

YAMAHA DT175

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# DT175MX

## A civilised off-road bike

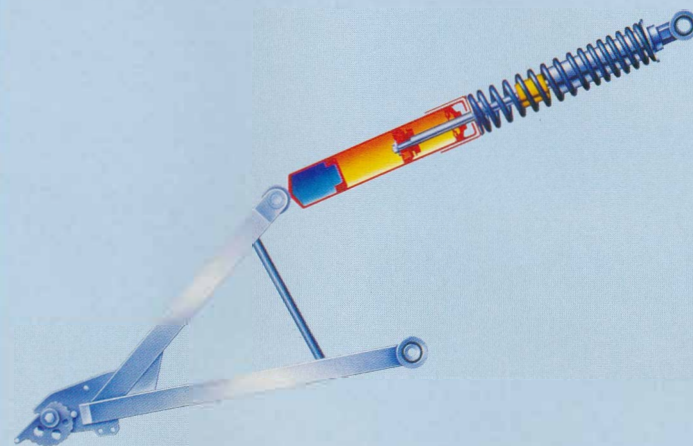
The DT175MX brings to mind its little 125cc brother, with its attractive looks, all its main features and its exceptionally racy performance. Its engine, however, which is also derived from the YZ moto-cross models, has a larger bore to bring its cylinder capacity to 171cc. Bore and stroke is now 66 x 50mm. It goes without saying that this light alloy engine adopts all the latest Yamaha technical refinements: separate pressurised lubrication, light alloy sleeved cylinder with reed valve intake and 7-port Torque Induction for extra punch at low and medium engine speeds, and, of course, six-speed gearbox and CDI electronic ignition.

The celebrated DT125MX chassis is also to be found here, with the semi-double tubular cradle in light steel, which gives particularly good rigidity. The long-travel suspension guarantees remarkable comfort. The front tele-hydraulic forks are specially adapted for off-road riding. The rear suspension achieves greater stability and motocross handling with the Monocross system – hydro-pneumatic Monoshock damper and cantilever box-section swinging arm.

Flexible, responsive and racy, comfortable and sophisticated: these qualities combine to ensure that the DT175MX will take you confidently off the beaten track.

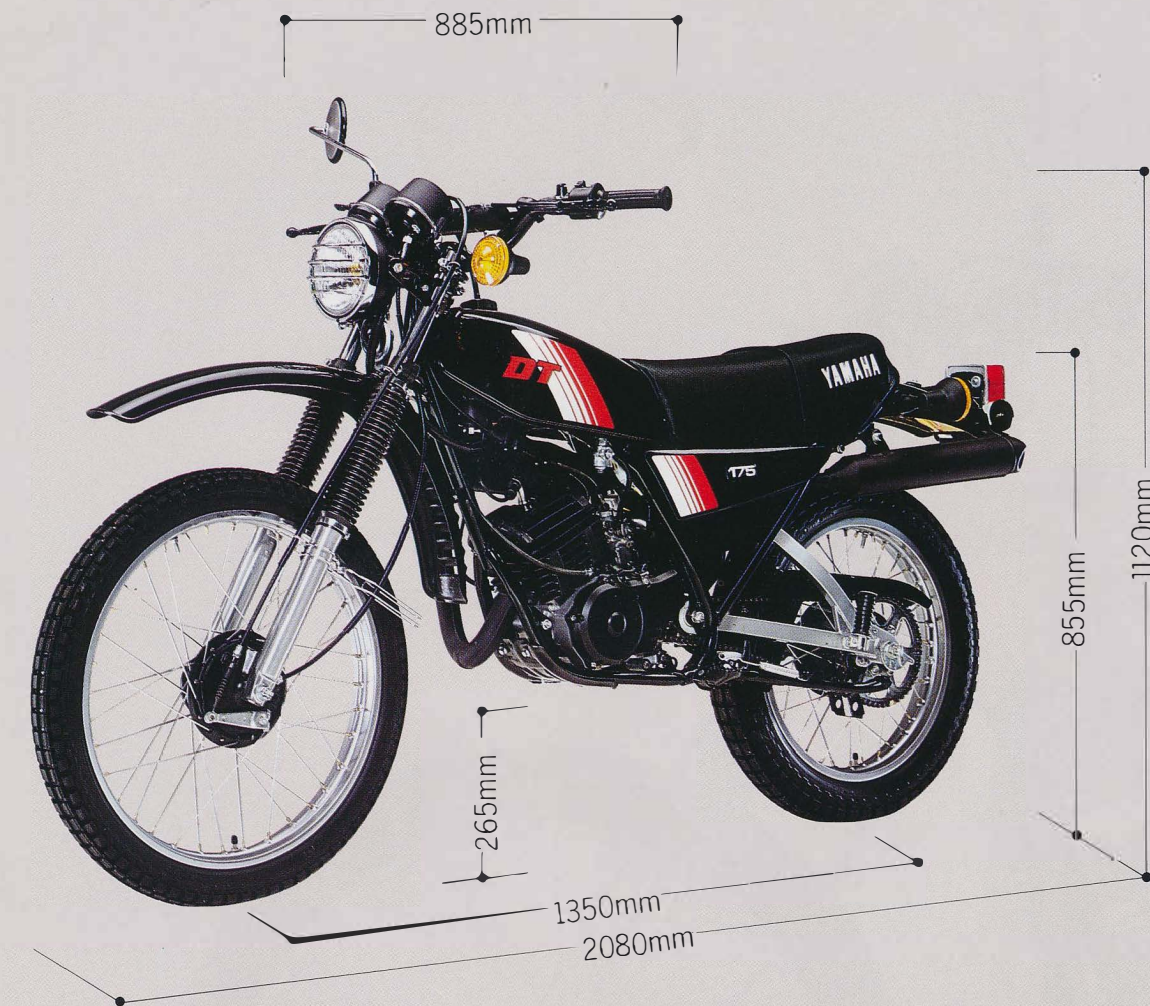
Its road qualities are reinforced by an unparalleled performance wherever you go. The bike will climb hills, take leaps and follow the most rugged tracks without the slightest hesitation. Moreover, the power and tractability of its engine make this machine in many ways a surprising rival to the real competition bikes.

The race-developed box section triangulated swinging arm combined with the proven Monoshock damper system enables the DT175MX to be ridden hard in all conditions.





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## DT175MX

### Engine:

The air-cooled 2-stroke single cylinder engine features many technical refinements developed by Yamaha. Displacement is 171cc and bore/stroke is 66mm x 50mm. Compression ratio is 6.8 : 1 and the carburettor is a 24mm Mikuni. At 7000 rpm, it delivers 16.3 hp with a torque of 1.7 kg-m at 6000 revs. Lubrication is via the Autolube system, where oil is distributed by a separate pump. The aluminium sleeved cylinder has a 7-port Torque Induction system with reed valve intake. Transmission is via a six-speed gearbox with optimum ratios. Contactless ignition features an electronic flywheel.

### Exhaust system:

Gone are the days of noisiness being synonymous with performance. Despite its racy image, the DT175MX engine is particularly discrete thanks to the perfectly designed exhaust system with a main expansion chamber in heavy-duty steel and an absorption silencer which also reduces emission of fumes.

### Instruments:

The controls, located on the moto-cross style, brace-protected handlebars, are functional and comprehensive. Brake and gear levers are ergonomically designed to be easier on the hand. All controls for lights, indicators and damping system, are conveniently grouped. The illuminated speedo and tachometer dials incorporate the necessary warning lights. The trip meter can quickly be reset to zero.

### Shock absorbers:

Developed for the moto-cross machines, the hydro-pneumatic Monoshock damper system gives far longer travel to the rear wheel. More durable, it copes with shocks and the most dramatic leaps. The spring pre-load is easily adjustable depending upon conditions and the weight of the rider.

### Suspension:

The Monocross system consists of the unique Monoshock damper, carried in the frame, and a cantilever-style swinging arm. Now in box-section steel, a far greater lateral rigidity is achieved. Shock absorption is still to an exceptionally high standard. With such long travel in the suspension, the rear wheel retains a firm grip on the ground.

### ENGINE

|                    |                 |
|--------------------|-----------------|
| Type               | 2 stroke        |
| Cylinder           | Single          |
| Displacement       | 171cc           |
| Bore & Stroke      | 66 x 50mm       |
| Compression Ratio  | 6.8 : 1         |
| Maximum Horsepower | 16.3hp 7000rpm  |
| Maximum Torque     | 1.7kg-m 6000rpm |
| Lubrication System | Yamaha Autolube |
| Starting           | Primary kick    |
| Ignition Type      | CDI             |
| Transmission       | 6 speed         |

### DIMENSIONS

|                    |             |
|--------------------|-------------|
| Overall Length     | 2080mm      |
| Overall Width      | 885mm       |
| Overall Height     | 1120mm      |
| Wheelbase          | 1350mm      |
| Ground Clearance   | 265mm       |
| Seat Height        | 855mm       |
| Weight             | 99kg        |
| Fuel Tank Capacity | 7 litres    |
| Oil Capacity       | 0.9 litres  |
| Tyres - Front      | 2.75-21-4PR |
| Rear               | 3.50-18-4PR |
| Brakes - Front     | Drum        |
| Rear               | Drum        |

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**YAMAHA MOTOR N.V.**

Postbus 7829 Prof. E.M. Meyerslaan 3  
Amstelveen (Amsterdam)

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