The Great Race Machine. Yamaha DT2-MX. 250cc's of potent power. Race designed, proven, and ridden by Torsten Hallman. New alloy hubs, new frame, exclusive Torque Induction. The Production Motocross all the cycle books say, "watch out for it in '72."

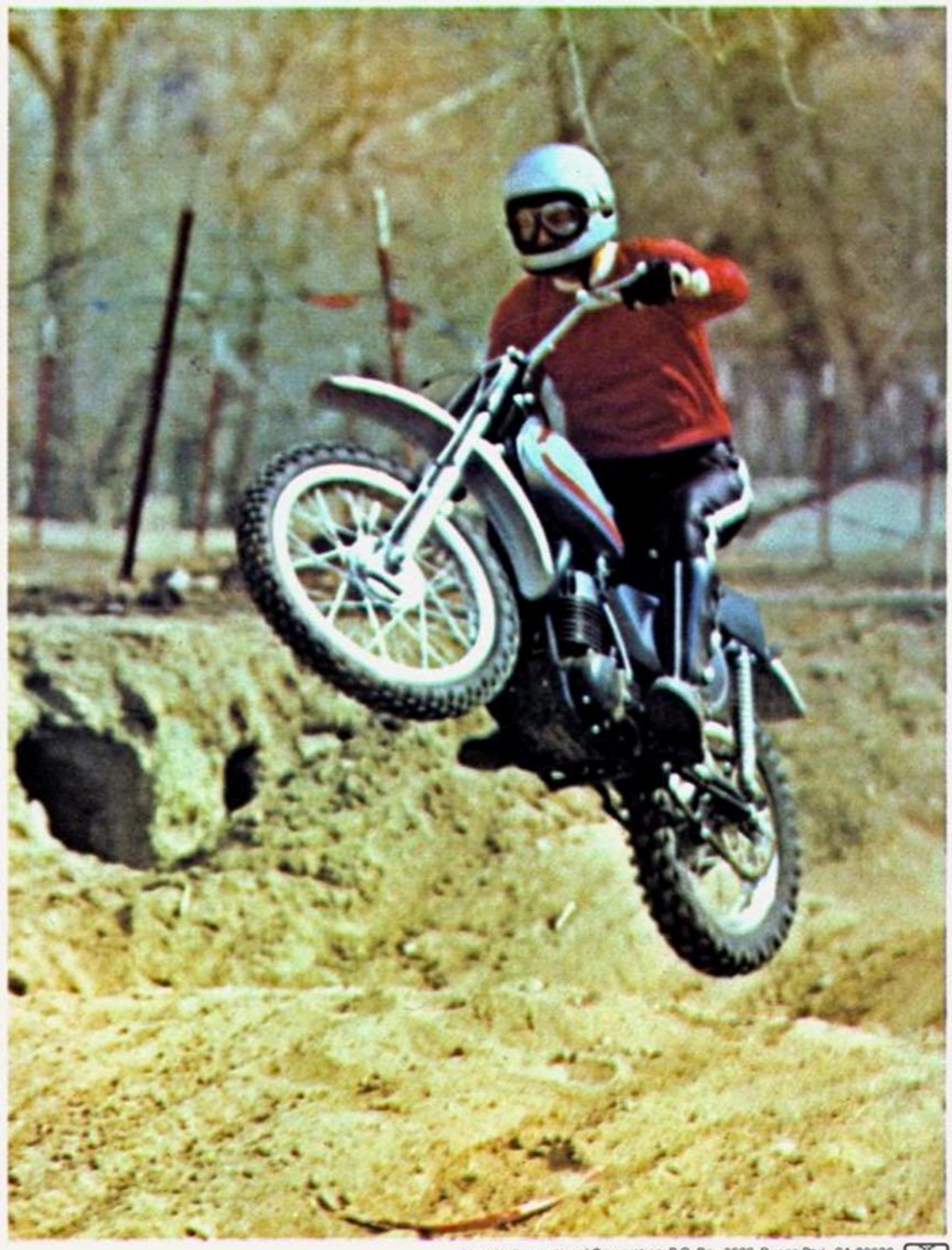
The 1972 Yamaha 250 Motocross is not a modified Enduro. It's all new, front to rear, top to bottom. With new lighter double-cradle frame; a lower center of gravity; stronger, lighter, deep-valance rims; full-floating rear brake; lighter alloy conical hubs; heavy-duty MX-forks in front, double-spring rear shocks.

The DT2-MX also has a performance edge you won't find on any other production motocross machine—Torque Induction. The V-type reed valve system that delivers greater low and mid-range torque; more precise intake and exhaust; and greater fuel economy. The engine is a 7-port, 2-stroke single that pumps out a hearty 31 bhp @ 8,000 rpm, and 20.7 ft. lbs. of stump-pulling torque @ 7,000 rpm. Put it all together and you've got the credentials for winning. But read what the experts have to say.

Cycle Magazine:
"The results of the dyno charts confirmed our riding impressions. The 250 is very strong for its size, and equal to or better than any other production motocross on the market... look out Husky, CZ, Maico, AJS, Rickman, Bultaco—Yamaha has arrived."

Modern Cycle:
"The new Yamaha 250-MX is designed for one thing, racing... it's impossible to load this thing up, or make it start hard, or even kill it. Their Torque Induction really makes the DT2-MX engine easy to live with...The bike is, wow, the prettiest racer we've ever laid our eyes on: just beautiful... They say Torsten Hallman had a hand in designing this one, and the happy opinion of our test staff is evidence that he did."

It's a better machine.
Plain and simple the Yamaha DT2-MX is more machine for the money. But then, that's the kind of value you'll find in all the great machines for '72. See your nearest dealer. Win the great race.



YAMAHA
The great machines for '72.

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