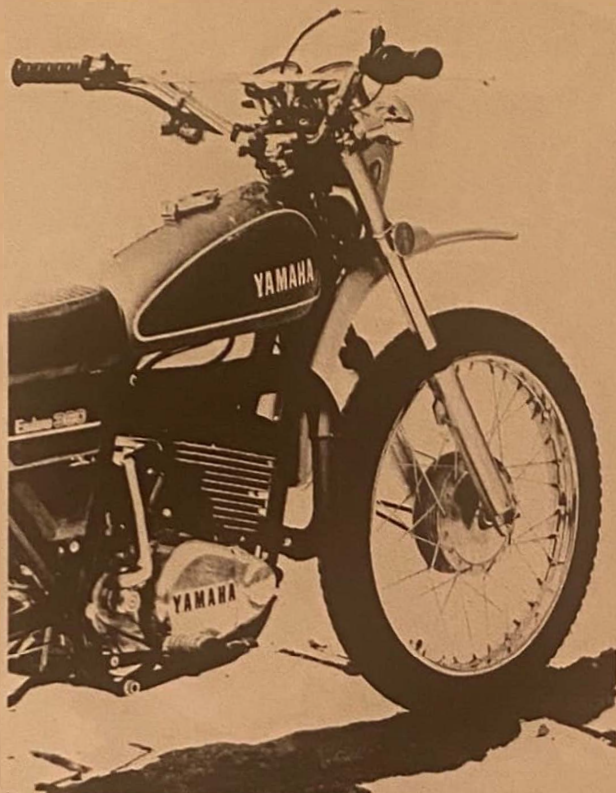


REPRINT FROM . . .

CYCLE RIDER



# YAMAHA DT360 ENDURO

CYCLE RIDER  
ROAD TEST

The 1974 version finally seems ready to challenge the 250 as top of the Enduro line.

The success of Yamaha DT1 250 Enduro led to the development and introduction of both a 125 and 175 class machine that could be ridden on or off the highway. With these three machines on the market the next logical choice for Yamaha was to produce a larger and more powerful machine.

In 1971 Yamaha introduced the RT1, a 360 single patterned after their 250 Enduro. Today, as then, both the 360 and 250 are virtually identical machines visually with the exception of the color of paint used to finish these units. The 1974 360 utilizes the same paint scheme as the 250. The tank color is green, with the white pin stripe around either side of the tank that is common to all Enduros this year. The styling of the machine has been well thought out.

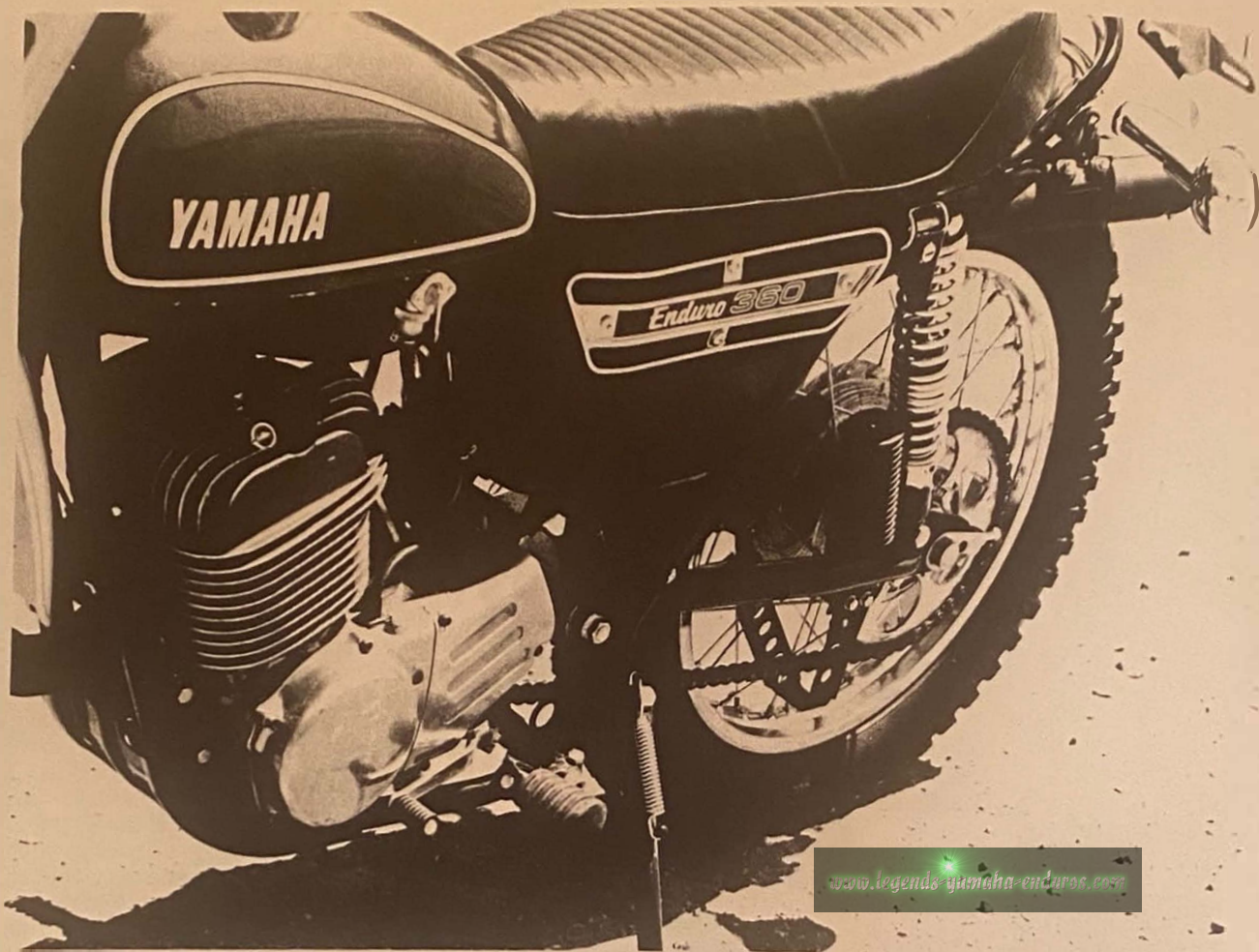
The engine castings, as always, are quite meticulously done. The side cases are polished to a high luster and the engine parts, including the cylinder head and carburetor, are painted a flat black. The 1973 360 Enduro was actually quite an improved machine over the earlier models. The '72 and '71 units lacked the fine edge that would make them good handlers. The suspension components and frame were the same used for the 250. However the additional horsepower produced by the 360 made it a less than desirable handler. The 1974 360 is much improved over the '73 model.

It features Yamaha's thermal flow shock absorbers which do a lot to improve the damping ability over rough terrain. The large finned reservoir on these thermal flow shocks does an adequate job of keeping damping oil cool enough to do its job. Comparing the heat built up in a pair of standard shocks and these finned reservoir units makes you a believer. There are two different weight springs used on each shock. A light spring is used for the smaller bumps and a heavier one comes into play once the light spring is all used up. The spring can easily be adjusted for heavier or lighter loads. We found the bottom adjustment (light) best suited for a 150 pound rider. The wheel tended to stay on the ground much more than it did on last year's model. This indicates that the thermal flow suspension is an advantage.

The telescopic double damping front suspension offers an adequate 6½ inches of travel. This unit is identical to the one on the DT250. For a heavier rider the front springs may be a bit light, but we found them much to our liking. They smoothed out even the roughest of terrain. Damping was







well suited to the type of terrain that this machine was designed to handle. Both the fork oil seals and dust covers appear to do a reasonably good job in preventing dust from entering the forks or oil from leaving them. There was no indication of leakage or seepage of any kind.

The brakes, both front and rear, are the internal expanding type. We found that both of these brakes worked exceptionally well under all conditions, even after splashing through a creek several times. One thing we found to our liking is the exceptionally light pull needed to actuate the front brake. Response was smooth and positive. Slightly more is needed to operate the rear foot pedal, but in general both will work with little effort. The rear brake responded to the touch of the pedal. We did tend to pick up a small amount of rear wheel hop, particularly on downhill sections. We feel certain that if a cable was used to

actuate the brake shoes this problem would most likely be alleviated.

The front wheel is shod with a 3.00 x 21 inch trials universal tread tire. The rear tire utilizes the same tread pattern, however it is a 4.00 x 18 inch. This type of tread works quite well on everything but sand and mud. Then a full knobby is much more practical. The universal even works well on the highway. The amount of traction it exhibits while cornering surprised us.

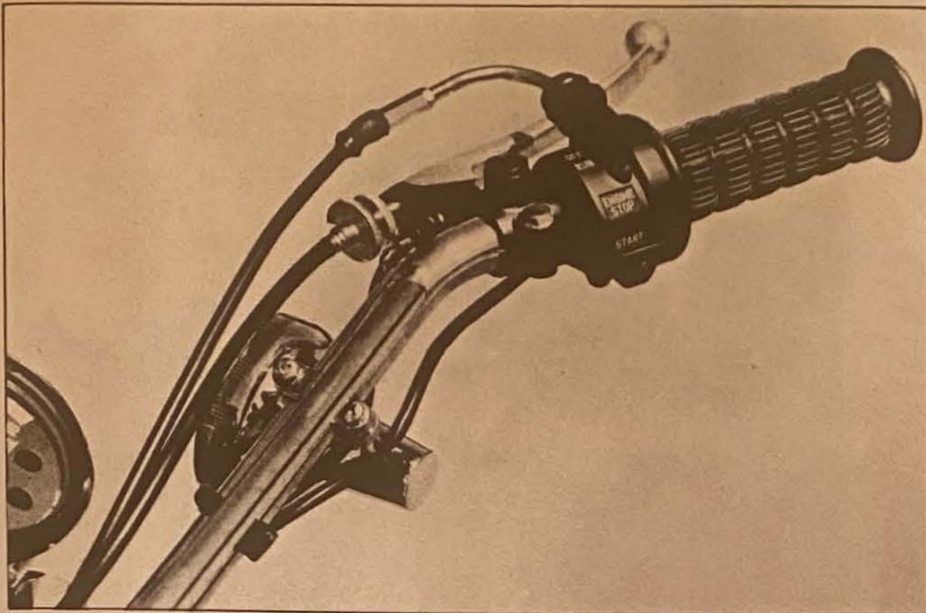
When we started our trek across the mountains one of our riders felt that the tires had too much air pressure in them. Unfortunately we had no pressure gauge to go by, so we guesstimated. On arriving back at the truck after the day's ride we found that the front and rear tires were inflated with eight and ten pounds respectively. The fact that Yamaha equips their machines with two rim-bolts was a blessing for us. Other-

wise such low air pressure on a standard rim probably would have spun the tire and tube, pulled the stem out of the tube, and caused a flat tire. Upon investigating, we detected no indication of wheel slippage.

In addition to the thermal flow shocks, the handling improvement can also be attributed to the lower and stronger frame. The frame remains a tubular double cradle design, but it is the same frame used on Yamaha motocross models.

Ground clearance has been reduced by more than one inch. This allows the engine to be dropped in the frame. This in turn lowers the center of gravity. The frame also has a bash plate that does an adequate job of protecting the vulnerable alloy case covers. We had no problem with high centering with the 360. Ground clearance is still an adequate 9.0 inches. The bash plate came in handy often as we threaded our way through rocky





sections during our mountain ride. It was at some point along this rocky trail ride that our Road Test Editor managed to get his foot caught in between a large boulder and the left side case. Result: one broken toe. (Fortunately he is so mean and tough he just shrugged it off and continued with the day's ride.) The pegs are rubber covered and folding. They have some latitude for adjustment because they are located on a spine shaft and can be rotated to the front or rear a small amount.

Because of the new frame, the seating position of the 360 is not as high as on previous models. This increases the control of the unit for the smaller riders, and yet still offers a comfortable seating position for the larger riders. We found the handlebars much to our liking. We felt equally at home on the seat or on the pegs while negotiating rougher or slower sections of terrain.

The engine features the same original bore and stroke of 80 x 70 mm as the first RT1. There has been a porting change inside the engine, but it has not been as radical as that performed on the DT250. The exhaust port has been raised by .5mm. The new three pedal type reed valve is identical to that fitted to the 250. The height, width and thickness of the valve has been increased considerably.



The carburetor size has been increased by two millimeters up to 30mm. The result of these changes is a slight improvement in low end power without affecting the performance at the higher revs.

The gearing of the engine has been changed internally. The primary ratio has been raised somewhat. The change boosts top speed on the highway and, in effect, raises the gear ratio of all five gears. The larger reed valve and bigger mixer tends to offset any adverse effects the raised gearing might have for off-road riding. Some off-roaders still might prefer another tooth on the rear wheel sprocket.

The new ignition is a CDI flywheel type of unit that is highly immune to water down-outs. An electronic spark advance is also incorporated into the ignition system. Starting the 360 is an extremely easy job because of the spark advance unit and the compres-



[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)



sion release which is automatically actuated when the kick start lever is depressed. This release is located at the front of the cylinder (as on their 360 MX and SC500) and is rubber covered to keep out foreign matter.

Without the compression release the 360 would probably be difficult to start. However, with the compression release, starting requires less effort than the 250, which is not so equipped. Primary kick starting is standard. Starting the cold engine requires from three to six kicks. Once the engine was warm, no more than two were necessary. The kick start lever pivots at the starter shaft and can be folded in behind the clutch cover, well out of the way.

The gear box shifting components have been modified somewhat over those on previous 360's. Shifting remains as positive as earlier models, but the lever now travels slightly farther before the next gear is engaged.

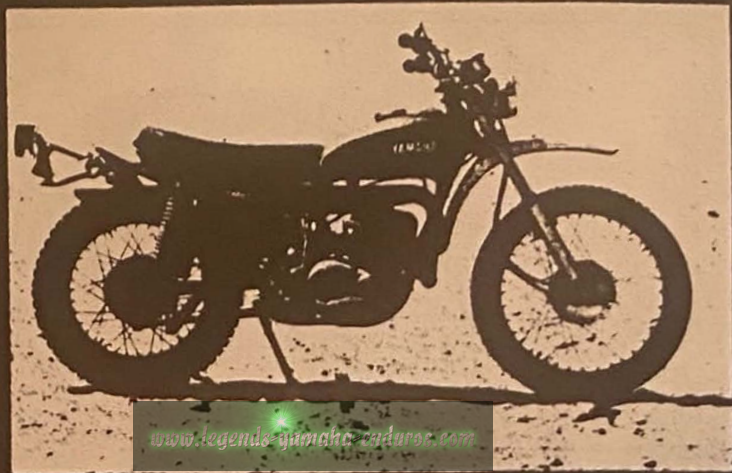
As with the 250, it was never necessary to slip the clutch because of the good low and mid-range power output. We were able to traverse sections that would have necessitated slipping the clutch on other machines. Throttle response was quite good. It was this good throttle response and power spread of the engine that inspired us to tackle the more difficult sections of our riding area.

The new exhaust is the same cross over design found on the 250 for this year. It's completely out of the way. As with the 250, the low mounted steel fender is now a relic of the past, replaced by a break resistant high mounted plastic item. Glad to see it.

The electrical switches have been redesigned. There is now a kill switch on the right side handlebar. On the left is the dimmer switch, on-off switch for the lights, horn button, and turn signal switch. Both a tachometer and speedometer are found on the RD360. The speedometer trip meter is resettable by tenths for enduro competition riders.

In the past we felt that the 250 Enduro was a better machine than the 360. This year, with the new lower and stronger motocross frames, and much improved rear suspension units, we must concede that the 360 is an extremely nice dual-purpose motorcycle. Now that the unit handles decently the rider is able to take advantage of the extra power offered by the additional 110ccs. For the rider looking for a larger displacement (250cc up) dual-purpose mount that is both reliable, economical and a good compromise handler, the field has been expanded to two choices from Yamaha for 1974.

Bob Braverman/Walt Fulton, Jr.



## YAMAHA DT 360 ENDURO

Engine type	single cylinder, two-stroke
Bore and stroke	80 x 70mm
Displacement	351cc
Compression ratio	6.4:1
Engine red lines	7000 rpm
Ignition	CDI
Starting system	kick, in any gear
Carburetion	30mm Mikuni
Lubrication	Autolube (oil injection)
Type of transmission	constant mesh 5-speed
Clutch	wet multiplate
Internal gear ratios	(1) 2.533, (2) 1.789, (3) 1.304, (4) 1.000, (5) 0.766
Final ratio	5.98
Countershaft sprocket	15
Rear wheel sprocket	41
Quarter mile acceleration:	
Terminal speed	78.37
Elapsed time	15.82
Length	85.8 in.
Seat height	32.1 in.
Wheelbase	56.1 in.
Ground clearance	7.9 in.
Actual weight, full tank of gas	302 lbs
Front tire size	3.00x21 in.
Front brake type	internal expanding
Front brake size	150mm
Rear tire size	4.00x18 in.
Rear brake type	internal expanding
Rear brake size	150mm
Air filtration	washable foam
Lighting	6V, 35/35W
Fuel tank capacity	2.4 gal.
Oil tank capacity	1.6 qt.
Gear box capacity	1200cc
Front suspension	telescopic double damping
Rear suspension	5-way adjustable spring over shock
Frame type	tubular double cradle
Exhaust system	U.S.D.A. approved spark arrestor
Color	Geneva green
Retail price, Los Angeles	\$1026
Distributor:	
	Yamaha International
	6600 Orangehorpe
	Buena Park, Calif. 90620