



DT400

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The 1977 DT 400: The best

When Yamaha engineers designed the 1977 DT 400, they wanted to create the ultimate dual-purpose bike. And they did.

First, the off-road bike. Handling is improved with De Carbon Monocross Suspension. The 1977 DT 400 has Yamaha's famous nitrogen/oil rear shock system, for increased travel, and new long travel front forks. Reasons why the DT 400 can conquer just about any off-road terrain.

Second, on-road performance. The DT 400 has new engine performance characteristics. There is more torque across the wide powerband for highway cruising.

For the dirt, there is more reliable low and mid-range pulling power, a result of Torque Induction, which regulates the fuel-air mixture for optimum power. And, for a smooth-running engine, the ignition is C.D.I.

The DT 400's modern styling reveals its dual purpose. The sleek lines and padded seat are reminiscent of Yamaha's classic street machines. Yet, the narrower motocross-type frame—for better overall handling—and the center-mount exhaust system are advantageous to dirt riding.

The DT 400 has complete Enduro instrumentation, an automatic compression-release system and a spark advance mechanism to aid kick starts.

The 1977 DT 400. It has new suspension, new styling, and it's a whole new concept in Enduro engineering.

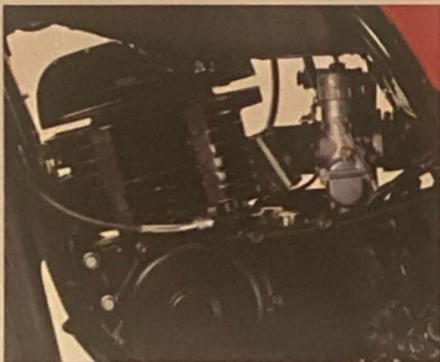
When you know how they're built, you'll buy a Yamaha.



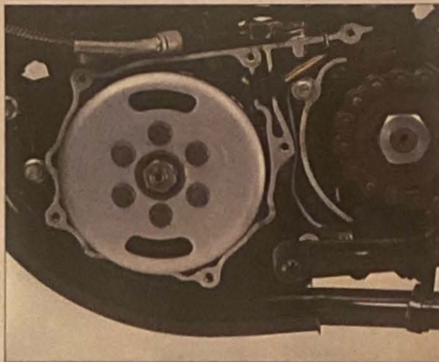
all-around big-bore Enduro.

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Torque Induction. Yamaha's unique reed valve intake system feeds the engine the exact mixture of fuel and air it needs. The result is more horsepower, particularly at low rpm's.



Capacitor discharge ignition system produces a hotter, more efficient spark at all engine speeds and helps reduce spark plug fouling.



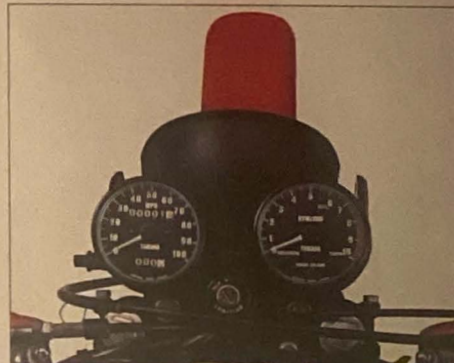
Autolube, another Yamaha innovation, automatically adjusts the flow of oil into the fuel mixture, a convenience which contributes to increased engine life.



De Carbon Monocross Suspension system is the same used on Yamaha's national and international MX machines. It insures more traction to improve handling. And a center-mount exhaust system provides greater ground clearance.



Racing design conical front and rear hubs, spokes and rim design combine with the drum brakes to make the DT 400 a strong, fast and sure-stopping machine.



Enduro instrumentation includes a large, sealed-beam headlight, speedometer, tachometer, and resettable trip meter.

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ENGINE



Type.....	2-stroke single
Displacement.....	397 cc
Bore and Stroke.....	.85 x 70 mm
Compression ratio.....	6.4 : 1
Maximum torque.....	27.5 ft.-lbs. @ 5,000 rpm
Carburetion.....	(1) Mikuni 32 mm
Ignition.....	C.D.I.
Starting.....	Kick
Lubrication.....	Autolube
Transmission.....	5-speed

CHASSIS

Overall length.....	86.0"
Overall width.....	34.3"
Overall height.....	45.9"
Wheelbase.....	55.7"
Ground clearance.....	10.0"
Dry weight.....	268.4 lbs.
Fuel tank capacity.....	2.4 gals.
Oil tank capacity.....	1.2 qts.
Suspension	
Front.....	Telescopic forks
Rear.....	Monocross suspension
Brakes	
Front.....	Drum
Rear.....	Drum
Tires	
Front.....	3.00 x 21
Rear.....	4.00 x 18

Specifications subject to change without notice.

Someday, you'll own a Yamaha.