

GIL'S YAMAHA

1 Central Street

Hudson, N. H. 03051

'74 ENDURO

Get aboard the Silver Bird,
It's a magical machine.
Satisfy your Walter Mitty mind,
tryin' out a dream.
Your sign is Capricorn and
every corner of your mind
says you'll remain my friend,
a friend for all my time.

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*Yamaha, won't you fly me away,
Yamaha, take me into the day,
Yamaha come and give me a ride
and let us go see
what's on the other side.
Yamaha, won't you fly me away,
Yamaha, today is the day.*

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DT 175

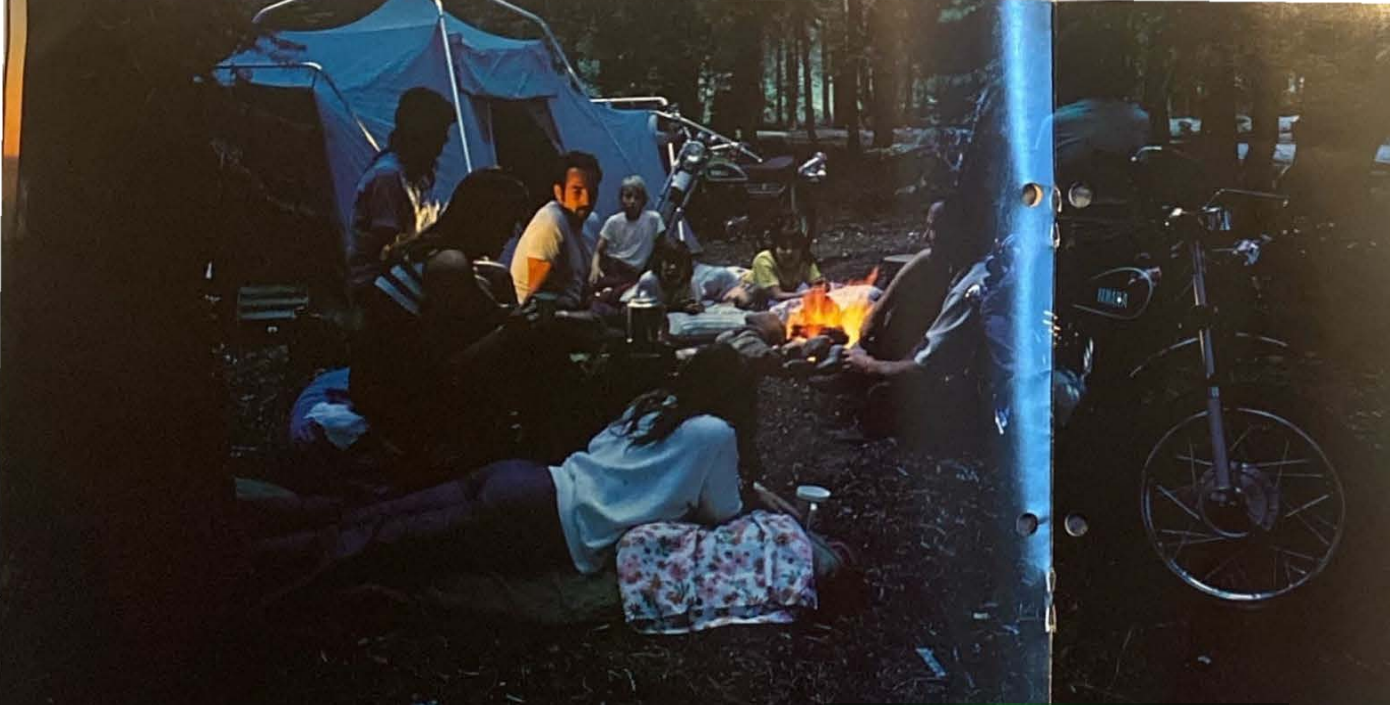
In 1974, the DT 175 is a completely new kind of Enduro. Because many of the lessons learned in Yamaha's highly successful motocross designs have been applied to make it a much more tractable mount off the road.

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 rpms. (This is 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 DT 175 is a better dirt bike than ever. And still one of the toughest lightweight street bikes around.





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DT 100

The DT100 has been completely redesigned for 1974.

The new motocross type frame, with its extremely low center of gravity, makes this a more stable, steerable bike off the road. While the extra-narrow crankcase and a new muffler that tucks away under the seat make the DT100 more comfortable to straddle. This new slim design also makes the bike answer faster when you shift your weight.

Torque Induction® Yamaha's unique reed valve intake system, makes the engine breathe better and pull harder at low rpms. In sand or mud, this extra torque can often be the difference between getting out and stalling out.

The all-new DT100 Down to the corner drugstore, or deep into the boonies, it'll get you there. And back.

GT 80

A mini-Enduro that's as ruggedly built and carefully finished as the big Yamaha Enduros.

Because of Torque Induction®, the engine produces remarkable torque for its size. Which not only makes it accelerate better, but also helps keep it from loading up and stalling, even at very low speeds. And, kids being kids, should it stall, you can restart the GT80 in any gear - no need to find neutral first.

The four speed transmission and the brakes are built far stronger than they have to be, just as on all Yamahas. The front forks and the shock absorbers are tough enough to take all the abuse handed out by an exuberant kid (Or an overgrown kid.) And, the GT80 is completely street legal.





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DT 125

Although it's been bred for hard trail riding, the DT125 is also an extremely well-mannered street bike. It even has a lightweight electric starter. The muffler has been precisely tuned for optimum engine performance, but it won't bring your neighbors to their windows. And the Torque Inductor® intake system gives the DT125's engine an unusually broad, smooth powerband for its size. So, digging out of the sand or passing on the highway, it pulls strongly and steadily.

The brakes have been designed with plenty of power to haul you down fast with high speeds, but with the sensitivity you need to control the bike off the road without killing the engine.

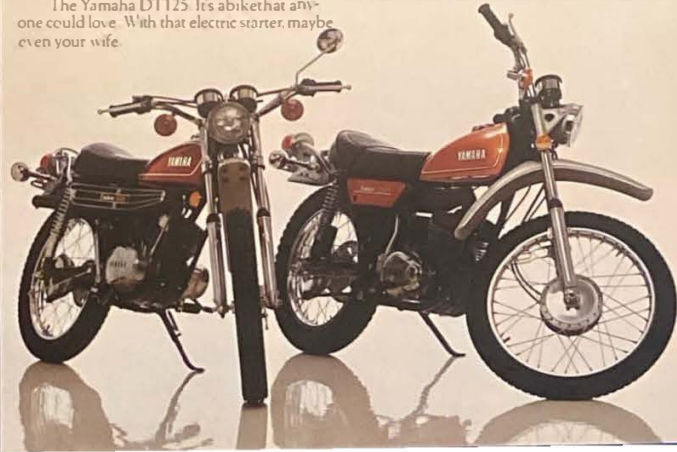
The Yamaha DT125. It's a bike that anyone could love. With that electric starter, maybe even your wife.

DT 250

The Yamaha 250 Enduro is very probably the world's most popular street/trail bike. This year, a new motocross-type frame, new front forks, a new cylinder head design, improved piston port timing, and a narrower crankcase and exhaust configuration all help to make the DT250 a more potent dirt bike than ever before.

The Thermal-Phase rear shocks will run cool, with full damping efficiency, no matter how hard or long you work them.

Most important, because of the Torque Inductor® intake system, the DT250 has a responsiveness and low-speed pulling power that you will find on no comparable light-weight motorcycle.





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DT 360

For 1974, the DT360 is a more formidable bike than ever. A new frame design with a much lower center of gravity and increased rigidity greatly improves handling on and off the road while the slimmed-down crankcase and a muffler that tucks in under the saddle makes the new DT 360 as trim as a motocrosser.

The Thermal Phase rear shocks will not overheat or lose damping efficiency.

The new CDI electronic ignition system produces a hotter, more consistent spark and virtually ends spark plug fouling. As well as eliminating the problems common to mechanical breaker points.

An automatic compression release activated by the kickstarter and an automatic spark advance mechanism make this one big-bore machine that will actually start on the first kick.

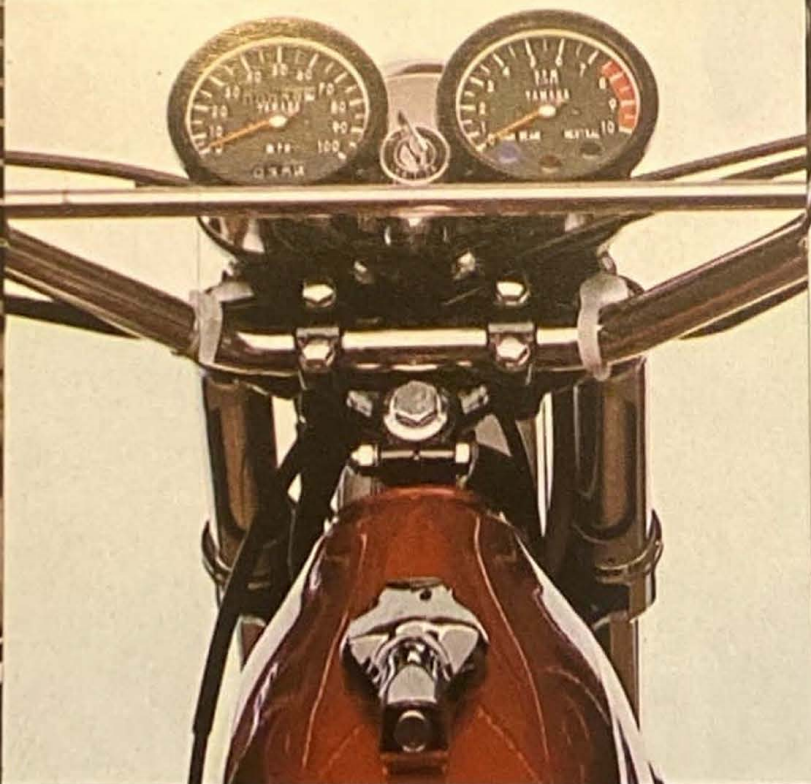
Because of Torque Induction, Yamaha's unique reed valve intake system, the DT 360 has a smooth, strong powerband. This accurate throttle response is a valuable quality going up a mountain or down a free way.



Features

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



Enduro-type instruments include speedometer, tach, and resettable trip odometer. A single key locks ignition, forks, gas cap, and accessories compartment. Complete lighting system makes Yamaha Enduros fully street legal.



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.



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.



Thermal-Phase rear shocks have built-in oil coolers to prevent overheating, no matter how hard or long you ride. Interchangeable jets also allow you to adjust compression and rebound characteristics individually.