

# YAMAHA INTRODUCES

## A radical departure in a class

The new Yamaha DT250 and DT400 Enduros are unlike any other street/trail machines ever built. Because both offer you a technical advantage previously available only to racers:

The Monocross suspension.

**What Monocross does for racers, it does for you.**

First of all, Monocross rear suspension gives

you tremendous travel (5.5 inches). Even in the roughest terrain, it helps keep the rear wheel, and the power, on the ground. So you don't bounce out of control. You just go forward, fast.

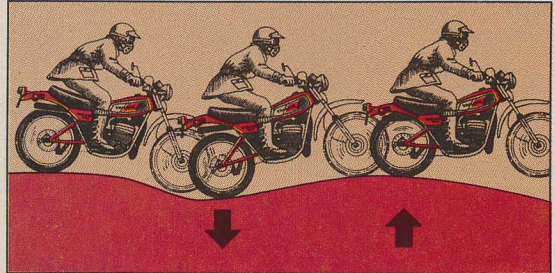
Superior damping is another advantage. To explain: This new Yamaha Monoshock is a de Carbon type unit. Inside, a chamber of nitrogen acts like a second spring. For example, under an extreme load, any piston can be forced to move through the oil faster than its valves will allow. But on a Monocross suspension, a movable plug between the oil and the nitrogen gives, letting the pressurized gas do the damping.

You get damping under conditions where conventional shocks simply cease to function. Bottoming-out and broken shafts become problems that plague other riders,

not you.

This shock design also eliminates foaming, or cavitation. With conventional shocks, hard riding can cause

the oil to foam and froth. Foam naturally offers less resistance to piston movement than oil. So the shocks quickly lose their effectiveness. But with Monocross the oil is



Long travel Monocross: The rear wheel spends more time on the ground, less time bouncing you in the air.

Not MX-type forks, real MX forks.

Pre-load adjustment ring.

Nitrogen at approx. 213 pounds per square inch.

Piston.

Oil.

Improved through-the-frame high pipe.

Rigid, triangulated swing arm.



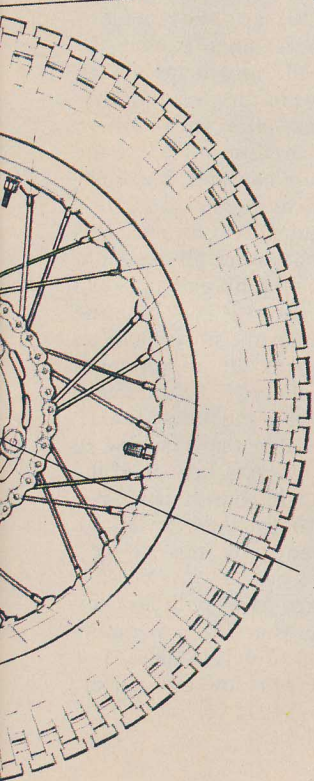
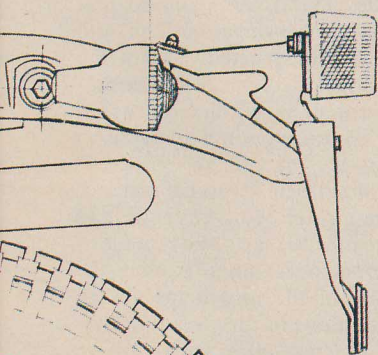
# MONOCROSS ENDUROS.

## normally full of compromise.

under constant internal pressure. Air can't get inside, so the oil can't foam.

Another problem solved by the Monocross suspension is rear wheel wobble. With a conventional two-shock suspension, you get two separate responses to every bump in the road. One shock can compress more than the other, putting your rear wheel out of line with the rest of the bike. The result? A machine that doesn't always go where you want it to go. Monocross, on the other hand, keeps the wheel in constant alignment. There's only one shock, locked in a rigid triangulated swing arm. So tracking for the Monocross rider is excellent.

Adjusting the spring pre-load is no problem, either. A special wrench included with each machine reduces it to a simple operation.



5.5 inches of rear travel.

### More significant improvements.

We'd also like to point out that while we were dramatically improving the rear suspension, we didn't forget the rest of the bike.

Both the DT250 and DT400 Enduros are lighter than ever before. Thanks to plastic fenders, tanks, chain guards and side covers.

As you can see, the front forks are right off an MX machine. And both bikes have radial heads and more fins for added cooling.

With a Yamaha Monocross Enduro, you don't avoid berms; you go after them. You don't back off in the corners; you turn it on. Because under you is a suspension that's helped win more off-road races than you'd care to count.

### Better off the road. Better on the road?

As for the Enduros' street handling characteristics, we can only say this: Monocross is also found on the Yamaha TZ250 and TZ750. Championship road racers that have won more *on-road* races than you'd care to count.

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