

YZ400



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The 1977 YZ 400 is an impro

This is the second year of the YZ 400. The bike has already proven itself to be an excellent motocrosser, but that wasn't good enough. The changes we've made this year have made the YZ 400 more than competitive with any 500 class motocrosser available for 1977.

First, the Monocross suspension. We've kept the rigid, triangulated swing arm. Like last year's bike, the rear wheel of the YZ 400 is always in line. But we've increased rear wheel travel to 9.84 inches. And we've completely changed the Monocross shock. The new YZ 400 now has a De Carbon type shock absorber, with a spring that you can change the preload by simply adjusting a ring nut. Damping is adjusted with an external knob also.

The leading axle front fork suspension is also new. This year's bike has an air/spring system. In addition to conventional fork springs, it has an air pressure system that allows you to change the "feel" of the front suspension.

The bike's steering and handling have been improved. The frame has been re-designed, which combined with the leading axle front fork provides a much lighter feel and more precise steering control in tight corners.

Engine performance has been increased. The new YZ 400 comes on at 4,000 rpm, is very strong through the middle range, and stays strong up to 8,000 rpm. It delivers smoother, more usable power across the band. It gives you quicker response and better acceleration. The reason: Torque Induction, the Yamaha six-petal stainless steel reed valve induction system.

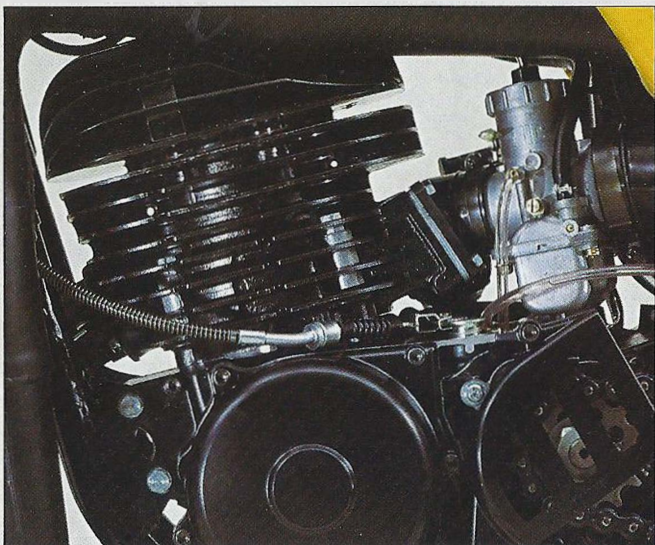
When you know how they're built, you'll buy a Yamaha.



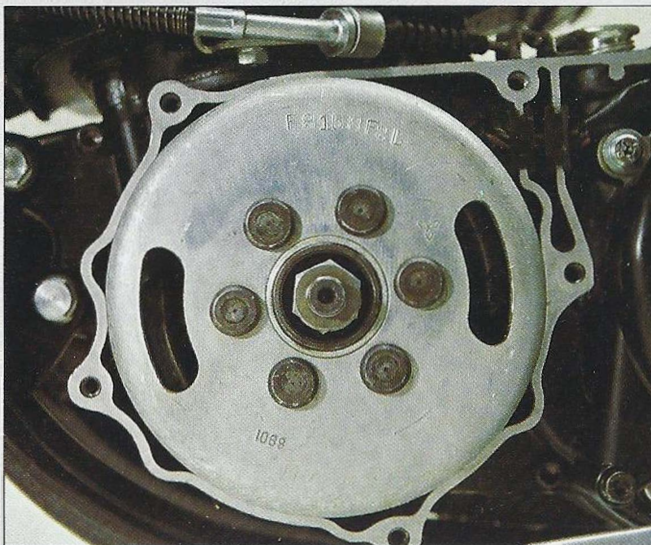
oved version of a proven winner.

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Torque Induction, Yamaha's ingenious six-petal reed valve induction system, feeds the engine the exact mixture of fuel and air it needs. The result is smoother, more usable horsepower across the band.



Capacitor Discharge Ignition System generates a hotter, more even spark and helps reduce spark plug fouling. It eliminates conventional breaker point problems.



Air/Spring front forks are designed to soak up sharp jolts without bottoming. In addition to a conventional steel spring, they have an adjustable air pressure system.



Monocross Suspension allows 9.84 inches of rear wheel travel. New De Carbon type shock absorber allows you to easily and quickly adjust spring preload and damping rate.



The new fuel tank is lightweight and incredibly strong.



The leading axle design allows quicker, more precise low-speed steering. In addition, the damping characteristics can be improved through the increased oil capacity of the fork tube.

YZ 400

ENGINE



Type	2-stroke single
Displacement	397 cc
Bore and Stroke	85 x 70 mm
Compression ratio	7.59 : 1
Maximum torque	29.3 ft.-lbs. @ 7,000 rpm
Carburetion	(1) Mikuni 38 mm
Ignition	C.D.I.
Starting	Kick
Lubrication	Pre-mix
Transmission	5-speed

CHASSIS

Overall length	84.1"
Overall width	35.8"
Overall height	46.5"
Wheelbase	56.7"
Ground clearance	11.4"
Dry weight	229 lbs.
Fuel tank capacity	2.1 gals.
Suspension	
Front	Air/spring front forks
Rear	Monocross suspension
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	3.00 x 21
Rear	4.50 x 18

Specifications subject to change without notice.

Someday, you'll own a Yamaha.

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