

DT 400



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The new DT400 is for the serious off-road rider who likes to do some highway riding as well.

The new DT400 is for the commuter who likes to take his motorcycle for a ride along the open countryside.

It has a motocross-type frame with a low center of gravity. Plus motocross forks and

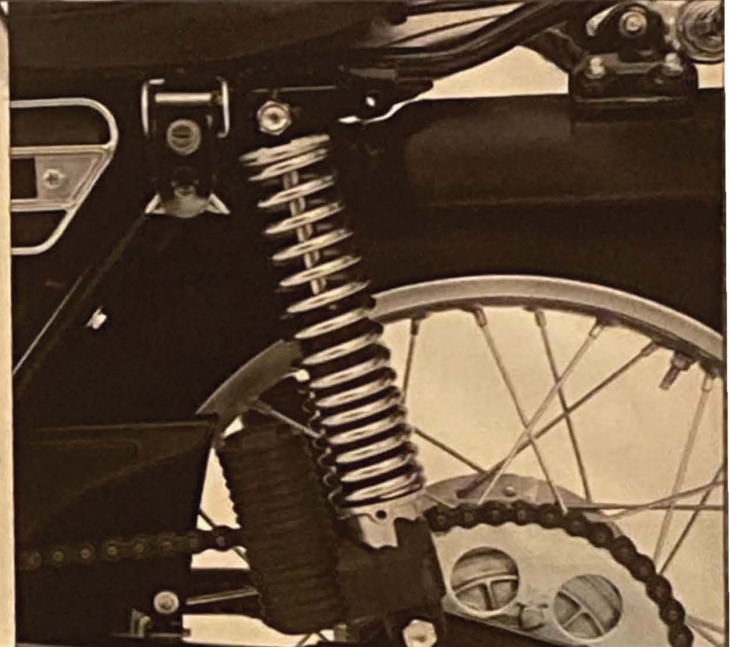
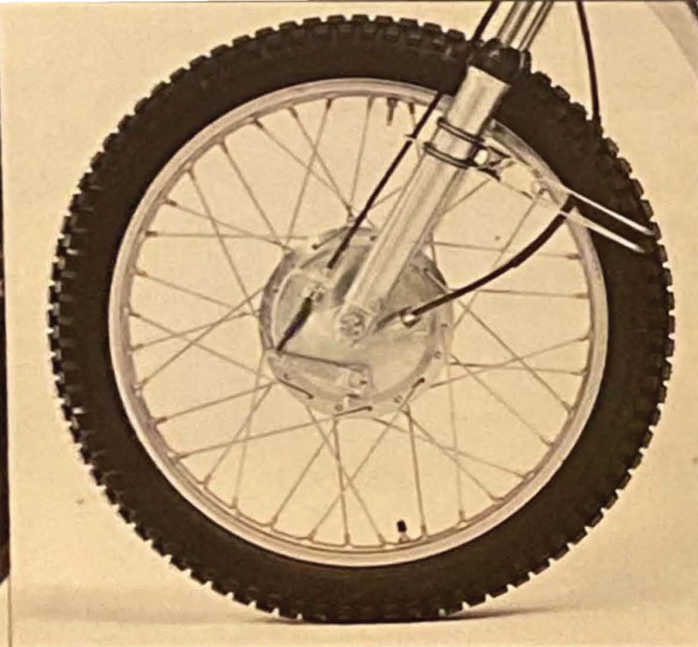
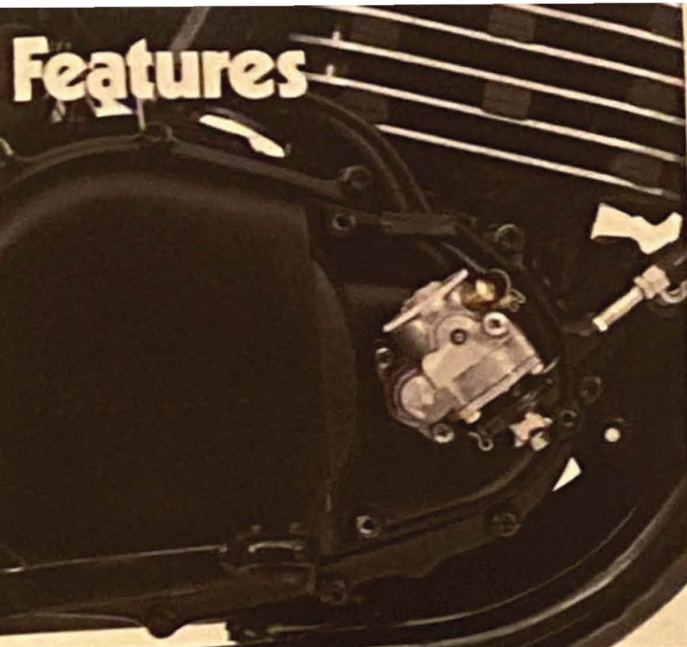
Thermal-Phase rear shocks.

The DT400 has the perfect gearbox for dual purpose riding. The engine has the power you need to reach highway speeds. And with Yamaha's exclusive Torque Induction intake system, the low end pulling power you need for hills, mudholes and most offroad riding situations.

The DT400 is equipped with C.D.I. Ignition that eliminates the conventional points and condenser, so you'll have a dependable machine requiring less maintenance.

The new DT400. It's a trail machine built for the road. And vice versa.

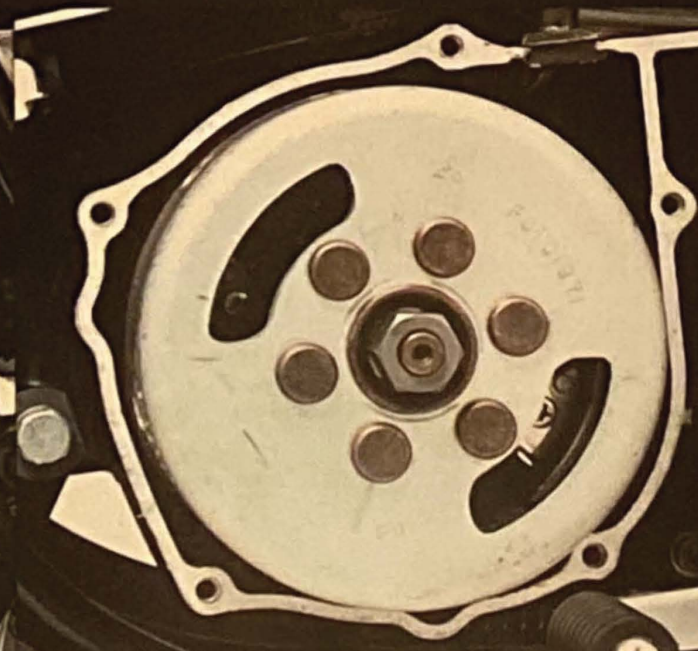
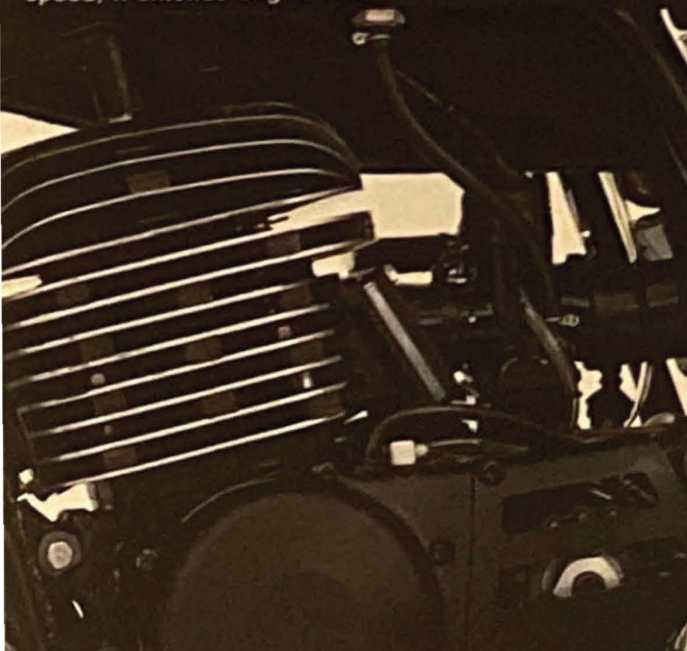
Features



Autolube, a feature on most Yamaha two-stroke engines, automatically injects oil into the fuel mixture, eliminating the need for premixing. And, since it adjusts the flow of oil to engine load and speed, it extends engine life.

Racing design conical front hub, new spoke and rim design and larger front brake drum combine to make a stronger, lighter, more dependable machine.

Thermal-Phase rear shocks have built-in oil coolers to prevent overheating, no matter how hard or long you ride.



Torque Induction, Yamaha's unique intake system, utilizes a reed valve to feed the engine the exact amount of fuel and air it needs. The result is that horsepower is increased, particularly at low rpm's.

C.D.I. Ignition system produces a hotter, more consistent spark at all engine speeds, and virtually eliminates spark plug fouling. It also eliminates all the problems that go along with conventional breaker points.

Motocross-type frame cradles the engine lower, has lower center of gravity for better handling. This frame design, adapted from the highly successful Yamaha motocrossers, also flexes less, for surer tracking.



DT400B

PERFORMANCE

Max. speed range	84 mph
Min. turning radius	78.7 in.
Min. braking distance	49.2 ft. @31 mph

ENGINE

Type	2-stroke, Torque Induction, Single
Displacement	397 cc (24.22 cu.in.)
Bore & Stroke	3.346 x 2.756 in.
Compression ratio	6.4:1
Max. torque	27.5 ft.-lb. @5,000 rpm
Lubrication system	Autolube®
Starting system	Primary kick starter
Ignition system	C.D.I.
Transmission	5-speed gearbox

DIMENSIONS

Overall length	85.8 in.
Overall width	34.3 in.
Overall height	44.9 in.
Wheelbase	55.5 in.
Min. ground clearance	8.7 in.

FUEL TANK

Capacity	2.4 U.S. gal.
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OIL TANK

Capacity	1.6 U.S. qts.
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TIRES

Front	3.00-21-4PR
Rear	4.00-18-4PR

* Specifications subject to change without prior notice.

**Someday,
you'll own a Yamaha.**

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