

# '75 ENDURO

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## GT80

Yamaha knows the young enthusiast is more enthusiastic than any other rider. When the GT80 was designed, the engineers had him in mind.

The GT80 was built to take a heap of abuse - to stay together when other machines fall apart. In fact, the machine isn't so much an Enduro as it is a street legal motocrosser. Same long travel front forks. Same double loop frame. Same heavy duty shocks. Same powerful two-stroke engine, tough transmission, and rugged overall construction.

The GT80 is the machine for the young rider, including a feature that lets him restart in any gear without having to find neutral first.

The only problem with the GT80 is keeping the overgrown kids from taking the GT80 away, and riding it themselves.





# DT100

The DT100 is a motorcycle you can take to work, or put to work.

It's a street legal motocross styled machine. In fact, the motocross-type frame design is similar to a factory motocross racer, with the muffler tucked under the seat to make the machine narrower, and your ride more comfortable. And it has a low center of gravity for better handling.

The DT100 has heavy duty shocks and a tough 5-speed transmission. And a two-stroke engine featuring Yamaha's exclusive Torque Induction reed valve intake system that gives you greater horsepower at lower RPM's.

The DT100. For a quick jaunt to the corner grocery store. For a long weekend at your favorite campsite.





## DT175

If you're looking for a motorcycle that you can take to the store for a package of cigarettes, and then to that fishing spot you hiked to when you were a kid, look at the DT175.

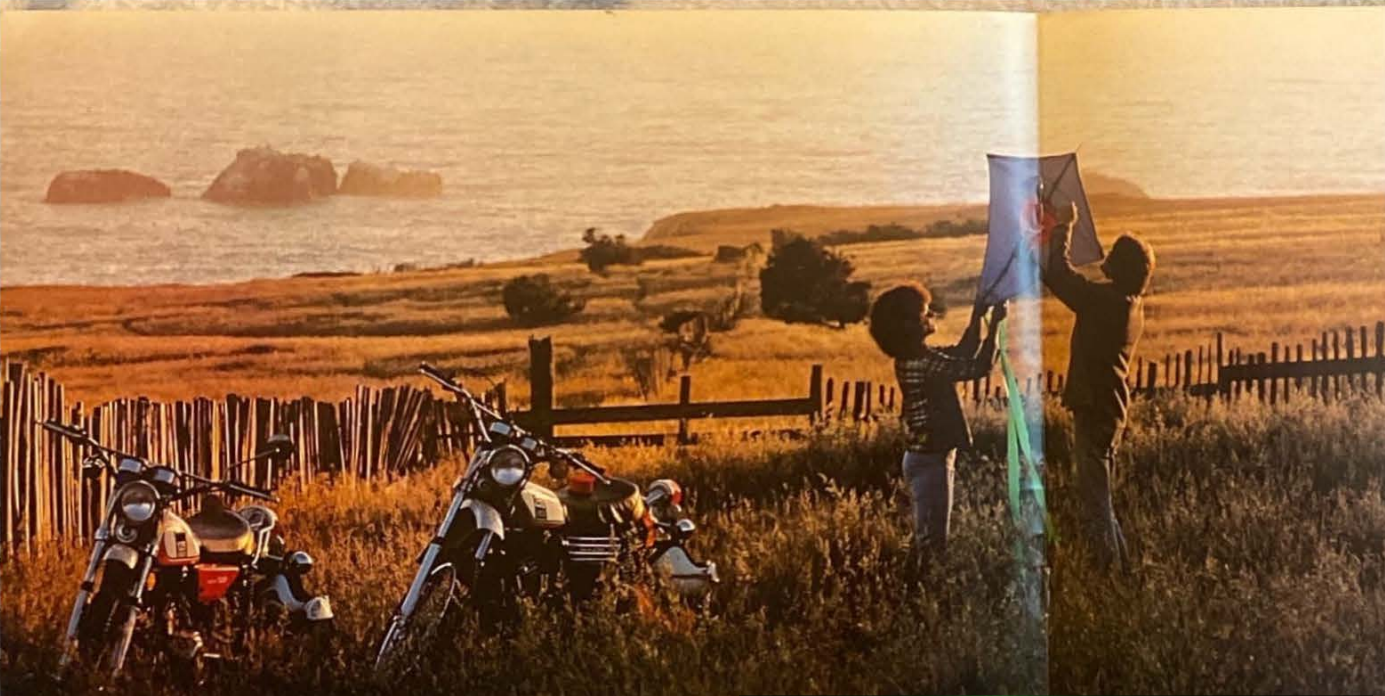
The motocross-type frame gives this motorcycle a low center of gravity, so it handles easier and better off the road. Because the DT175 is lightweight and narrow (the exhaust system is tucked neatly under the seat) you can handle it beautifully on really tight trails.

The DT175 is equipped with Thermal-Phase rear shocks. And the engine is fitted with Yamaha's exclusive Torque Induction intake system, which gives added power at low speeds. And that's just as important when you're riding in city traffic as when you're riding over deserted trails.

The DT175. It's as dependable on the road as it is rugged on the trail.



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## DT125

The DT125 is a motorcycle you can take to work in the morning, and then climb the highest hill so you won't miss the sunset on the way home.

This is a motorcycle that can sail you over trails and countryside that other machines of the same displacement have trouble getting to. The reason is Yamaha's exclusive Torque Induction intake system that gives you extra power at the lower end of the rpm range. Extra power to pull through mud. Extra power to pass on the street.

The DT125 also has an extremely low noise level. This is because of a muffler that really muffles. Because of rubber dampers practically everywhere, it even has a quick, quiet electric starter. And a durable motocross-type frame.

The DT125. Take it around the block for a test ride. Then take it wherever your mind wants to go.

## DT250

When Yamaha pioneered the dual purpose motorcycle back in 1967, the result was a 250cc machine designed as the perfect compromise between a reliable street motorcycle and a rugged motocross motorcycle. Since then, many other manufacturers have entered the Enduro market, but none have been able to come up with today's version of Yamaha's original idea. Today's DT250.

The frame is designed after Yamaha's championship motocross machines, so the motorcycle has a low center of gravity. This means you can corner easily around city streets or country trails.

Yamaha's exclusive Torque Induction intake system gives you plenty of power in the low to medium ranges.

And the exhaust system is packed under the seat, out of sight, out of the way, and quiet.

The DT250. It's probably the most popular street/trail machine on the market today.





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## DT400

The new DT400 is for the serious off-road rider who likes to do some highway riding as well.

The new DT400 is for the commuter who likes to take his motorcycle for a ride along the open countryside.

It has a motocross-type frame with a low center of gravity. Plus motocross forks and Thermal-Phase rear shocks.

The DT400 has the perfect gearbox for dual purpose riding. The engine has the power you need to reach highway speeds. And with Yamaha's exclusive Torque Induction Intake system, the low end pulling power you need for hills, mudholes and most off-road riding situations.

The DT400 is equipped with C.D.I. ignition that eliminates the points and condenser, so you'll have a dependable machine requiring less maintenance.

The new DT400. It's a trail machine built for the road. And vice versa.



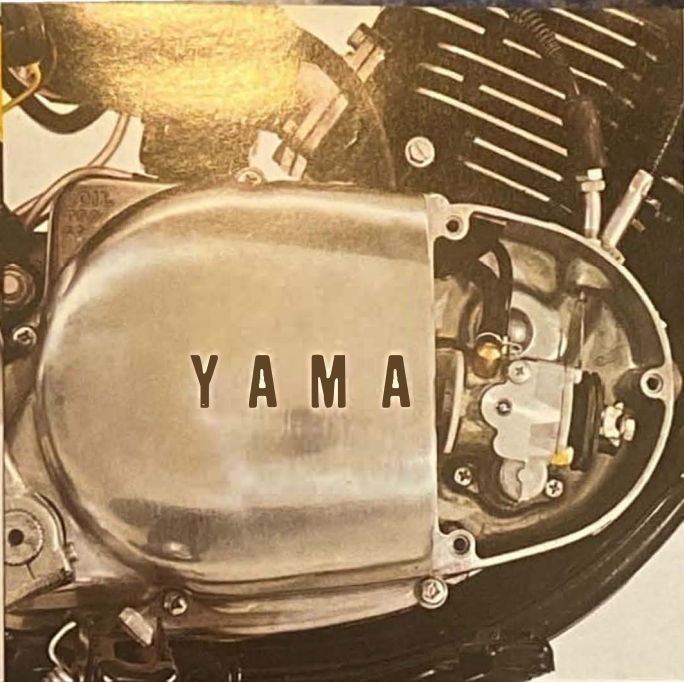
# Features

Torque Induction, Yamaha's unique intake system, utilizes a reed valve to feed the engine the exact amount of fuel and air it needs. And to prevent carburetor blowback. The result is that horsepower is increased, particularly at low rpm's.

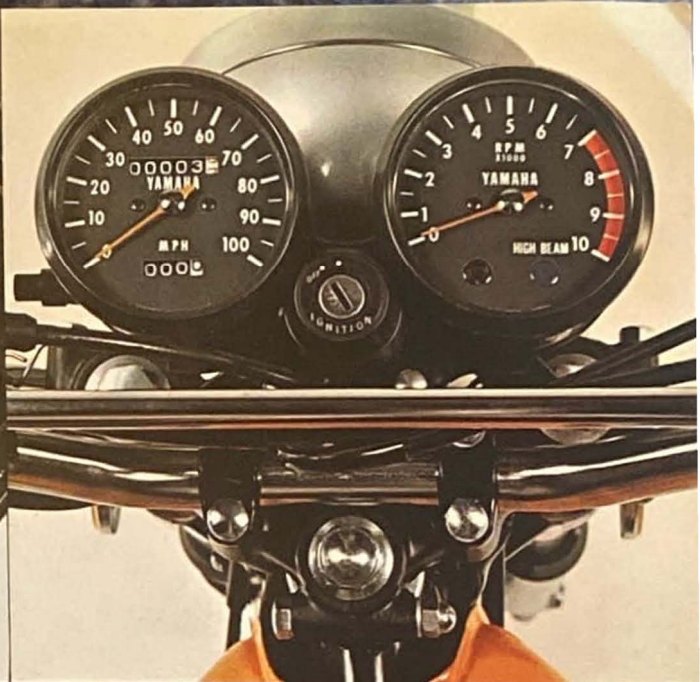
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Racing design concial front hub, new spoke and rim design and larger front brake drum combine to make a stronger, lighter, more dependable machine.



Autolube<sup>®</sup>, a feature on most 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.



Enduro-type instruments include speedometer, tach, and resettable trip odometer. A single key locks ignition, forks, gas cap, and accessories compartment. Complete lighting system makes Yamaha Enduros fully street legal.



Motocross-type frame cradles the engine lower, has lower center of gravity for better handling. This frame design, adapted from the highly successful Yamaha motocrossers, also flexes less, for surer tracking.



Over-the-top exhaust system tucks exhaust pipe under the saddle, resulting in a slimmer configuration and less chance of burns. Muffler design cuts down noise without cutting down power output.



Thermal-Phase rear shocks have built-in oil coolers to prevent overheating, no matter how hard or long you ride.

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

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Printed in Japan LIT-11113-41-01

