

DT100



www.legends-guinea-aidooes.com

ONE SIZE FITS ALL.

Bigger than a mini. Smaller than a full-size bike. Yamaha's DT100 is just right for anyone who wants to have fun on two wheels.

It's the perfect dual-purpose motorcycle for getting mom to the store or hustling dad off to his favorite fishing hole. And when the kids play in the dirt, it'll take whatever they can dish out.

That's because the DT100 is built tough, with motocross features. Like a strong, double-loop frame that keeps the center of gravity and seat position low for stable, confident handling. Full-size, oil-dampened front forks with plenty of wheel travel. A tucked-into-the-frame exhaust system. And adjustable, rugged rear shocks.

A spunky 97cc two-stroke engine supplies the thrills. Reed-valve Torque Induction means plenty of low-end torque. And our exclusive Autolube system saves you the hassle of premixing oil and gas.

This year we've beefed up the engine's performance by modifying the exhaust and scavenging ports. We also added greater fin area for better cooling and longer engine life. And now there's capacitor discharge ignition (C.D.I.) for less maintenance and better performance.

For the pavement, the DT100 comes fully street legal. With complete instrumentation and lighting, turn signals on flexible rubber mounts and universal trials tires.

If you're looking for fun off road or on, Yamaha's DT100 for 1980 will fit the bill.

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.

97cc, two-stroke engine
Torque Induction



Oil-dampened rear shocks are five-way adjustable.

www.legends-yamaha-enduro.com



stroke, single-cylinder
with our unique reed-valve
function system. It prevents
reverse blowback and
increases horsepower,
particularly at low rpm's.

Full street legal lighting and
instrumentation includes head and
taillights, flexible turn signals,
and speedometer.



Full size, oil-dampened front forks
are motocross tuned to give you
plenty of travel over the rough spots.

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.

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



Capacitor Discharge Ignition elimi-
nates mechanical breaker points.
It produces a hotter spark electroni-
cally, maximizing performance while
minimizing maintenance.

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ENGINE

Type	2-stroke single
Displacement	97cc
Bore and Stroke	52 x 45.6mm
Compression Ratio	6.7:1
Maximum Torque	6.3 ft.-lbs. (0.87 kg-m) @ 6,500 rpm
Carburetion	Mikuni VM20SS
Ignition	C.D.I.
Starting	Primary kick
Lubrication	Autolube
Transmission	5-speed

CHASSIS

Overall Length	74.0" (1,880mm)
Overall Width	31.5" (800mm)
Overall Height	39.0" (990mm)
Wheelbase	46.9" (1,190mm)
Ground Clearance	7.9" (200mm)
Dry Weight	176.4 lbs. (80 kg)
Fuel Tank Capacity	1.2 gals. (4.5 l)
Oil Tank Capacity	1.1 qts. (1.0 l)

Suspension

Front	Telescopic forks
Rear	Swing arm

Brakes

Front	Drum
Rear	Drum

Tires

Front	2.50 x 18
Rear	3.00 x 16

Coloring Maxim Red, Frost Silver

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



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YAMAHA
When you know how they're built.

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