

YAMAHA **DT175MX**



www.legends-yamaha-enduros.com

Shocking the competition

We call our new DT175 Enduro the most advanced lightweight on the enduro market. And no-one's arguing!

With a hot new 175 cc power pack that shares numerous features with Yamaha's championship-winning lightweight moto-cross racers, plus style motocross front forks and competition monoshock suspension, the DT175 is far and away the most purposeful machine in its class.

For those people who prefer a machine with a high power to weight ratio rather than a hefty bulk and brute power, the Yamaha DT175 perfectly bridges the gap between the lightweight class and its bigger brothers on the off-road trail.

No heavier than most 125 cc machines and with engine power approaching that of a full two-fifty, the DT175 performs like a moto-crosser out in the rough stuff. But on the street it's still docile enough for downtown commuting, quick shopping trips or simple fresh-air riding for fun.

It has everything a self-respecting street bike should have: dual seat and passenger footrests, full lighting with turn signals and braking lights. Plus a powerful, yet tractable and economical, engine and that head-turning off-road style.

For serious off-road riders in the lightweight class, the DT175 offers yet more. Heavyweight front forks that have a full 7.1 inches of travel to ride the rocks and ruts of tough off-road terrain, high level exhaust system and the monoshock suspension that helped Heikki Mikkola to the 1977 World Championship.

Heikki's bike was a 400 but the smaller DT175 uses a scaled down version of the monoshock suspension concept. The lessons we learned in the rough and tumble of World Championship moto-cross are even being applied to our Enduro lightweight.

That's why not even the competition is arguing when we say that the new Yamaha DT175 is the most advanced Enduro lightweight on the streets and trails of today.

Engine

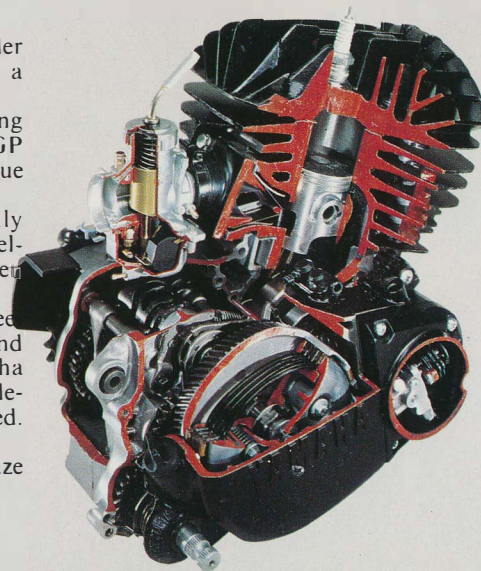
A new and even better version of Yamaha's 175 cc cylinder two-stroke engine unit is what gives the latest DT175 a performance that's on par with most two-fifties.

Very similar to the 125 cc Grand Prix moto-cross racing engine that has taken National Championships and GP wins all over the world, the DT175 gains even more torque thanks to those extra cubic centimetres.

Radial finning on the cylinder head disperses heat quickly and is less likely to clog with mud than old-style parallel-finned heads... a big plus for continuing reliability even under rugged off-road conditions.

Yamaha's patented Torque Induction with stainless steel reed valves makes for crisp carburetion and clean low-end power while lubrication is handled by the famous Yamaha Autolube system. This throttle-controlled oil injection delivers exactly as much fresh oil to the motor as is needed. As much is needed... and no more!

You won't pollute the countryside with a blue smoke haze when you're riding Yamaha off-road!



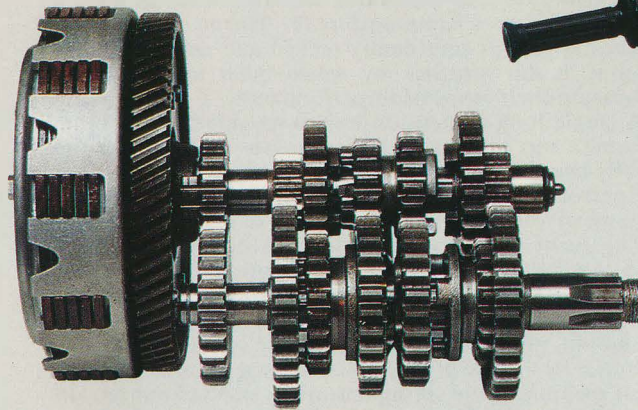
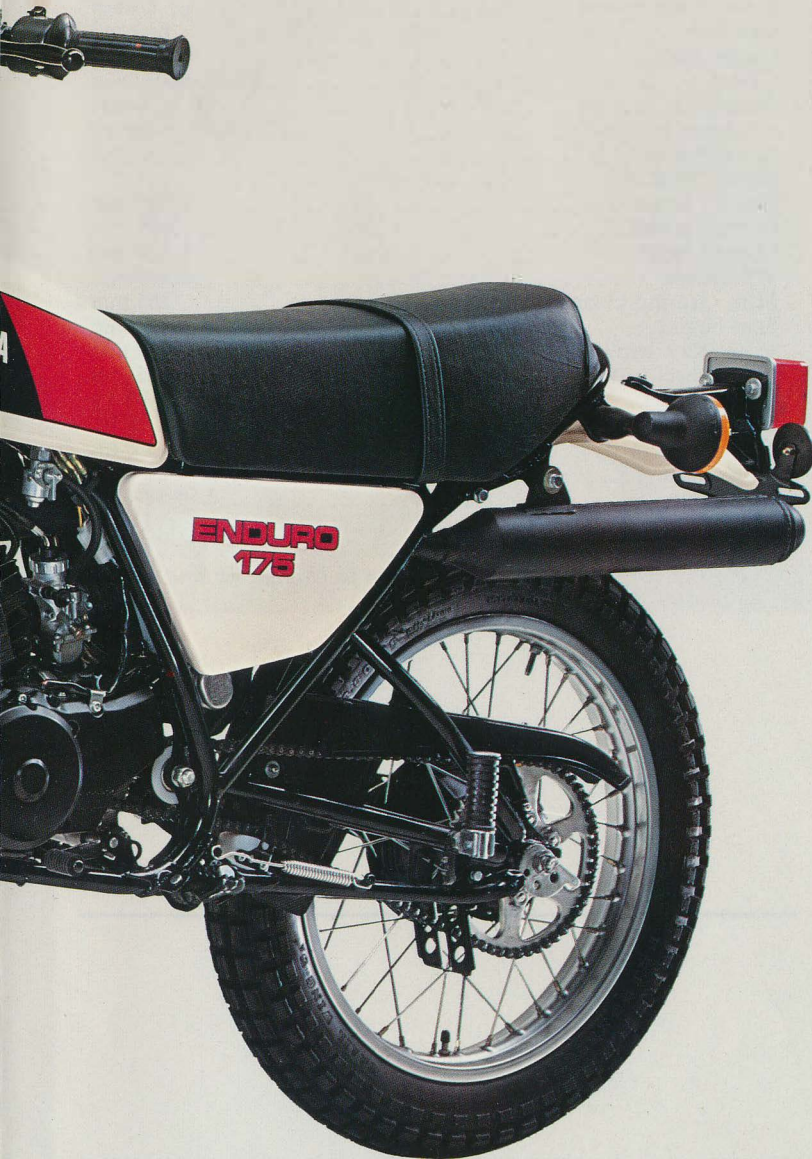
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rigid ! Yamaha's DT175

Transmission

Harnessing the high revs of small-capacity high performance engines and putting the horsepower down to the ground can be a problem. But not for Yamaha.

Using a six-speed gearbox the Yamaha DT175 is never caught in the wrong gear at any point on the power band. Shifting could not be smoother, thanks to the use of the same shift linkage components from the YZ moto-cross range. The DT175 is a true dual purpose machine but when it comes to mechanical specifications it's right up there with the racers.



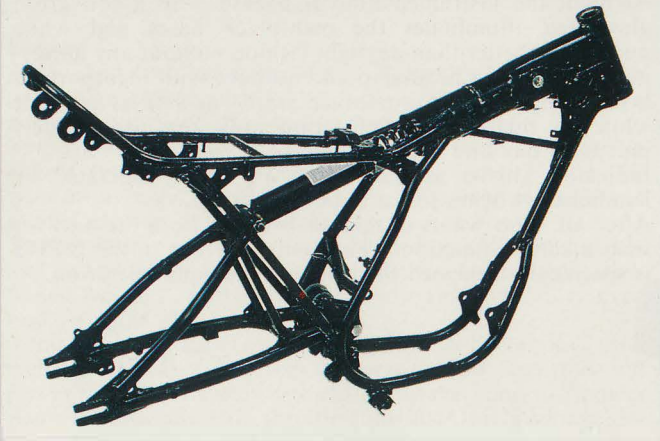
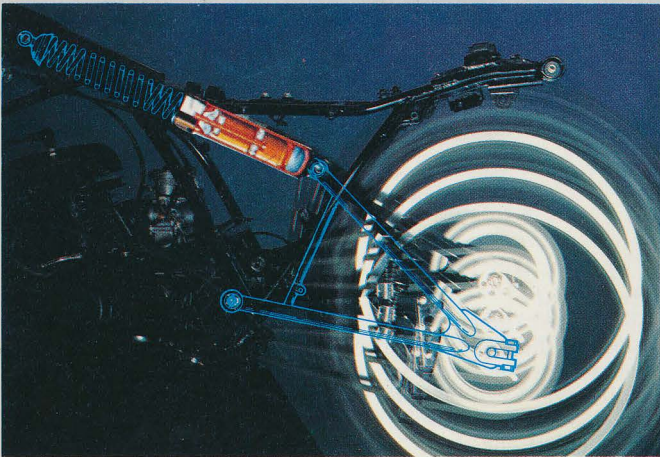
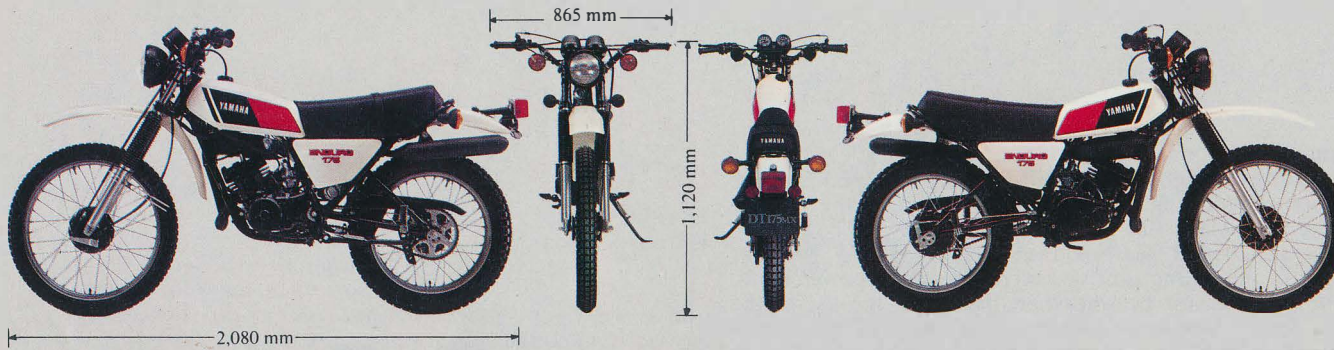
Handlebar

Sit on the Yamaha DT175 and you'll find all the refinements of the true street machine. Angled back towards you are the tachometer and speedometer, set at perfectly the right angle for quick and easy viewing but out of your line of vision so that you're not distracted from concentrating on the trail ahead.

At night the instrumentation is backlit with a soft green glow that illuminates the matt-black bases and white numbers in better-than-daylight fashion without any annoying glare. A big headlamp and taillight with incorporated braking light makes night-time riding as safe as possible while the big, highly visible turn indicators are a safety plus both day and night.

Indicators, lights and horn are all simply operated by handlebar switches just a thumb's stretch away.

After all, who wants to take their hands from the bars for such a simple function? The control layout of the DT175 is specifically designed for instinctive, simple operation.



Monoshock Frame

Yamaha introduced the monoshock chassis to the world back in 1973 and celebrated that introduction with a World 250 cc Championship for Hakan Andersson! The design was continually refined and developed and today is the yardstick by which other manufacturers measure their suspension performance.

A single long suspension unit is mounted between the frame's top tubes and links the steering head to the fully-triangulated rear sub-frame.

Controlled by the suspension unit, the entire rear sub-frame pivots to give a full 5.7 inches of rear wheel travel. The use of a single shock absorber keeps the rear wheel in line better than the more conventional systems and the positioning of the shock absorber gives better weight transfer under acceleration and braking.

Smooth, progressive shock absorber operation is guaranteed by the use of pressurised nitrogen gas as a damping medium while spring tension to suit various terrain and load conditions is easily adjusted by a single, large threaded out that controls the spring's pre-loading.

SPECIFICATIONS

ENGINE

Type	2-stroke, Torque Induction, Single
Displacement	171 cc
Bore & Stroke	66.0 x 50.0 mm
Compression ratio	6.8 : 1
Max. horsepower	15.0 HP (11.0 kW) @ 7,000 rev/min
Max. torque	1.64 kg-m (16.0 Nm) @ 6,500 rev/min
Lubrication system	Autolube
Starting system	Primary kick starter
Primary transmission	Gear
Final transmission	Chain
Gearbox	6-speed
Carburettor	VM24SS
Clutch	Multi-plate, wet
Battery	6 V, 6 AH
Charging system	Flywheel magneto
Ignition type	C.D.I

DIMENSIONS

Overall length	2,080 mm
Overall width	865 mm
Overall height	1,120 mm
Wheelbase	1,350 mm
Min. Ground clearance	265 mm
Seat height	845 mm
Front fork travel	180 mm
Rear wheel travel	145 mm
Weight (net)	99 kg
Fuel tank capacity	7.0 lit.
Oil tank capacity	1.0 lit.
Tires front	2.75-21-4PR
rear	3.50-18-4PR
Brakes front	Drum
rear	Drum

**Specifications subject to change without notice.*



YAMAHA MOTOR N. V.

Postbus 7829 PROF. E. M. Meyerslaan 3
Amstelveen (Amsterdam), Holland

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