

DT 360



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For 1974, the DT 360 is a more formidable bike than ever. A new frame design with a much lower center of gravity and increased rigidity greatly improves handling on and off the road while the slimmed-down crankcase and a muffler that tucks in under the saddle makes the new DT 360 as trim as a motocrosser.

The Thermal-Phase rear shocks will not

overheat or lose damping efficiency.

The new C.D.I. electronic ignition system produces a hotter, more consistent spark and virtually ends spark plug fouling. As well as eliminating the problems common to mechanical breaker points.

An automatic compression release activated by the kickstarter and an automatic

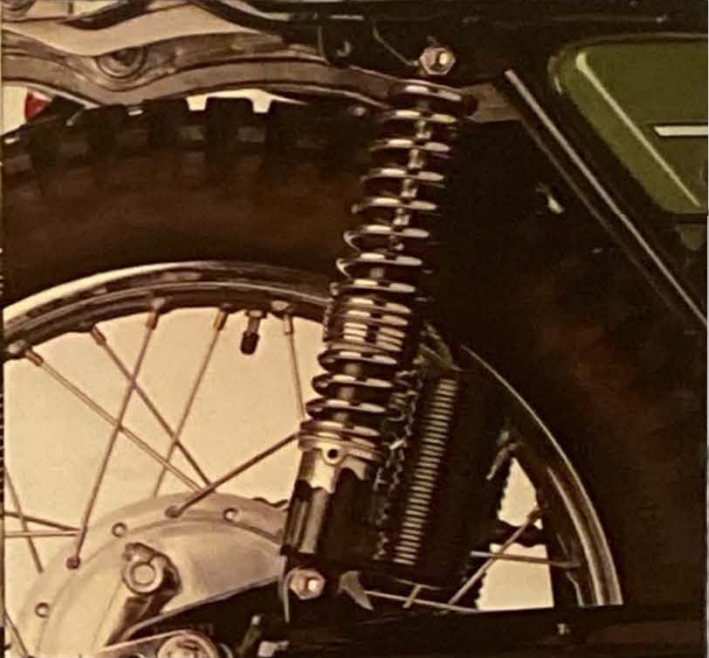
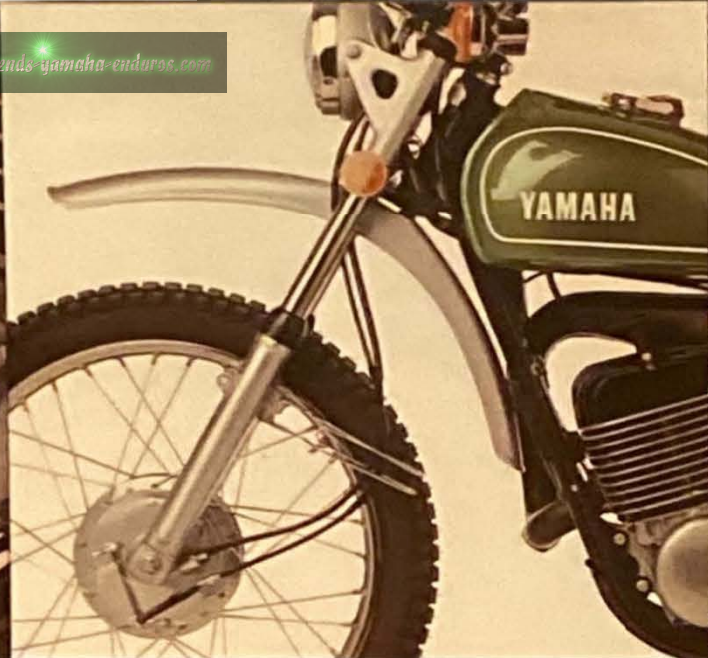
spark advance mechanism make this one big-bore machine that will actually start on the first kick.

Because of Torque Induction, Yamaha's unique reed valve intake system, the DT 360 has a smooth, strong powerband. This accurate throttle response is a valuable quality going up a mountain or down a freeway.



Features

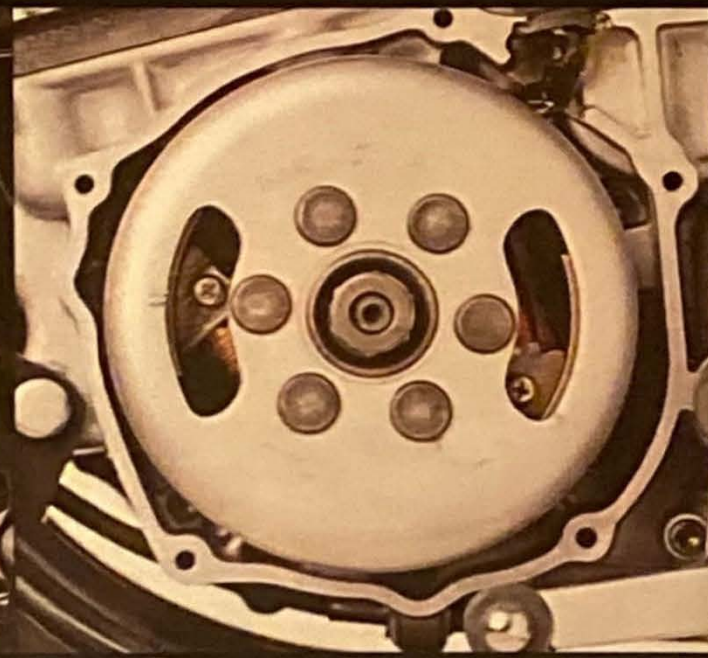
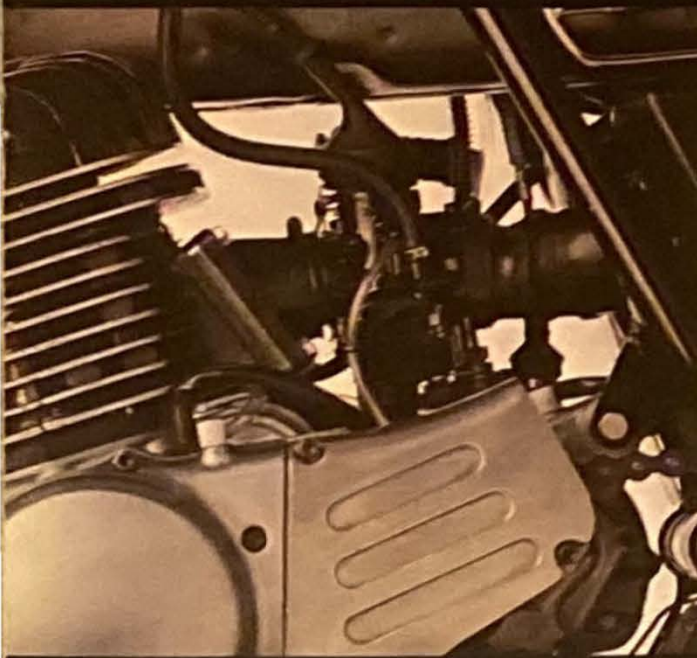
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Autolube; a feature on all Yamaha two-stroke engines, automatically injects oil into the fuel mixture, eliminating the need for premixing. And, since it adjusts the flow of oil to engine load and speed, it extends engine life.

New high-clearance fender of lightweight polypropylene is virtually unbreakable. New 21 inch front wheel helps maintain steering control on rough terrain.

Thermal-Phase rear shocks have built-in oil coolers to prevent overheating, no matter how hard or long you ride. Interchangeable jets also allow you to adjust compression and rebound characteristics individually.



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.

C.D.I. ignition system produces a hotter, more consistent spark at all engine speeds, and virtually eliminates spark plug fouling. It also eliminates all the problems that go along with conventional breaker points.

Motocross-type frame cradles the engine lower, 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.



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PERFORMANCE		DT 360A
Max. speed		83 mph plus
Min. turning radius		78.7 in.
Min. braking distance		49.2 ft. @ 31 mph
ENGINE		
Type		2-stroke, Torque Induction, Single
Displacement		351 cc (21.42 cu. in.)
Bore & Stroke		3.150 x 2.756 in.
Compression ratio		6.4:1
Max. torque		27.7 ft.-lb. @ 5,500 rpm
Lubrication system		Autolube
Starting system		Primary kick starter
Transmission		5-speed gearbox
DIMENSIONS		
Overall length		85.8 in.
Overall width		34.3 in.
Overall height		44.9 in.
Wheelbase		56.1 in.
Min. ground clearance		8.7 in.
FUEL TANK		
Capacity		2.4 U.S. gal.
OIL TANK		
Capacity		1.6 U.S. qts.
TIRES		
Front		3.00-21-4 PR
Rear		4.00-18-4 PR

Specifications subject to change without notice.

**Someday,
you'll own a Yamaha.**

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