

WITH EVERY DT YOU GET A FREE STREET BIKE.

There are few things in life better than getting your money's worth.

And few ways to do it that are as much fun as this — a '79 Yamaha DT.

Because it's not just two bikes for the price of one. It's two good bikes for the price of one.

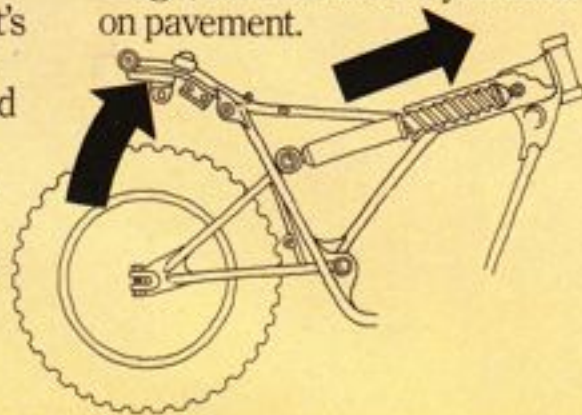
All our DT's were designed from scratch for someone who not only wants to ride on both sides of the city limits, but who also wants to do it on

something that's more than an overweight street bike with knobby tires. Or a tempermental dirt racer with lights.

It's a pure-bred motorcycle, as easy to pick through a stream bed as through a traffic jam.

To illustrate our point, let's take a look at how the DT is made. We start with a rugged motocross-type frame, and motocross-type suspension. On our bigger models (all but the DT100), that means Monoshock.

The Monoshock rear suspension we use is the same system you'll find on our World Champion YZ motocrossers, and TZ road racers. It gives you the flexibility you need in the rough, and the control you need on pavement.



Our exclusive Monoshock rear suspension keeps the rear wheel on the ground for outstanding traction. Spring preload is adjustable to both rider and riding conditions. And the rigid triangulated swing arm keeps the rear wheel stable for truer running.

In fact, it's so good it's patented. That's why you won't find it on anything but a Yamaha.

Our bigger models also have new leading-axle front forks, so there's plenty of travel (up to 7.6" to be exact) and steering that's fast without being heavy.

Power (and we do mean power) comes from a quick, reliable two-stroke single. Quick, because it has Yamaha's exclusive Reed Valve Torque Induction for plenty of low end punch. Reliable, because it's the sim-

plest type of powerplant in the world. (With only seven moving parts, there just isn't a whole lot that can go wrong.)

And to top it off, our two-stroke engines weigh less than a four-stroke, with a much lower center of gravity, for that light, crisp feel.

Add little niceties like flexible turn signals, an exhaust system mounted where it won't scrape, automatic chain tensioner, and of course Autolube — which automatically, precisely,

and economically mixes your gas and oil — and you have a bike that can take you a long way. Wherever you take it.

So whether you decide to take your bike camping, or fishing, or just touring through the boonies on a Sunday morning, you're going to find that our DT's have everything you need to handle even the worst terrain.

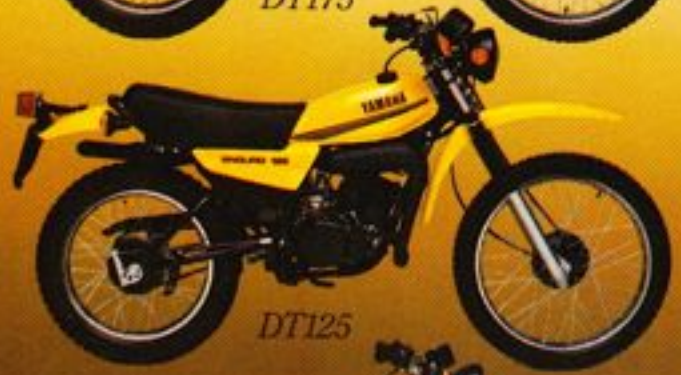
Including a way to get there.

YAMAHA

When you know how they're built.



DT175



DT125



DT100

Power is up on our three bigger models. And even with all that performance, fuel economy is better than ever.



Full street-legal lighting and instrumentation. Includes head and tail lights, flexible turn signals, speedometer, tach, resettable trip meter, neutral and oil level indicators.

New motocross-type leading-axle front forks on our larger bikes mean even better handling and steering.