

YAMAHA RD400



The Yamaha RD400—Race breeding with refinement.

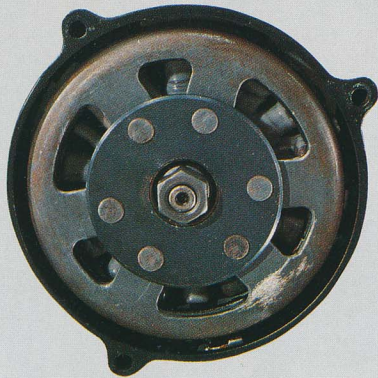
Yamaha's most powerful street two-stroke, the RD400, is a direct descendant of the machines that made the company's name synonymous with motorcycle sport - the famous and incredibly successful twin cylinder road racers.

Since Yamaha first appeared with their twin cylinder two-stroke power unit over 15 years ago, it has been continually developed and refined to a pitch where it is perhaps the most efficient and powerful middleweight two-stroke machine in the world today.

The sportiest of Yamaha's middleweights in terms of both power, styling and handling, the RD400 oozes its racebred heritage from every angle. This is confirmed by a ride on the machine, with acceleration, top speed, braking and handling being almost up to racing standards.

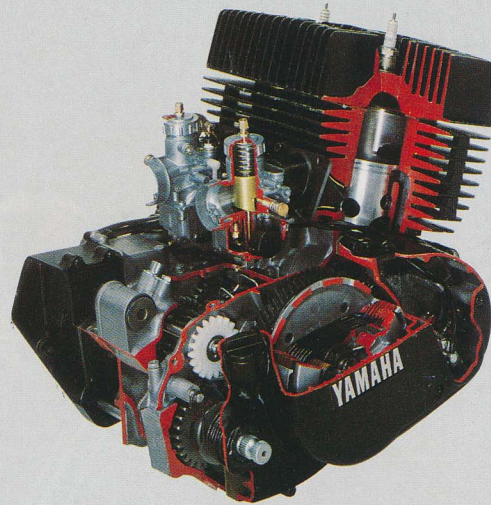
So close to racing standards, in fact, that the Yamaha RD400 is one of the most popular machines with riders in the production road racing category.

You might not want to take to the race-track, but if you want all the thrills and excitement that a racebred machine can offer, then the Yamaha RD400 is for you!



CDI System

High-revving, high performance engines need an ignition system to match. That's why the Yamaha RD400 utilises a capacitor discharge ignition system that is a development of Yamaha's racing department. More precise ignition timing and a hot spark throughout the rev range are the advantages of the CDI system.



Engine

The RD400 bears more than just a passing resemblance to the twin-cylinder racing power units that are still winning Grand Prix and World Championships for Yamaha. The race engines these days are water-cooled but otherwise the basic engine configuration is nearly identical. The RD400 has the same seven-port transfer system that revolutionised two-stroke performance when introduced on the racing engines and it also features the reed valve Torque Induction that controls the carburetion of Yamaha competition power units from moto-cross right through to the fearsome TZ750 four cylinder road racer.

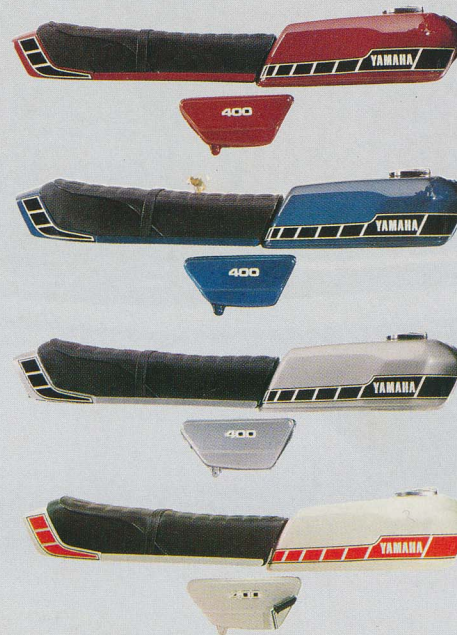
Stainless steel reeds open and close "on demand" due to pressure variations in the engine and allow only exactly the right amount of fuel into the motor.

Blowback of fuel into the carburettor is eliminated and superbly crisp, clean carburetion is the result.

The RD400 also features the famous Yamaha Autolube system of throttle-controlled automatic oiling. A cable links the oil pump to the throttle twistgrip so that when the rider opens up the throttle turn on the power, he also opens up the oil pump. Therefore the engine gets oil pressure-fed to it just as it is needed - the more the engine is revved, the more oil it gets.

The combination of Autolube oiling and Torque Induction makes the RD power unit one of the cleanest-running, most efficient and economical two-stroke on the street today. All this and power too!

And not just power but more power.....the RD engine has increased horsepower for 1978 just to emphasise its superiority over the opposition!



SPECIFICATIONS

ENGINE

Type	.....2-stroke, Torque Induction, Twin
Displacement	.....398 cc
Bore & Stroke	.....64 x 62 mm
Compression Ratio	.....6.2:1
Max. horsepower	.....44 hp (32.3 kW) @ 7,500 rev/min.
Max. torque	.....4.2kg-m (41.2 Nm) @ 7,000 rev/min.
Lubrication	.....Autolube
Starting system	.....Kick starter
Primary transmission	.....Gear
Final transmission	.....Chain
Gearbox	.....6-speed
Carburettor	.....VM28SS x 2
Clutch	.....Multi-plate, Wet
Battery	.....12V, 5.5AH
Ignition type	.....CDI
Charging system	.....A.C. generator

DIMENSIONS

Overall length	.....1,995 mm
Overall width	.....760 mm
Overall height	.....1,060 mm
Wheelbase	.....1,320 mm
Seat height	.....800 mm
Weight (net)	.....156.5 kg
Fuel tank capacity	.....16.5 lit.
Oil tank capacity	.....1.8 lit.
Tire front	.....3.00S-18-4PR
rear	.....3.50S-18-4PR
Brakes frontDisc φ267 mm
rearDisc φ267 mm

**Specifications subject to change without notice.*



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