

YZ400



www.yamaha-motor.com

The 1978 Yamaha YZ400:

The frame on the new YZ400 is none other than a work-type, chrome-moly steel design. That means more strength with less weight. And the new aluminum swing arm is powered after two years' lead this year's factory machines.

Complete this state-of-the-art frame set-up with the features that made the big yellow machine what Motorcyclist Action magazine called "one of the best Open Class bikes on the market" and you've got yourself a dirt bike second to none.

Yamaha's exclusive Motorcycle Suspension System lets you blast around any kind of track, lap after lap, with precision and consistency. That's because the DeCarbon shock absorber automatically compensates changes in oil temperature that

makes other shock absorbers droop. Maximum steering control is provided by leading-air fork forks. These are a combination spring/air design that can be finely tuned by changing air pressure at built-in Yamaha alternate springs. And the new forks have a long unvarnished sliding surface to reduce fork flex and binding.

With a 6-petal reed valve, the engine delivers a wide power band of unbelievable horsepower. A short throw five-speed transmission makes shifts easy and quick. The brakes have been called the best in the industry.

All in all, the YZ400 is 3 pounds lighter. And better than ever.

Ride any road? It'll give you a frame of reference you'll never forget.

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



www.legends-yamaha-enduros.com

: A real trophy getter.

A light, strong chrome-moly steel frame gives you more strength with less weight. It's usually found only on exotic works bikes.



DeCarbon monocoque suspension is protected by the frame. A thermostatic control automatically maintains damping as the oil temperature rises, it's adjustable for damping and preload.



Air cleaner service is simple quick and easy. The air intake is designed for maximum engine protection.



The leading-axe front forks provide quick, precise steering. The air/spring design allows maximum tuning of air pressure or substitution of alternate Yamaha springs.



The new swing arm is box-section aluminum, inspired by the actual Yamaha factory race machines.



Long-travel rear suspension requires a chain tensioner. The YZ design keeps the proper tension and reduces chain snap.

YZ400**ENGINE**

Type	2-stroke, single
Displacement	397 cc
Bore and Stroke	85 x 70 mm
Compression ratio	7.59:1
Maximum torque	29.3 lb.-ft. (40.05 kg.-m) @ 7,000 rpm
Carburetion	(1) Mikuni VM35S
Ignition	C.D.I.
Starting	Kick
Lubrication	Pre-mix (20:1)
Transmission	5-speed

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Overall length	84.0 (2,145 mm)
Overall width	35.2 (1,910 mm)
Overall height	46.5 (2,100 mm)
Wheelbase	57.1 (2,450 mm)
Ground clearance	11.6 (290 mm)
Dry weight	227 lbs. (103 kg)
Fuel tank capacity	2.1 gals. (7.9 l)
Suspension	
Front	Telescopic forks
Rear	Monocross suspension
Brakes	
Front	1 drum
Rear	16 mm
Tires	
Front	3.00 x 21
Rear	4.80 x 18

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Someday, you'll own a Yamaha.

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