

# DT175E



# The Yamaha DT175E: Motocross susp

This year, the DT175E is new in suspension, design, and power features.

The De Carbon Monocross suspension system is a radical departure for an Enduro machine. It is an innovative technical advantage — to give the rider more control over rough terrain. It allows longer travel in the rear with damping far superior to conventional shocks. The rigid, triangulated swing arm helps prevent rear wheel wobble. And longer travel front forks help the DT175E track like a Yamaha world champion motocross machine.

Design features for the DT175E include polypropylene side covers, comfortable seat and Enduro instrumentation. Also included are dirt bike design elements that are direct descendants from Yamaha's motocrossers: a center-mount exhaust system, and a narrower tubular frame.

The DT175E's engine is stronger than ever for taking on rough desert trails or winding country roads. It features C.D. Ignition and Torque Induction to regulate the fuel/air mixture and generate optimum power at low rpms. Autolube pre-mixes the oil and fuel according to load and speed to increase engine life. A square-barrelled cylinder and radial fin head allows greater heat dissipation and increased cooling. A 6-speed transmission makes better use of the powerband. The DT175E engine is constructed of lightweight alloy components, so there is less weight to pull, while there is more power to pull it.

This Enduro is street legal with its high visibility lighting system and full instrumentation, which includes speedometer, tachometer, and re-set trip meter.

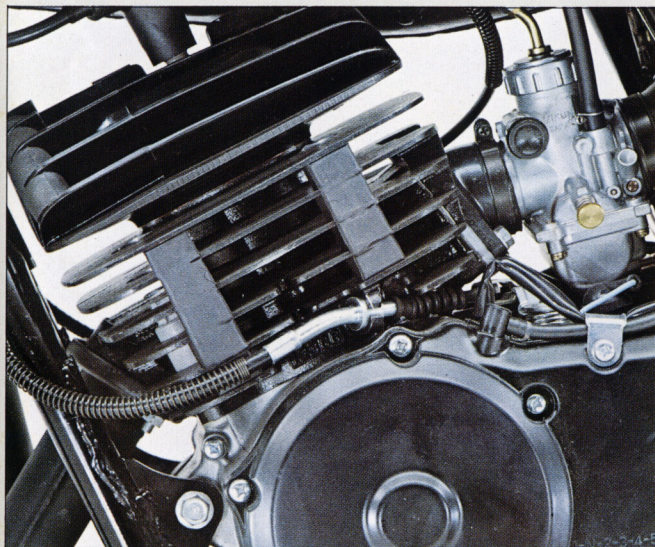
The Yamaha DT175E. It's a new Monocross Enduro built for on-road, off-road Yamaha superior performance.

**When you know how they're built, you'll buy a Yamaha.**

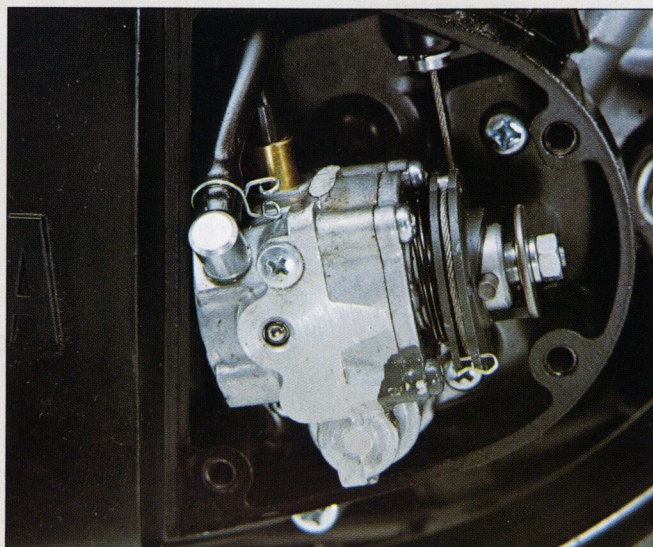


# ension and street machine performance.

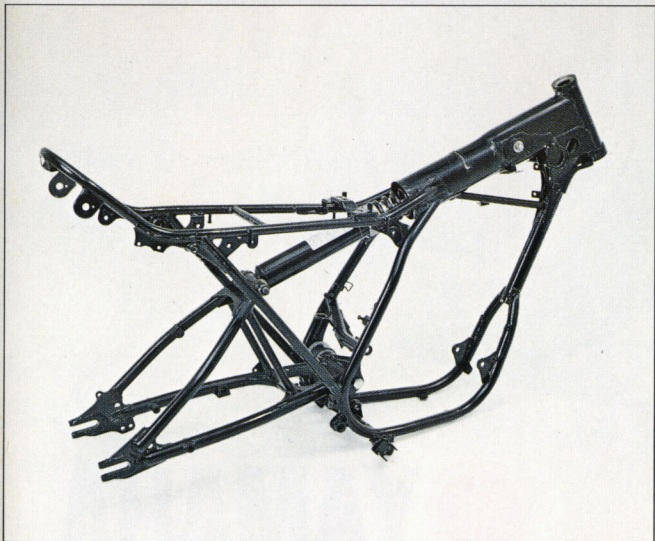
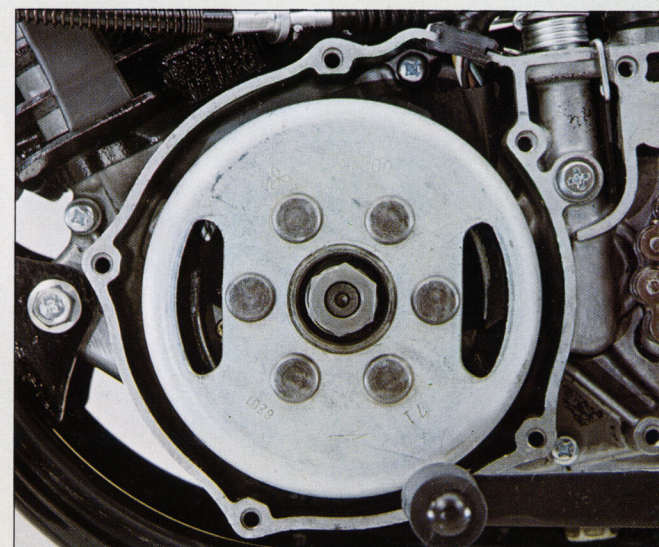
**Torque Induction**, Yamaha's unique reed-valve intake system, feeds the engine the exact mixture of fuel and air needed. The result is more horsepower, particularly at low rpms.



**Autolube** consistently adjusts the flow of oil into the fuel mixture according to engine load and speed, contributing to increased engine life.



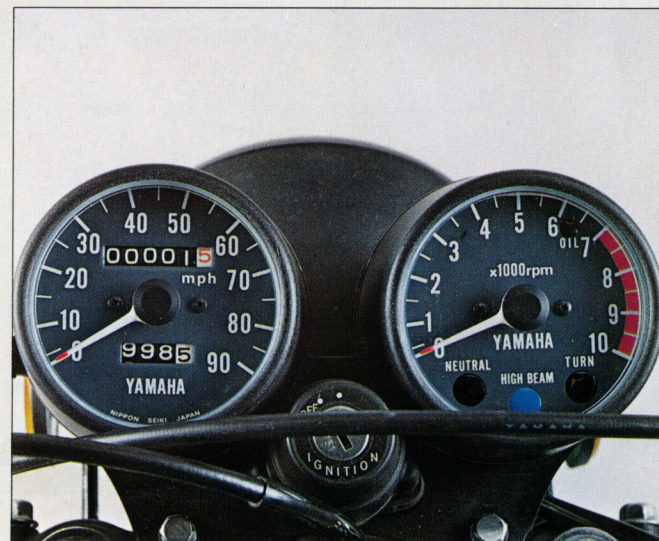
**Capacitor Discharge Ignition** system produces a hotter, more efficient spark at all engine speeds. It also helps reduce spark plug fouling.



**De Carbon Monocross Suspension** is the same used on Yamaha's motocrossers. It allows greater rear wheel travel. This long stroke helps keep the rear wheel on the ground for better control, more comfort, and consistent traction over rough terrain.



**Long-travel front forks** have increased travel for easier handling and a more positive feel when riding over obstacles and road hazards.



**Enduro instrumentation** includes a speedometer, tachometer, and ressettable trip meter. A large, sealed-beam headlight provides bright illumination for night riding.

## DT175E

### ENGINE

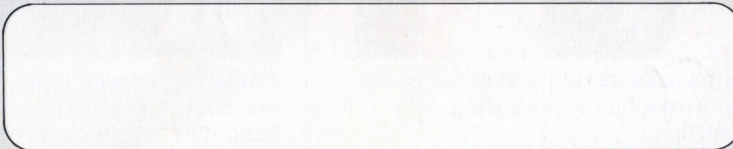
Type	2-stroke, Single, Torque Induction®
Displacement	171 cc
Bore & Stroke	66 x 50 mm
Compression ratio	6.8 : 1
Maximum torque	1.70 kg-m @ 6,500 rpm
Carburetion	Mikuni VM24SS (x1)
Ignition	Magneto
Starting	Primary kick starter
Lubrication	Autolube
Transmission	6-speed gearbox

### DIMENSIONS

Overall length	2,095 mm
Overall width	865 mm
Overall height	1,120 mm
Wheelbase	1,350 mm
Ground clearance	265 mm
Dry weight	98 kgs
Fuel tank capacity	7.0 lit.
Suspension	
Front	Telescopic forks
Rear	Monocross
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	2.75-21-4PR
Rear	3.50-18-4PR

Specifications subject to change without notice.

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# YAMAHA

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