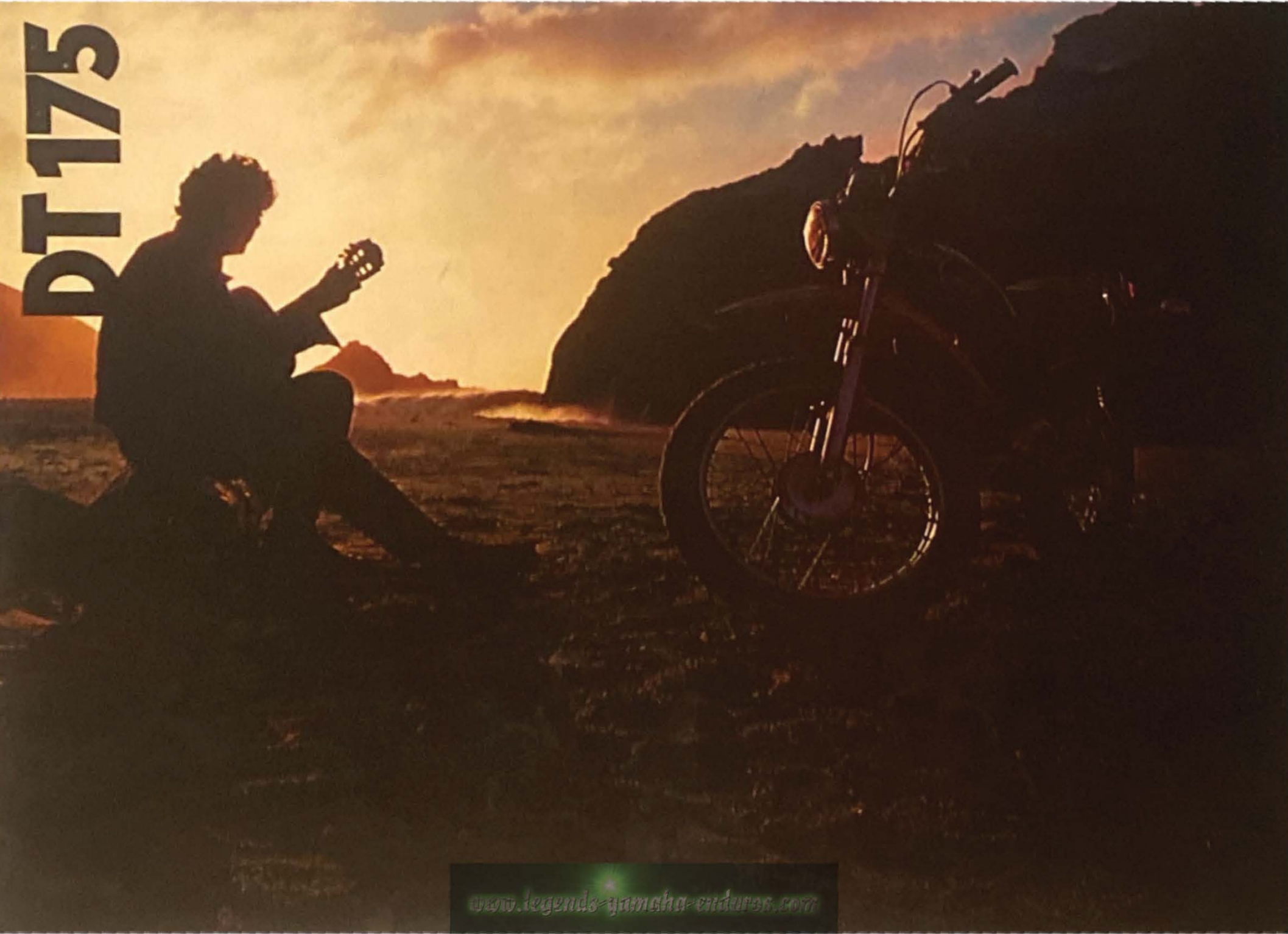


DT 175



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

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In 1974, the DT175 is a completely new kind of Enduro. Because many of the lessons learned in Yamaha's highly successful motocross designs have been applied to make it a much more tractable mount off the road.

The new double loop motocross-type frame carries the engine lower for better

stability. And the unusual flex resistance of this frame, coupled with a stiffer rear swing arm and a new fork design, makes the DT175 track and steer like a purebred dirt bike.

The carburetion and piston port timing have been further refined this year for more pulling power at low rpm's. (This in an engine which already has the remarkable low speed

torque output made possible by Torque Induction®.)

From the new high-mounted polypropylene front fender to the new tuned silencer, the DT175 is a better dirt bike than ever. And still one of the toughest lightweight street bikes around.

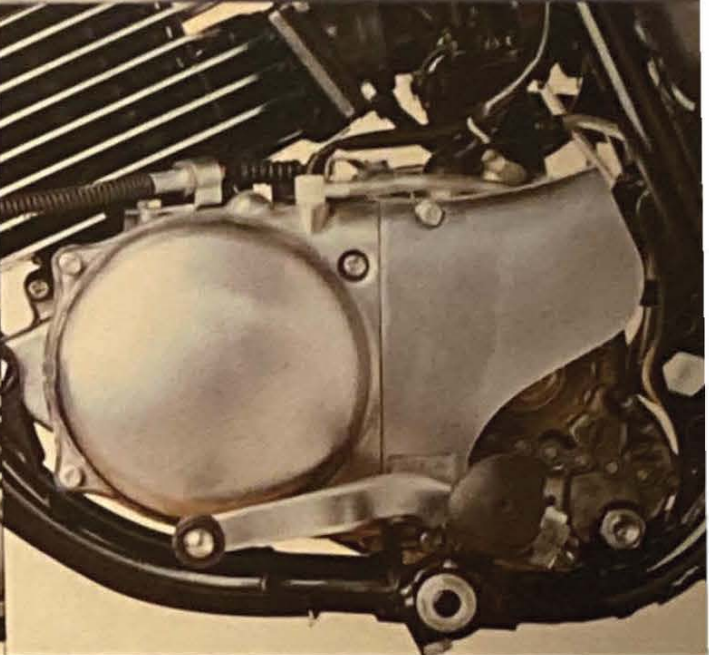


# Features

**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 extends engine life.



New high-clearance fender of lightweight polypropylene is virtually unbreakable. New front fork design and new steering geometry help 1974 Yamaha Enduros handle like motocrossers on rough trails.



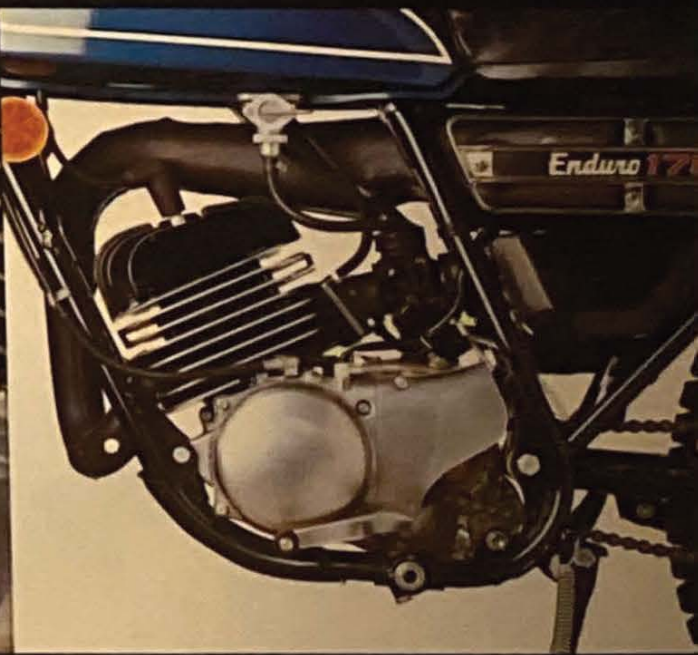
Constant-mesh five-speed transmission has short-throw selector for quick, smooth shifts. Yamaha gearboxes are notoriously rugged.



New silencer and muffler design cut down noise without cutting down power. Over-the-top exhaust and expansion chamber for better road clearance, less chance of burns.



**Torque Induction**, Yamaha's unique intake system, utilizes a reed valve to feed the engine the exact amount of fuel and air it needs. The result is that horsepower is increased, particularly at low rpm's.



Motocross-type frame cradles the engine lower, has lower center of gravity for better handling. This new frame design, adapted from the highly successful Yamaha motocrossers, also flexes less, for surer tracking.



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**PERFORMANCE** DT 175A

Max. speed	67 mph plus
Min. turning radius	77.8 in.
Min. braking distance	49.2ft. @ 31 mph

**ENGINE**

Type	2-stroke, Torque Induction, Single
Displacement	171cc (10.43 cu. in.)
Bore & Stroke	2.598 x 1.969 in.
Compression ratio	6.8:1
Max. torque	11.9 ft-lb. @ 6,000 rpm
Lubrication system	Autolube
Starting system	Primary kick starter
Transmission	5-speed gearbox

**DIMENSIONS**

Overall length	79.5 in.
Overall width	34.3 in.
Overall height	42.9 in.
Wheelbase	52.2 in.
Min. ground clearance	9.1 in.

**FUEL TANK**

Capacity	1.8 U.S. gal.
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**OIL TANK**

Capacity	1.3 U.S. qts.
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**TIRES**

Front	3.00-19-4 PR
Rear	3.50-18-4 PR

Specifications subject to change without notice.

# Someday, you'll own a Yamaha.

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