

DT80/100



115 Quincy St.
Hancock, Mich. 49930

www.legends-yamaha-enduro.com

DT80

The double-cradle tubular steel frame is light, yet rigid. With a low center of gravity for easy handling.

72cc two-stroke single cylinder with reed-valve Torque Induction for more horsepower, especially at low rpm's.



Full street-legal lighting and instrumentation includes head and taillights, turn signals and speedometer.



Long-travel front forks help prevent a rough trail from being a rough ride.

Large diameter brakes are water, dust and fade-resistant so nothing can stop them from stopping you.

Primary kick starter allows beginners to start in any gear, instead of hunting for neutral.

Autolube not only mixes oil and fuel, it monitors engine load and adjusts the mixture for long life.

Breakerless Capacitor Discharge Ignition (CDI) produces a hotter spark electronically, minimizing maintenance.

www.legends-yamaha-enduros.com



DT100

The low seat position increases stability. And lets you put your feet on the ground when you're stopped.

97cc two-stroke single cylinder engine with reed-valve Torque Induction for more horsepower, especially at low rpm's.

Full street-legal lighting and instrumentation includes head and taillights, turn signals and speedometer.

The double-cradle tubular steel frame is light, yet rigid. With a low center of gravity for easy handling.

Oil-dampened rear shocks are five-way adjustable.

Full-size, oil-dampened front forks are motocross-tuned for plenty of travel.



Large diameter brakes are water, dust and fade-resistant so nothing can stop them from stopping you.

Primary kick starter allows beginners to start in any gear, instead of hunting for neutral.

Autochube not only mixes oil and fuel, it monitors engine load and adjusts the mixture for long life.



www.legends-yamaha-enduros.com

Breakerless Capacitor Discharge Ignition (CDI) produces a hotter spark electronically, minimizing maintenance.

Rear view mirror(s) standard equipment.

FOR THE SMALLER. AND THE TALLER.

The Yamaha DT80 and DT100 are two quick, powerful, reliable, economical on/off road motorcycles designed specifically for mini and mid-sized people.

DT80: LITTLE GOES A LONG WAY.

The DT80 is built with the small beginning rider in mind. But has lots more spunk than you might expect from a mini bike. Enough to keep challenging the novice long after he's learned the basics.

Power is supplied by a 72cc, two-stroke, single-cylinder engine. And to make riding easier for the beginner, there's a primary kick starter so he can crank up in any gear.

DT100: ONE SIZE FITS MOST.

The DT100, bigger than a mini and a bit smaller than a full-size bike, is just right for getting mom to the store or dad to his favorite fishing hole. And when the bigger kids go play in the dirt, it'll take whatever they can dish out.

It has a feisty 97cc two-stroke single with a large cylinder fin area for efficient cooling and long life.

DIFFERENT. BUT ALIKE.

Both engines feature Yamaha's unique reed-valve Torque Induction for plenty of low-end torque and high-end power. Our patented Autolube system automatically premixes the gas and oil according to engine load and speed. And a breakerless Capacitor Discharge Ignition (CDI) delivers better performance with less maintenance.

Each bike is built dirt tough with rugged motocross features. Like a strong, rigid double loop frame that keeps the center of gravity low for stable, confident handling. Long-travel front forks and rear shocks for excellent control over changing terrain. And a tucked-into-the-frame exhaust system for maximum ground clearance.

Of course, both machines are fully street legal with complete instrumentation and lighting and universal trials tires.

The DT80 and DT100 deliver all the fun and practicality you could ask of a dual-purpose motorcycle. And one of them is just your size.

DT80

ENGINE

Type	Reed-valve, 2-stroke single
Displacement	72cc
Bore and Stroke	47 x 42mm
Compression Ratio	6.9:1
Maximum Torque	4.3 ft.-lbs. (0.59 kg-m) @ 6,500 rpm
Carburetion	TK Y16P-3A
Ignition	CDI
Starting	Primary kick
Lubrication	Autolube
Transmission	4-speed
EPA Rating*	117.8 mpg

CHASSIS

Overall Length	61.6" (1,565mm)
Overall Width	28.0" (710mm)
Overall Height	36.6" (930mm)
Wheelbase	41.1" (1,045mm)
Ground Clearance	6.7" (170mm)
Seat Height	25.8" (655mm)
Dry Weight	141 lbs. (64 kg)
Fuel Tank Capacity	1.3 gals. (4.8 l)
Oil Tank Capacity	0.7 qts. (0.7 l)
Suspension	
Front	Telescopic forks
Rear	Swing arm
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	2.50 x 15
Rear	2.75 x 15
Coloring	Chappy Red

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.

DT100

ENGINE

Type	Reed-valve, 2-stroke single
Displacement	97cc
Bore and Stroke	52 x 45.6mm
Compression Ratio	6.7:1
Maximum Torque	6.3 ft.-lbs. (0.87 kg-m) @ 6,500 rpm
Carburetion	Mikuni VM20SS
Ignition	CDI
Starting	Primary kick
Lubrication	Autolube
Transmission	5-speed
EPA Rating*	119.8 mpg

CHASSIS

Overall Length	74.0" (1,880mm)
Overall Width	31.5" (800mm)
Overall Height	39.0" (990mm)
Wheelbase	46.8" (1,190mm)
Ground Clearance	7.9" (200mm)
Seat Height	28.7" (825mm)
Dry Weight	176.0 lbs. (80 kg)
Fuel Tank Capacity	1.2 gals. (4.5 l)
Oil Tank Capacity	1.1 qts. (1.0 l)
Suspension	
Front	Telescopic forks
Rear	Swing arm
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	2.50 x 18
Rear	3.00 x 16
Coloring	Crystal Silver

*Mileage figures based on EPA testing, for city riding. Your mileage may vary depending on the way you ride.

YAMAHA

THE WAY IT SHOULD BE.
www.legends-yamaha-enduros.com