

DT 175B YAMAHA TRAIL



www.legends-yamaha.com

138/20

The DT175B is a motorcycle you can take to work in the morning, and then climb the highest hill so you won't miss the sunset on the way home.

It's a machine made for daily transportation. It's a machine made for playing in the dirt.

The motocross-type frame gives this motorcycle a low center of gravity, so it handles easier off the road. Because the DT175B is lightweight and narrow (the exhaust system is tucked neatly under the seat) you can handle it beautifully on really tight trails.

The DT175B is equipped with Thermal-Phase rear shocks. And the engine is fitted with Yamaha's exclusive Torque Induction® reed valve intake system, which gives added power at low speeds. And that's just as important when you're riding in city traffic as when you're riding over deserted trails.

The DT175B. It's as dependable on the road as it is rugged on the trail.



DT175B

PERFORMANCE

Max. speed range	107 km/h (67 mph) plus
Climbing ability	32 degrees
Min. turning radius	1.975 m (77.8 in.)
Min. braking distance	15 m (49.2 ft) @50 km/h (31 mph)

ENGINE

Type	2-stroke, 7-port, Torque Induction®/Single
Displacement	171 cc (10.43 cu. in.)
Bore & Stroke	66 x 50 mm (2.598 x 1.969 in.)
Compression ratio	6.1 : 1
Max. torque	1.65 kg-m (11.9 ft.-lb.) @6,000 rpm
Lubrication system	Autolube
Starting system	Primary kick starter
Transmission	5-speed gearbox

DIMENSIONS

Overall length	2,020 mm (79.5 in.)
Overall width	870 mm (34.3 in.)
Overall height	1,090 mm (42.9 in.)
Wheelbase	1,325 mm (52.2 in.)
Min. ground clearance	230 mm (9.1 in.)

WEIGHT (NET) 98.6 kgs (217 lbs.)

FUEL TANK CAPACITY 7.0 lit. (1.8 U.S. gal.)

OIL TANK CAPACITY 1.2 lit. (1.3 U.S. qts.)

TIRES front 3.00-19-4PR

rear 3.50-18-4PR

COLORING Balboa Blue

* Specifications subject to change without prior notice

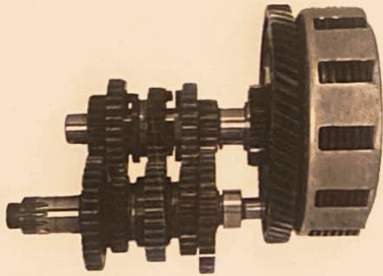
Features

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.

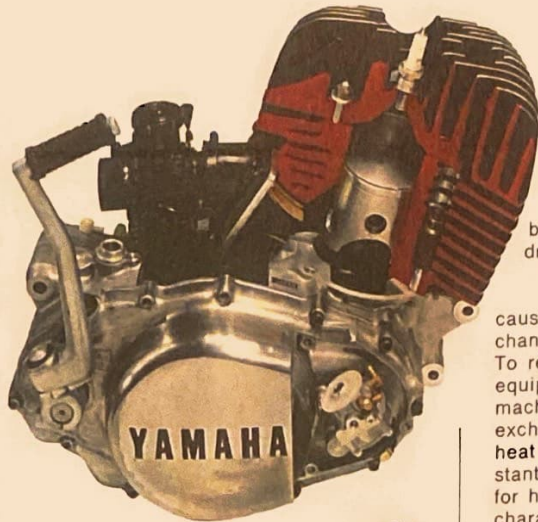


Transmission

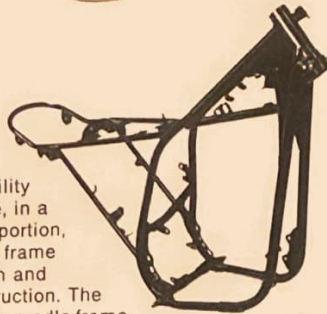
In order to achieve the best possible operational torque for the size of the engine and the weight of the machine, the transmission of the DT machines has been selected to offer easy riding with a minimum of shifting. Operation at high speed rotation within the transmission is an important consideration 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
Bikes which are used for off-the-road riding often become unstable because the hydraulic oil in the rear shock absorbers heats



causing the viscosity to drop, thereby changing the response of the shocks. To remedy this problem, YAMAHA has equipped the rear shocks of this DT machine with "Thermal-Phase" heat exchangers which effectively radiate the heat from the oil, maintaining it at a constant viscosity so that even when used for hours on end, the shock-absorber characteristics will remain the same.

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 to keep out water and dust.



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 tach and speedometer are included for speed and distance indications.



YAMAHA



SINCE 1887

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