

DT200



THE YAMAHA DT200—A GENUINE PERFORMANCE MOTORCYCLE IN EVERY RESPECT.

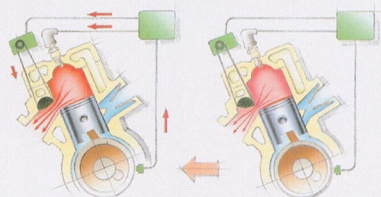
When you buy one of Yamaha's lightweights like the striking DT200, you're getting a genuine performance motorcycle and not some dressed-up utility model.

Yamaha lead the world in the production of small-capacity, high-performance machines and there's a very good reason for this. Since we began making motorcycles, we've never made the mistake of treating our lightweights as mere utility machines. We've always aimed a large proportion of our performance-oriented development at the smaller end of the scale.

In fact, particularly in the two-stroke field, the technology that has won Yamaha more World Championships than any other manufacturer has often been utilized in the small-capacity class before being featured on our larger models.

The Yamaha DT models have always been examples of this attitude. They have always been equipped with the latest in engine and chassis developments and our latest version is no exception.

Based on our Grand Prix-winning YZ motocross racers, the new DT200 shares their aggressive, thrusting styling.



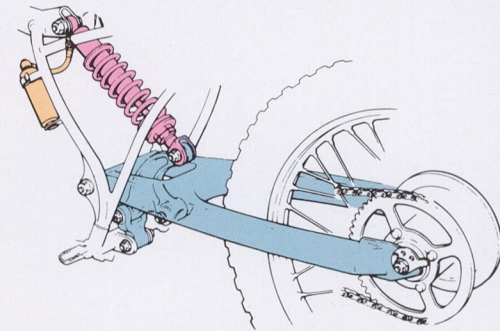
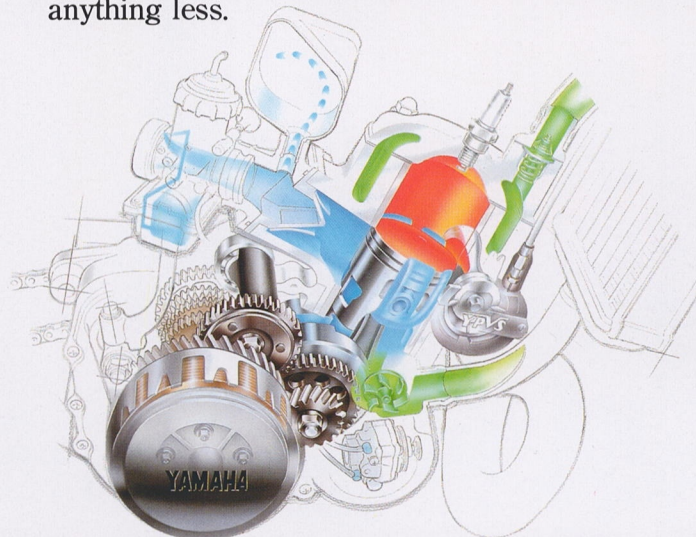
The Yamaha Power Valve System (YPVS), controlled by a servo-motor and a microcomputer, varies the exhaust port height to give perfect exhaust timing at any given engine speed. Intake flow is smoothed out by the Yamaha Energy Induction System (YEIS). The net result is power all across the range, more torque and more top-end speed.

The resemblance, however, goes much deeper than that. There's a new rising-rate Monocross chassis developed at the World Championship level; long travel, leading axle front forks with an all-weather front disc brake; plus every performance booster that Yamaha have come up with for their two-stroke range.

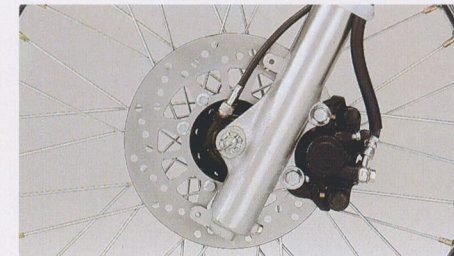
Reed-valve Torque Induction, the Yamaha Energy Induction System and the "power jet" carburettor give smoother carburation and enhance both torque and fuel efficiency. The unique Yamaha Power Valve System varies the exhaust timing to suit any engine speed exactly. It adds to the top speed and gives the DT200 the widest powerband in its class. What's more, with an extra 72cc's, the DT200 guarantees loads of pulling power throughout the entire rev range.

All of which brings us right back to where we started.

The Yamaha DT200 is a genuine sporting motorcycle. No lightweight rider need settle for anything less.



The DT200 follows motocross practice with its rising-rate Monocross suspension allowing 210mm of wheel travel. The box-section swinging arm is controlled by a single, reservoir gas/oil shock absorber (adjustable for damping and spring preload) and rising-rate linkages that exert more pressure as the spring is compressed.



The disc brake has come to trail riding! The DT200 features a lightweight drilled disc, alloy calipers, semi-metallic friction pads and a plastic mudshield. The result is a brake that works perfectly in all conditions. Street or trail, wet or dry.



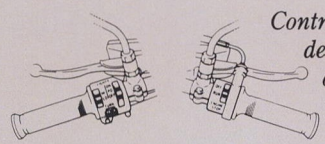
Even the meters in the instrument panel are thinner to reduce weight at the steering head. The waterproof console contains speedometer, tachometer, temperature gauge and warning lights.

Extra carrying capacity — useful — whether on trail. That's why the comes with a sturdy luggage rack as stan

New-design tyres for t DT200 (3.00-21 from 4.10-18 rear) have a pattern specially design for the combination of street and trail ridi

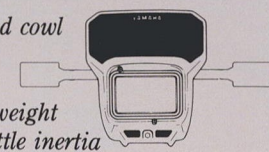
Less maintenance and durability are the adv using a sealed 'O-ring. It retains its lubricant and is less affected by and mud.

y is always
ad or
T200
eel-tube
ard.

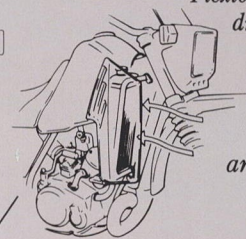


Control switches are neatly designed for one-finger operation. Specially designed throttle mechanism minimizes risk of damage in a fall.

A neat, compact head cowl houses the 12-volt quartz-halogen headlamp. Its light weight means that it has little inertia effect on slow-speed steering.



Flexible plastic air scoops draw a cooling blast across the compact, light-alloy radiator. This is flexibly mounted to the chassis and has a tubular-steel guard around it.



Our proven two-stroke, liquid-cooled engine is now bored out to 195cc. It cranks out plenty of responsive power over extremely wide rpm ranges.

Large, flexible plastic front fender allows the DT200 rider to stay clean on the street and prevent mud buildup on the trail.

Leading-axle front forks have sturdy, 36mm stanchions to resist off-road deflections. They have 240mm of smooth wheel movement thanks to anti-friction, Du-metal bushings.

Aluminium rims help reduce unsprung weight and add to lighter, more precise handling.

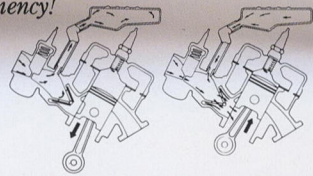
and
head
ed
g.

greater
antages of
chain.
better
water



A six-speed gearbox allows the DT200 rider to keep his engine always on the power-band. Close ratios assist in this, as does the YZ motocrosser-type gearshift mechanism.

The Yamaha Energy Induction System uses a remote reservoir to hold incoming fuel on the exhaust stroke, thus adding to the next intake charge. The result is smoother carburation, more torque and 10% improvement in fuel efficiency!



The expansion chamber exhaust system is mounted high, out of harm's way. Its underside has a special anti-corrosion coating.

The cradle frame, with lightweight plastic engine guard, allows 290mm of ground clearance. Frame-mounted passenger footrests mean more comfortable two-up riding.

Rear view mirror(s) standard equipment.



DT200 SPECIFICATIONS

ENGINE

Type	2-stroke, liquid-cooled, Torque Induction with YPVS
Displacement.....	195 cc
Bore and stroke.....	66.0 × 57.0 mm
Compression ratio	6.2 : 1
Max. power (DIN)	30.0 PS (22.1 kW) @7,500 rpm
Max. torque (DIN).....	2.9 kg-m (28.4 Nm) @7,000 rpm
Lubrication	Autolube
Carburation.....	VM26
Ignition	CDI
Starter system	Kick
Fuel tank capacity	10.0 l
Oil tank capacity.....	1.2 l
Transmission.....	6-speed
Final transmission.....	Chain drive

CHASSIS

Overall length.....	2,150 mm
Overall width.....	820 mm
Overall height.....	1,190 mm
Seat height.....	850 mm
Wheelbase	1,365 mm
Ground clearance	290 mm
Dry weight.....	99 kg

Suspension

Front.....	Telescopic forks
Rear.....	Monocross suspension

Brakes

Front.....	Hydraulic disc
Rear.....	Drum

Tyres

Front.....	3.00-21-4PR
Rear.....	4.10-18-4PR

*Specifications and appearance of Yamaha motorcycles shown here may vary according to requirements and conditions and are subject to change without notice.
For further details, please consult your Yamaha dealer.
Always wear a helmet and eye protection.*

