

TT400



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The 1977 IT 400: It's the I

Last year, the IT 400 was born. Even at this early age, it was ridden to gold medal victories by Team Yamaha at the International Six-Day Trial competition at Zeltwig, Austria. It is small wonder, then, that the 1977 IT 400 is destined to be another international winner.

At the heart of the IT 400 is the powerful 397cc two-stroke big bore engine. It can propel you through a difficult International Trial course or over a desert. Torque Induction with a six-petal reed valve provides more critical low-end horsepower. And a wide-ratio five-speed transmission allows the versatility so important in international Trials and serious Enduro conditions.

The IT engine is rugged and dependable. As proof, the virtually stock IT 400's did not experience a single

mechanical DNF in any two-day qualifier or the six-day event during 1976. There's more: The IT 400 has a spring-loaded chain tensioner to control chain slack and stretch, as well as a C.D.I. system to deliver a hotter, perfectly timed spark.

For rider and machine protection, there are these features: Special wide polypropylene front and rear fenders, a larger engine protection plate, more efficient single element air cleaner, and folding brake and shift levers.

The long rear suspension travel provided by Yamaha's De Carbon Monocross Suspension and the steel double downtube frame provide stability and

positive handling over the roughest terrain. The leading axle front suspension is a feature found on the finest Enduro machines. A large capacity, plastic fuel tank, and off-road lighting system mean comfortable long-range riding in any conditions. The spark-arrestor/silencer is U.S. Forest Service approved.

And, the IT 400 is also equipped with a leather tool bag kit, a unique quick-change rear wheel that permits three-minute tire changes, and a side stand. There is the provision for an accessory center stand.

The 1977 Yamaha IT 400. For all of its features, it should become *the* machine for International Trial and serious Enduro events.

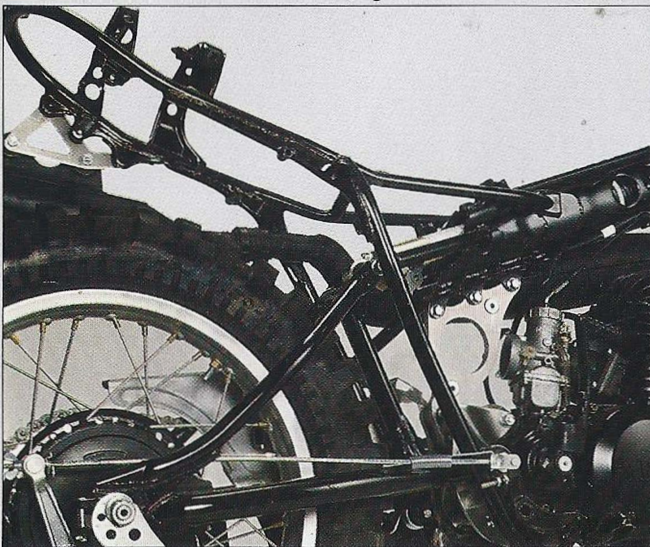
When you know how they're built, you'll buy a Yamaha.



International Trials machine.

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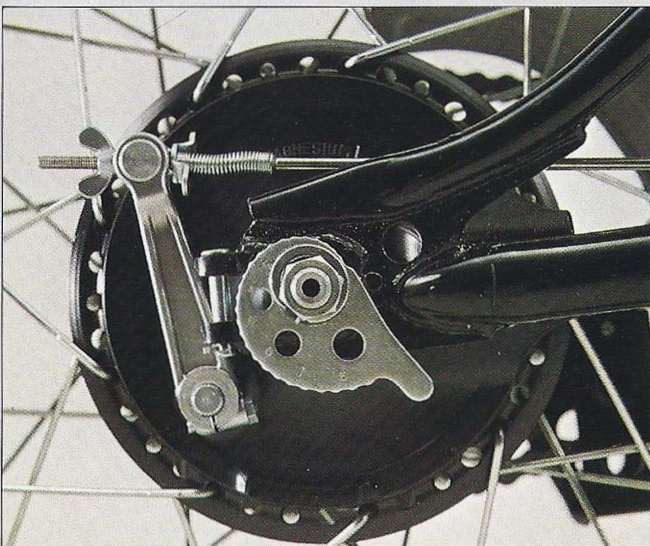
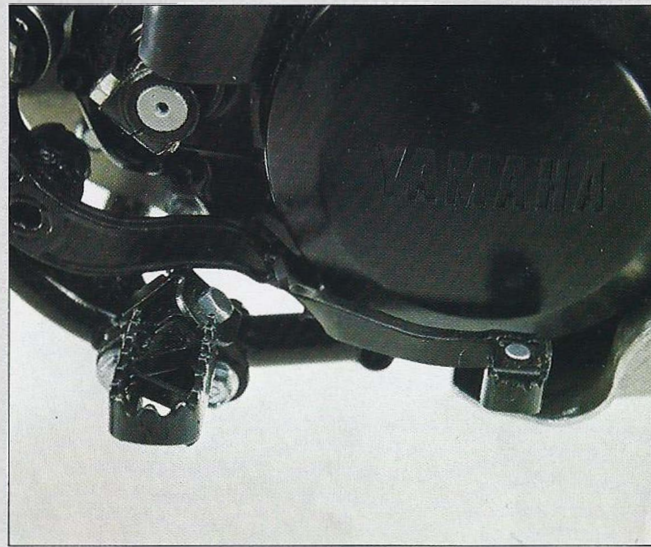
De Carbon Monocross Suspension, the same used on Yamaha's motocross machinery, allows 7.68 inches of rear wheel travel. This long stroke helps keep the rear wheel on the ground for better control, more comfort and consistent traction over rough terrain.



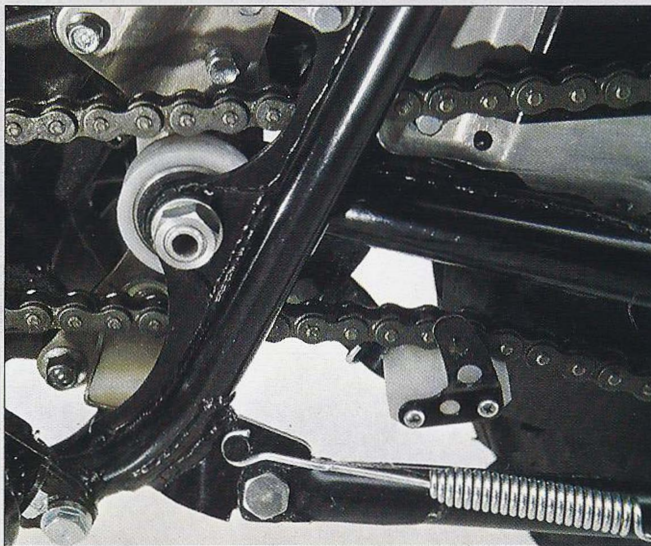
Off-road lighting conforms to the requirements of International Trial events. The headlight has a high and low beam and is vibration insulated.



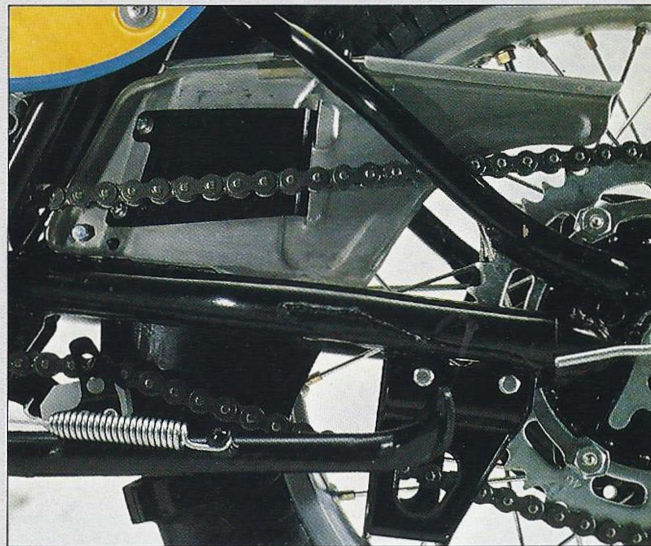
Mudproof footpegs, a new design from Yamaha, keeps the footpegs nearly free of even the worst mud.



Chain-adjusting cams allow rapid rear wheel alignment when adjusting the drive chain or after removing the rear wheel.



Spring-loaded chain tensioner helps to maintain an even chain tension and perfect adjustment even under extreme conditions.



Chain shield keeps mud and sand from being thrown into the chain. Increases chain life.

IT 400

ENGINE



Type	2-stroke single
Displacement	397 cc
Bore and Stroke	85 x 70 mm
Compression ratio	7.59 : 1
Maximum torque	30.9 ft.-lbs. @ 6,000 rpm
Carburetion	(1) Mikuni 38 mm
Ignition	C.D.I.
Starting	Kick
Lubrication	Pre-mix
Transmission	5-speed

CHASSIS

Overall length	87.4"
Overall width	35.8"
Overall height	45.1"
Wheelbase	56.3"
Ground clearance	9.4"
Dry weight	254 lbs.
Fuel tank capacity	3.2 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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