

**DT175**



[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)

# PERFORMANCE THAT DOESN'T STOP WHEN

The 1979 DT175 is built to perform off the road as well as it does on it.

Our exclusive Monoshock rear suspension gives the rider more control over rough terrain. It allows longer travel in the rear and provides dampening far superior to conventional shocks. The rigid, triangulated swing arm helps prevent rear wheel wobble. And new leading-axle, long-travel front forks help the DT175 handle better under any conditions, off-road or on.

Dirt bike features on the DT175 include lightweight, durable fenders and side covers; a low, comfortable seat; a center-mount exhaust system; a narrower tubular frame descended directly from Yamaha's motocrossers; and turn signals mounted on flexible stems to prevent damage in close quarters.

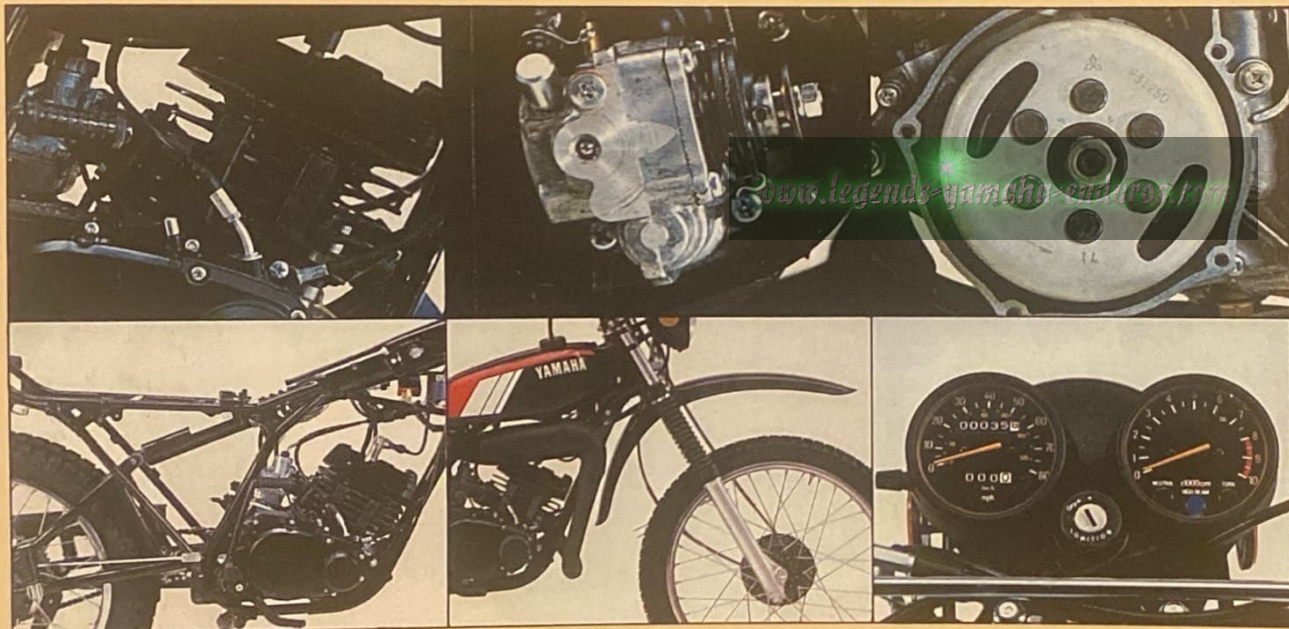
The DT175's engine is designed for taking on rough trails or winding country roads. It features C.D.I. Ignition and Torque Induction to regulate the fuel/air mixture and generate optimum power at low rpms. Autolube pre-mixes the oil and fuel according to load and speed for consistent performance throughout the rpm band. The large cylinder fin area and radial fin head allow greater heat dissipation for sustaining horsepower and increased engine life. A 6-speed transmission makes excellent use of this year's broader powerband. And since the DT175 engine is constructed of lightweight alloy components, there is little weight to pull and lots of power to pull it.

This dual-purpose machine is street legal with its high-visibility lighting system and full instru-

mentation, which includes speedometer, tachometer, resettable trip meter.

The Yamaha DT175. It's one for the road. And one for off the road.

*Flexible, high-visibility turn signals.*



**Torque Induction**, Yamaha's unique reed-valve intake system, feeds the engine the exact mixture of fuel and air it needs and prevents carburetor blowback. The result is more horsepower and torque, particularly at low rpms.

**Exclusive Monoshock rear suspension** allows greater rear wheel travel. This long stroke helps keep the rear wheel on the ground for better control, more comfort, and consistent traction on road or off.

**Autolube** consistently adjusts the flow of oil into the fuel mixture according to engine load and speed. The result is consistent performance across the band.

**New leading-axle front forks** have plenty of travel for better handling and positive control when riding over obstacles and road hazards. Motocross-type rubber covers protect the mechanism.

**Capacitor Discharge Ignition system** produces a hotter, more efficient spark at all engine speeds. It also helps reduce spark plug fouling.

**Complete street-legal instrumentation** includes a speedometer, tachometer, resettable trip meter. A large, sealed-beam headlight provides bright illumination for night riding.



# THE ROAD DOES.

Full street-legal  
lighting and instrumentation.

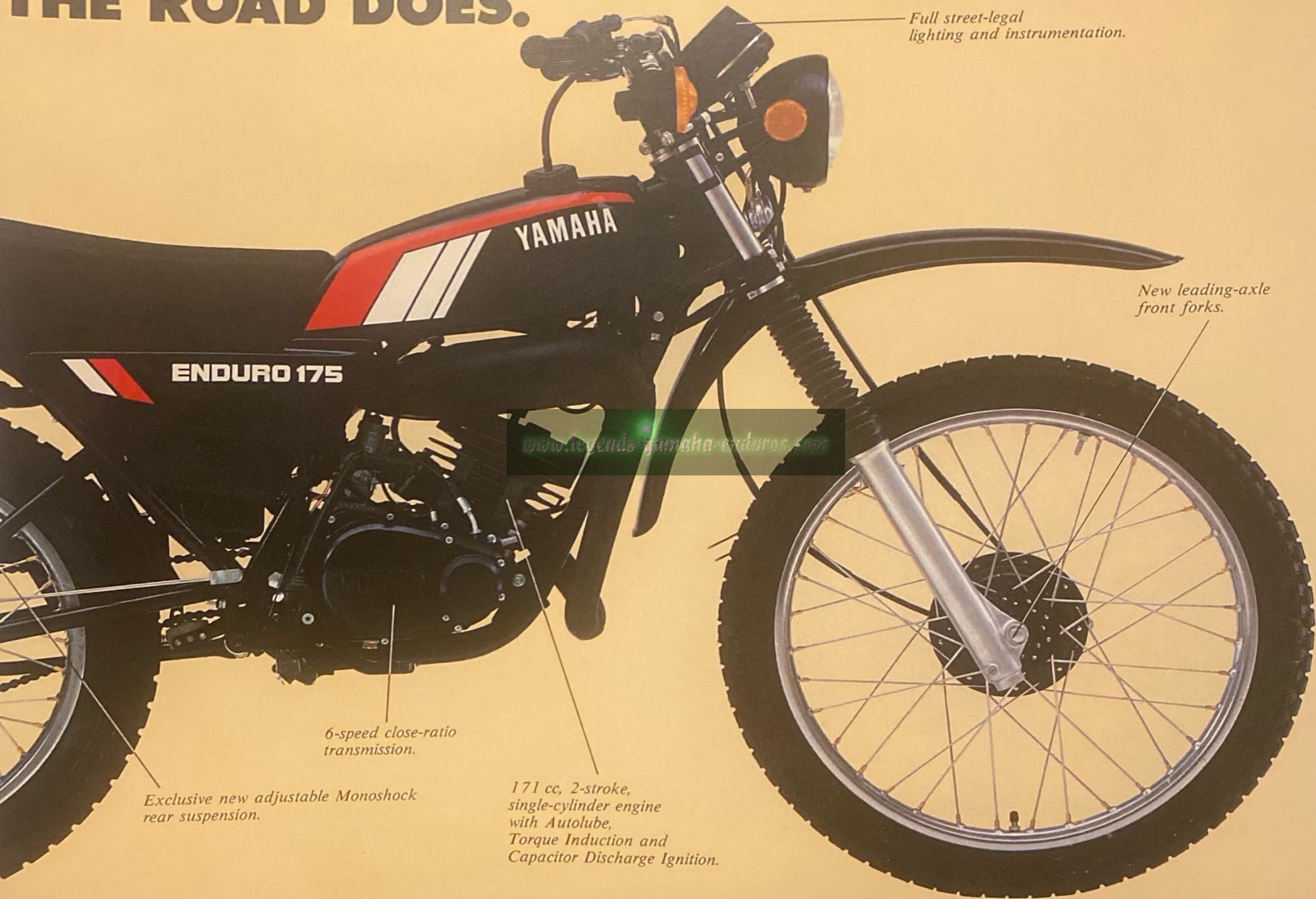
New leading-axle  
front forks.

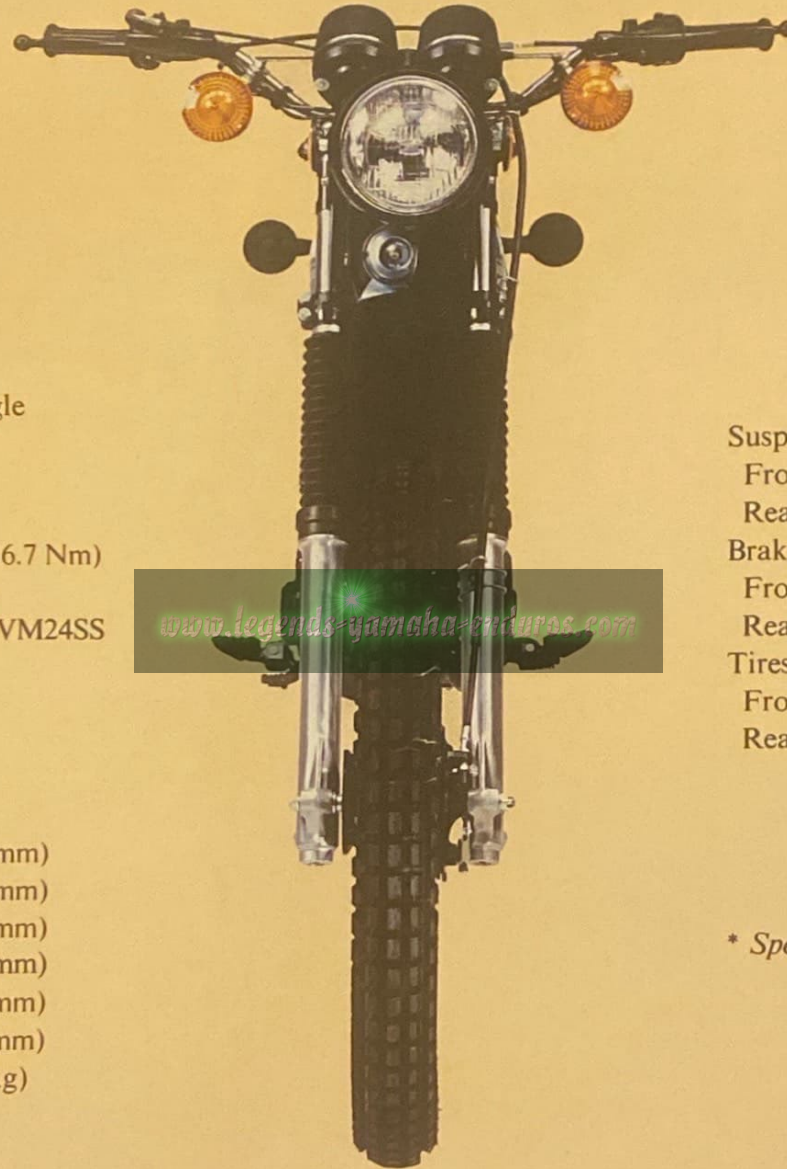
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6-speed close-ratio  
transmission.

Exclusive new adjustable Monoshock  
rear suspension.

171 cc, 2-stroke,  
single-cylinder engine  
with Autolube,  
Torque Induction and  
Capacitor Discharge Ignition.





## DT175F

### ENGINE

Type	2-stroke single
Displacement	171 cc
Bore and Stroke	66×50 mm
Compression ratio	6.3 : 1
Maximum torque	1.70 kg-m (16.7 Nm) @6,500 rpm
Carburetion	(1) Mikuni VM24SS
Ignition	C. D. I.
Starting	Kick
Lubrication	Autolube
Transmission	6-speed

### CHASSIS

Overall length	81.9" (2,080 mm)
Overall width	34.1" ( 865 mm)
Overall height	44.1" (1,120 mm)
Seat height	32.5" ( 825 mm)
Wheelbase	53.1" (1,350 mm)
Ground clearance	10.4" ( 265 mm)
Dry weight	216 lbs. (98 kg)
Fuel tank capacity	7 ℓ
Oil tank capacity	1 ℓ

### Suspension

Front	Telescopic forks
Rear	Monocross suspension
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	2.75×21
Rear	3.50×18

\* Specifications subject to change without notice.

**YAMAHA**  
It's a way of life



**YAMAHA**

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