

DT80/100 MX100

www.legends-yamaha-enduros.com



DTS0



Large diameter forks are shock absorber and handlebars for more stable control.

The multi-angle tubular steel frame is light, yet rigid. With a low center of gravity for easy handling.

Adjustable rear axle allows all four feet of available engine torque and adjust the position for long life.

Full street legal lighting and instrumentation includes head and tail lights, turn signals and speedometer.

72cc two-stroke single cylinder with multi-tube Torque Induction for more horsepower, especially at low rpm's.

Long-travel front forks help prevent a rough road from being a rough ride.

Emulsifier Capacitor Discharge Ignition (CDI) produces a faster spark. Electronically timing ignition maximizes horsepower.

Primary kick starter allows leg power to start on any gear when the clutch is engaged.

DT100



DT dampened rear shock absorbers are fully adjustable for spring rate load.

Primary kick starter allows leg power to start on any gear when the clutch is engaged.

Full street legal lighting and instrumentation includes head and tail lights, turn signals and speedometer.

The 100 cc and 100-hp four-stroke cylinder. And it's got the full 100-hp on the ground when you're off it.

Full size, 100 dampened front forks are motorized tuned for needs of road.

Large diameter forks are shock absorber and handlebars for more stable control.

97cc two-stroke single cylinder engine with multi-tube Torque Induction for more horsepower, especially at low rpm's.

The multi-angle tubular steel frame is light, yet rigid. With a low center of gravity for easy handling.

MX100



Leading-trailing down brakes, both front and rear, wear shock, rear steps and excellent control.

A low seat height means a low center of gravity for excellent stability and traction on the ground.

Adjustable rear axle allows all four feet of available engine torque and adjust the position for long life.

Heavy-duty adjustable dampened shock absorbers are on the ground for more control.

Yamaha's most advanced carburetor engine technology includes fuel valve. Torque Induction for more power.

High-dampened front forks provide plenty of travel for soaking up bumps and bumps.

Heavy-duty handlebars and footrests are on the ground.

Capacitor Discharge Ignition (CDI) produces a fast, strong spark and requires little maintenance.

A multi-angle tubular steel frame is light, yet rigid. With a low center of gravity for easy handling.

HAVE WHEELS WILL TRAVEL.

Down the street. Down the trail. Around camp. Around town. To the store or to the stream.

Yamaha's DT80 and DT100 will take you almost anywhere two wheels will go. Including a lot of places four wheels can't. Which is where our MX100 comes in handy. It's just about the most fun you can have playing in the dirt.

All in all, these three bikes are the quickest, most powerful, reliable, economical on/off-road and off/off-road motorcycles ever designed for mini and mid-size people.

DT80: SHORT BUT QUICK.

Perfect for the small beginning rider, the DT80's got the kind of power you'd expect from a much bigger motorcycle. Plenty of spunk to keep the novice happy long after he's gotten the basics down.

That power is supplied by a 72cc, two-stroke, single cylinder engine. And to make riding easier for the beginner,

there's a primary kick starter so he can crank up in any gear with just a pull of the clutch.

DT100: MIDDLE OF THE ON/OFF ROAD.

The DT100, bigger than a mini and a bit smaller than a full-sized bike, is just right for getting mom to the store or dad to the fishing hole. And when the bigger kids go play in the dirt, it'll take most anything they can dish out.

It's 97cc two-stroke single provides plenty of punch with a large cylinder fin area for efficient cooling and long life.

The engines in both the DT80 and the DT100 feature Yamaha's unique reed-valve Torque Induction for lots of low-end torque and high-end power. Our Autolube system automatically premixes the gas and oil according to engine load and speed. And a breakerless Capacitor Discharge Ignition (CDI) delivers better performance with less maintenance.

Each bike is built dirt tough with rugged motocross

features. Like a strong, rigid, double loop frame that keeps the center of gravity low for stable, confident handling. Long-travel forks and rear shocks for excellent control over changing terrain. And a tucked-into-the-frame exhaust system for maximum ground clearance.

Of course, like the DT80, the DT100 is fully street legal with complete instrumentation and lighting. And both bikes come with universal tires for good traction on the street and in the dirt.

Best of all, the DT80 weighs in at a feathery 141 pounds and the DT100 tips the scales at just 176.

Which is what we call traveling light.

MX100: A HAPPY MEDIUM.

Our MX100 is just about the perfect mid-size. It's got the performance of a much bigger bike. Yet it handles as easily as a lot of smaller bikes.

The low seat height is comfortable for both kids and adults. In fact, almost anyone can plant their feet squarely on the ground.

Plenty of travel from the strong, oil-dampened front forks and rear shocks help make easy work of the rough stuff. And the rear shocks have a five-way spring pre-load adjustment to suit different riders and different terrain.

A 97cc powerplant supplies plenty of muscle for topping your favorite hills or running down the toughest trails. Not to mention the reliability to bring you all the way home again everytime.

For maximum play with minimum maintenance, Capacitor Discharge Ignition (CDI) produces a hot, efficient spark under all conditions.

The MX100. Big performance from a not so-big package.

| | DT80 | DT100 | MX100 |
|--------------------|---|---|---|
| ENGINE | DT80 | DT100 | MX100 |
| Type | 2-Stroke, Reed-Valve, Single | 2-Stroke, Reed-Valve, Single | 2-Stroke, Reed-Valve, Single |
| Displacement | 72 cc | 97 cc | 97 cc |
| Bore and Stroke | 47.0 x 42.0 mm | 52.0 x 45.6 mm | 52.0 x 45.6 mm |
| Compression Ratio | 6.9:1 | 6.7:1 | 6.7:1 |
| Maximum Torque | 4.3 ft.-lbs. (0.59 kg-m) @ 6,500 rpm | 6.3 ft.-lbs. (0.87 kg-m) @ 6,500 rpm | 6.3 ft.-lbs. (0.87 kg-m) @ 6,500 rpm |
| Carburetion | TK Y16P-3A | Mikuni VM20 | Mikuni VM22SS |
| Ignition | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge |
| Starting | Primary Kick | Primary Kick | Primary Kick |
| Lubrication | Autolube | Autolube | Autolube |
| Transmission | 4-Speed | 5-Speed | 5-Speed |
| EPA Rating* | 117.8 mpg | 119.8 mpg | |
| CHASSIS | | | |
| Overall Length | 61.6" (1,565 mm) | 74.0" (1,880 mm) | 70.7" (1,796 mm) |
| Overall Width | 28.0" (710 mm) | 31.5" (800 mm) | 31.5" (800 mm) |
| Overall Height | 36.6" (930 mm) | 39.0" (990 mm) | 37.8" (960 mm) |
| Wheelbase | 41.1" (1,045 mm) | 46.9" (1,190 mm) | 46.9" (1,190 mm) |
| Ground Clearance | 6.7" (170 mm) | 7.9" (200 mm) | 7.9" (200 mm) |
| Seat Height | 25.8" (655 mm) | 28.7" (730 mm) | 28.7" (730 mm) |
| Dry Weight | 141 lbs. (64 kg) | 176 lbs. (80 kg) | 170 lbs. (77 kg) |
| Fuel Tank Capacity | 1.3 gals. (4.8 l) | 1.2 gals. (4.5 l) | 1.2 gals. (4.5 l) |
| Oil Tank Capacity | 0.7 qts. (0.7 l) | 1.1 qts. (1.0 l) | 1.1 qts. (1.0 l) |
| Suspension | | | |
| Front | Telescopic Fork | Telescopic Fork | Telescopic Fork |
| Rear | Swing Arm | Swing Arm | Swing Arm |
| Brakes | | | |
| Front | Drum | Drum | Drum |
| Rear | Drum | Drum | Drum |
| Tires | | | |
| Front | 2.50 x 15 | 2.50 x 18 | 2.50 x 18 |
| Rear | 2.75 x 14 | 3.00 x 16 | 3.00 x 16 |
| Coloring | Sky Blue | Star Silver | Chappy Red |

*Mileage figures based on EPA testing for city riding. Your mileage may vary depending on the way you ride. Always wear a helmet and eye protection. Specifications are subject to change without notice.

www.legends-yamaha-enduros.com

YAMAHA
THE WAY IT SHOULD BE™