

DT 100B YAMAHA TRAIL



www.legends-yamaha-enduros.com

The DT100B is for anyone who wants to commute during the week and play in the dirt during the weekends.

It's a street legal motocross machine. In fact, the motocross-type frame design is similar to a works motocross racer, with the muffler tucked under the seat to make the machine narrower and your ride more comfortable. And it has a low center of gravity for better handling.

The DT100B has heavy duty shocks and a tough 5-speed transmission. And a two-stroke engine featuring Yamaha's exclusive Torque Induction® reed valve intake system that gives you greater horsepower at lower RPM's.

The DT100B. For a quick jaunt to the corner grocery store. For a long weekend at your favorite campsite.



DT100B

PERFORMANCE

Max. speed range	90 km/h (55 mph) plus
Climbing ability	27 degrees
Min. turning radius	1,000 mm (31.5 ft)
Min. braking distance	43 m (141 ft)

ENGINE

Type	2-stroke, 7-port, Torque Induction® Single
Displacement	97 cc (5.92 cu. in.)
Bore & Stroke	52 x 45.6 mm (2.047 x 1.798 in.)
Compression ratio	8.8:1
Max. torque	0.97 kg-m (7.0 ft.-lb.) @ 7,000 rpm
Lube-oil system	Automatic
Starting system	Primary kick starter
Transmission	5-speed gearbox

DIMENSIONS

Overall length	1,975 mm (77.8 in.)
Overall width	870 mm (34.3 in.)
Overall height	1,060 mm (42.5 in.)
Wheelbase	1,290 mm (50.8 in.)
Axle ground clearance	225 mm (8.9 in.)

WEIGHT (NET)

Wet	96 kgs (211 lbs.)
-----	-------------------

FUEL TANK CAPACITY

Wet	4.0 lit. (1.1 U.S. gal.)
-----	--------------------------

OIL TANK CAPACITY

Wet	1.2 lit. (0.3 U.S. gal.)
-----	--------------------------

TIRES

Front	275-19-4PR
Rear	200-15-4PR

COLORING

Standard	Electric Orange
Optional	High Gloss Blue

*Always wear your seat belt. It's the only way to survive a crash.

www.legends-yamaha-enduros.com

©1997 Yamaha

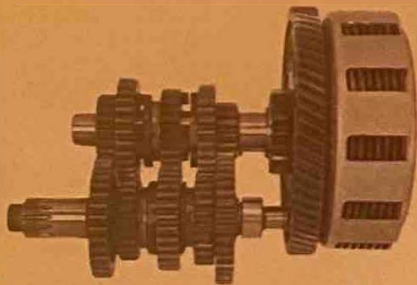
Features

Torque Induction[®] engine

The engine of this super-performing Enduro machine features 7-port Torque Induction[®], a new innovation developed by YAMAHA which increases intake efficiency, yielding more available torque over the lower-and middle-speed ranges. This is accomplished by the unique design of the transfer ports in the cylinder wall, the addition of a 7th port which traps compressed fuel on the intake stroke so that it can be used to completely purge the combustion chamber of burned gases, and a reed valve intake assembly which supplies fuel on demand according to pressure variations within the crankcase.

Autolube

When two-stroke engines were first adapted to motorcycles, the oil was generally mixed with the gas in the gasoline tank, and this mixing ratio was used for all engine-operating conditions. As a result, two-stroke engines became rather notorious for spark-plug fouling due to a poor combustion mixture. To end this problem, YAMAHA developed Autolube which automatically supplies oil from a separate tank to be mixed with the gasoline according to engine speed and throttle opening. This results in a more efficiently operating engine with a much more durable and longer useful life.

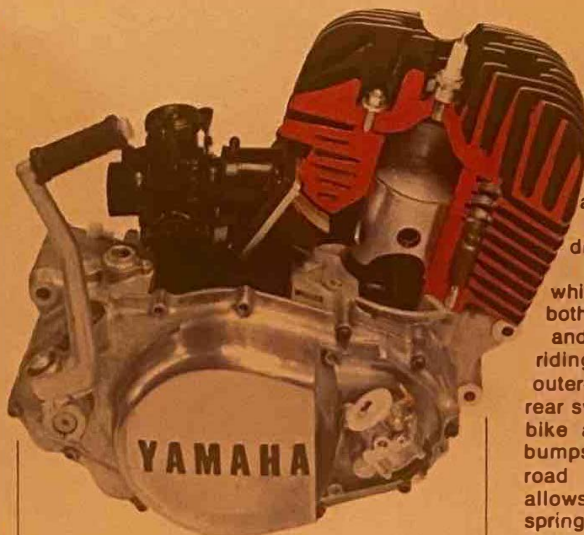


Transmission

In order to achieve the best possible operational torque for the size of the engine and the weight of the machine, the transmission of the DT machines has been selected to offer easy riding with a minimum of shifting. Operation at high speed rotation within the transmission is an important consideration in the design for durability. With this thought in mind, the gears are all specially heat-treated to assure extra hardness and to greatly reduce the possibility of wear. Also, the gear ratios have been selected to offer optimum riding in the dirt as well as having ample speed for open-road riding.

Frame

In the motocross world, machines are not necessarily measured by how fast, but rather by whether they were able to finish or not. YAMAHA machines not only finish, but have, over the past years, placed at or near the top in world-championship races. This performance and durability is due, in a



large portion, to the frame design and construction. The double-cradle frame

used for the DT machines is constructed utilizing high-tensile-strength, tubular steel, which is the same design as used on the YAMAHA Motocross bikes and which carries the engine in an optimum position for a lower overall center of gravity, yielding better maneuverability and durability even on the roughest terrain.



Front forks

The front forks on the new DT machines play a very important role in supporting the frame and absorbing road shocks which could impair maneuverability and cause damage to the engine.

YAMAHA has, over the years, collected data from some of the most grueling motocross tracks in the world so that they could develop a front fork design that would adequately meet the requirements and be durable. The result of this painstaking research is aptly illustrated in the hydraulically-damped, inner-spring front forks of the YAMAHA world-championship Motocross bikes. This design is also used on the new DT machines.

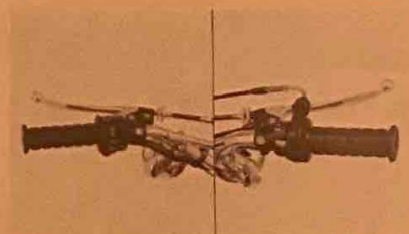
Rear shock absorbers

The rear shock absorbers feature an adjustable, hydraulically-damped, outer-spring design which is ideal for both on-the-road and off-the-road riding. This hydraulically-damped, outer-spring design coupled with the rear swing-arm effectively cushions the bike and the rider from the jolts and bumps incurred from rigorous off-the-road riding. The adjustable feature allows the rider to either relax the outer-spring tension for smooth road travel, or make them more tense for a heavier load or when a stiff rear cushion is required for better maneuverability.



Brakes

With brakes, three problems have consistently plagued off-the-road bike riders; fading due to excessive heat, grabbing due to moisture inside the drum and pre-mature shoe wear due to dirt and dust on the brake shoes. The brakes, both front and rear on the DT bikes, have more shoe area and better heat-dissipating characteristics, therefore virtually no fading. Also, they feature a special labyrinth seal construction which resist entry of water, and dust. Thus ending the grabbing and pre-mature wear problem.



Safety devices

To assure a positive safety nature for the machine, the function switches have been placed for fast, convenient use, the condition of the brake linings can be easily checked through the rubber-covered inspection hole, reflectors are mounted on the side and rear of the machine, the spring-loaded foot pegs fold back at a 45° angle when hit, and precision and speedometer is included for speed and distance indications.



YAMAHA



SINCE 1897

YAMAHA MOTOR CO., LTD.
2500 SHINGAI TWATA SHI SHIZUOKA KEN JAPAN

LIT-01011-1004-00 Printed in Japan 49.7X30.2