



DT400

The Yamaha DT 400: It's a big

On the road, the DT 400 is a sane, well-behaved street machine. Off the road, it is a wild, powerhouse playbike.

The DT 400 engine is a refined version of the machine that the test riders called "the best all-around big-bore Enduro." It has a broad powerband, quick response across the band, and terrific torque. The bike literally pulls like a locomotive.

But the 1978 DT 400 is not just a warmed-over version of our original model. Its new suspension system makes it radically different from any other machine in its class. It has a De Carbon type monoshock suspension system — the same type we use on our world championship YZ motocrossers and TZ road racers. The nitrogen/oil Monocross system, locked into a rigid, triangulated rear swing arm, gives you 5.5 inches of rear wheel travel, keeps your rear wheel (and power) down on the ground, and prevents rear wheel wobble. The DT 400 goes fast, it stays on the ground, and it goes where you point it.

The DT 400 has MX front forks — real MX front forks. It has a well-finned radial head, for better cooling. It has strong, lightweight fenders, tank and chain guard. It has an automatic compression release and spark advance mechanism, for genuine one-kick starting. It has a speedometer, tachometer, and re-settable trip meter. It has a high visibility lighting system.

The 1978 DT 400, in short, has more going for it than any other on-road, off-road machine made.

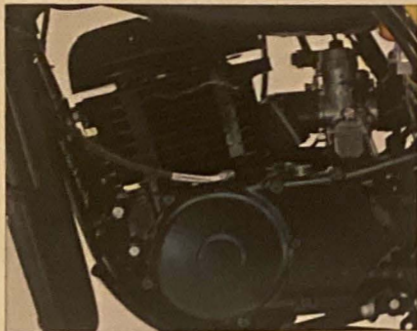
When you know how they're built, you'll buy a Yamaha.



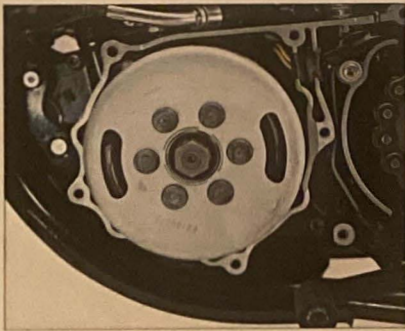
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, powerful Monocross Enduro.

Torque Induction, Yamaha's unique reed-valve intake system, feeds the engine the exact mixture of fuel and air it needs. The result is more horsepower, particularly at low rpms.



Capacitor discharge ignition system produces a hotter, more efficient spark at all engine speeds and helps reduce spark plug fouling.



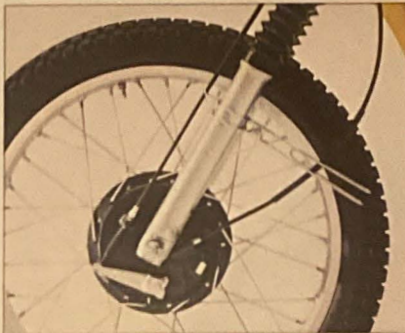
Autolube, another Yamaha innovation, automatically adjusts the flow of oil into the fuel mixture, a convenience which contributes to increased engine life.



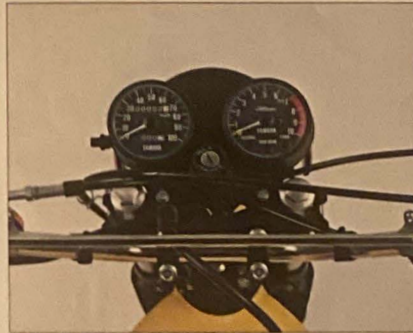
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The **Carbon Monocross Suspension system** is the same used on Yamaha's national and international MX machines. It ensures more traction to improve handling. And a center-mount exhaust system provides greater ground clearance.



Racing design conical front and rear hubs, spokes and rim design combine with the drum brakes to make the DT 400 a strong, fast and sure-stopping machine.



Enduro instrumentation includes a large, sealed-beam headlight, speedometer, tachometer, and re-settable trip meter.

DT 400

ENGINE



Type	2-stroke single
Displacement	397 cc
Bore and Stroke	85 × 70 mm
Compression ratio	6.4 : 1
Maximum torque	27.5 ft.-lbs. (3.8 kg-m) @5,000 rpm
Carburetion	(1) Mikuni VM34 mm
Ignition	C.D.I.
Starting	Kick
Lubrication	Autolube
Transmission	5-speed

CHASSIS

Overall length	86.0" (2,185 mm)
Overall width	34.3" (870 mm)
Overall height	45.9" (1,165 mm)
Wheelbase	55.7" (1,415 mm)
Ground clearance	10.0" (255 mm)
Dry weight	268.4 lbs. (122 kg)
Fuel tank capacity	2.4 gals. (9 l)
Oil tank capacity	1.2 qts. (1.1 l)
Suspension	
Front	Telescopic forks
Rear	Monocross suspension
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	3.00 × 21
Rear	4.00 × 18

Specifications subject to change without notice.

Someday, you'll own a Yamaha.

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