bike. A big, comfortable dual seat, a full set of instruments, a big headlight, a comfortable riding position, and neat controls whisk you down to the shops or away to the hills with equal ease.

**(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.

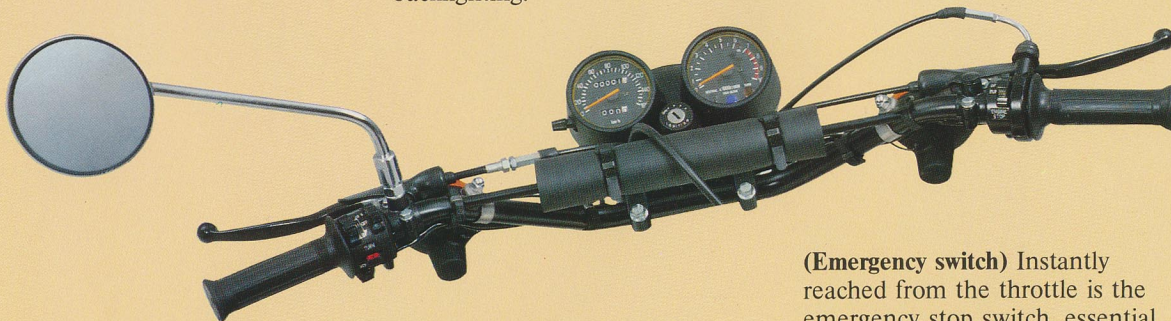
**(Controls)** Magura-style levers for smoother and easier control of clutch and brakes, with electrical switches placed for fingertip access.

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

**(Engine: silencer)** Gone are the days when exciting performance meant ripping noisily through the countryside. A built-in silencing system designed to comply with all governmental and sporting-organization 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)** Five-speed transmission with carefully chosen varying needs of Multiplate clutch cut gears running strength and reliability.



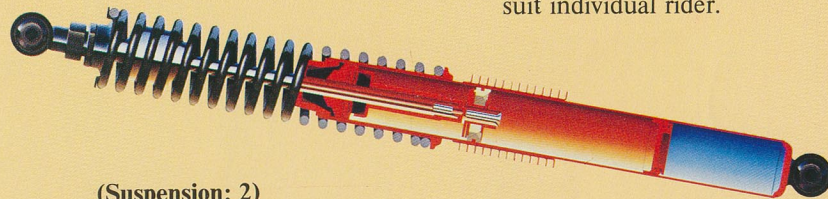


**(Exhaust)** Moto-cross engineering includes an expansion chamber, located above the engine, to extract maximum performance.

**(Forks)** The heavy-duty front forks now feature a leading axle, giving still more suspension travel to keep the front wheel firmly on the ground.

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

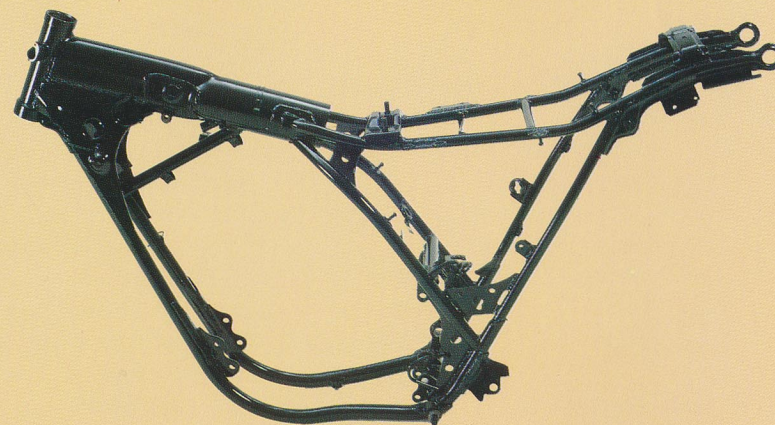
Five-speed  
with ratios  
to meet  
of trail or street.  
ch and straight-  
ing in oil provide  
diability.



**(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.

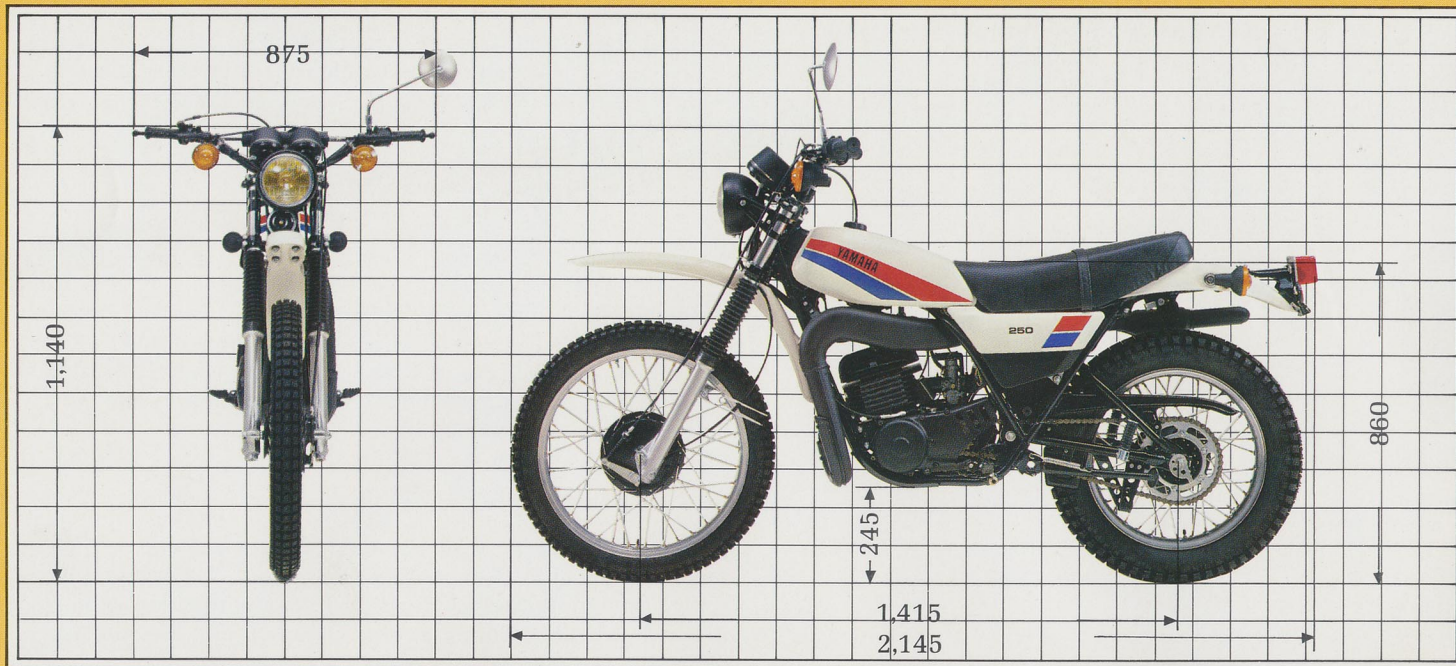
**(Suspension: 2)** A combination of gas and oil provides the damping medium. A cell of nitrogen (under pressure of 213 lbs/sq. in.) located at the base of the unit controls the flow of damping medium without the use of valves and prevents the suspension from bottoming out.

**(Chassis: 1)** Since its introduction on Yamaha's works moto-crossers of 1973, monoshock suspension has dominated competition in moto-cross, trials, enduro, and road racing. A sturdy double-downtube 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 surface irregularities 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.





#### DT250 SPECIFICATIONS ENGINE

Type . . . . . 2-stroke, 7-port  
 Torque Induction,<sup>®</sup> Single  
 Displacement . . . . . 246 cc  
 Bore & Stroke . . . . . 70 mm×64 mm  
 Compression ratio . . . . . 6.7:1  
 Max. horsepower . . . . . 21.3 kW (23 hp)  
 @6,000 rev/min.  
 Max. torque . . . . . 27.5 Nm (2.8 kg-m)  
 @5,500 rev/min.  
 Lubrication system . . . . . Autolube  
 Starting system . . . . . Primary kick starter  
 Primary transmission . . . . . Gear  
 Final transmission . . . . . Chain  
 Gearbox . . . . . 5-gear  
 Carburettor . . . . . VM28SS  
 Clutch . . . . . Multi-plate, Wet  
 Battery . . . . . 6V, 6AH  
 Charging system . . . . . Flywheel magneto  
 Ignition type . . . . . C.D.I.

#### DIMENSIONS

Overall length . . . . . 2,145 mm  
 Overall width . . . . . 875 mm  
 Overall height . . . . . 1,140mm  
 Wheelbase . . . . . 1,415 mm  
 Min. Ground clearance . . . . . 245 mm  
 Seat height . . . . . 860 mm  
 Weight (net) . . . . . 119 kg  
 Fuel tank capacity . . . . . 8.0 lit.  
 Oil capacity . . . . . 1.1 lit.  
 Tires front . . . . . 3.00-21-4PR  
 rear . . . . . 4.00-18-4PR  
 Brakes front . . . . . Drum  
 rear . . . . . Drum

*\*Specifications subject to change without notice.*



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