

# YZ400





# HOW TO WIN. BIG.

Introducing the all-new 1979 YZ400, Yamaha's biggest motocrosser. It features a new chrome-moly steel frame patterned after the works bike that Heikki Mikkola just piloted to a second open-class world championship. Chrome-moly means more strength and less weight.

Couple this state-of-the-art frame with the following features and you've got yourself a dirt bike second to none.

Yamaha's new design Monoshock rear suspension lets you blast around any kind of track, lap after lap, with precision and consistency. That's because the Monoshock automatically compensates for changes in oil temperature that

make other shocks lose their dampening. The box-section aluminum swing arm reduces unsprung weight. And its travel is up to 265 millimeters this year.

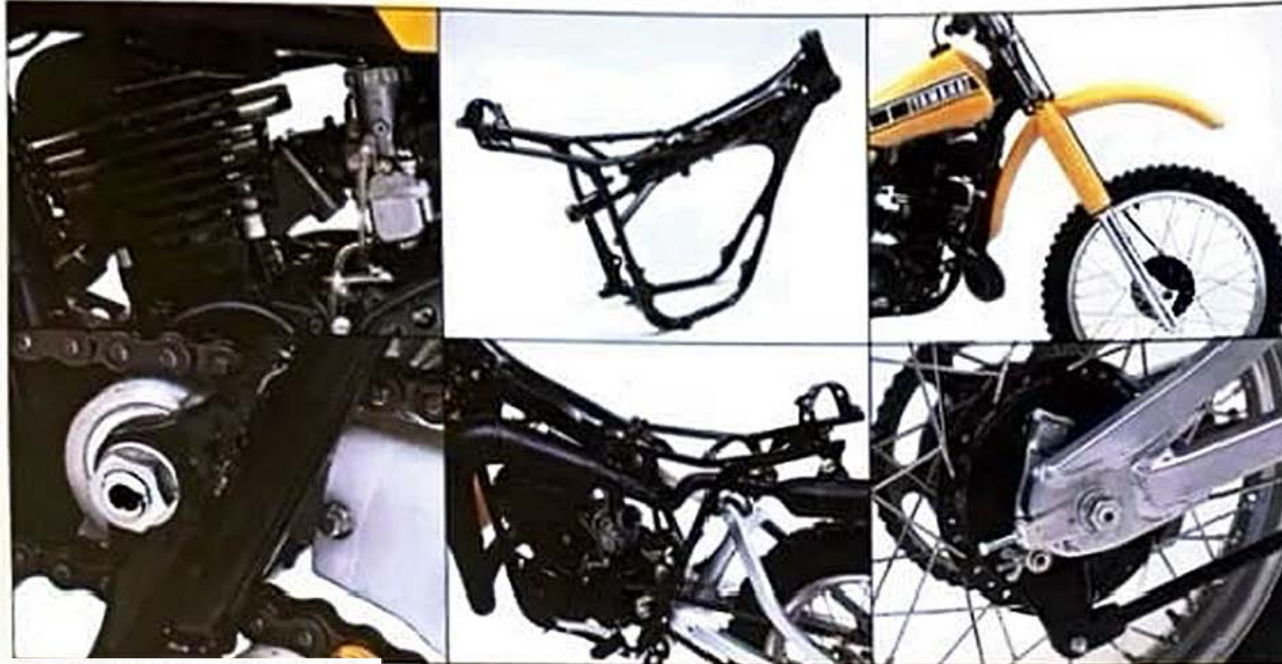
Maximum steering control is provided by leading-axis front forks, with travel increased to 270 millimeters. These forks are a combination spring air design that can be finely tuned by changing air pressure or using Yamaha alternate springs. And they have a long interior sliding surface to reduce fork flex and sticking.

With a 6-petal reed-valve, the new small-case engine delivers increased power across the band up to 20% more in mid-range. A short-throw five-speed transmission makes shifts sure and

quick. And the full-floating rear brake provides sure braking over rough terrain.

We even did away with the chain tensioner this year. Since the swing arm pivot point has been moved closer to the countershaft, the YZ400 doesn't need one.

Yamaha's all-new YZ400. Whether you ride for fun or fame, it can make a big difference, because either way, you win.



The new engine has a smaller case but craves more power across the band—20% more in mid-range.

The chrome-moly steel frame gives you more strength with less weight.

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

A new full-floating rear brake provides smoother, surer braking over rough terrain.

Swing arm pivot point is now located closer to the countershaft. This eliminates chain slack and the need for a chain tensioner.

Exclusive Monoshock rear suspension, Yamaha's revolutionary suspension system, provides greater rear wheel travel for better control, more comfort and consistent traction over rough terrain. It's adjustable for dampening and preload.



Yamaha full-adjustable Manaslock  
air suspension system.



Air spring,  
leading-axis  
front forks.

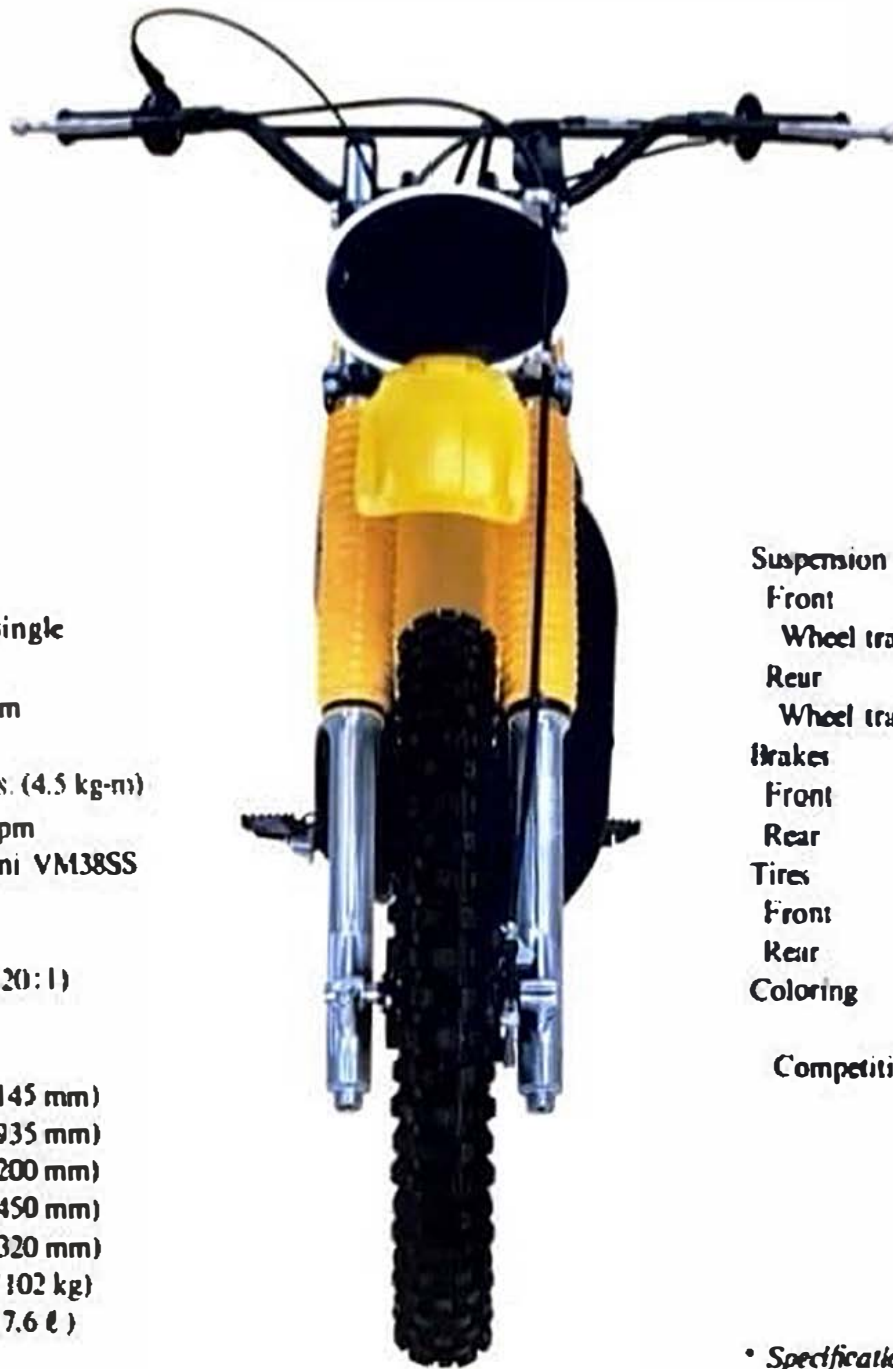
Tough  
chrome-moly  
steel frame.

Strong and light  
box section  
aluminum swing arm.

Full floating  
rear brake.

Short-throw 5-speed  
transmission.

New, smaller-case,  
306 cc. two-stroke  
single engine.



## YZ400F

### ENGINE

Type	2-stroke single
Displacement	396 cc
Bore and Stroke	82x75 mm
Compression ratio	7.3 : 1
Maximum torque	32.8 ft.-lbs. (4.5 kg-m) @6,500 rpm
Carburetion	(1) Mikuni VM38SS
Ignition	C. D. I.
Starting	Kick
Lubrication	Pre-mix (20:1)
Transmission	5-speed

### CHASSIS

Overall length	84.4" (2,145 mm)
Overall width	36.8" ( 935 mm)
Overall height	47.2" (1,200 mm)
Wheelbase	57.1" (1,450 mm)
Ground clearance	12.6" ( 320 mm)
Dry weight	225 lbs. (102 kg)
Fuel tank capacity	2.0 gals (7.6 l )

### Suspension

Front	Telescopic forks
Wheel travel	270 mm
Rear	Monocross suspension
Wheel travel	265 mm
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	3.00x21
Rear	5.10x18
Coloring	

Competition Yellow



\* Specifications subject to change without notice.

[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)

# YAMAHA

*When you know how they're built.*

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LIT-11119-26-00  
Printed in Japan  
53 10 - 131 5