



Many claimed that the XT350N was the best of all the Yamaha's XT series with its combination of light weight, and good power and handling

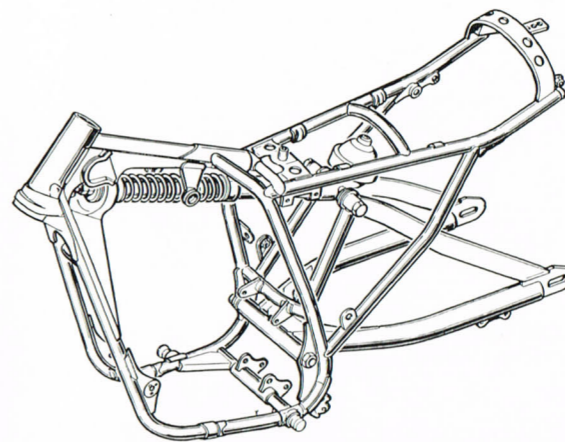
Its balanced package made it the best XT model of 1985.

Ten years after the introduction of the first XT and TT models, the four-stroke dirtbike series was alive and well, confirming the soundness of the original concept. There had been good bikes and bad bikes produced in the intervening years, but the basic irresistible appeal of a large-capacity four-stroke single had always been strong enough to ensure the success of the series. At the outset of the development, a unique design had been introduced with very little in common with other Yamaha dirtbikes.

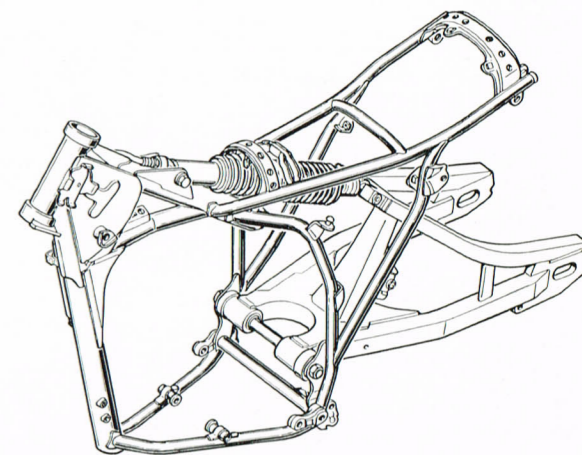
Gradually, as the performance of the XTs in the dirt became more important, and the TT began being considered a serious off-road mount and not just a playbike, technology from the competition series was incorporated. Fittingly, therefore, the TT600N was more closely related to the IT and YZ models than ever before. By 1985, Yamaha, the most prolific manufacturer of dirtbikes in motorcycling history, had pulled the different series together as a clearly related family. And just as a thread could be traced between each of the bikes in the 1985 Yamaha off-road line-up, so that thread could be traced back 20 years to those prototypes being tested in the southern Californian desert. The DT1, the har-binger of the off-road revolution, was long gone but its spirit lived on.

Appendix

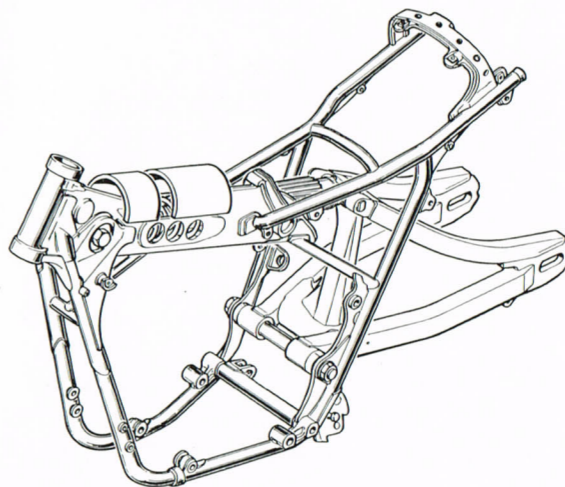
Evolution of monoshock suspension



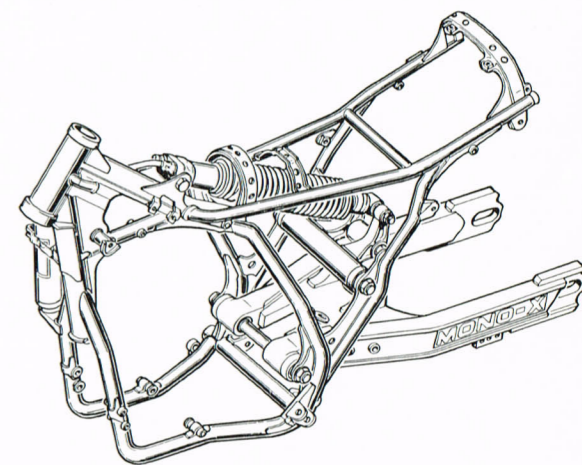
(1) YZ125C



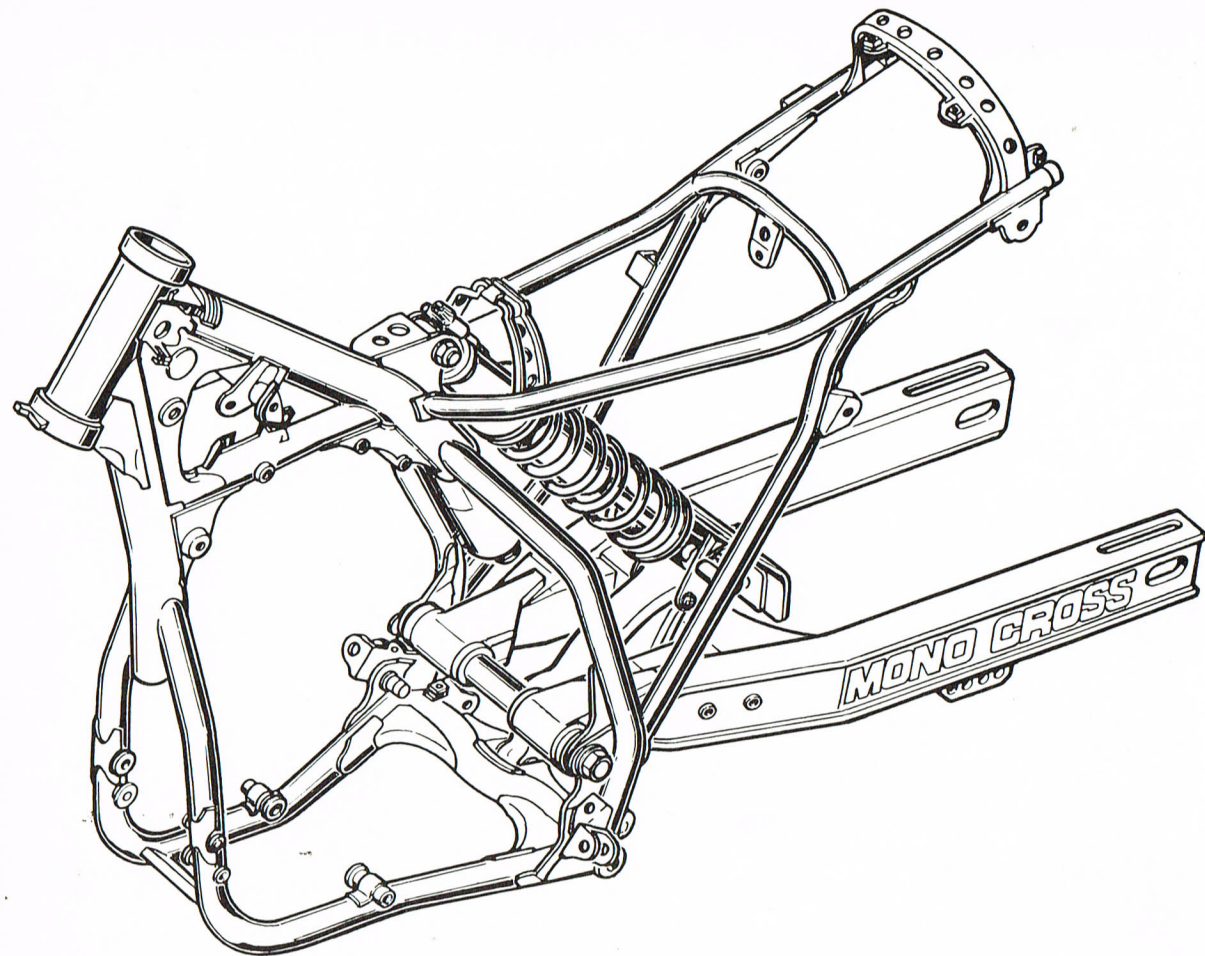
(3) YZ250H



(2) YZ250F



(4) YZ250J



(5) YZ250K

Specifications

This specification appendix in fact covers both 'model recognition' and a model chart. There were just too many models to provide all the necessary information to recognize models, but the decisive information, frame and chassis numbers, I've included in the specifications. Unless otherwise stated, the number after the three

Model	DT1	DT1C/E	DT2/DT3	DT250	DT250
Year	1968	1970-1971	1972-1973	1975-1976	1977-1980
Chassis/engine id.	DT1	DT1/DT1-F	DT1F-160101/ DT1F-166101	450	1M2/1R7**
Bore (mm)	70	70	70	70	70
Stroke (mm)	64	64	64	64	64
Capacity (cc)	246	246	246	246	246
Compression ratio (to 1)	6.8 (8.2)*	6.4 (8.2)*	6.8 (7.13)*	6.8	6.7
bhp @ rpm	21@6000(30@7000)*	23@7000 (30@7000)*	24@7000 (31@8000)*	24 @ 7000	17 @ 6000
Torque (kgm) @ rpm	2.5 @ 5000 (3.1 @ 6500)*	2.4@6500 (3.1@6500)*	2.53 @ 6000 (2.86 @ 7000)*		2.12 @ 5000
Oil system	Autolube	Autolube	Autolube	Autolube	Autolube
Engine cooling	air	air	air	air	air
Carburettor (mm)	VM26SH (VM30SH)*	VM26SH (VM30SH)*	VM26SH (VM30SC)*	VM28SS	VM28SS
Ignition system	magneto	magneto	magneto	magneto	magneto (CDI)*
Ignition timing (mm)	3.2 (2.3)*	3.2 (2.3)*	3.2 (2.3)* (3.0)**	3.2	3.2
Primary drive gearing	3.1	3.1	3.1	2.83	2.83
Final drive gearing	44/15 (44/14)*	44/14	44/14	44/14 (47/14)*	47/14
Box gearing first	2.23	2.53 (2.25)*	2.53	2.53	2.54
Box gearing second	1.62	1.79 (1.65)*	1.79	1.68 (1.79)*	1.79
Box gearing third	1.21	1.30 (1.26)*	1.30	1.17 (1.30)*	1.30
Box gearing fourth	1.0	1.0 (1.0)*	1.0	1.0	1.0
Box gearing fifth	0.82	0.77 (0.77)*	0.77	0.86 (0.76)*	0.77
Box gearing sixth	—	—	—	—	—
Fuel (l)	9	9	9.5 (8)*	9	9
Engine oil (l)	1.6	1.6	1.6 (0.57)*	1.5	1.15
Transmission oil (l)	1.0	1.0	1.0	1.0	1.2
Front fork oil (cc/leg)	210	210 (175)***	175	175	190
Front tyre	3.25 x 19	3.25 x 19 (2.75 x 21)*	3.25 x 19(3.00 x 21)***	3.00 x 21	3.00 x 21
Rear tyre	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18
Front brake	sls drum	sls drum	sls drum	sls drum	sls drum
Rear brake	sls drum	sls drum	sls drum	sls drum	sls drum
Rear suspension	twin shock	twin shock	twin shock	twin shock	monoshock
Front suspension travel (mm)					195
Rear suspension travel (mm)					140 (150)*
Rake (°)				30.5	30 (28.5)*
Trail (mm)				135	135 (120)*
Width (mm)			910	870	870
Ground clearance (mm)	240	240 (255)**	240	220	255
Wheelbase (mm)	1366	1366 (1390)**	1330 (1340)***	1410 (1415)*	1420
Dry weight (kg)	105	104 (111)**	117 (102)*	123	122
	* = DT1-M	* = DT1C-M/DT1E-M ** = DT1E *** = DT1E/DT1E-M	* = DT12-M ** = DT3 *** = DT2-M & DT3	* = DT250C	* = DT250F, DT250G ** = Europe