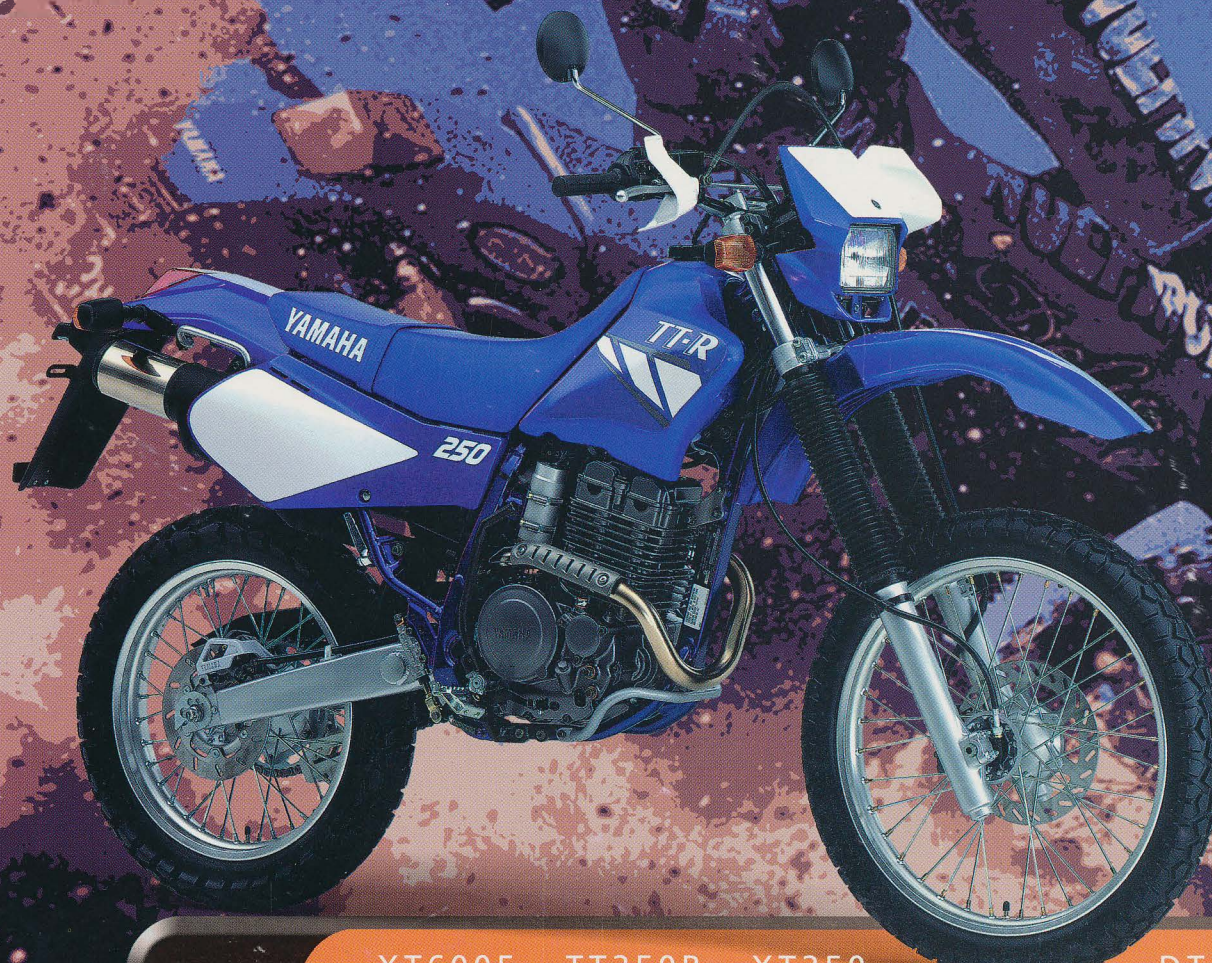




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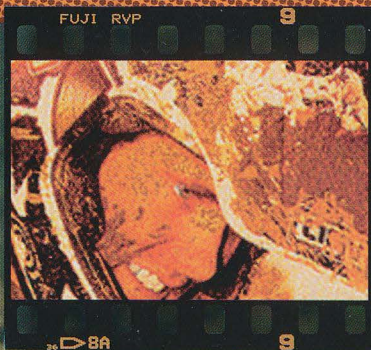
XT600E - TT250R - XT250 -

DT230 - DT175

Professional rider depicted on a closed course.



# Motorcycles for the road less travelled.



And if there are no roads where you're going, that's all right too. Because Yamaha dual-purpose bikes are loaded with race-bred technology specially designed for street, trail and dirt.

Want to cross the continent and stay off the beaten path? The big-bore XT600E with electric starting has the power and stamina to haul you and your gear from ocean to ocean. Looking for something more tightly focused? Throw a leg over the gutsy TT250R, the lightweight off-roader with a heavyweight punch.

If you need nimble, economical transportation on which you can escape at the weekends, the XT250, DT230 and DT175 are as fun to ride in the urban jungle as they are in the real thing.

Whether you are crossing continents, exploring the wilderness or commuting around town, Yamaha dual-purpose bikes are ready for whatever road you travel.







## XT250

Few machines in any category do so many things as well as the XT250. Around town its light weight, **low seat height** and **low-effort controls** make the XT easy and fun to ride. High manoeuvrability makes city traffic something to look forward to, and even parking is easier. And the motocross-derived chassis and suspension components deliver a ride quality and level of handling that you must experience to believe.

Powered by a **quiet** and **very fuel-efficient 4-stroke engine**,

the XT250 pumps out an ample spread of **responsive power**. Low-maintenance features include **electronic CD ignition** for a hot spark and **quick starting**, while the **6-speed transmission** has a gear for every road and every trail. One ride will convince you that the XT250 is the best quarter-litre dual-sport bike on the market.

The XT250E. Just hit the starter button, hit the road and see where it takes you.



## TT250R

Want to mix some enduro racing in with your off-road adventuring? The rugged 4-stroke TT250R is a proven enduro winner that's as at home on an enduro course as it is exploring in the outback. Whether you're aiming for the victory podium or a tiny spot on a map, the TT250R has the performance and reliability to get the job done.

This lightweight, high-revving, **DOHC, 4-valve single** runs a large-bore, **accelerator-pump** carb for instant throttle response. High-spec suspension features a **beefy 43-mm cartridge fork**, a fully adjustable **Bilstein-type shock** with

reservoir and a lightweight yet super-stiff aluminium Deltabox swingarm. Add a pair of grippy **front and rear disc brakes** and high-traction **enduro tyres**, and you're ready to go!

Other enduro equipment includes a **large-capacity 9-litre plastic tank** and a convenient **electric starter** with **back-up kick start** that will get you going in almost any situation. And a full complement of enduro **lighting and instrumentation** makes navigating the bush a whole lot easier.

Enduro racing or adventure off-roading. TT250R can do it all.



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## DT230

Ever wonder what it'd be like to ride a high-powered MX-style bike on the street? Now you can find out, because the lightweight DT230 is loaded with much of the same **GP-winning technology** as our YZ motocross racing machines.

Powered by a **race-developed, liquid-cooled, crank-induced 2-stroke** with **YPVS** and **YEIS**, the DT230 kicks out a wide spread of hard-hitting torque. To help keep you tracking straight on slippery surfaces, we fitted it with our special **traction control** system.

Dual, **large-capacity radiators** keep things cool when the riding gets hot, while the **lightweight, YZ-style chassis** runs a sturdy, **long-travel fork** for precision steering and a smooth ride. **Monocross rear suspension** with stiff **box-section aluminium swingarm** delivers agile handling, on and off the road. And front and rear **disc brakes** are ready for any hazards you may encounter, in the bush or on the street.

Let the DT230 introduce you to a whole new kind of riding: streetcrossing!



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## DT175

Off-road riding and wilderness exploration have never been easier or more fun than on the lightweight DT175. Powered by a **responsive 2-stroke reed-valve engine** with a **compact single-shock chassis**, the DT has plenty of **power** and **manoeuvrability** to explore those out-of-the-way places that 4-wheelers could never get to.

For those sticky moments in every adventure, race-developed, **long-travel front and rear suspensions** and a comfortable, **thickly padded seat** smooth out the ride. And when you want to stop to enjoy the view, the **front disc brake** slows things down in a hurry.



Equipped with **complete lighting equipment** and instrumentation, the DT makes a handy and enjoyable commuter that laughs at traffic jams and can always find a parking spot. Miserly in its fuel consumption and famous for its reliability, the DT175 is as competent on the street as it is in the dirt.

The DT175. Take the long way home.





Adventure touring on two wheels is an experience without equal. When you really want to get away from it all, a motorcycle can take you places that few other vehicles can venture. There's only one problem: finding the perfect bike. You want power and speed for highway cruising and load-carrying capacity, but you need light weight, toughness and simplicity for the dirt. Looks like you have only one choice: the XT600E. A blast to ride around town, plenty of HP for high-speed highway work, and a rugged motocross-derived chassis that's as tough as they come.

This **gutsy air-cooled 4-valve single** is fitted with Yamaha's dual-carburettor **YDIS** and

pumps out heaps of thumping torque to power you across the country or to the middle of nowhere and back again. A **compact dry-sump design** uses an innovative **in-frame oil tank** to control oil temperatures and save space.

The big XT's sturdy yet **lightweight chassis** is fitted with a **long-travel 41 mm air-adjustable fork** and **Monocross rear suspension** for sharp handling and a smooth ride. And an **electric boot** makes it easy to start.

The XT600E. How far out there do you want to go?



**XT600E**



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# S P E C I F I C A T I O N S

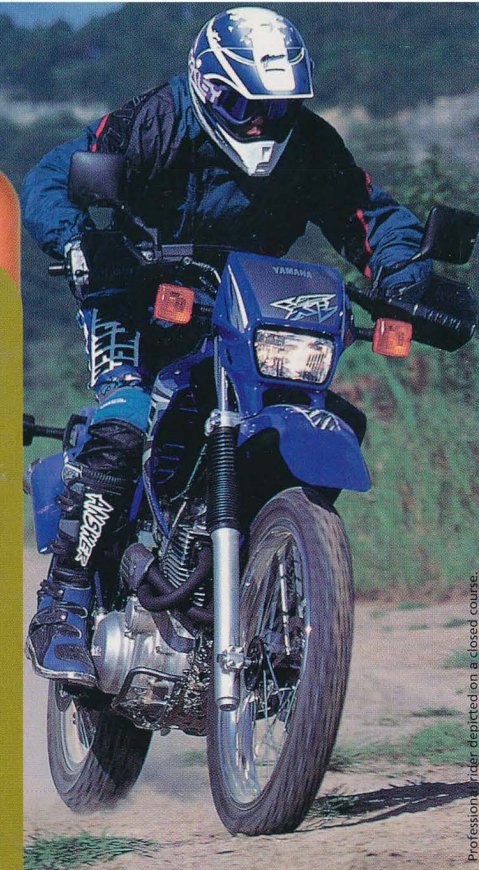
C H A S S I S | E N G I N E

	XT600E	TT250R	XT250	DT230	DT175
<b>Engine type</b>	4-stroke, Air-cooled, SOHC, Single	4-stroke, Air-cooled, DOHC, 4-valve Single	4-stroke, Air-cooled, SOHC, Single	2-stroke, Liquid-cooled, Single	2-stroke, Air-cooled, Single
<b>Displacement</b>	595.0 cc	249.0 cc	223.0 cc	224.0 cc	171.0 cc
<b>Bore &amp; stroke</b>	95.0 × 84.0 mm	73.0 × 59.6 mm	70.0 × 58.0 mm	66.8 × 64.0 mm	66.0 × 50.0 mm
<b>Compression ratio</b>	8.5 : 1	10.2 : 1	9.5 : 1	6.5 : 1	6.7 : 1
<b>Lubrication</b>	Dry sump	Wet sump	Wet sump	Autolube	Autolube
<b>Carburetion</b>	Y26PV	Y30P	BST34	TM30	VM24SS
<b>Ignition</b>	T.C.I.	C.D.I.	C.D.I.	C.D.I.	C.D.I.
<b>Starter system</b>	Electric	Electric/Kick	Electric	Electric/Kick	Electric
<b>Fuel tank capacity</b>	15.0 lit.	10.0 lit.	8.8 lit.	11.0 lit.	9.5 lit.
<b>Oil capacity</b>	3.3 lit.	1.45 lit.	1.3 lit.	1.3 lit.	0.9 lit.
<b>Transmission</b>	5-speed	6-speed	6-speed	6-speed	6-speed
<b>Final transmission</b>	Chain drive	Chain drive	Chain drive	Chain drive	Chain drive
<b>Overall length</b>	2,220 mm	2,195 mm	2,070 mm	2,225 mm	2,110 mm
<b>Overall width</b>	825 mm	835 mm	800 mm	800 mm	855 mm
<b>Overall height</b>	1,205 mm	1,255 mm	1,160 mm	1,200 mm	1,150 mm
<b>Seat height</b>	855 mm	910 mm	810 mm	865 mm	825 mm
<b>Wheelbase</b>	1,440 mm	1,410 mm	1,350 mm	1,410 mm	1,345 mm
<b>Ground clearance</b>	230 mm	300 mm	285 mm	300 mm	260 mm
<b>Dry weight</b>	156.0 kg	120.0 kg	108.0 kg	121.0 kg	102.0 kg
<b>Suspension</b>	<b>Front</b> Telescopic fork <b>Rear</b> Monocross	<b>Front</b> Telescopic fork <b>Rear</b> Monocross	<b>Front</b> Telescopic fork <b>Rear</b> Monocross	<b>Front</b> Telescopic fork <b>Rear</b> Monocross	<b>Front</b> Telescopic fork <b>Rear</b> Monocross
<b>Brakes</b>	<b>Front</b> Single disc <b>Rear</b> Single disc	<b>Front</b> Single disc <b>Rear</b> Single disc	<b>Front</b> Single disc <b>Rear</b> Drum	<b>Front</b> Single disc <b>Rear</b> Single disc	<b>Front</b> Single disc <b>Rear</b> Drum
<b>Tyres</b>	<b>Front</b> 90/90-21 54S <b>Rear</b> 120/90-17 64s	<b>Front</b> 3.00-21 51P <b>Rear</b> 4.60-18 63P	<b>Front</b> 2.75-21 45P <b>Rear</b> 120/80-18 62P	<b>Front</b> 3.00-21 51P <b>Rear</b> 4.60-18 63P	<b>Front</b> 2.75-21 45P <b>Rear</b> 4.10-18 59P
<b>Colours</b>	Yamaha Blue, Black	Yamaha Blue	White	Yamaha Blue	Yamaha Blue, White / Red

Always remember to review your Yamaha Motorcycle Owner's Manual and Tips Booklet before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. And always be sure your bike is in first-class condition before riding. Never engage in stunt riding, and avoid excessive speed. Never ride machines that are not street legal on public roads. Never carry a passenger on machines that are not street legal. Provide parental supervision when a motorcycle is being operated by a minor. Every motorcycle rider should be aware of the limits of his or her skills, experience and abilities and ride accordingly. Beginners should be extremely cautious and allow extra time and distance for manoeuvring and braking.

All riders should ride well within the limits of their abilities, never beyond them. Do not drink and ride. It is illegal and dangerous. Yamaha encourages you to ride safely and respect the environment.

Specifications are subject to change without notice, in accordance with national regulations and legislations.



Professional rider depicted on a closed course.

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