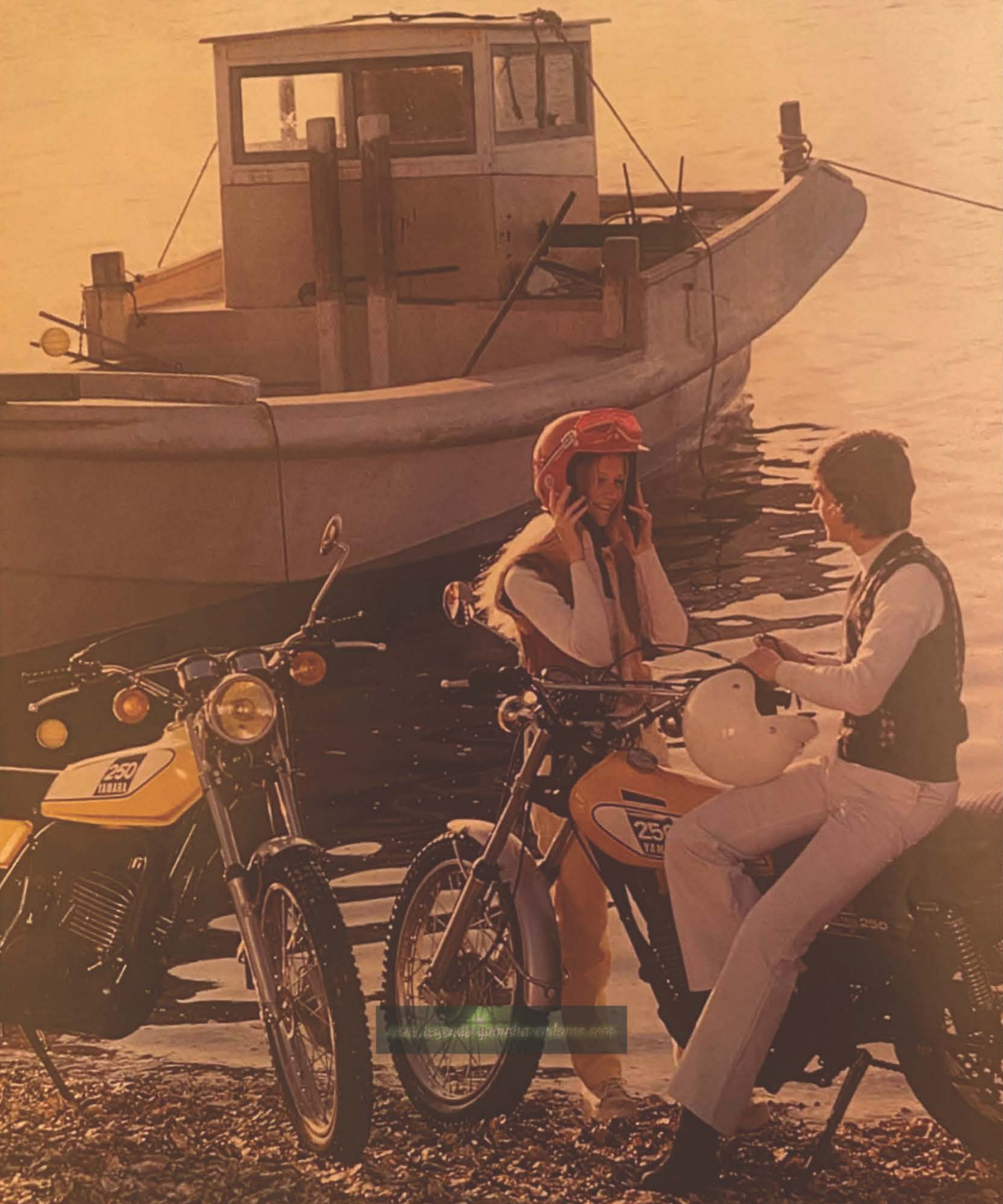


DT250



www.yamaha-motor.com

 **YAMAHA**



Handsome and Responsive, Road or No Road.



Engine

The DT250 is equipped with a large, 246-cc., 2-stroke engine which features Torque Induction and a new radial head-fin design. Torque Induction, another innovative motor function from YAMAHA, utilizes a pressure-sensitive reed-valve assembly and a unique 7th port to assure that the engine is completely purged of burned gases and that it receives fresh fuel on demand, thereby increasing the power available to the rear wheel over the lower and middle-speed range. The radial head-fin design is able to more efficiently radiate engine heat for a more stable operation regardless of engine load or speed.

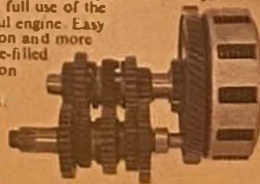
V-type reed valve

The DT250 V-type reed valve is just one more LCY development supporting YAMAHA's remarkable Torque Induction system. Three special stainless-steel reed valves provide an instant response to negative pressure from the cylinder, eliminating blow-back to the carburetor at low speeds.



Transmission

This machine utilizes a short-shaft 1-stroke, constant-mesh, 5-speed transmission which yields quick, positive control. The gear ratios are appropriate from dirt riding to open-road riding, making full use of the powerful engine. Easy operation and more pleasure-filled operation are assured.



Autolube

YAMAHA's two-stroke engines are lubricated by a separate, unique system called Autolube. With Autolube, the amount of oil fed into the high performance DT250 engine is regulated by throttle action. This precision engineered system saves you oil and lengthens the life of your engine.



Frame

The DT250 is equipped with a high-tensile-strength, double-cradle, tubular-steel frame which has been designed to withstand the rough treatment of off-the-road riding. Able to maintain optimum machine stability, this frame carries the engine forward and low for a better overall center of gravity.



Front forks

For trail riding, the bike must be able to absorb a wide variety of shocks, including jumps, and to assure that the DT250 will be able to respond with more control and maneuverability, the front forks have a longer travel with their hydraulically-damped, inner-spring design. This particular front fork design is the result of data acquired by YAMAHA from various championship motocross tracks around the world.

Rear shock absorbers

In order to assure that the rear shock absorbing characteristics remain the same regardless of the roughness of the trail or the length of time ridden, the rear shock absorbers are equipped with "Thermal-Flow" heat exchangers to dissipate heat from the shock absorber oil maintaining constant oil viscosity.

Brakes

The DT250 is equipped with brakes that are a top-performance design so that the bike will respond quickly. The waterproof and dustproof brakes utilize a conical hub to help reduce the unsprung weight of the bike for greater agility.

Tires

Since the bike must have good traction over a wide variety of off-the-road conditions, a knobby-tread design has been selected so that engine power will be more efficiently transferred to the ground on the rear and maneuverability will be excellent on the front.

Seat

The wide seat is comfort designed to reduce rider fatigue to a minimum, and the handsome cover is able to withstand weather extremes and rain plus being durable to the rigors of rough trail riding.

Speedometer and tachometer

To adequately monitor overall machine performance for speed rates and shifting points, the DT250 is equipped with precision tachometer and speedometer. These instruments are shock mounted just above the headlight for easy viewing, and are softly back-lighted for nighttime riding.



Muffler

To obtain as thin a bike profile as possible for better stability and maneuverability, the exhaust system rises from the cylinder port and passes under the tank and seat. The muffler is able to reduce noise to a minimum without affecting engine performance.

Flywheel magneto

In order to dependably supply electrical power for the lights, ignition and charging, the DT250 is equipped with a flywheel magneto system. The main points of this system are its simple, trouble-free construction and that it is also utilized as the crankshaft flywheel.



www.legends-yamaha-enduros.com

The original dual purpose bike

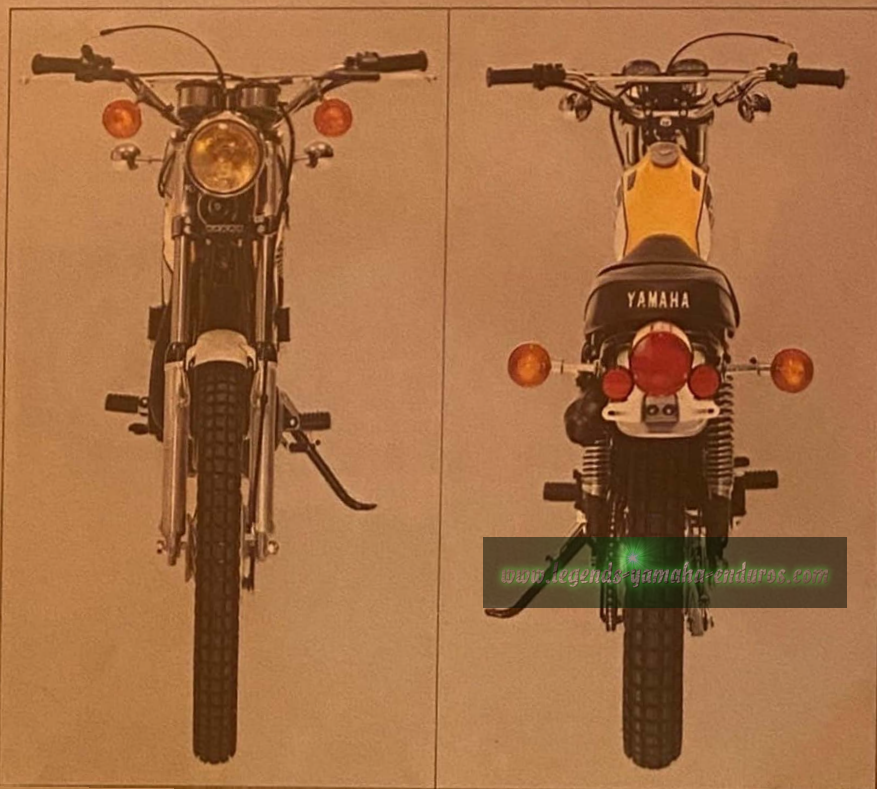


Another in Yamaha's long list of firsts. The dual purpose bike. We introduced the concept to the motoring world in 1968. And we are first in the world today in popularity where these flexible machines are concerned.

The DT 250's basic design comes from the world champion Yamaha Motocross racers. Low center of gravity, hydraulically damped front forks and a high rise muffler passing under the seat. It thrives on off-road travel.

But take this handsome machine down the highway or through town and it behaves like a road bike. On the straightway, in turns. Large brakes give you the stopping power you need on the road and in traffic and the radial fin design on the Torque Induction engine keeps you running cool anywhere.

The DT 250. For those who want to live in two worlds.



SPECIFICATIONS

PERFORMANCE

Max. speed range	125 km/h
Climbing ability	35°
Min. turning radius	2,000 mm
Min. braking distance	15 m @50 km/h

ENGINE

Type	2-stroke, Torque Induction, Single
Displacement	246 cc
Bore & Stroke	70 x 64 mm
Compression ratio	6.8:1
Max. horsepower (S.A.E. net)	18 bhp @6,500 rpm
Max. torque	2.14 kg-m @6,000 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	1,420 mm
Min. ground clearance	220 mm

WEIGHT (net) 122 kg

FUEL TANK CAPACITY 9.0 lit.

OIL TANK CAPACITY 1.5 lit.

TIRES front 3.00-21-4PR

rear 4.00-18-4PR

* Specifications subject to change without notice.

YAMAHA, It's a way of life



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