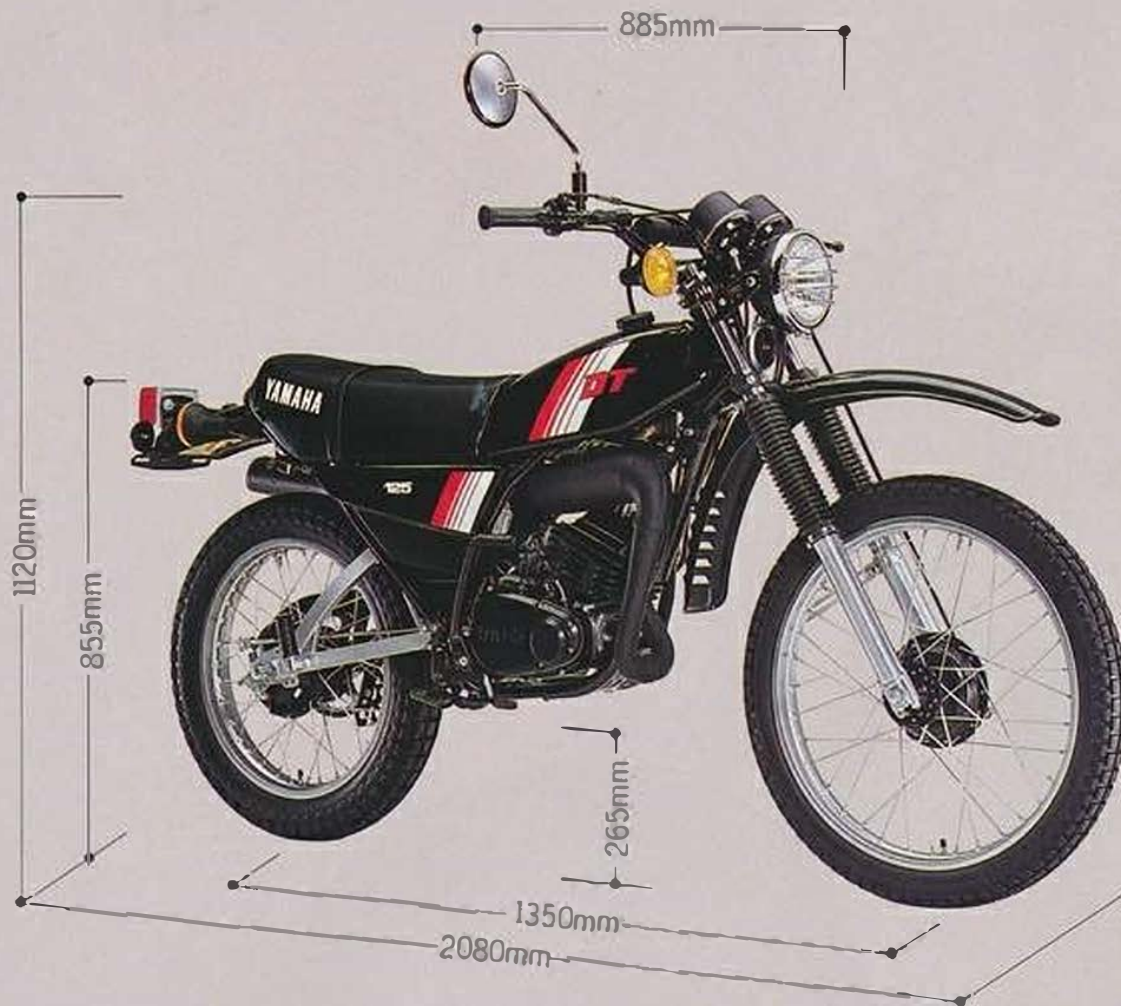


# YAMAHA DT125



[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)



## DT125MX

### Engine:

Quite simply, a YZ engine adapted for trail riding. Entirely constructed of light alloy steel, it features such essential developments as reed valve intake and seven-port Torque Induction system, which gives greater flexibility and torque at low revs. Electronic CDI ignition makes for easier starts and a racier performance, and the six speed gearbox is suited to riding in town and off-road. The clutch is wet multi-plate, and the engine can be started whilst in gear.

### Monoshock shock absorbers:

From moto-cross experience, and introduced by Yamaha in 1973, comes the hydro-pneumatic De Carbon Monoshock system, ensuring consistent performance, greater comfort and better damping. The spring pre-load is adjustable.

### Frame:

The frame of the DT125MX is very similar to that of a YZ moto-cross. The semi-double tubular cradle is adapted from the Monocross suspension developed by Yamaha. The box-section cantilever-style swinging arm gives much greater rigidity to the rear sub-frame. The Monocross suspension, with its longer travel, means that the bike is remarkably stable over the roughest terrain.

### Lubrication:

The oil tank on the side of the machine holds 1 litre of lubricant for the separate Autolube system. A pump sends the pressurised oil to critical points depending on the engine's speed. So there's no more need for petrol/oil mixes and emission of fumes is reduced.

### Instruments:

Despite its racing origins, the DT125MX comes fitted with sophisticated street equipment. The moto-cross handlebars are protected by a padded brace. Controls are located sensibly and the speedometer and tachometer dials incorporate the indispensable warning lights. The 12-volt ground-protected headlight provides excellent lighting. The levers are moulded to fit the hand and are hence very pleasing to use.

[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)

### ENGINE

|                    |                 |
|--------------------|-----------------|
| Type               | 2 stroke        |
| Cylinder           | Single          |
| Displacement       | 123cc           |
| Bore & Stroke      | 56 x 50mm       |
| Compression Ratio  | 7.2:1           |
| Maximum Horsepower | 14.0hp 6500rpm  |
| Maximum Torque     | 1.5kg-m 6000rpm |
| Lubrication System | Yamaha Autolube |
| Starting           | Primary kick    |
| Ignition Type      | CDI             |
| Transmission       | 6 speed         |

### DIMENSIONS

|                    |             |
|--------------------|-------------|
| Overall Length     | 2080mm      |
| Overall Width      | 885mm       |
| Overall Height     | 1120mm      |
| Wheelbase          | 1350mm      |
| Ground Clearance   | 265mm       |
| Seat Height        | 855mm       |
| Weight             | 96kg        |
| Fuel Tank Capacity | 7.0 litres  |
| Oil Capacity       | 0.9 litres  |
| Tyres - Front      | 2.75-21-4PR |
| Rear               | 3.50-18-4PR |
| Brakes - Front     | Drum        |
| Rear               | Drum        |



**YAMAHA MOTOR N.V.**

Postbus 7829 Prof. E.M. Meyerslaan 3  
Amstelveen (Amsterdam)

LIT-3MC-0107517-818K90855-11 x 30D1 Printed in Japan. (x 4/7 x)