

# YAMAHA DT250 MX

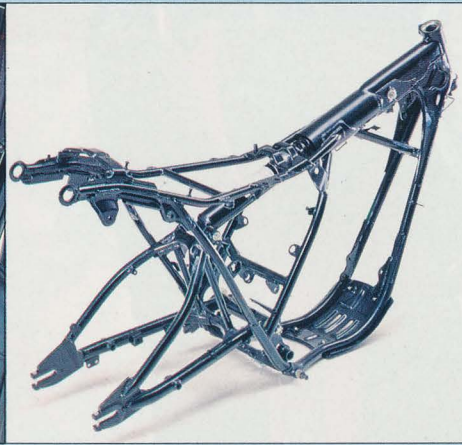
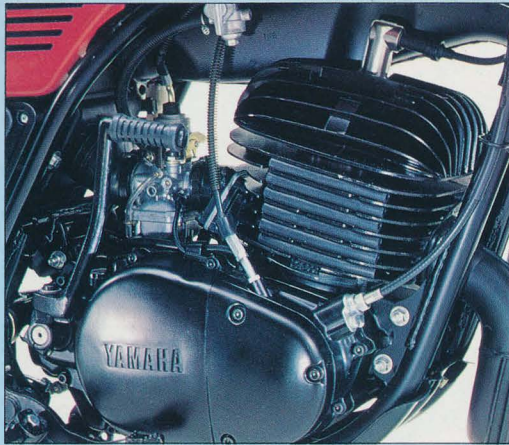


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# Revolution In The Double World Of The DT250

Yamaha have transformed the whole concept of the on/off road machine at a stroke. The revolutionary new Monoshock cantilever frame has been fitted with DT250 engine and 5-speed gearbox. On this winning combination a new styled tank, seat and rear mudguard unit have been fitted, rubber mounted direction indicators to absorb any shock, an unbreakable plastic front mudguard following moto-cross pattern and a luxurious seat to take

the sting out of cross-country riding. With superb brakes and lights, the new DT250 is set to grab its place at the head of the action at sporting occasions or even when being used simply as a ride to work commuter bike. The Monoshock frame is the latest thinking in motorcycle suspension and the DT250 has it first!



## Engine

A single cylinder 246-cc engine producing 23 hp at 6,000 r.p.m. provides the widest possible spread of torque required for all off-road use. Reed valve torque induction, extensive use of light alloys and Yamaha's patented Autolube injection system guarantee efficiency and long life. The exhaust pipe and silencer are well tucked away under the new seat unit to maintain the machine's slender profile. Air cleaner vents are high to allow the machine to take to deep stream beds when engaged on cross country jounries.

## V-type Reed Valve

Employing a special stainless-steel reed-valve assembly between the carburetor and the engine, intake is positive and efficient. Operating due to pressure variations within the engine itself, the reed valves open and close on demand positively fueling the engine and preventing blow-back through the carburetor, resulting in increased torque and higher economy.

## Gearbox

Driven by helical cut gears from the crankshaft the 5-speed gearbox has been designed for speedy and slick gear changing. The light powerful clutch can take every atom of punishment the toughest going can provide. Running in oil, the special competition gearbox is part of the successful appeal of the DT250.

## Frame

Drawn from high tensile steel, the famous Yamaha double cradle frame is the basis of the DT250's taut and responsive handling. A lifetime of brutal off-road punishment can be absorbed by this strongly welded component which is giving satisfaction and

enjoyment on many thousands of DT250 models around the world.

## Suspension

It is fabulous news for every enthusiast that Yamaha are now fitting their Monoshock Suspension System de Carbon to the DT250. Controlled by a single heavyweight spring unit utilizing gas and oil, the suspension is both progressive and firm and allows the back wheel to follow the contours of the ground so keeping the power flow constant and smooth.

The front forks follow Yamaha's sporting tradition by being smooth, capable of absorbing every shock and containing the most up-to-date damping mechanism known to the world of motorcycling.

## Brakes

Yamaha's unique labyrinth sealed brakes are not affected by water or dust. On a bike used on rugged territory and which may also be used in traffic, this design prevents grabbing and maintains emergency stop capabilities.

## Lighting

For safe riding day or night, the lighting equipment is designed to be readily visible by other traffic and so that the rider's field of vision is as wide as possible at night. The turn signals and rear stop light brightly indicating the rider's intentions, and the instrumentation is softly backlighted for clear nighttime viewing.

## Speedometer and Tachometer

The overall operation and speed of the bike can be easily monitored at a glance at the large, easily-readable tachometer and speedometer. These precision instruments are shock mounted for lasting durability and are placed at an optimum location for quick viewing.

## SPECIFICATIONS

### ENGINE

Type . . . . . 2-stroke, Torque Induction, Single Displacement . . . . . 246 cc  
Bore & Stroke . . . . . 70×64 mm  
Compression ratio . . . . . 6.7 : 1  
Max. horsepower . . . . . 23 bhp @ 6,000 rpm  
Max. torque . . . . . 2.8 kg-m @ 5,500 rpm  
Max. speed range . . . . . 119 km/h  
Lubrication system . . . . . Autolube  
Starting system . . . . . Primary kick starter  
Primary transmission . . . . . Gear  
Final transmission . . . . . Chain  
Gearbox . . . . . 5-speed  
Carburettor . . . . . VM28SS (×1)  
Clutch . . . . . Multi plate, wet  
Battery . . . . . 6 V, 6 AH  
Ignition type . . . . . Magneto, CB/Coil

### DIMENSIONS

Overall length . . . . . 2,160 mm  
Overall width . . . . . 870 mm  
Overall height . . . . . 1,165 mm  
Seat height . . . . . 855 mm  
Wheelbase . . . . . 1,420 mm  
Weight (net) . . . . . 118.5 kg  
Fuel tank capacity . . . . . 9 lit.  
Oil tank 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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