



www.legends-yamaha-enduro.com

DT1000A

YAMAHA TRAIL



www.legends-yamaha-motors.com

Desert Gold

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 drifter, or deep into the terrain, it'll get you there. And back.

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	1,875 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 ltrs

OIL TANK CAPACITY

1.2 ltrs

TIRES front

2.75-19 4PR

rear

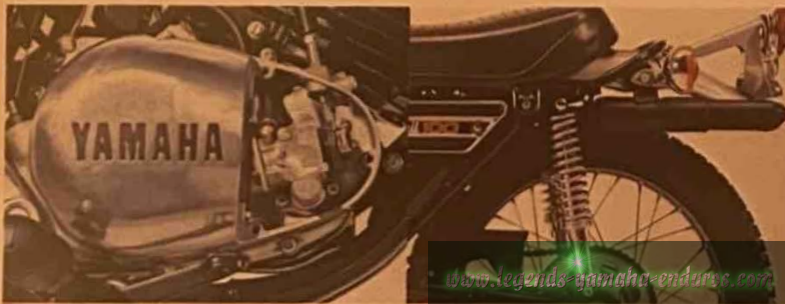
3.00-18-4PR

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 low - 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



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

THE CYCLE SPOT

47 Parramatta Road,
Concord, 214-0536