YAMAHA

DT250C YAMAHA TRAIL

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It's a way of life.

Reliable responsiveness ready to ride

Utilizing data and design techniques that were born of the world's most difficult and trying motocross tracks coupled with years of road-bike engineering ability, the DT250C Trail by YAMAHA is a well-blended mixture of the qualities that are outstanding in each field. Developed as a highly versatile medium weight trail bike, the DT250C features an extremely narrow profile for excellent maneuverability, and a 246-cc. Torque Induction® 2-stroke engine for an ideal power-to-weight ratio.

For the trail or the open road, the DT250C is capable of opening new areas of pleasure and excitement.

DT250C

PERFORMANCE

Max. speed	124 km/h plus
Climbing ability	35 degrees
Min. turning radius	2,000 mm
Min. braking distance	15 m @50 km/ h

ENGINE

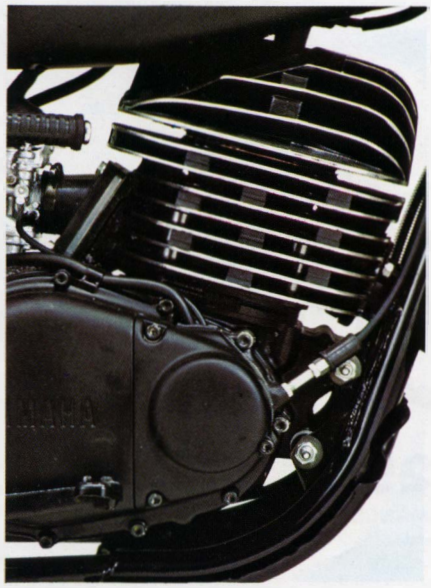
Type	2-stroke, 7-port, Torque Induction, Single
Displacement	246 cc
Bore & Stroke	70 mm×64 mm
Compression ratio	6.8 : 1
Max. torque	2.5 kg. m @5,500 rpm
Lubrication system	Autolube
Starting system	Primary kick starter
Transmission	5-speed gearbox

DIMENSIONS

Overall length	2,180 mm
Overall width	870 mm
Overall height	1,140 mm
Wheelbase	1,415 mm
Min. ground clearance	220 mm
WEIGHT (Net)	121 kgs.
FUEL TANK CAPACITY	9 lit.
OIL TANK CAPACITY	1.5 lit.
TIRES Front	3.00-21-4PR
Rear	4.00-18-4PR
COLORING	New Portuguese Orange French Blue

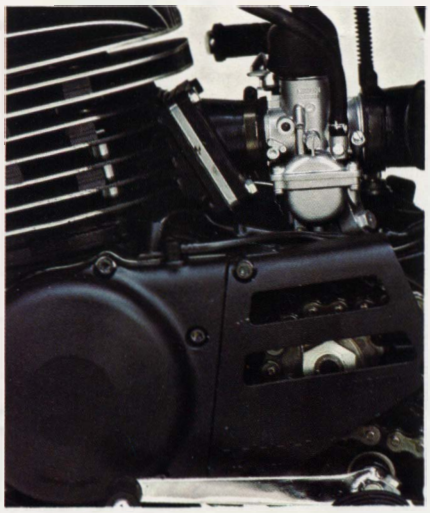
** Specifications subject to change without prior notice.*

Features



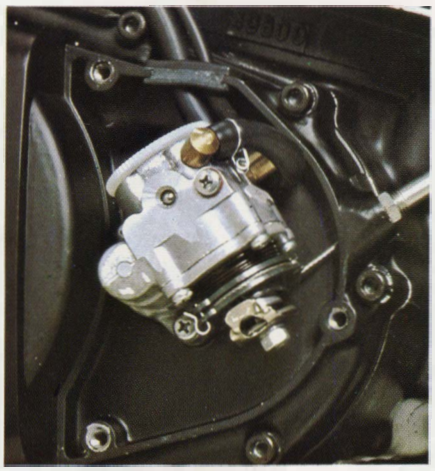
Engine
With lighter piston and connecting rod material plus a radial head-fin design, the large 2-stroke engine has less vibration, less noise and better heat dissipating characteristics.
Built with the same precision engineering that has moved YAMAHA among the world's top manufacturers, this powerhouse responds quickly and smoothly carrying rider and load over the roughest trails or up the steepest hills

Torque Induction®
The Torque Induction® system with reed-valve intake mechanism assures that burned gases are completely purged from the engine and that fuel is supplied on demand. The purging is due to a unique porting arrangement which literally jets away burned gases, and fresh fuel is supplied through the pressure-sensitive reed-valve mechanism which is only open when fuel is required. Torque is increased over the lower- and middle-speed ranges and blow-back through the carburetor is eliminated.



Transmission
The 5-speed transmission has specially selected gears that allow a comfortable overlap in between shifts. Utilizing electrically tempered materials, the transmission is highly durable with lasting positive-shifting characteristics, and is the perfect complement to the 2-stroke engine.

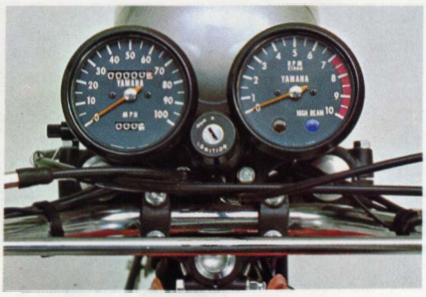
Front forks and high-rise front fender
Designed to absorb a wide variation of shocks and vibration, the enduro front forks help reduce rider fatigue while maintaining maximum stability. These forks have a long stroke enabling comfort plus maneuverability for all types of road or trail travel, and the high-rise front fender is durable and installed so that the front wheel will not clog with mud or brush.



Autolube
Continuously monitoring the rotational speed of the engine and the throttle opening, Autolube precisely controls the amount of oil, from a separate tank, to be mixed with the gasoline. This automatic gasoline and oil mixing system, which was developed by YAMAHA, improves engine operation by maintaining optimum performance under all riding conditions.

Brakes
For problem-free trail riding, the brakes, front and rear, are water- and dustproof. Also, they have an optimum shoe area that allows maximum heat dissipation without causing the brakes to grab or lock up. Riding safety and pleasure are increased with these brakes which offer smooth controlled stops under all riding conditions.

Thermal-Phase rear shock absorbers
In order to maintain uniform shock-absorbing characteristics even when subjected to continuous rough riding, the rear shock absorbers are equipped with Thermal-Phase heat exchangers to cool the shock absorber oil keeping it at a constant viscosity. Also, the shocks are mounted slightly forward and at a greater angle to obtain a longer stroke, thereby improving road tracking ability.



Speedometer and tachometer
Shock mounted and where they can be easily seen, the precision speedometer and tachometer give a quick overview of machine performance. Also, these instruments can be utilized as indicators for optimum shifting points.

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SINCE 1887

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