

The new Yamaha RD400 is more than For all practical purposes,

a refinement of our legendary 350. it's a whole new motorcycle.

The living legend.

If any motorcycle ever deserved to be called "legendary," it's the Yamaha 350 two-stroke. The Yamaha 350 production racers have absolutely dominated their class for years. And the Yamaha RD350 street machine is renowned for its ability to run away from bikes with more than twice its displacement.

A whole new motorcycle.

How do you improve on that kind of success? The styling changes of the RD400 are obvious. It's the first production motorcycle to have cast aluminum wheels as standard equipment. The RD400 has a new frame design and a new, large capacity fuel tank.

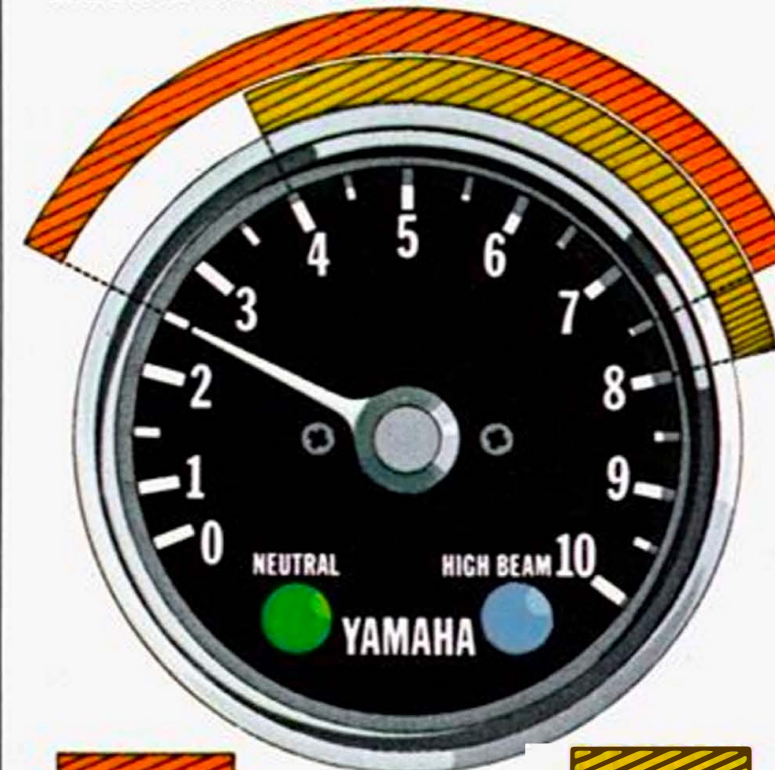
and usable street machine. And the RD400 is just that.

Engine re-design.

We began by adding 8mm to the stroke of the RD350, taking it up to 62mm. Bore remains the same as the 350: 64mm. So the RD400 has a 399cc displacement developing approximately the same amount of horsepower as the 350: about 34.0 at 7500 rpm. As a result, the RD400 has better acceleration,

better low rpm torque, and a much broader powerband. Usable power on the 350 runs from 4000 to 8000 rpm. Usable power on the 400 runs from 2500 to 7500 rpm. That's a 25% increase in effective rpm range.

The Powerband.



 The RD400  The RD350

This increase in usable horsepower, coupled with the Yamaha six-speed transmission, makes the RD400 a much more versatile street machine. It combines high performance at the top end

with better response throughout the powerband. The RD350 can run away from bigger bikes screaming. The RD400 can leave bigger bikes standing still.

Improved braking.

Having given the RD400 more going power, we had to give it more stopping power. The RD400 has a hydraulic braking system with fade-resistant disc brakes both

The new rear disc brake.



front and rear. Cycle said the Yamaha front disc brake was the most effective they'd ever tested. And the rear brake of the RD400 is essentially the same brake.

Improved handling.

We've also made the RD400 a better handling motorcycle. The frame has been completely re-designed, and the engine is farther forward, for better balance. Front forks and rear suspension have been improved to better absorb the shocks of those small surface irregularities that can become big problems when you're cornering. Like the RD350, the RD400 corners beautifully.

Improved carburetion.

The RD400, like the RD350, is fed by twin 28mm Mikuni carburetors. But carburetion has been pain-

stakingly refined in order to meet the needs of the broader powerband. This, combined with the more complete combustion of the longer-stroke engine has decreased spark-plug fouling—a common problem in high performance engines.

Other important features.

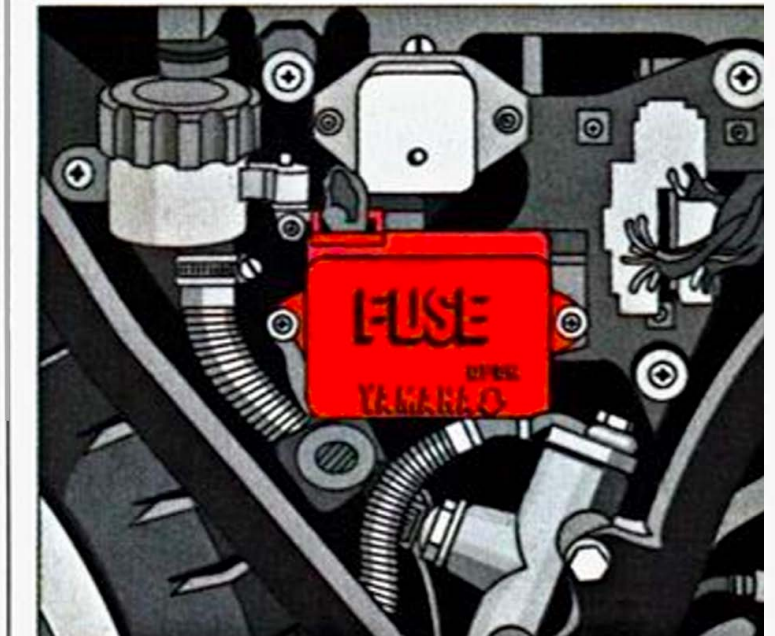
The RD400 features a Yamaha first: automatic self-cancelling turn signals. If you forget to cancel the turn signal manually, a solid state electronic circuit will do it for you. That's a safety feature which will prove to be very convenient.

The main electrical connections and all of the fuses of the RD400 are in one convenient box located just below the seat.

The RD400 also has an oil warning light which lights up when the oil level in the Autolube® is getting low. Another feature you'll appreciate in city and country riding.

In short.

The new Yamaha RD400 is the best all-around mid-size street machine since the Yamaha RD350. And that



The compartmentalized fuse box.

makes it far and away the best mid-size street machine on the market. Your Yamaha Dealer will be delighted to let you discover that for yourself.



Self-cancelling turn signal indicators.



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

It's got street sense.

We've applied all of our expertise to one single objective: building a street machine as quick and responsive over a broad powerband as the 350 is quick and responsive at high rpm's. We wanted to build a more versatile

The new cast aluminum wheel.

www.legends-yamaha-enduros.com