

DT250



www.legends-yamaha-enduros.com

EASY TO HANDLE. TOWN AND DIRTY

On the street or in the dirt, the DT250 handles like no other dual-purpose machine. For two good reasons.

Reason number one—Monoshock, Yamaha's ingenious, and exclusive, rear suspension system. The single nitrogen/oil shock, locked into a rigid triangulated rear swing arm, gives you 5.5 inches of travel, keeps your rear wheel (and power) on the ground, and prevents rear wheel wobble. And we've made it even smoother this year.

Reason number two—all-new leading-axle front forks. They're plenty long on travel to provide easy handling and help smooth out off-

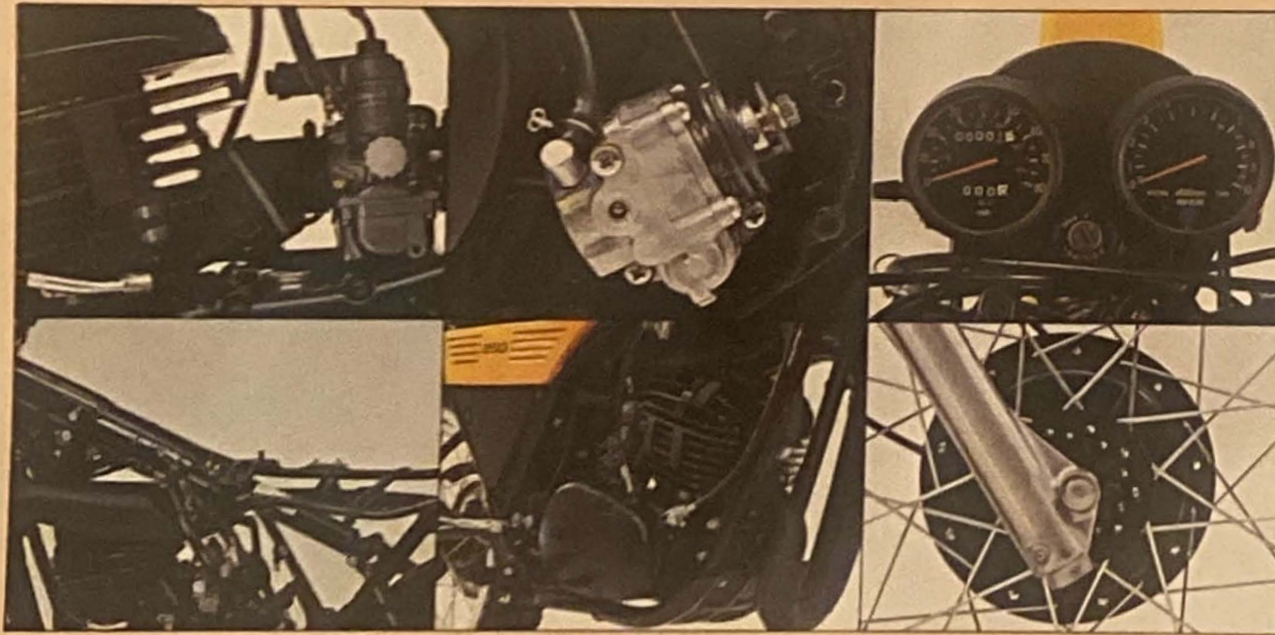
road obstacles. Precisely balanced frame geometry also contributes to better handling both on and off the road.

For power, the DT250 has a reliable two-stroke single-cylinder engine that delivers excellent low-end torque and pulls unhesitatingly through the entire rpm range.

Other considerations: a specially-designed seat that offers comfort over a wide range of riding conditions. New off-road styling. Turn signals mounted on flexible stems to prevent damage in close quarters. And street-legal instrumentation including speedometer, tachometer, and resettable trip meter.

The 1979 DT250 is perhaps the smoothest handling machine in its class. Whether you're heading for town. Or heading for the hills.

Flexible, high-visibility turn signals.



Torque Induction, Yamaha's unique intake system, utilizes reed valves to feed the engine the exact mixture of fuel and air it needs.

Airtube consistently adjusts the flow of oil into the fuel mixture according to engine load and speed for consistent performance across the powerband.

Street-legal instrumentation includes speedometer, tachometer, and resettable trip meter. A large, sealed-beam headlight provides bright nighttime illumination.

The exclusive **Monoshock** rear suspension and triangulated swing arm were developed from Yamaha's world championship motocross machines. The Monoshock increases rear suspension travel for better overall traction.

Motocross-type frame provides a lower center of gravity and lower seat height, for better balance. It encompasses the center-mount exhaust system, which has been routed out of the way, under the padded seat, for greater ground clearance.

Leading-axle front forks are long on travel for easier handling and a more positive feel when riding over obstacles and road hazards.



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Full street-legal instrumentation and lighting.

Exclusive new adjustable Monoshock rear suspension.

Long-travel, leading-axle front forks.

YAMAHA

250

Rugged, motocross-type frame.

Versatile 5-speed transmission.

246 cc. single-cylinder engine with Torque Induction, Autolube, and C.D.I. ignition.

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DT250F

ENGINE

Type	2-stroke single
Displacement	246 cc
Bore and Stroke	70×64 mm
Compression ratio	6.7 : 1
Maximum torque	20.3 ft.-lbs. (2.8 kg-m) @ 5,000 rpm
Carburetion	(1) Mikuni VM 28SS
Ignition	C. D. I.
Starting	Kick
Lubrication	Autolube
Transmission	5-speed

CHASSIS

Overall length	86.0" (2,185 mm)
Overall width	34.3" (870 mm)
Overall height	45.9" (1,165 mm)
Wheelbase	55.9" (1,420 mm)
Ground clearance	10.2" (260 mm)
Dry weight	270.5 lbs. (122.7 kg)
Fuel tank capacity	2.2 gals. (8.5 l)
Oil tank capacity	1.2 qts. (1.1 l)

Suspension

Front	Telescopic forks
Rear	Monocross suspension

Brakes

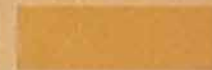
Front	Drum
Rear	Drum

Tires

Front	3.00×21
Rear	4.00×18

Coloring

Competition Yellow



* Specifications subject to change without notice.

YAMAHA

When you know how they're built.

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