

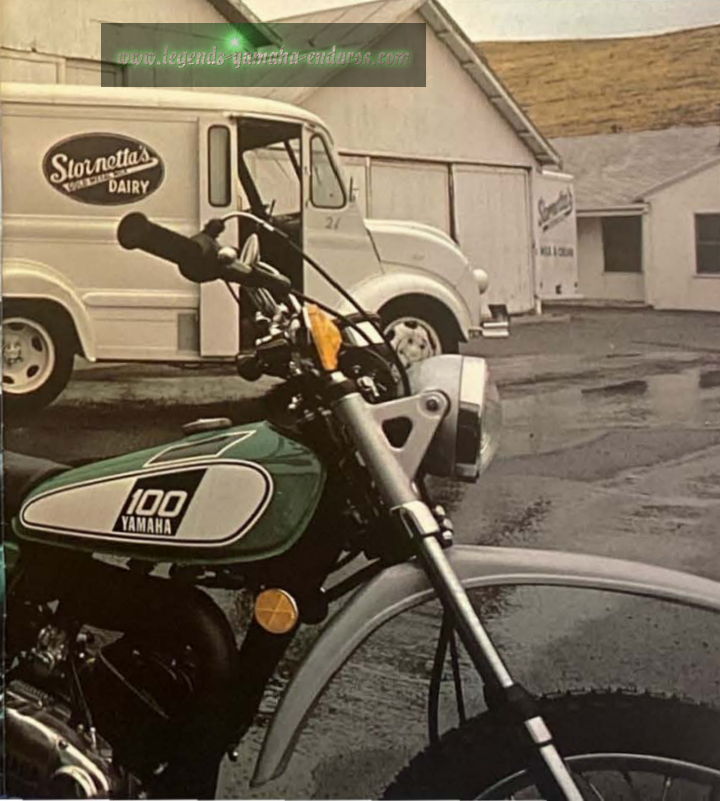
'76 ENDURO



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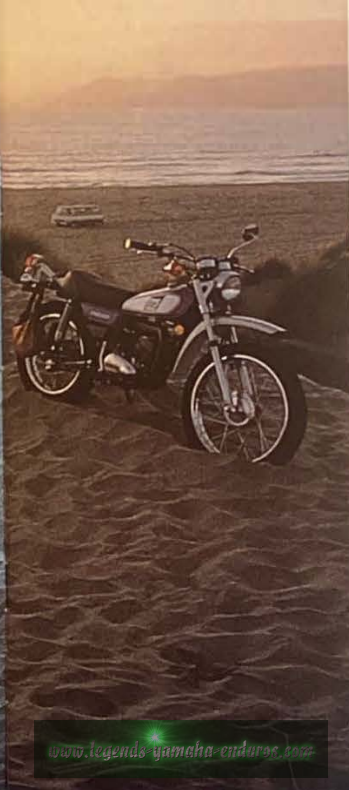
DT100

Don't let the DT100's quiet manner and tasteful styling fool you. Here's a motorcycle that's at ease at work or play. New forward-mounted rear shocks and long travel front forks take even the sharpest jolts without flinching. Thanks to the motocross-type frame, the DT100 has a low center of gravity for better balance. And with the exhaust system tucked out of the way under the padded saddle, the narrow profile adds an extra measure of riding comfort.

The DT100 is as much at home on the street as it is on the trail. Check the large sealed beam headlight, high visibility turn signals and speedometer. And don't forget other exclusive Yamaha performance and convenience features. Torque Induction insures ready power when you need it most, particularly at low rpm's. Autolube® automatically mixes the oil and gas for you. And there's a primary kick starter that works in any gear.

The DT100. It's ready to work and eager to play.





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GT80

When it comes to mini bikes, only the strong survive. And the multiple use GT80 is built to take the multiple abuse of young riders.

In fact the GT80 is a street legal mini motocrosser. Although scaled to the size and needs of young riders, it is every inch a Yamaha. From double loop front forks and heavy-duty rear shocks. There's Torque Induction, Yamaha's exclusive reed valve intake system that insures ready power at low rpm's. And Autolube® mixes oil and gas to precise proportions according to engine load and speed. The primary kick starter even lets the young rider restart in any gear without having to find neutral first.

The GT80 Designed for easy handling on or off the road. And built to last.

DT125

The DT125 is a versatile, lightweight motorcycle that can take you to work or to some special out of the way place. But wherever you go, getting there will feel a little special.

On street or trail there is power when you need it. Yamaha's exclusive reed valve system sees to that, particularly at low rpm's. And Autolube® monitors engine load and speed, then automatically mixes fuel and oil accordingly.

The DT125 is well equipped for handling rough terrain. New forward mounted rear shocks, long travel front forks and 21" front wheel take obstacles and road hazards in stride.

Yet it is beautifully equipped for in-town and highway use too. There's a large sealed-beam headlight, high visibility turn signals and full instrumentation that includes speedometer, tachometer and re-settable trip meter. There's even a pushbutton electric starter with a back-up kick starter that works in any gear.

The DT125. It's a civilized machine with a wide open spirit.

DT175

If you're looking for a motorcycle that can get you around town during the week and get you away from it all on weekends, consider the DT175.

It has the power to take you where other motorcycles hesitate. Torque Induction supplies the pulling power you need, especially at low rpm's. And for comfort, control and traction the DT175 excels. New this year, the rear shocks are mounted forward. This allows more rear wheel travel and better handling. And the built-in oil coolers prevent fade caused by over heating. They're even adjustable five ways. Up front, long travel forks and larger 21" wheel contribute to precise cornering and almost effortless handling.

Power and control off the road mean confidence and ease on the street. For in-town use there's a high visibility lighting system and full instrumentation that includes speedometer, tachometer and re-set trip meter.

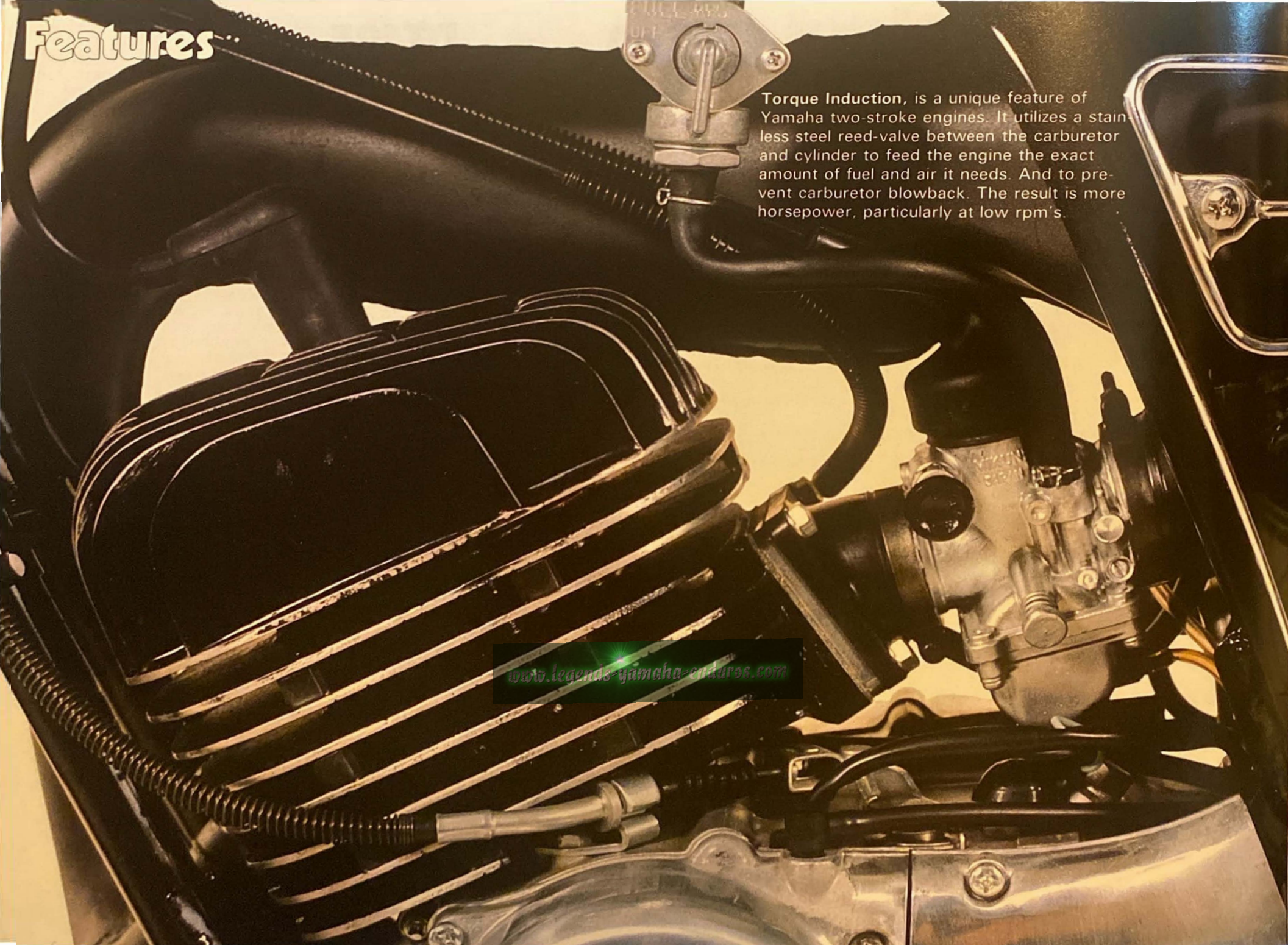
The DT175. Reliable wherever you take it. Enjoyable wherever it takes you.

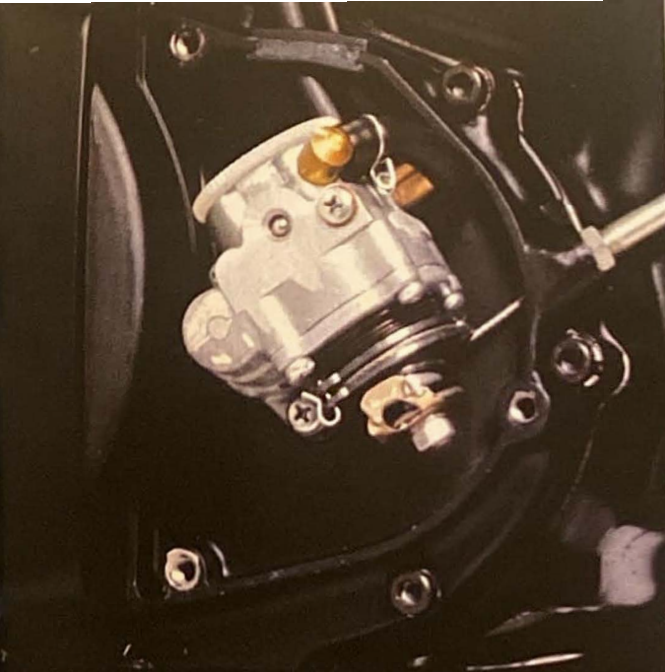


Features

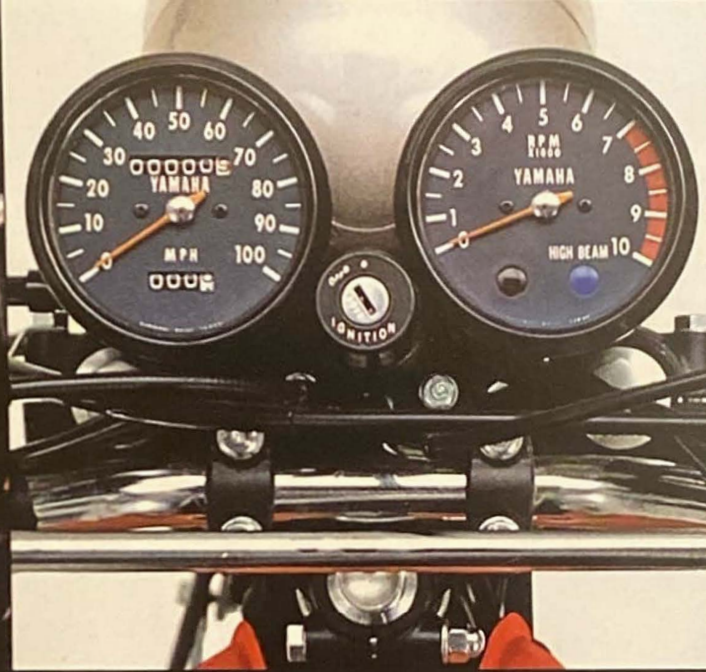
Torque Induction, is a unique feature of Yamaha two-stroke engines. It utilizes a stainless steel reed-valve between the carburetor and cylinder to feed the engine the exact amount of fuel and air it needs. And to prevent carburetor blowback. The result is more horsepower, particularly at low rpm's.

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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 helps extend engine life.



Enduro style instrumentation includes speedometer, tachometer and re-settable trip meter. Large sealed-beam headlight provides bright, automotive type illumination. Complete lighting system makes Yamaha Enduros fully street legal.



Long travel front forks and 21" front wheel take obstacles and road hazards in stride. Front end steering geometry contributes to precise tracking and positive feel.



Forward-mounted thermal phase shocks provide greater rear wheel travel for better control, more comfort and consistent traction over rough terrain. Built-in oil coolers help prevent fade caused by overheating.



Motocross-type frame has a low profile. That low center of gravity provides better balance for easier handling.



Center mount exhaust system is routed out of the way under the padded saddle. The much narrower profile is more comfortable and allows better control. The tuned silencing system reduces noise without affecting performance.



DT250

Versatility. Reliability. Performance. That's what Yamaha engineers had in mind when they designed the DT250. Not only is it a perfect expression of that goal, there is no other on/off road machine quite like it. Across the entire five speed range there's power to spare. Torque Induction regulates the fuel/air mixture for optimum power at low engine speeds. That means confident passing power, reliable pulling power.

And the DT250 is almost as smooth on the trail as it is on the highway. Taken together the motocross frame, long travel front forks and thermal phase shocks offer comfort, control and precision handling. The DT250 is also a superior two cycle road machine. There's a large sealed beam headlight and high visibility turn signals. Center mount exhaust system. And Enduro type instrumentation with speedometer, tachometer and re-set trip meter.

Yamaha engineers will have a real problem with the DT250 next year. How do you improve the world's best mid-size Enduro.



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DT400

The DT400 was designed for the rider who enjoys serious off-road motorcycling as well as highway cruising. This is the bike that critics have hailed as "the best big bore Enduro around."

The engine has ample power for highway speeds. Yet, because of Torque Induction, Yamaha's unique reed-valve intake system, you get the low and mid-range pulling power needed to climb through the roughest terrain.

The DT400 has a motocross type frame and motocross forks for exceptional handling. The Thermal-Phase rear shocks will not over-heat or lose damping efficiency. C D I ignition produces a hotter, more consistent spark that reduces spark plug fouling as well as lessening problems common to mechanical breaker points.

An automatic compression release and spark advance mechanism make this one big bore machine that will actually start on the first kick. And the DT400 has a large sealed beam headlight for bright automotive type illumination.

The DT400. Up a mountain or down a freeway, it'll get you where you want to go.





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XT500

The all new XT 500 gives new meaning to the word versatile. It combines the newest technology in off-road motorcycles with the legendary performance of big bore street machines.

The classic overhead cam, four-stroke engine delivers smooth, abundant torque even at low rpm's. And the five-speed transmission distributes power over a broad range. Large sealed beam headlight, high-visibility turn signals and tail light, and full instrumentation equip the XT500 for street use.

Mount that power plant in a modern, single down-tube cradle frame. Add heavy-duty, long-travel front forks, forward-mounted stroke and rear shocks and heavy-duty wheels. The result is a motorcycle with the same easy handling and positive feel as Yamaha's world-championship motocrossers.

The fantastic XT500. It's the perfect machine for short-range touring, commuting and off-road adventure.



Specifications

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GT80C

DT100C

DT125C

ENGINE

Type	2-stroke single	2-stroke single	2-stroke single
Displacement	72 cc	97 cc	123 cc
Bore and Stroke	47 x 42 mm	52 x 45.6 mm	56 x 50 mm
Compression ratio	6.8 : 1	7.2 : 1	7.1 : 1
Maximum torque	4.0 ft.-lbs. @ 6,000 rpm	7.0 ft.-lbs. @ 7,000 rpm	10.0 ft.-lbs. @ 6,000 rpm
Carburetion	(1) Keihin 16 mm	(1) Mikuni 22 mm	(1) Mikuni 24 mm
Ignition	Magneto	Magneto	Battery
Starting	Kick	Kick	Kick & Electric
Lubrication	Autolube	Autolube	Autolube
Transmission	4-spd.	5-spd.	5-spd.

CHASSIS

Overall length	63.4"	77.6"	80.5"
Overall width	27.2"	33.9"	33.9"
Overall height	36.6"	42.1"	42.9"
Wheelbase	41.1"	51.4"	52.2"
Minimum ground clearance	7.7"	9.4"	9.8"
Dry weight	141 lbs.	205 lbs.	230 lbs.
Fuel tank capacity	1.3 gal.	1.8 gal.	1.8 gal.
Oil tank capacity	0.7 qts.	1.3 qts.	1.3 qts.
Suspension	Front	Telescopic fork	Telescopic fork
	Rear	Swing arm	Swing arm
Brakes	Front	Drum	Drum
	Rear	Drum	Drum
Tires	Front	2.50 x 15	2.75 x 21
	Rear	2.75 x 14	3.00 x 18

*Specifications subject to change without prior notice.

DT175C

DT250C

DT400C

XT500C

2-stroke single	2-stroke single	2-stroke single	4-stroke single
171 cc	246 cc	397 cc	499 cc
66 × 50 mm	70 × 64 mm	85 × 70 mm	87 × 84 mm
6.6 : 1	6.8 : 1	6.4 : 1	9.0 : 1
11.9 ft.-lbs. @ 6,000 rpm	18.1 ft.-lbs. @ 5,500 rpm	27.5 ft.-lbs. @ 5,000 rpm	28.2 ft.-lbs. @ 5,400 rpm
(1) Mikuni 24 mm	(1) Mikuni 28 mm	(1) Mikuni 32 mm	(1) Mikuni 38 mm
Magneto	Magneto	C.D.I.	Magneto
Kick	Kick	Kick	Kick
Autolube	Autolube	Autolube	Dry sump
5-spd.	5-spd.	5-spd.	5-spd.

80.7"	85.8"	85.8"	85.4"
33.9"	34.3"	34.3"	34.4"
42.9"	44.9"	44.9"	48.0"
53.1"	55.7"	55.5"	55.9"
10.0"	8.7"	8.7"	8.5"
220.5 lbs.	266 lbs.	272 lbs.	304 lbs.
1.8 gal.	2.4 gal.	2.4 gal.	2.3 gal.
1.27 qts.	1.6 qts.	1.6 qts.	2.3 qts.
Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork
Swing arm	Swing arm	Swing arm	Swing arm
Drum	Drum	Drum	Drum
Drum	Drum	Drum	Drum
2.75 × 21	3.00 × 21	3.00 × 21	3.00 × 21
3.50 × 18	4.00 × 18	4.00 × 18	4.00 × 18

Someday, you'll own a Yamaha.

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