

DT250



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The 1978 DT 250: Monocross suspension

On the street or trail, the DT 250 handles like no other mid-sized Enduro. That's because of Monocross — the ingenious Yamaha suspension system. At the heart of the suspension is a De Carbon type shock — the same type used on our world championship YZ motocrossers and TZ road racers. The nitrogen/oil Monocross system, locked into a rigid triangulated rear swing arm, gives you 5.5 inches of rear wheel travel, keeps your rear wheel (and power) down on the ground, and prevents rear wheel wobble. The DT 250 Monocross gives you control under conditions where conventional shocks simply cease to function.

The DT 250 has Yamaha's reliable two-stroke engine that delivers excellent low-end torque and pulls unhesitatingly from 2500 to 5000 rpm.

The DT 250 has real MX front forks. It has balanced frame geometry for better handling both on and off the road. A specially designed seat offers comfort over a wide range of riding conditions. It also has Enduro instrumentation including speedometer, tachometer, and re-settable trip meter.

The 1978 DT 250 is the most advanced street/trail machine in its class.

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



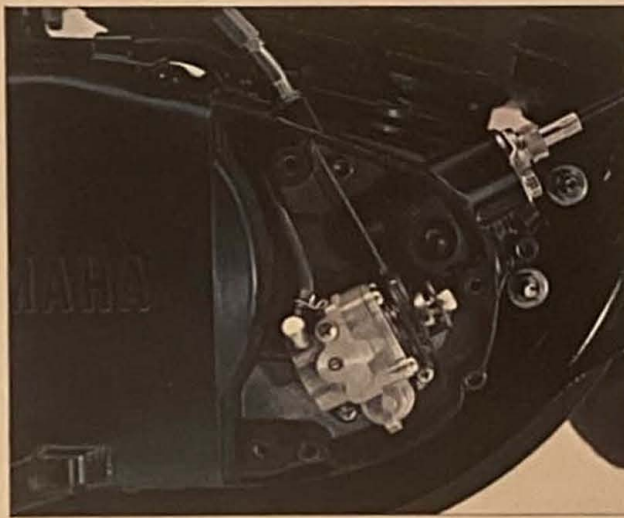
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makes it the best handling machine in its class.

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



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



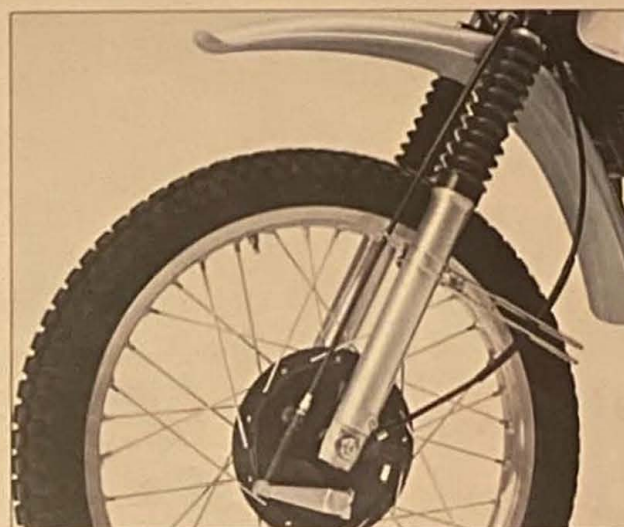
Motocross-type frame allows for a lower center of gravity, for better balance. It encompasses the center-mount exhaust system, which has been routed out of the way, under the padded seat, for greater ground clearance.



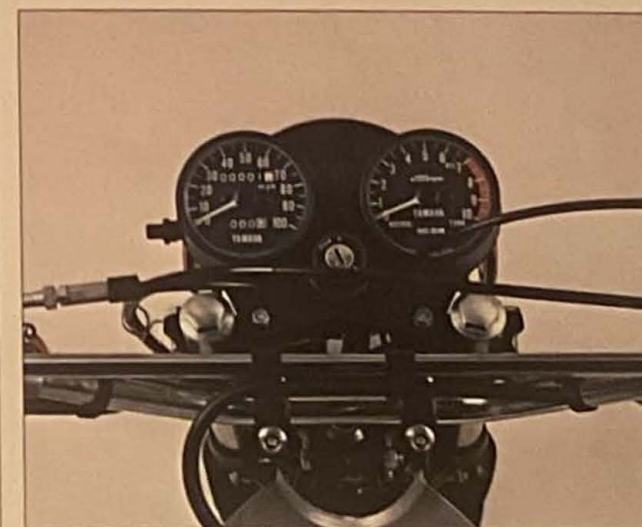
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De Carbon Monocross rear suspension and a triangulated swing arm provide handling like Yamaha world championship motocross machines. The monoshock increases the rear suspension travel for better overall traction.




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



Enduro instrumentation includes speedometer, tachometer, and re-settable trip meter. A large, sealed-beam headlight provides bright nighttime illumination.

DT 250

ENGINE



Type	2-stroke single
Displacement	246 cc
Bore and Stroke	70 × 64 mm
Compression ratio	6.7 : 1
Maximum torque	19.5 ft.-lbs. (2.7 kg-m) @5,000 rpm
Carburetion	(1) Mikuni VM28SS
Ignition	Magneto
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	10.0" (255 mm)
Dry weight	259.6 lbs. (118 kg)
Fuel tank capacity	2.4 gals. (9 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

Specifications subject to change without notice.

Someday, you'll own a Yamaha.

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