

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.

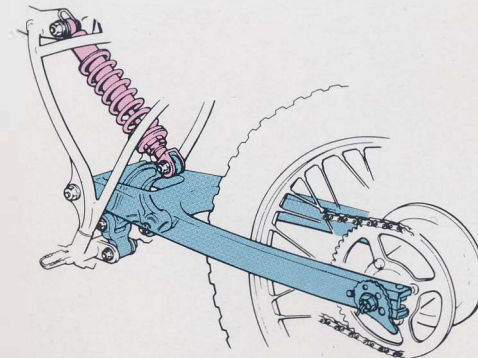
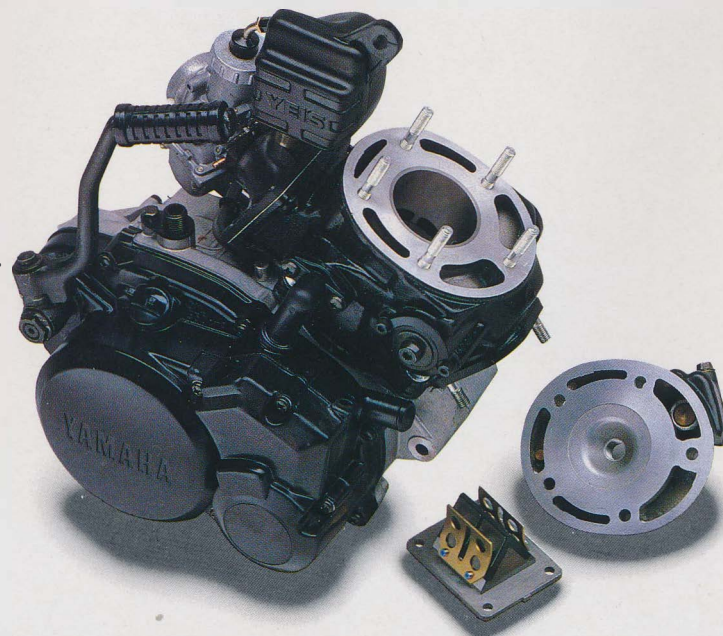
Based on our Grand Prix-winning YZ motocross racers, the new DT125LC shares their aggressive, thrusting styling.

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.

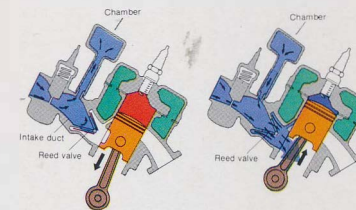
The Yamaha DT125LC is a genuine sporting motorcycle. No lightweight rider need settle for anything less.



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.



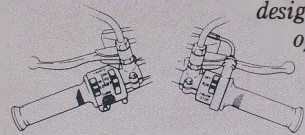
The engine features our exclusive Yamaha Energy Induction System. The YEIS smooths out the flow of the incoming fuel mixture and improves cylinder filling. This results in more efficient combustion and more usable powerband — plenty of torque at the low end and a higher top speed. Plus about 10% better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

Extra ca
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.

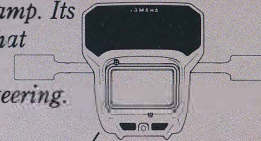
Less maintenance and
durability are the adva
using a sealed 'O-ring'
retains its lubricant be
less affected by water a

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

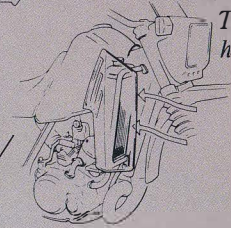


Control switches are neatly designed for one-finger operation. Specially designed throttle minimises risk of damage in a fall.

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

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

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Rear view mirror(s) standard equipment.



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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