

IT400

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www.legends-yamaha-enduros.com

TRIAL BLAZER.

The 1979 IT400 was born and bred to compete in International Trials competition. And win.

It has virtually everything even the most demanding competition enduro rider could want. Power, handling, durability. And features galore.

Yamaha increased performance with a totally new engine. It has reed-valve Torque Induction for steady power and lots of low-end torque. Gear ratios were altered on the new 5-speed transmission, too. So shifting's easier. And more efficient.

For riding in tight situations, the brakes and shift levers fold back instead of bending. In serious events you'll appreciate the quick-change wheels. And the quick-disconnect clutch cable and single-element air filter that can be

replaced with one hand. The large 12 liter gas tank is made from tough polyethylene. The metal skid plate, engine guards and extra-wide fenders add protection.

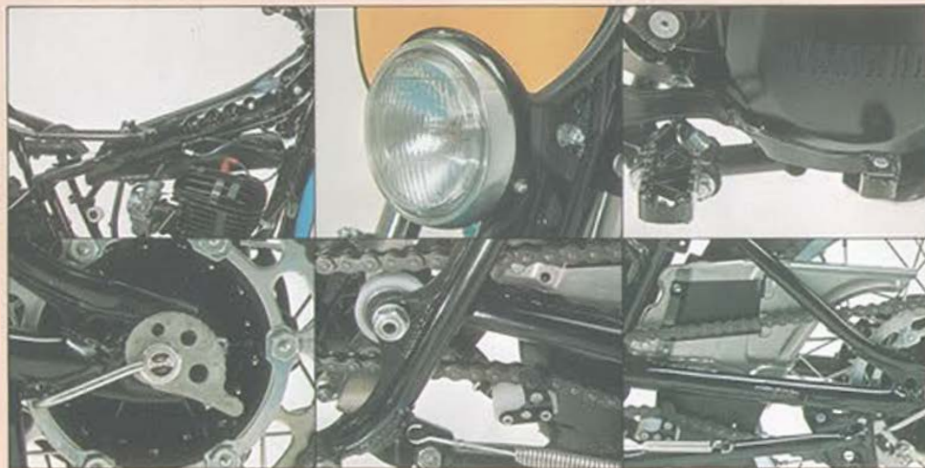
This year, the IT400's new engine and chrome-moly frame makes it 11 lbs. lighter.

The IT chassis is a product of motocross tradition. The special IT Monoshock rear suspension features 2 springs for the wide variety of tough off-road conditions. And travel has been increased 20 millimeters this year.

The leading-axle front forks have a decreased head angle this year for quicker steering and longer travel (up 15 mm) to match the capabilities of the rear suspension. You just can't fault the IT400 on handling.

More features? There's full IT lighting, mud-proof footpegs, a steel swing arm with a new pivot point location that eliminates the need for a chain tensioner.

The IT400 is really everything you need to compete in International Trials (or local enduros). All you add is skill.



Monoshock rear suspension, the same design used on Yamaha's motocross machinery, allows 8.1 inches of rear wheel travel. This long stroke helps keep the rear wheel on the ground for better control, rider comfort and consistent traction over rough terrain.

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

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

Swing arm pivot point has been moved closer to the countershaft, eliminating the need for a chain tensioner.

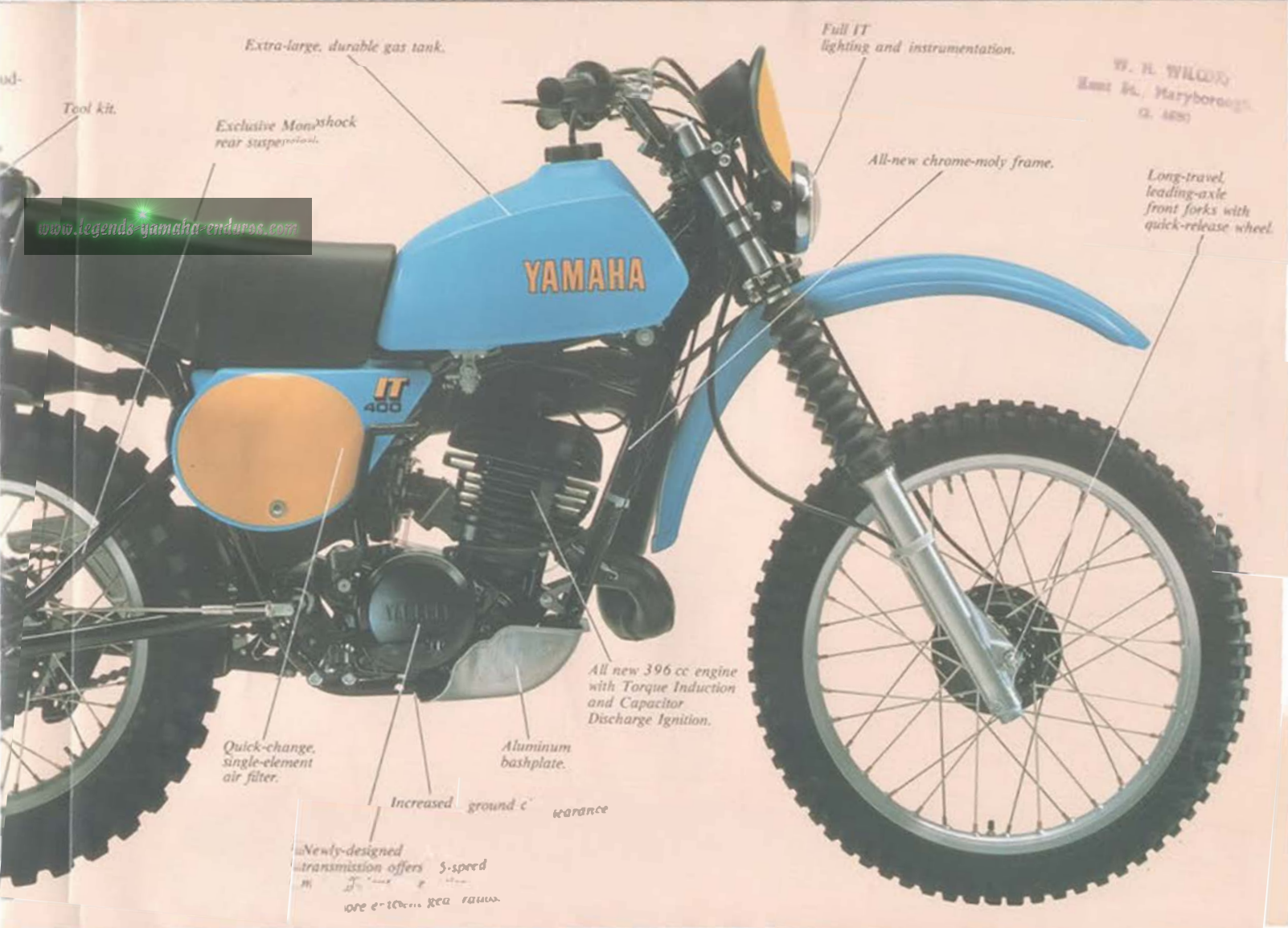
Mudproof footpegs, a new design from Yamaha, keeps the footpegs nearly free of even the worst mud.

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

New rim saver tires (front and rear)

Quick-change rear wheel.

Tool kit.



Extra-large, durable gas tank.

Full IT lighting and instrumentation.

Tool kit.

Exclusive Mono-shock rear suspension.

All-new chrome-moly frame.

W. H. WILCOX,
East St., Maryborough,
O. 4890

Long-travel, leading-axle front forks with quick-release wheel.

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YAMAHA

IT
400

All new 396 cc engine with Torque Induction and Capacitor Discharge Ignition.

Quick-change, single-element air filter.

Aluminum bashplate.

Increased ground clearance

Newly-designed transmission offers 5-speed

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IT400F

ENGINE

Type 2-stroke single
 Displacement 396 cc
 Bore and Stroke 82 x 75 mm
 Compression ratio 7.3 : 1
 Maximum torque 4.4 kg-m (43.1 Nm)
 @ 6,500 rpm
 Carburetion (1) Mikuni VM38SS
 Ignition C. D. I.
 Starting Kick
 Lubrication Pre-mix (20 : 1)
 Transmission 5-speed

CHASSIS

Overall length 87.0" (2,210 mm)
 Overall width 36.8" (935 mm)
 Overall height 46.1" (1,170 mm)
 Seat height 46.1" (895 mm)
 Wheelbase 55.9" (1,420 mm)
 Ground clearance 10.8" (275 mm)
 Dry weight 113 kg
 Fuel tank capacity 12 ℓ

Suspension

Front Telescopic forks
 Rear Monocross suspension
Brakes
 Front Drum
 Rear Drum
Tires
 Front 3.00 x 21
 Rear 4.50 x 18
Coloring

Sky Blue



YAMAHA
 It's a way of life



YAMAHA

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