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YAMAHA'S AMAZING NEW

DT200R!

MORE POWER
THAN AN IT200!

INCAS RALLY

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HONDAS

**DR
200**

australasian **DIRT BIKE**

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\$3.75 (\$4.50NZ inc.GST)*

WYNN'S BIG
LARGER THAN LIFE



**TYRE CHANGING
MINI SHOOTOUT!**
BETTER LATE
THAN NEVER!



Yamaha

DT200R.

Wrong! He bought the DT200R because he wanted much more than a trailbike. Quite simply, the DT200R is the first REAL dual-purpose motorcycle ever built.

Instead of taking a mild mannered street bike and adding dirt bike components, Yamaha started with the watercooled YZ125 engine and increased the capacity to a full 200cc. That way the DT200R makes more power and more torque than the IT200, turning the notion of "dual-purpose" upside down.

In other words, if a hill can be climbed, it'll be a DT200R that climbs it.

And if you're worried about running out of steam, relax: with two large radiators the DT200R can keep its cool whether you're storming fire roads or ducking the traffic on a stinking hot day.

The DT200R also shares frames with the YZ125,

with competition developed suspension boasting a full 270mm wheel travel at both ends.

With double disc brakes that stop the DT200R just like a YZ.

It all adds up to one thing: a true dirt bike.

For the other side of your life, Yamaha equipped the DT200R with a 12-volt Halogen lighting system, full ADR-Compliance, full instrumentation, flexibly mounted blinkers, Autolube oil injection, frame mounted pillion pegs, a street legal muffling system and much, much more.

But one look is all it takes to see the DT200R's true personality.

Yamaha's DT200R. For those times when double standards do mean double the fun.

"And he said he was

just buying a trailbike..."





*Two
timer*

YAMAHA
One of the world's great leaders

**BRAND
NEW**

YAMAHA

Who said the days of the Japanese two-stroke trail/enduro bike were over?

Certainly not Yamaha – judging by the looks of the hot new DT200R.

In the face of ever more restrictive noise and emissions laws the world over, Yamaha has come up with a two-stroke dirt bike that combines full on-road compliance with serious off road performance.

In the words of a top Yamaha executive: "We wanted to come up with a new two-stroke dirt bike, that while still fully road legal, was as close as possible in specification to our latest YZ motocrossers. A bike that is right at home on the road, yet with a few small modifications can mix it in serious enduro competition as well."

From our first impressions, we'd say Yamaha has succeeded in meeting those goals.

The return of the two-stroke trailbike.

At a time when the two-stroke trailbike has just about been legislated out of existence in Australia, it's somewhat surprising to see the release of Yamaha's new two-stroke DT200R trail and enduro machine.

Kawasaki's KDX200 is the only green meanie, road legal two-stroke enduro machine making it into Australia today. Suzuki's two-stroke PE enduro bikes have come and gone. Even Yamaha's own IT range is no longer imported into Australia.

Ever toughening noise and emissions laws have made the task of making a two-stroke dirt bike comply with ADR regulations difficult and expensive. And when you consider the relatively small size of the Australian market, it's little wonder the manufacturers have ceased production of two-stroke dirt bikes that comply with local compliance laws.

For this reason, it's surprising to see Yamaha's much heralded launch of the DT200R – a serious two-stroke trail and enduro machine.

WHY A TWO-STROKE?

In the past few years, Yamaha has devoted a serious amount of time, money and resources to the development of its TT range of four-stroke trail and enduro machines.

With the bases covered in the four-stroke sector of the market and the increasing popularity of converted motocrossers in enduro and hare scrambles competition, it's clear the space and demand in the marketplace is there once again for a serious two-stroke off-road machine.

Enter the DT200R. A two-stroke trail and enduro machine that takes up the slack left by the demise of the IT range, and yet looks to be better prepared for both on and off road use than the ITs ever were.

VITAL STATISTICS

A quick glance of the new DT's spec sheet reveals some impressive features. The engine is a 195cc two-stroke, single cylinder, liquid-cooled unit that features both YPVS and YEIS, and crankcase reed induction, just like the YZ125. The engine is fed by a 28mm flat-slide Mikuni carburetor while the large capacity dual radiators are taken directly from the current YZs. The transmission is a six speed unit with a wide spread of

ratios suiting both on and off road applications.

A large capacity YZ style airbox takes care of the engine's breathing chores, with the filter element quickly accessible through the left sidecover. The YZ style expansion chamber header pipe is tucked in high against the frame tubes, well out of harm's way, and then snakes its way along the right side of the bike to a small and restrictive looking (albeit no doubt quiet) muffler.

Autolube oil injection removes the need for pre-mixing fuel, with the oil tank reservoir incorporated into the frame backbone immediately behind the steering head.

WE'VE BEEN FRAMED

Once again the DT200R shows its YZ heritage, with a frame and suspension package that has been developed from the latest Yamaha motocrossers.

The semi-double cradle is both light and strong and features bolt-on rear footpeg mounts and a rear taillight bracket that can be quickly removed to cut down on weight.

Air-assisted 41mm diameter leading axle forks are fitted up front and move through 270mm of wheel travel.

The rear suspension tasks are handled by a box-section aluminium swingarm that pivots on YZ style Monocross linkages and is fitted with a Ohlins-type shock with adjustable compression damping

BELOW

NO MORE PRE-MIXING: Yamaha's Autolube oil injection system takes care of mixing the fuel and engine oil for you. The engine oil reservoir is incorporated in the main frame backbone.

and an updated damping valve mechanism. Rear wheel travel is also a full 270mm.

BITS AND PIECES

The front and rear disc brakes are obvious, with the new rear disc set-up coming straight from the new YZ125. No doubt stopping performance should be pretty impressive.

Styling is pure YZ – there's no mistaking that. The seat, guards, radiator scoops and ten litre (steel) fuel tank are all YZ inspired, although the new DT200R is only available in blue, not white like the YZs.

Electrics are 12 volt, with the headlight, taillight and blinkers all being small components (by trailbike standards) and well tucked out of harm's way. A small speedo, warning light panel and ignition key are all tucked up behind the headlight/numberplate unit.

Snail cam chain adjusters are used out back, there are grease nipples on the rear suspension linkages and fork boots and a front disc protector are fitted. There's even a heat shield fitted to the expansion chamber to stop you burning your knee. Ah yes... Yamaha has thought of it all!



ABOVE
TWO STROKES – NOT FOUR: The DT200R's engine is a 195cc fire-cracker that boasts case reed induction, YPVS, YEIS, a 28mm Mikuni flat-slide carburetor, six speed transmission and a YZ style airbox and element. We have to wonder though what effect ADR39A will have on the engine's performance potential...



DT200R



THE BOTTOM LINE

Well, the bottom line is that the new DT200R is one hot little hombre.

On the surface it passes as just another two-stroke racer-replica trailbike. But deep down it's a capable and serious off-road performer, with plenty of features to make it right at home in the toughest trails.

Although Yamaha hasn't released the new DT in Australia just yet – it should be on sale around September/October – we just can't wait to ride one.

All going well, we should have a full test of the new DT200R in next month's issue of ADB.

Until then... long live the two-stroke!

RIGHT

STOP ON A DIME: The DT's rear disc brake set-up is taken directly from the new YZs. Note also the snail cam chain adjusters, box-section aluminium swingarm, grease nipples on the Monocross linkages and Ohlins-type shock.

MAIN PHOTO

UP, UP AND AWAY: Beneath the flashy YZ-style exterior of the new DT200R beats a heart of serious two-stroke trail and enduro muscle. Following the success of

it's TT four-stroke range, Yamaha has once again directed its energies to the two-stroke trail/enduro bike. Enter the new DT200R.



YAMAHA DT200R ENGINE

Type.....	Single cylinder, liquid-cooled, two-stroke with YPVS and YEIS
Capacity.....	195cc
Bore x stroke.....	66mm x 57mm
Compression ratio.....	6.4:1
Carburetor.....	Mikuni TM28SS
Lubrication.....	Automatic oil injection
Starting.....	Kick
Ignition.....	CDI
Electrics.....	12 volt

FRAME & SUSPENSION

Frame.....	Semi-double cradle, high tensile steel
Front suspension.....	41mm diameter Kayaba forks with 270mm wheel travel
Rear suspension.....	Monocross single shock with Ohlins type shock with adjustable compression damping and 270mm wheel travel
Brakes.....	Discs front and rear

DIMENSIONS

Wheelbase.....	1415mm
Seat height.....	885mm
Ground clearance.....	315mm
Fuel capacity.....	10 litres
Dry weight.....	108kg