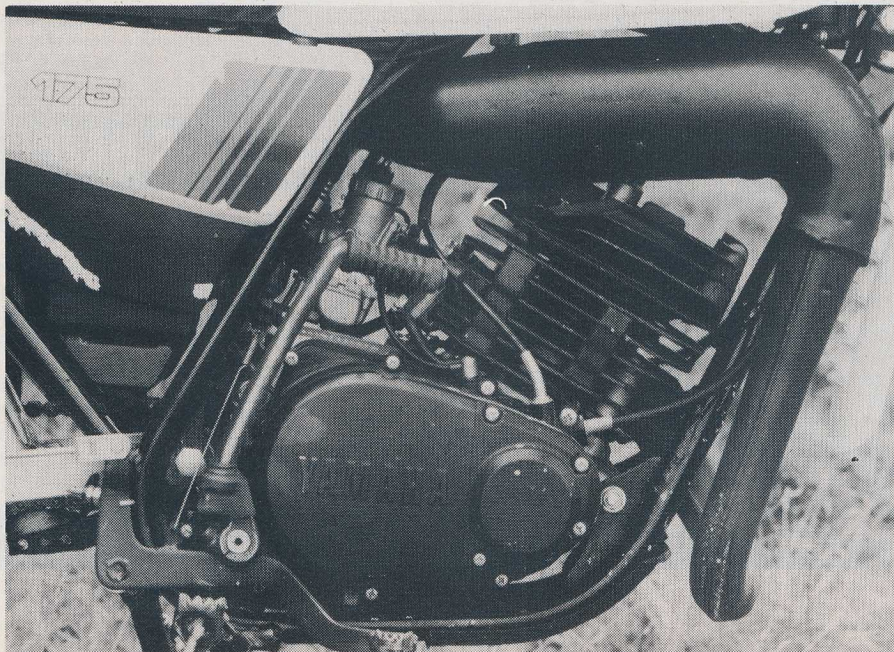


A touch of the DTs!



ABOVE: All that is needed is a blip of the throttle to produce a wheelie. Low down pulling power is good for a 175. Who's this Hakan Carlqvist anyway!

RIGHT: The 171cc engine is basically the same as it was over ten years ago. Latest addition is the six-speed gearbox. Note how the black paint has been scratched by the inside of someone's boot.



SALES OF 250cc motor cycles may have slumped because of the Learner Law, but manufacturers are fighting back with some exotic machinery. But what about the 175cc class which used to thrive but, like the 250s, unfortunately had the bottom drop out of its market?

Learners who couldn't or didn't want to afford a 250 plumped for a 175, as did older riders who hadn't passed the test and wanted a fun-commuting machine.

Classic example is Yamaha's DT175MX, top-selling trail bike two years running and the 'Cortina' of the bike world.

I have owned one, but an early twin shock set-up. Since then it's hardly changed, even from its inception over ten years ago.

Main change came in 1978 with monoshock suspension, new frame and cosmetic touches. Nothing's been altered since.

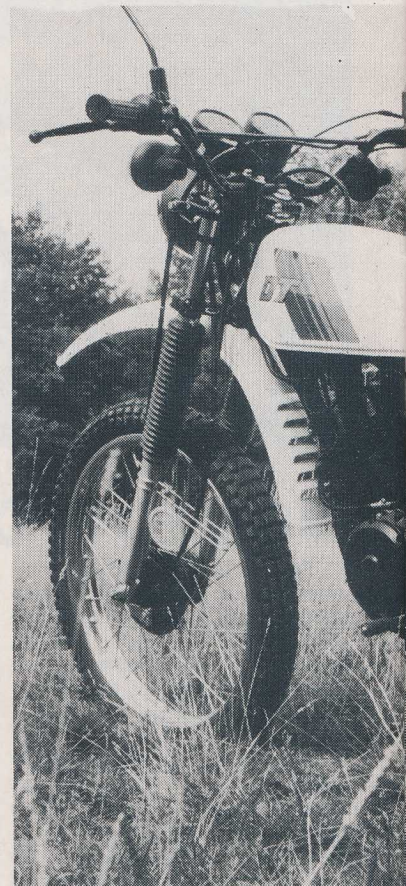
Instead of up-dating the engine, Yamaha made a completely new model—the DT125LC—leaving the old 175 alone.

I'd forgotten just what it was like to ride an air-cooled 175, not having ridden one for five years—only lately getting my leg over a water-cooled 125.

It's definitely not as peaky as water-cooled models, the extra 50cc gives it a much wider spread of power. The red line starts at 8,000rpm, but maximum bhp is at 7,000rpm.

It pulls away quite happily from 1,500rpm with a lot of usable power until 5,000rpm when the power band comes in. Then it takes off nicely till 7,000rpm.

A good cruising speed is around the 50-55mph mark; it is really struggling to keep up more than that. The mean top speed achieved was 64.61mph — interestingly



enough only .54 faster than the DT125LC.

This may seem disappointing for a 175, but the quarter-mile times were much quicker. I was pleased with the 18.99sec/64mph best.

The six-speed gearbox is precise and all ratios are well spaced. Just blipping the throttle in either first or second will make the front wheel leap up in the air with good use of the clutch.

It's fun not speed that attracts riders to the trail bike, being able to turn off boring main roads and have a bit of fun.

The DT is quite capable of handling itself once off the beaten track. The monoshock rear suspension has loads of travel and can be adjusted for pre-load under the left-hand side panel by a C-spanner in the toolkit. The shock is a De Carbon unit charged with gas and oil.

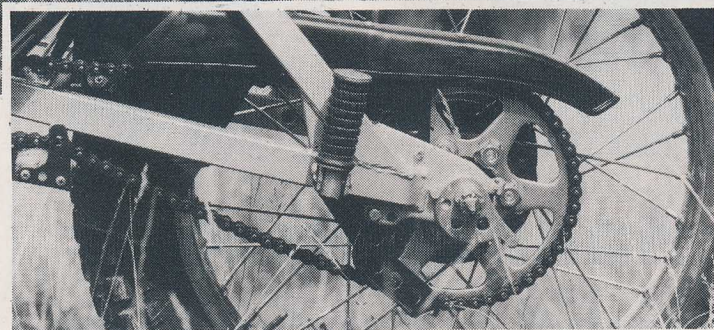
Although there's a large clearance between the rear plastic mud-guard and the tyre there is only a one-inch gap between the tyre and the swinging arm, making it impossible to fit a larger rear tyre. It could easily clog up with mud.

The front telescopic units proved a little on the soft side but the seals were covered sensibly with fork gaiters.

Handling off-road was good, but during motorway trips, when travelling over 50mph, the DT took on a

BELOW: The classic lines of the DT175MX. It's a machine for whizzing along country lanes—or for a spot of excitement cross-country. Although it had only been in the hands of one magazine before us, it had a well-used look.

INSET: The rear end has received most attention—monoshock suspension, chain tensioners and an eight-position snail chain adjuster.



somewhat serious wobble. It didn't get out of control, but could be alarming in hands of novices.

Adjusting tyre pressures eased the problem a little but didn't solve it completely. At slower speeds everything seemed OK, flicking it into corners and laying it right over was easy. Lightness of the bike—only 220lbs—helped, but that top speed wobble was unnerving.

One part of the machine that has received more attention is the chain, which runs along a nylon wheel on the front of the swinging arm back to a nylon chain tensioner and then finally meets a guard to stop it derailing.

Although we thrashed the DT most of the time, an average of 57mpg resulted. Not good, but about average for a 175cc two-stroke engine. The small tank only held 1½ gallons, giving a best of 85 miles before reserve, adequate for a trail bike.

A problem on many trail bikes—not just the DT—is the lack of a

good headlight. It was the same on the model that I owned, only a faint glimmer. It is no better than a pilot light; the puny 25/25 was hardly better than useless. High beam though was a different matter, it did produce a ray!

I covered 500 miles in total on the DT and found the riding position comfortable and the bike easy to ride. The handlebars are a whacking 40ins wide but were not uncomfortable and the seat was a trifle soft for long-distance trips. It's not designed for that anyway.

Stopping was no problem on the DT, both brakes are six-inch drums which, in our test, stopped the DT from a true 30mph in 35ft. Not an excellent figure, but good enough for on-road—or off.

Sad it may be, but Yamaha have now stopped producing the DT175. The DT125LC has taken its place as the major trail bike, but the 175 is still available and good value at £810—£19 cheaper than the DT125LC.

ROAD TEST READ OUT

YAMAHA DT175MX.

PRICE: £810.

WARRANTY: 12 months, unlimited mileage.

PERFORMANCE

MEAN MAXIMUM SPEEDS: Rider prone: 64.66mph. Rider upright: 61.23mph.

BEST ONE-WAY SPEED: 66.61mph.

MEAN QUARTER-MILE: 19.29secs/62.17mph.

BEST QUARTER-MILE: 18.99secs/64.00mph.

MEAN TOP GEAR/QUARTER MILE: Roll-on at 50mph 15.31secs/59.92mph.

MAXIMUM POWER: 16.3bhp at 7,000.

MAXIMUM TORQUE: 12.32lb-ft at 6,000rpm.

FUEL CONSUMPTION: Overall—57.0mpg. Best—57.7mpg. Worst—55.2mpg. Average fuel tank range—85 miles before reserve.

BRAKING DISTANCE: From 30mph—35ft; from 60mph—125ft.

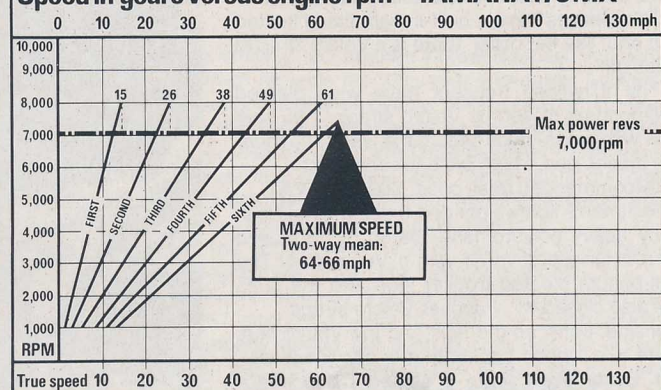
SPEEDO ACCURACY:

Indicated mph: 30 50 60

Actual mph: 29.8 49.66 63.53

Test conditions: Cold, track wet. Machine tested by 11½-stone rider in racing leathers at Motor Industry Research Association track, Nuneaton.

Speed in gears versus engine rpm YAMAHA175MX



ENGINE

Single-cylinder, reed-valve two-stroke, throttle controlled pump lubrication to inlet tract.

CAPACITY: 171cc (66 × 50mm).

COMPRESSION RATIO: 6.8:1.

CARBURATION: Single Mikuni 24mm.

TRANSMISSION: Primary helical gears, wet multi-plate clutch, six speed gearbox, chain final drive.

OVERALL RATIOS: 30.44, 19.25, 13.52, 10.35, 8.31, and 6.95.

DIMENSIONS

WEIGHT: (with 1 gal fuel) 220lbs.

FUEL CAPACITY: 1.54 gals.

WHEELBASE: 53.5in.

SEAT HEIGHT: 32.5in.

GROUND CLEARANCE: 11in.

OVERALL WIDTH: 40in.

OVERALL LENGTH: 82in.

ELECTRICS

CDI electronic ignition, six-volt battery, round 25/25 headlight, indicators, horn, warning lights for main beam, neutral, two-stroke oil level and indicators.

CYCLE PARTS

FRAME: Duplex cradle type.

SUSPENSION: Telescopic front forks. Monoshock single shock rear suspension strut.

TYRES: Front, 275/21 Bridgestone Trailwings. Rear, 350/18 Bridgestone Trailwings.

BRAKES: Both 6in drums.

BEST FEATURES

Good spread of power, comfortable, cheap.

WORST FEATURES

Bad top speed wobble, only reasonable fuel consumption.

COMPARISONS

	Capacity cc	Price £	Speed mph	Fuel mpg	St ½ mile, sec/mph
Yamaha DT175MX	171	810	64.66	57.0	19.29/62.17
Honda MTX200	193	1045	80.56	51.3	16.64/73.45

● Machine supplied by: Mitsui Machinery, Oakcroft Road, Chessington, Surrey.