



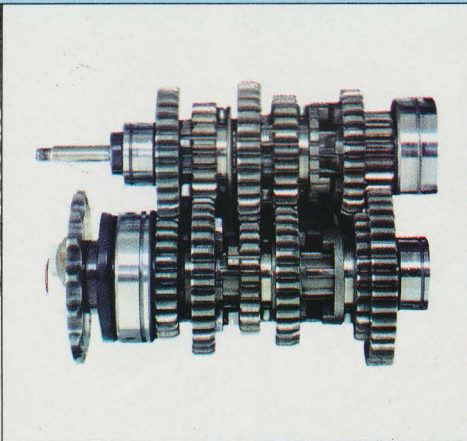
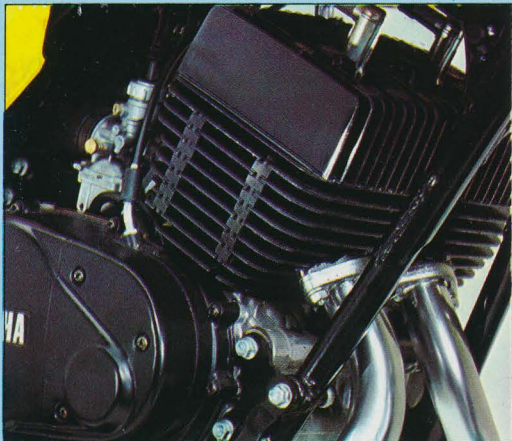
YAMAHA RD400

www.legends-yamaha-enduros.com

Classic Award Winner

In a competitive class, the Yamaha RD400 comes out a winner time after time. Race breeding shows in every line of this delightful two-stroke twin, and it was the first Yamaha to carry the automatic self-cancelling turn-signal system as one of its many safety factors. With a perform-

ance that has astonished and dismayed the opposition, the Yamaha RD400 has already become a classic in its own time. Recognition of the RD400 and its ability is given by the number of riders using the machine in production racing events as well as on the roads.



Engine

Forward-inclined, 398-cc, two-stroke twin with 64 mm x 62 mm bore and stroke. Yamaha Torque Induction system offers carburation by two Mikuni V.M. 28 mm S.C. models. Light heat dispersant aluminium alloy is used extensively throughout the engine. The cylinders have cast-in-iron sleeves. Produces 40 hp. Lubrication is achieved by Yamaha Autolube oil injection. Lubricant from a separate tank is pumped directly into the engine at the controlled rate dictated by throttle settings and engine speed.

Torque Induction

Yamaha lead the world in two-stroke technology and the reed-valve mechanism set in the induction trend allows very critical port timings to be utilized for the best performance and long trouble-free running life. The reed valves improve engine breathing, bottom end torque and prevent carburettor blow-back.

V-type Reed Valve

Employing a special stainless-steel reed-valve assembly between the carburettor and the engine, intake is positive and efficient. Operating due to pressure variations within the engine itself, the reed valves open and close on demand positively fueling the engine and preventing blow-back through the carburettor, resulting in increased torque and higher economy.

Transmission

Six-speed, constant-mesh transmission with gear ratios selected to match engine characteristics for maximum acceleration and 100 mph plus performance. Again Yamaha have engineered a race quality gearbox with featherlight gearshift pressures and silent friction-free running.

Frame

Duplex-cradle frame developed for road use from Yamaha racing experience. Made from high tensile steel, the frame is strengthened at the steering head, rear engine mountings and swinging arm location points. The frame design is the secret of the RD400's wonderful handling at speed, for with its matched suspension, it is capable of staying precisely on the chosen line through high speed bends.

Front Forks

Carried on large diameter ball bearings in the steering head, the telescopic front forks have the stroke hydraulically controlled by sliding damper units and controlled-rate springs inside each fork leg.

The wheel spindle is carried in detachable fork end caps and the right leg has the disc brake caliper mounted behind for greater rigidity and control under braking depression. Double oil seals are fitted to each fork tube. The front forks also carry the powerful headlight unit and instrument console.

Rear Suspension

The suspension is by swinging arm controlled by two shock absorbers with external chromium plated springs and black bodies for heat dissipation. Each unit has 5 positive adjustments to cater for all load and usage conditions.

Wheels

Cast-alloy wheels are standard equipment. Both are dynamically and statically balanced for the normal life of the wheel. This excellent balance factor and the inherent stiffness of the wheels aids handling characteristics.

Brakes

A single hydraulic front disc brake with a diameter of 267 mm and a single hydraulic disc rear unit of the same diameter mounted opposite the chain drive for balance, provide smooth, safe braking at all speeds. Fully floating brake calipers on both discs aid wet weather braking characteristics, and the mounting of the front brake caliper behind the front legs protects the brake from road dirt and moisture.

Seat

The wide seat is extra comfortable to help reduce riding fatigue when the bike is ridden continuously for long periods. Positioned for the best riding posture, the seat blends in with the dynamic lines of the machine and for lasting durability the cover of the seat is waterproof.

Lighting

For safe riding day or night, the lighting equipment is designed to be readily visible by other traffic and so that the rider's field of vision is as wide as possible at night. The turn signals and rear stop light brightly indicating the rider's intentions, and the instrumentation is softly back-lighted for clear nighttime viewing.

Speedometer and Tachometer

The overall operation and speed of the bike can be easily monitored at a glance at the large, easily-readable speedometer and tachometer. These precision instruments are shock mounted for lasting durability and are placed at an optimum location for quick viewing.

SPECIFICATIONS

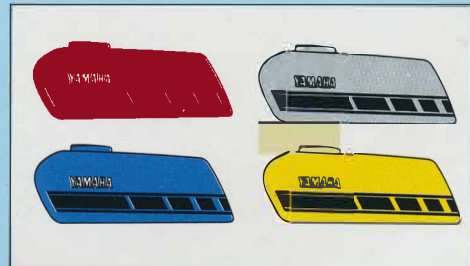
ENGINE

Type 2-stroke, Torque Induction, Twin
 Displacement 398 cc
 Bore & Stroke 64 x 62 mm
 Compression ratio 5.9 : 1
 Max. horsepower 40 bhp @ 7,000 rpm
 Max. torque 4.2 kg-m @ 6,500 rpm
 Max. speed range 165 km/h
 Lubrication system Autolube
 Starting system Primary kick starter
 Primary transmission Gear
 Final transmission Chain
 Gearbox 6-speed
 Carburettor VM28SC (x2)
 Clutch Multi plate, wet
 Battery 12V, 5.5 AH
 Ignition type Battery, CB/Coil

DIMENSIONS

Overall length 1,995 mm
 Overall width 830 mm
 Overall height 1,085 mm
 Seat height 800 mm
 Wheelbase 1,325 mm
 Weight (net) 157 kg
 Fuel tank capacity 16.5 lit.
 Oil tank capacity 1.8 lit.
 Tires front 3,00S-18-4PR
 rear 3,50S-18-4PR
 Brakes front Hyd. disc, diam. 267 mm
 rear Hyd. disc, diam. 267 mm

* Specifications subject to change without notice.



YAMAHA, It's a way of life.



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