

DT175



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The Yamaha DT 175: Long travel s

This year, the DT 175 is new in suspension, design, and power features.

The De Carbon Monocross suspension system is a radical departure for an Enduro machine. It is an innovative technical advantage — to give the rider more control over rough terrain. It allows longer travel in the rear with damping far superior to conventional shocks. The rigid, triangulated swing arm helps prevent rear wheel wobble. And longer travel front forks help the DT 175 track like a Yamaha world champion motocross machine.

Design features for the DT 175 include polypropylene side covers, comfortable seat and Enduro instrumentation. Also included are dirt bike design elements that are direct descendants from Yamaha's motocrossers: a center-mount exhaust system, and a narrower tubular frame.

The DT 175's engine is stronger than ever for taking on rough desert trails or winding country roads. It features C.D. Ignition and Torque Induction to regulate the fuel/air mixture and generate optimum power at low rpms. Autolube pre-mixes the oil and fuel according to load and speed to increase engine life. A square-barrelled cylinder and radial fin head allows greater heat dissipation and increased cooling. A 6-speed transmission makes better use of the powerband. The DT 175 engine is constructed of lightweight alloy components, so there is less weight to pull, while there is more power to pull it.

This Enduro is street legal with its high visibility lighting system and full instrumentation, which includes speedometer, tachometer, and re-set trip meter.

The Yamaha DT 175. It's a new Monocross Enduro built for on-road, off-road Yamaha superior performance.

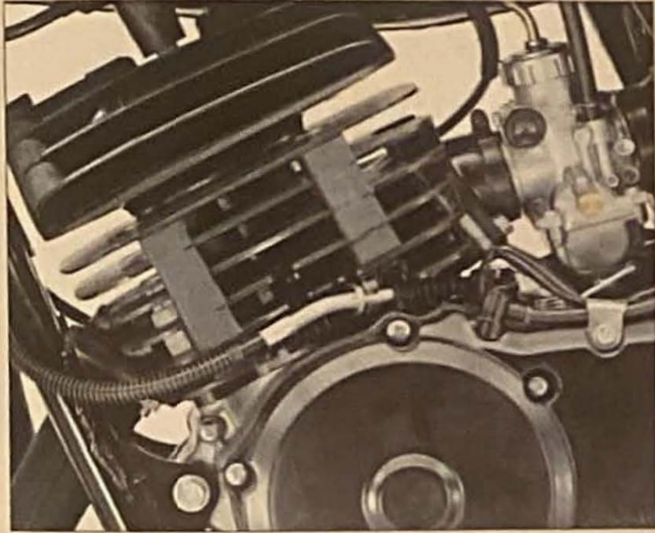
When you know how they're built, you'll buy a Yamaha.



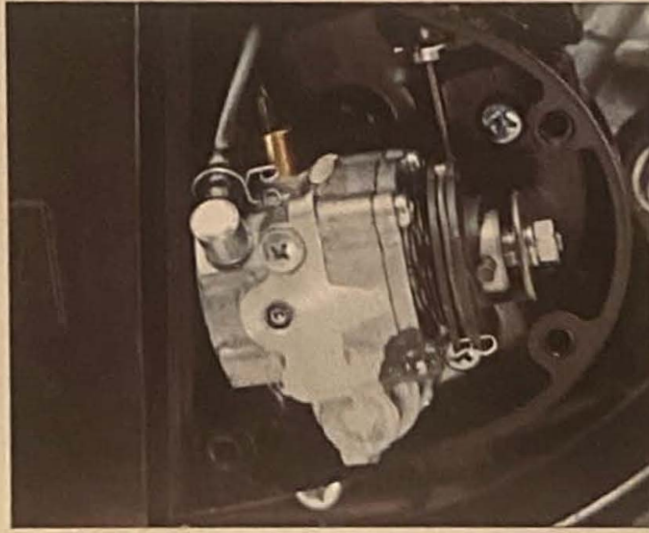
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Suspension for on or off road riding.

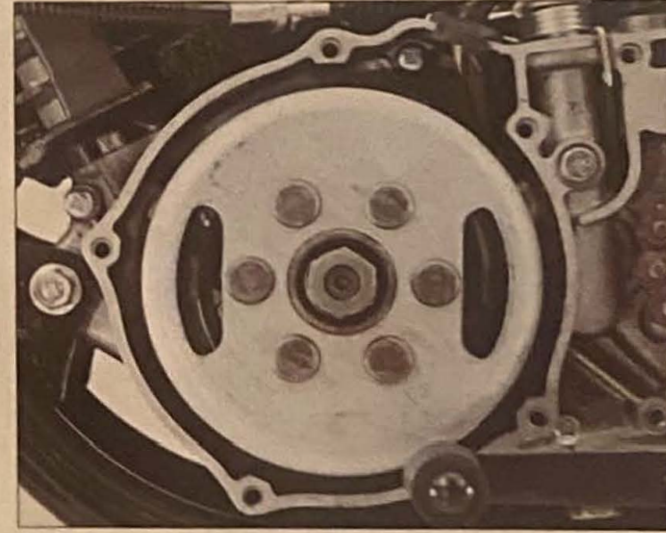
Torque Induction. Yamaha's unique reed-valve intake system, feeds the engine the exact mixture of fuel and air needed. The result is more horsepower, particularly at low rpms.



Autolube consistently adjusts the flow of oil into the fuel mixture according to engine load and speed, contributing to increased engine life.



Capacitor Discharge Ignition system produces a hotter, more efficient spark at all engine speeds. It also helps reduce spark plug fouling.



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De Carbon Monocross Suspension is the same used on Yamaha's motocrossers. It allows greater rear wheel travel. This long stroke helps keep the rear wheel on the ground for better control, more comfort, and consistent traction over rough terrain.



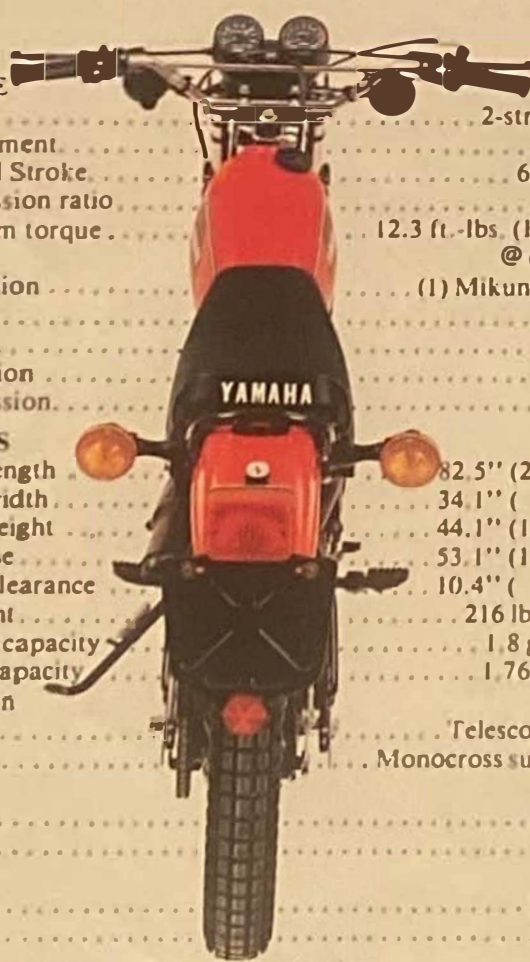
Long-travel front forks have increased travel for easier handling and a more positive feel when riding over obstacles and road hazards.



Enduro instrumentation includes a speedometer, tachometer, and resettable trip meter. A large, sealed-beam headlight provides bright illumination for night riding.

DT175

ENGINE



Type	2-stroke single
Displacement	171 cc
Bore and Stroke	66 × 50 mm
Compression ratio	6.8 : 1
Maximum torque	12.3 ft.-lbs. (1.70 kg-m) @ 6,500 rpm
Carburetion	(1) Mikuni VM24SS
Ignition	C.D.I.
Starting	Kick
Lubrication	Autolube
Transmission	6-speed

CHASSIS

Overall length	82.5" (2,095 mm)
Overall width	34.1" (865 mm)
Overall height	44.1" (1,120 mm)
Wheelbase	53.1" (1,350 mm)
Ground clearance	10.4" (265 mm)
Dry weight	216 lbs. (98 kg)
Fuel tank capacity	1.8 gals. (7 l)
Oil tank capacity	1.76 qts. (1 l)
Suspension	
Front	Telescopic forks
Rear	Monocross suspension
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	2.75 × 21
Rear	3.50 × 18

Specifications subject to change without notice.

Someday, you'll own a Yamaha.

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