

Yamaha's DT-1



**street
trail
race**

ENDURO

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Chrome plated guard over exhaust is beautiful and useful. Those tires are strictly for the dirt.

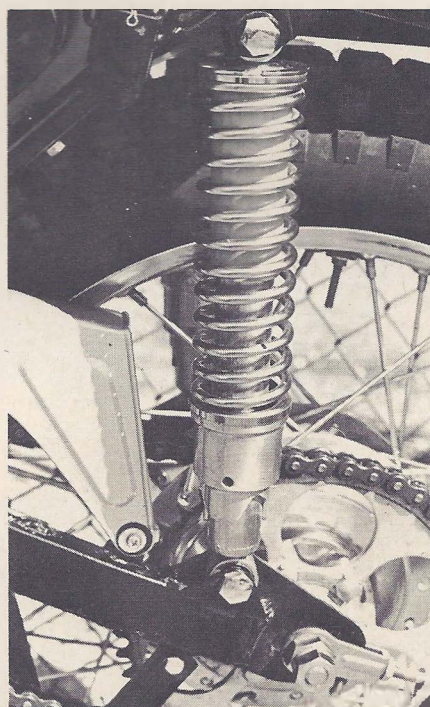
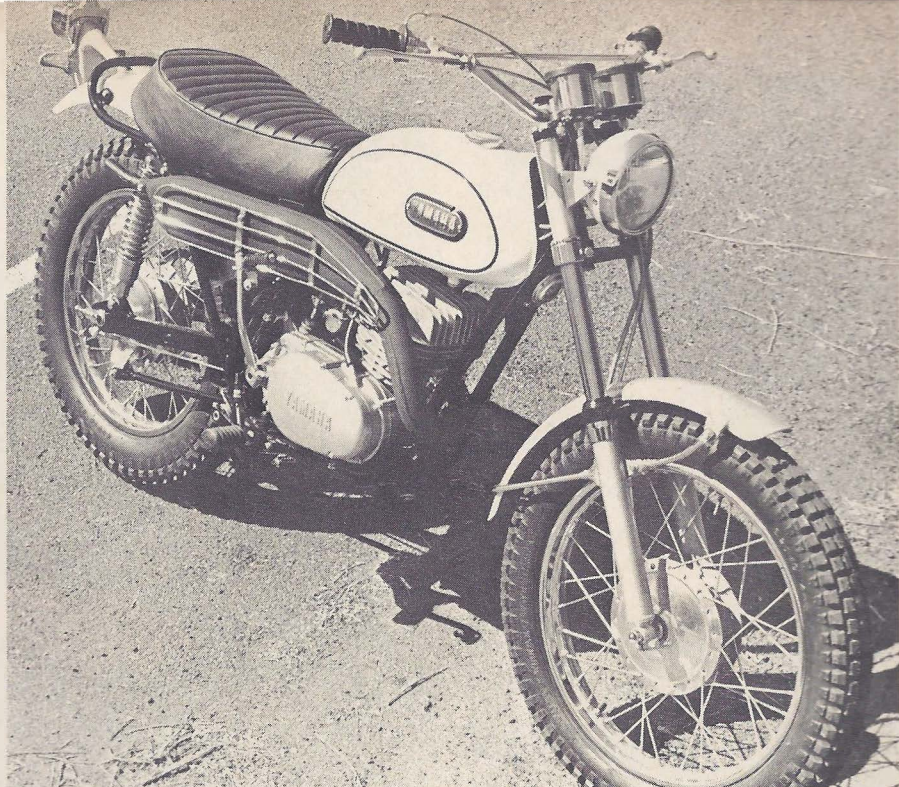
MOST OF US would like to have our cake and be able to eat it too. For the motorcyclist, this usually means a machine that can be ridden on the street and also be taken into the dirt on the weekends. Now, we already can see our readers sitting down to inform us in writing that this can be done with any street bike. We agree, almost any street machine can be taken off the road but when said motorcycle weighs in the neighborhood of 350 to 400 pounds, the fun of trail riding suddenly becomes pure unadulterated work. After a few hours of this a rider comes home hurting in areas where he didn't even know he had muscles.

Until now, if a person wanted a dual purpose machine he had to go to one of the smaller manufacturers to get the steed of his choice. There is nothing wrong in this except that in many rural areas of the country where a dual purpose machine is useful, these smaller concerns are not represented. This whole situation has been rectified by Yamaha with their introduction of a true two-way motorcycle; the DT1 Enduro.

The design of this machine is completely different from anything that Yamaha has done before. Until now, all Yamahas over 125cc have been high revving twins that have started their horsepower curve at 4500 to 5000 rpm. The Enduro starts to pull around 3000 and goes up to 7000 revs, quite a power spread. Maximum power seems to be at six grand with maximum torque just below this. Coupled with the five speed gearbox, it is virtually impossible to find a situation where the engine can't be kept in the middle of the power band.

As you might have guessed from the way we have talked, the powerplant of the Enduro is a single cylinder, port timed, two stroke that at full chat develops 21 horsepower. It is a mystery to us why Yamaha didn't see fit to use a rotary valve, especially since they were one of the first to utilize this induction method. Whatever the case, the DT1 doesn't seem to suffer from the lack of this valve. Personally, we're glad that

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Beefy swinging arm is snubbed by a set of three-way adjustable shocks. A chain guard and chain guide will do much to preclude any missing links.

Yamaha didn't use the valve since some bikes of this type (not necessarily Yamahas) have shown a tendency to load up at idle or slower speeds.

The cylinder of the DT1 has a pressed steel liner in an alloy barrel. Transfer of the gas and air mixture is by the five port method that Yamaha first tried on their Daytona racers of last year. They

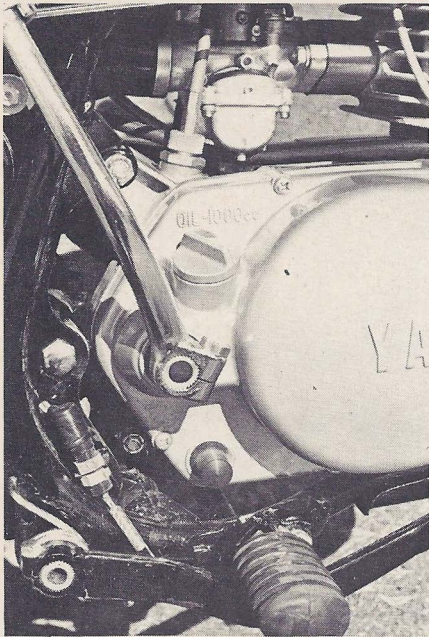


Air cleaner, battery and oil tank filler cap are all under the seat. A quick-disconnect for the tail light is behind the oil tank.

found that this method of induction gave such an increase in power that they have incorporated it on most of their '68 models, including the Enduro. This not only helps in the power department but is the biggest reason for the wide power band.

For you people who are interested in more power, Yamaha is producing a

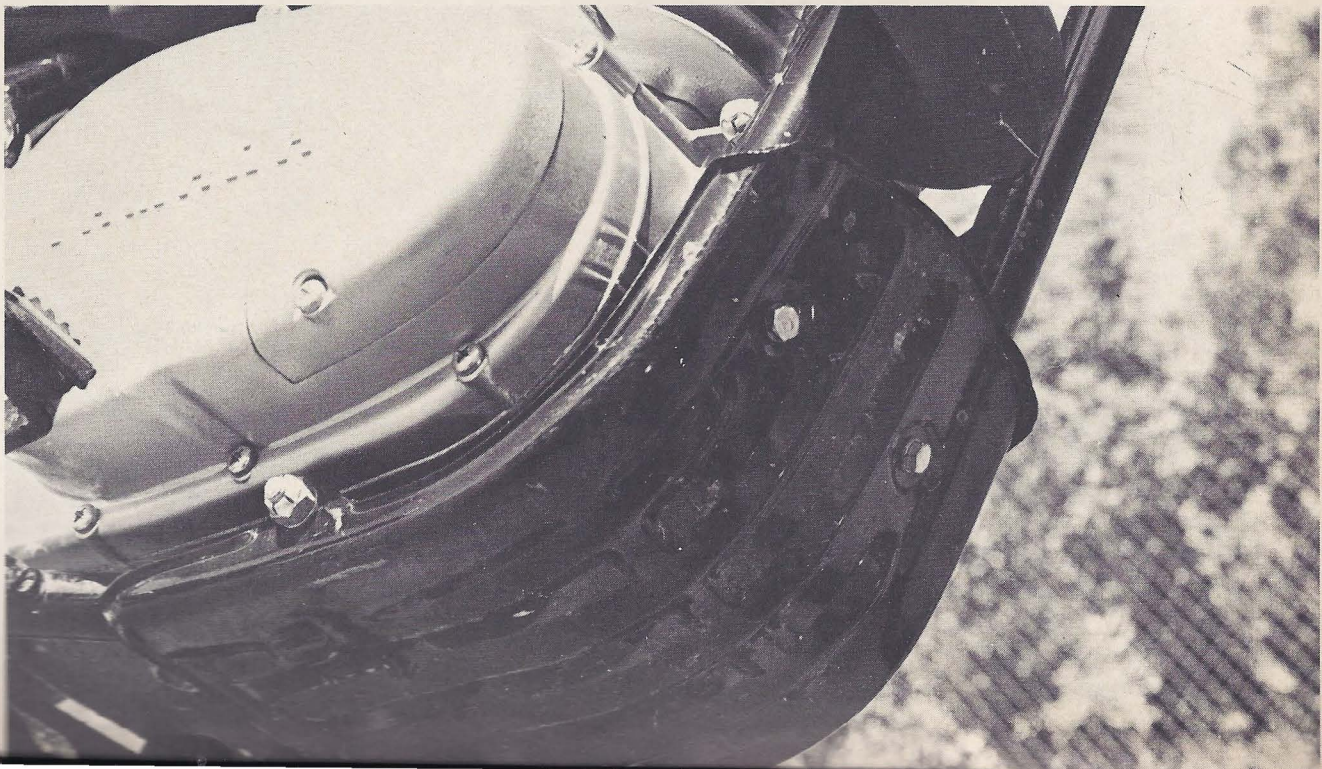
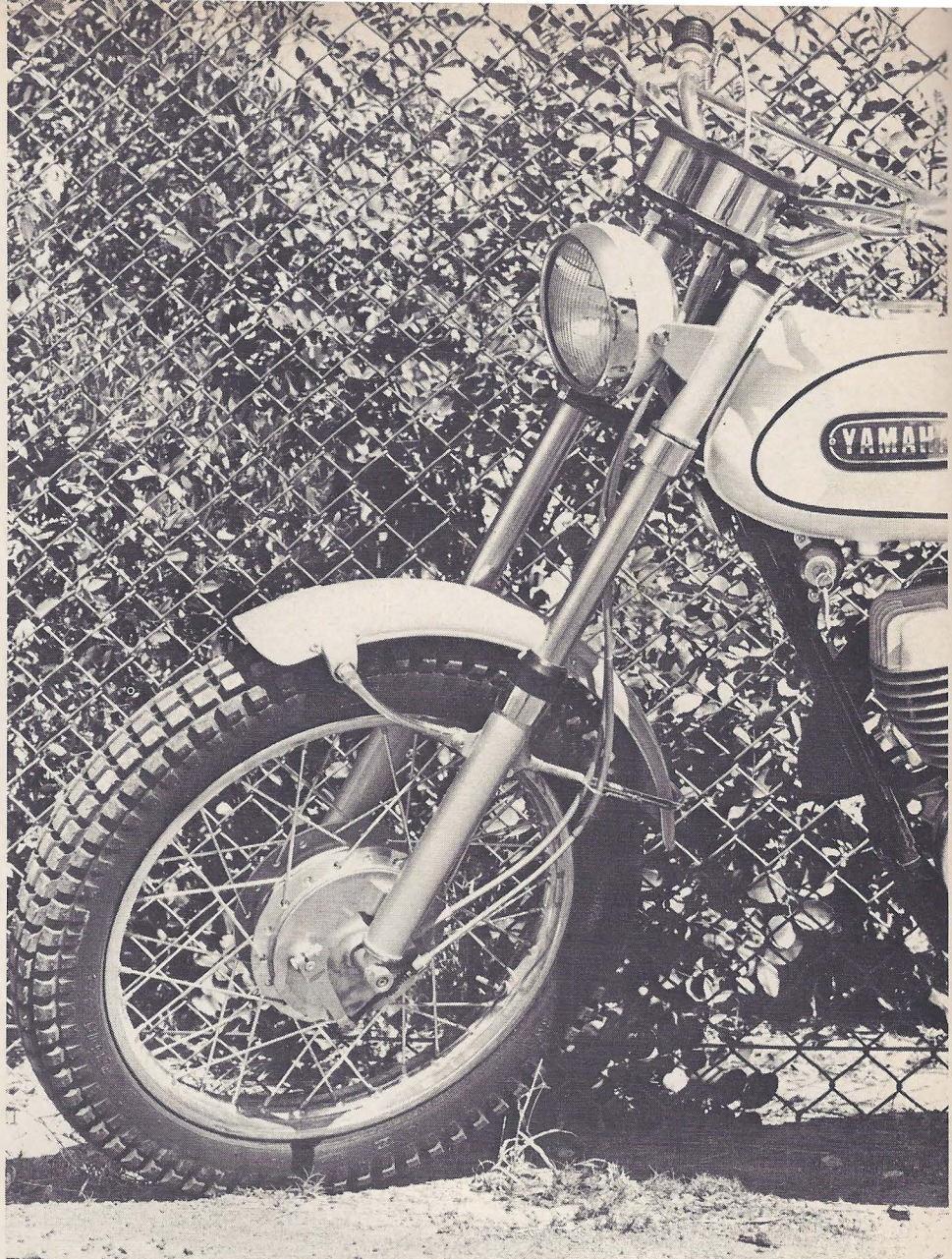
Forks are fine with substitution of heavier weight oil. Headlight is just right for trailing, but is quick-detachable for scrambling, etc. Rubber mounted instruments are easy to read and vibration free.



Stub under the starter is for swapping the shift lever to opposite side of bike should you prefer right-side shifting. Gearbox holds 1000cc's.

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Robust stone guard is bolted onto the double down tube frame and can take care of all but the biggest bits of derbis.



GYT kit that includes a cylinder, piston, carburetor, pipe, and other miscellaneous parts and pieces that bring the horsepower up to 30. We have not had the chance to ride one of these models but in the future we will test one and pass on the information then.

As stated, the transmission of the DT1 is a five speed that has the ratios placed very favorably for both off the road fun and serious scrambles or moto cross racing. Drawing on past experience we feel we can safely say that the gearbox will give little or no trouble because Yamaha has the reputation for building a rugged unit.

The frame of the DT1 is a work of art. It's a semi-cradle frame, that is to say, it has double down tubes that extend under and around the engine and then join with the main frame tube member under the gas tank. This type of configuration is both strong and light, so light in fact that the complete motorcycle weighs in, street ready, at just over 230 pounds. Ready to race it weighs 215. The swinging arm is a box section that will stand up to any punishment short of running it over a cliff.

The front forks are fine, but we found that a heavier oil in the forks did wonders. Stock, they tended to give a very choppy ride over a washboard road, but when we changed the oil everything smoothed out and the bike gave a pleasant ride. The rear shocks are a different story. We found them to be too hard, no matter what setting we had them on. Our only suggestion to Yamaha is to try again with some

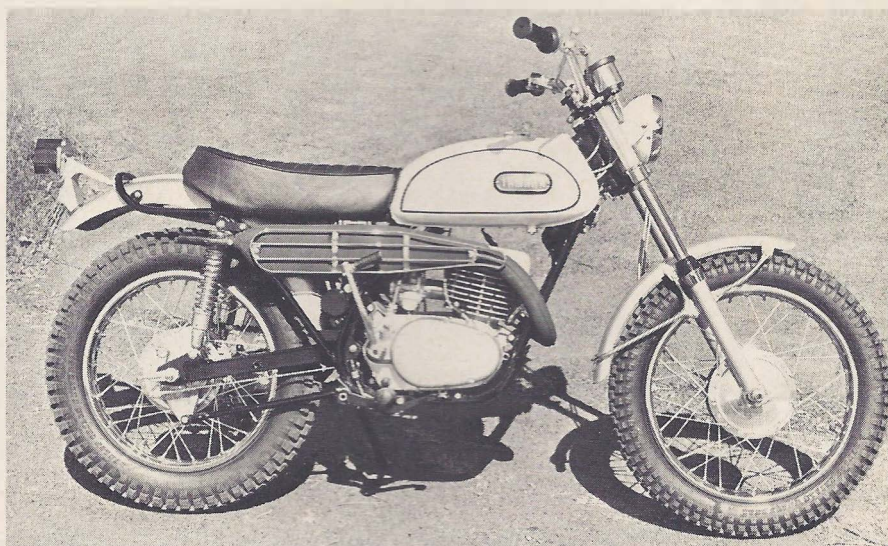
lighter springs and a heavier damping rate.

Appearance of the Enduro is very spartan and as such we like it. Everything that is needed is present, but there is no extra garbage to clutter Yamaha's first attempt to make a true scrambler. On our test machine, the frame was black and the tank a pearl white. The seat is finished in a tuck and roll vinyl that is pleasing to the eye and comfortable on the backside.

Instrumentation consists of a speedometer and a tach, mounted in rubber in front of the moto cross style han-

dlebars. Both headlight and tail light are quick detachable as is the horn. A nice touch is that of placing the battery and oil filler cap under the seat, then hinging the seat at one side to allow quick access to either.

We can predict nothing but success for the DT1 Enduro. Yamaha has hit on the right combination of street and dirt machine and in fact are building their whole '68 sales program on the dual nature motorcycle. When they produce a bike like the Enduro all we can do is wish them luck, even though we don't think they'll need it.



Yamaha DT1 Enduro

Suggested Price* \$755.00

ENGINE

Type single cylinder, two cycle
 Displacement 246cc
 Bore and stroke 70mm x 60mm
 Compression ratio 6.7 to 1
 Horsepower 21 at 6,000 rpm
 Ignition coil and battery
 Lubrication Autolube

TRANSMISSION

Type five speed, foot operated
 Primary drive gear
 Clutch wet, multi-plate

BRAKING DISTANCE

FRAME

Type double down tube
 Front suspension telehydraulic fork
 Rear suspension hydraulic shock
 Brakes
 Front single leading shoe
 Rear single leading shoe

DIMENSIONS

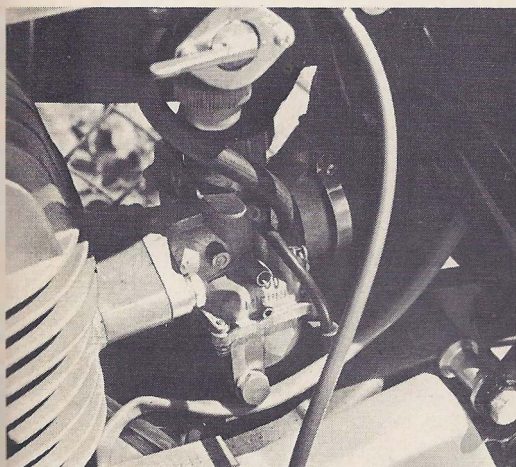
Overall length 80 inches
 Overall width 31 inches
 Overall height 44 inches
 Seat height 33 inches
 Ground clearance 9.5 inches
 Wheelbase 54 inches
 Weight 235 pounds

PERFORMANCE

Quarter mile time
 Quarter mile speed

- 5th
- 4th
- 3rd
- 2nd
- Neutral
- 1st

*Retail (P.O.E. West Coast)



Standard 26mm Mikuni carb can be replaced with a 30mm unit (part of the hop-up kit available) that really gets the fuel to flowing.

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