


# DT175A

 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.



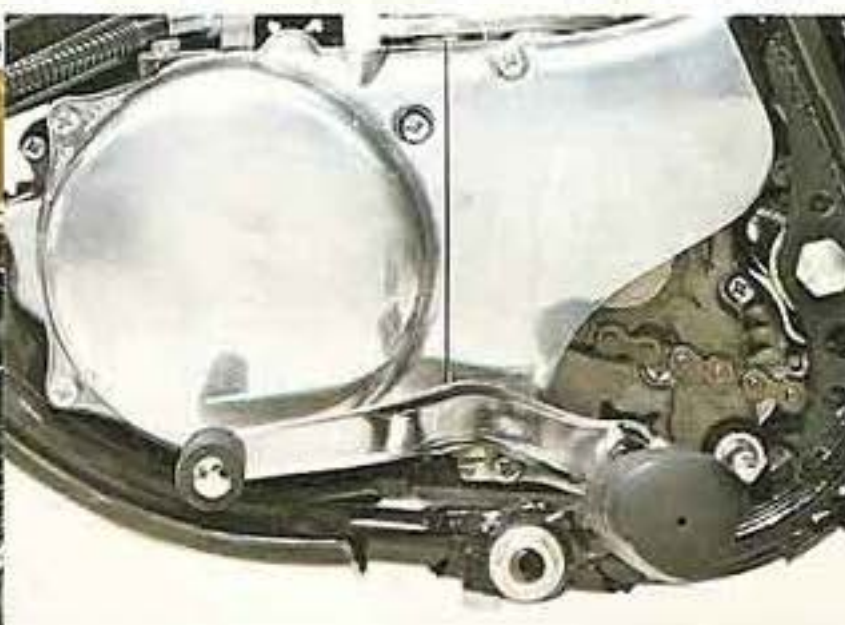
**New silencer** and muffler design cut down noise without cutting down power. Over-the-top exhaust and expansion chamber for better road clearance, less chance of burns.



**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.



**Motocrostyle 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.



Since 1887

# YAMAHA

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# DT175A

In 1974, the DT175A is a completely new kind of Trail. Because many of the lessons learned in Yamaha's highly successful motocross designs have been applied to make it a much more tractable mount off the road. The new double loop motocross-type frame carries the engine lower for better stability. And the unusual flex resistance of

this frame, coupled with a stiffer rear swing arm and a new fork design, makes the DT175A track and steer like a purebred dirt bike.

The carburetion and piston port timing have been further refined this year for more pulling power at low rpm's. (This in an engine which already has the remarkable low speed

torque output made possible by Torque Induction.) From the new high-mounted polypropylene front fender to the new tuned silencer, the DT175A is a better dirt bike than ever. And still one of the toughest lightweight street bikes around.