

A few words are worth a thousand pictures



MOTOR CYCLE MECHANICS

"Helped by the six-speed gearbox the Yamaha gets more power down than you realise and quickly shrieks up to a cruising speed of 80 or more if you let it sing on in fourth and fifth gears. Then the light handling and lively suspension make it feel fast and the rider certainly doesn't lose out on any impressions of speed."

Motor Cycle Mechanics June '76

"A quick trip on the machine leaves you breathless yet exhilarated. The performance is stunning, the handling light yet responsive, the braking simply shattering. Few sporty road machines can duplicate the thrill of riding a racing bike, but the RD400 comes the closest yet."

Motor Cycle 29 May '76

"Top speed is around the same as the RD350 at about 100 mph give or take a few mph depending on wind strength and direction, but there is a definite increase in acceleration because of the much wider power spread. Taking off from a standing start you just have to be impressed with the sheer rapidity at which it screams along."

Motor Cycle News 7 April '76

"In fact the Yamaha really has to be voted the pick of the performance-orientated 400's, and not only because of its dynamic motor. Japanese manufacturers have frequently been accused of gizmo-mania in some of their motorcycle fittings, but the Yamaha's self-cancelling indicators are a genuine step forward in safety."

Bike August '76

"The RD400, which is the latest (and possibly the last?) of the Yamaha two-stroke middleweights, as they're now developing and producing four-strokes, has obviously been race bred. The seven-port, reed valve induction motor is very similar to the 350cc water-cooled racing twins.

With air filter and silencers, and smaller carbs, the RD400 is in a much softer state of tune—but don't be fooled. It has a claimed 40 brake horsepower on tap, and it takes off like a scalded cat as soon as the rev counter indicates 6,000 rpm. Fortunately, this doesn't mean that it's all top end power."

*New Motorcycling Monthly
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