

DT175



www.legends-yamaha-enduros.com

MULTI-TALENTED.

Can one motorcycle satisfy both street riders and dirt bikers?

Yamaha's DT175 can. It's not just our biggest two-stroke dual-purpose motorcycle. It's our best dual-purpose bike, built to handle the extremes of dirt or street riding with equal and considerable skill.

Great for dashing through city traffic or cruising the freeway. Roaring over dusty trails or churning through places where man has never set foot.

Our DT175 is built tough and nimble like Yamaha's famous YZ motocross racers, starting with our exclusive Monoshock rear suspension. Infinitely adjustable to suit different riders and different terrain, the Monoshock virtually eliminates rear-wheel flex and wobble, ensuring steady handling over the roughest country.

You get a low, comfortable seat for maximum stability and a rugged, narrow tubular frame. And long-travel leading-axle front forks for sure, quick steering and handling.

For kicking up the dust or sailing over the pavement, the DT175's two-stroke 171cc engine really packs a wallop. Reed-valve Torque Induction coupled with capacitor discharge ignition (C.D.I.) mean plenty of low-end torque plus road-cruising top speed. Extra-large cylinder fin area allows better cooling for longer engine life.

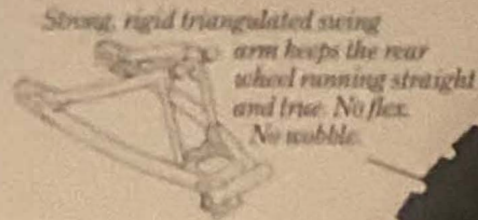
Yamaha's exclusive Autolube system automatically mixes the oil and gas according to engine load. And this year we've added a larger air filter for better performance and tamper-proof carburetor.

There's one more very important feature: great gas mileage.

The DT175. Not only will it give you everything you need in a motorcycle. It'll give you everything you want.

By lowering the bike's center of gravity, the lower seat position increases stability when you're moving. And allows you to put your feet squarely on the ground when you're not.

Our exclusive rear wheel traction control system. It's easily adjustable to suit different riding conditions.



Capacitor Discharge Ignition (C.D.I.) produces a hotter spark, maximizing power and minimizing maintenance.

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...the Mousback keeps the
...on the ground for sure
...
...for the roughest country,
...and infinitely adjustable
...rent riders and terrain.

RO 175

Full street-legal lighting and instru-
mentation includes head and taillights,
flexible turn signals,
tachometer, speedometer
and oil level indicator

Long-travel, leading-axle front forks
improve handling and control over
obstacles and road hazards. Moto-
cross-type rubber covers keep dust
and water out.

The double-cradle tubular steel
frame is lightweight, yet rigid.
A direct descendant from our YZ
motocrossers, it provides a narrow
profile and low center of gravity for
easy handling.

171cc, two-stroke, single-cylinder
engine with our unique reed-valve
Torque Induction system. It prevents
carburetor blowback and increases
horsepower, particularly at low rpm's.

Autolube not only mixes oil and fuel
for you, it monitors engine load and
adjusts the mixture accordingly for
prolonged engine life.

Ignition elimi-
nates spark
points.
Mark electroni-
cally for
performance while
prolonging
engine life.

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Some parts may not be standard equipment.

ENGINE

Type 2-stroke single
Displacement 171cc
Bore and Stroke 66 x 50mm
Compression Ratio 6.8:1
Maximum Torque 12.7 ft.-lbs.
(1.76 kg-m) @ 6,000 rpm

Carburetion Mikuni VM24SS
Ignition C.D.I.
Starting Primary kick
Lubrication Autolube
Transmission 6-speed

CHASSIS

Overall Length 82.5" (2,095mm)
Overall Width 33.5" (850mm)
Overall Height 44.1" (1,120mm)
Wheelbase 53.1" (1,350mm)
Ground Clearance 10.4" (265mm)
Dry Weight 216 lbs. (98 kg)
Fuel Tank Capacity 1.8 gals. (6.8 l)
Oil Tank Capacity 0.95 qts. (0.9 l)

Suspension

Front Telescopic forks
Rear Swing arm with Monoshock

Brakes

Front Drum
Rear Drum

Tires

Front 2.75 x 21
Rear 3.50 x 18

Coloring Maxim Red, Sapphire Blue



Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.

YAMAHA

When you know how they're built.

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