


# DT1000A

 YAMAHA TRAIL

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

# 7-PORT TORQUE INDUCTION



High Sparkle Blue



## SPECIFICATIONS

### PERFORMANCE

Max. speed range ..... 93 km/h. plus  
 Climbing ability ..... 27°  
 Min. turning radius ..... 1,920 mm.  
 Min. braking distance ..... 15 m. @ 50 km/h.

### ENGINE

Type ..... 2-stroke, 7-port, "Torque Induction"  
 Displacement ..... 97 c.c.  
 Bore & stroke ..... 52 x 45.6 mm.  
 Compression ratio ..... 6.8 : 1  
 Max. horsepower ..... 10 hp @ 7,500 r.p.m.  
 Max. torque ..... 0.97 kg-m. @ 7,000 r.p.m.  
 Lubrication system ..... Autolube  
 Starting system ..... Primary kick starter  
 Transmission ..... 5-speed gearbox

### DIMENSIONS

Overall length ..... 1,975 mm.  
 Overall width ..... 870 mm.  
 Overall height ..... 1,080 mm.  
 Wheelbase ..... 1,280 mm.  
 Min. ground clearance ..... 225 mm.

### WEIGHT (Net)

..... 91 kgs.

### FUEL TANK CAPACITY

..... 6.0 lits.

### OIL TANK CAPACITY

..... 1.2 lits.

### TIRES front

..... 2.75-19.4PR

### rear

..... 3.00-18.4PR

### COLORING

..... Desert Gold

..... High Sparkle Blue

\*Available in dual or single-seat version.

\*Specifications subject to change without notice.



**Autolube**, a feature on all Yamaha two-stroke engines, automatically injects oil into the fuel mixture, eliminating the need for premixing. And, since it adjusts the flow of oil to engine load and speed, it extends engine life.



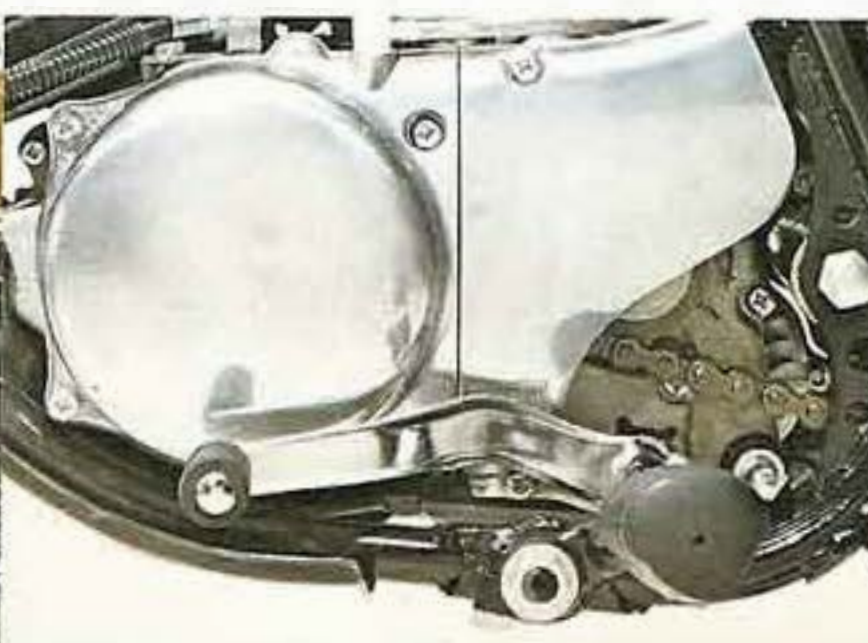
**New silencer** and muffler design cut down noise without cutting down power. Over the top exhaust and expansion chamber for better road clearance, less chance of burns.



**Torque Induction**, Yamaha's unique intake system, utilizes a reed valve to feed the engine the exact amount of fuel and air it needs. The result is that horsepower is increased, particularly at low rpm's.



**New high-clearance fender** of lightweight polypropylene is virtually unbreakable. New front fork design and new steering geometry help 1974 Yamaha Trails handle like motocrossers on rough trails.



**Constant-mesh five-speed transmission** has short-throw selector for quick, smooth shifts. Yamaha gearboxes are notoriously rugged.



**Motocross-type frame** cradles the engine lower, has lower center of gravity for better handling. This new frame design, adapted from the highly successful Yamaha motocrossers, also flexes less, for surer tracking.



# YAMAHA



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*Desert Gold*

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# DT100A

The DT100A has been completely redesigned for 1974. The new motocross type frame, with its extremely low center of gravity, makes this a more stable, steerable bike off the road. While the extra-narrow crankcase and a new muffler that tucks away under the seat make the DT100A

more comfortable to straddle. This new slim design also makes the bike answer faster when you shift your weight. Torque Induction, Yamaha's unique reed valve intake system, makes the engine breathe better and pull harder at

low rpm's. In sand or mud, this extra torque can often be the difference between getting out and stalling out. The all-new DT100A. Down to the corner drugstore, or deep into the terrain, it'll get you there. And back.