

YAMAHA RD350LC



A LITTLE MORE THAN YOU DARED TO HOPE FOR

Acclaimed by the press of five continents as one of the most exciting motorcycles ever made, the YAMAHA RD350 is nothing less than an engineering sensation.

Thrilled by the poise and beauty of its styling and fascinated by the audacity of its concept, the press instantly recognised that the RD was a stunning success: the perfect expression of YAMAHA's concept of the whole motorcycle.

The RD350 embodies, in the most direct way possible, the unique knowledge and experience YAMAHA have acquired from a brilliantly successful racing history.

The piston-ported, twin-cylinder, liquid-cooled engine, the close-ratio gearbox and the incredible Monoshock suspension system are derived from the legendary TZ racers. The RD, naturally, is fast and handles superbly. Which is only part of the story.

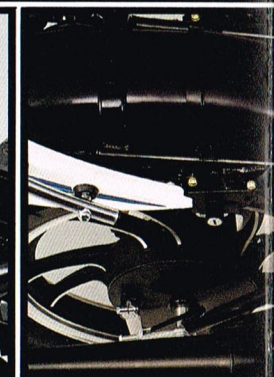
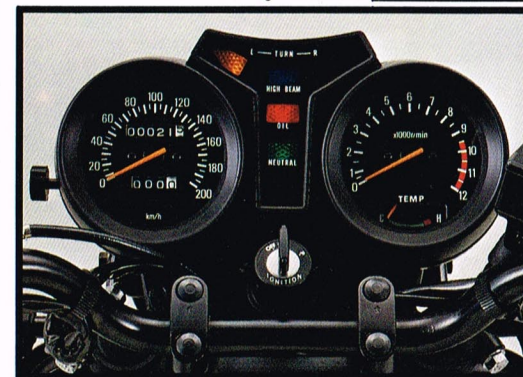
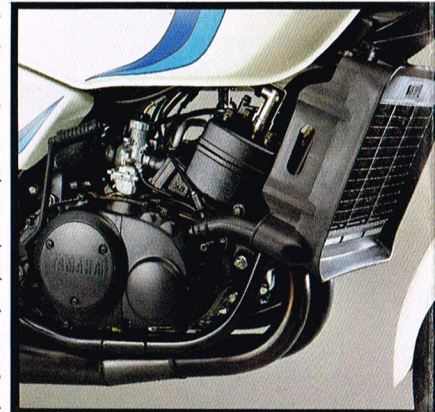
YAMAHA designed the RD to be a perfect combination of engine and chassis; the perfect blend of power and handling; a perfect example of modern motorcycle production.

A complete motorcycle.

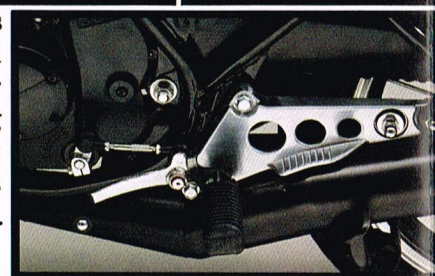
And a safe motorcycle. The motorcycle that wins races is so much more than a fast motorcycle. It holds the road better than any other, holds its line better, brakes better, responds better and withstands the pace better than any other.

And now the RD translates the best of all racers for use on the road. The RD is to the road what the TZ is to the track: fast, safe, dependable. Racing technology distilled for the enthusiast. A little more than you dared to hope for. A YAMAHA.

The RD350 displaces 347cc (bore and stroke 64 mm × 54 mm) and develops maximum power of 47 HP at 8,500 rpm. Maximum torque is 4.1kg-m at 8,000 rpm. The engine is a liquid-cooled two-stroke twin equipped with a frontal radiator. Gearbox is six-speed; clutch is wet multiplate; final drive is by chain.

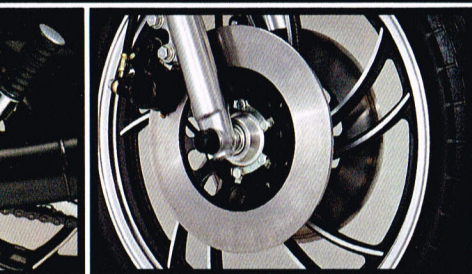
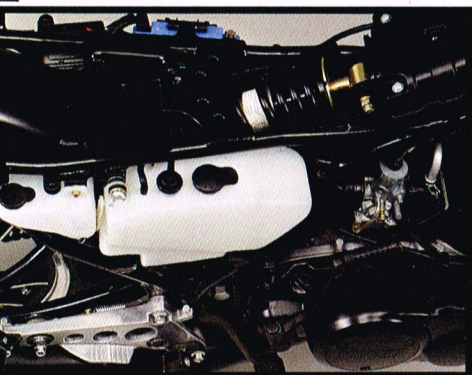


Instrumentation is comprehensive and includes sports tachometer and full range of warning lights. Self-cancelling indicators are fitted as standard.



Cast aluminium plates act both as heel stoppers and to protect legs from the high-rise mufflers.

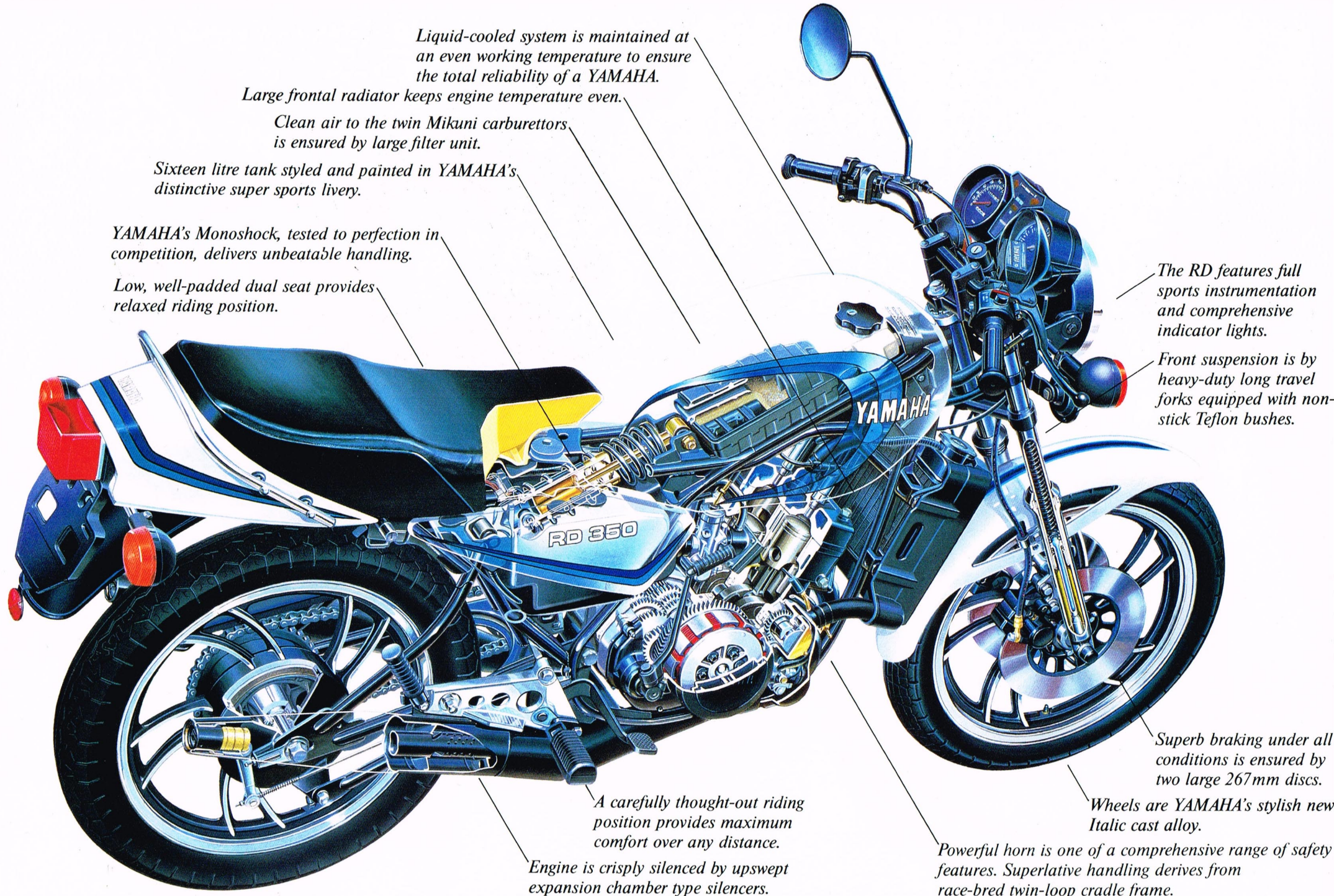
Rear suspension is YAMAHA's all-conquering Monoshock. A triangulated rear sub-frame carries the wheel, which is suspended by a long spring-and-shock-absorber unit running under the tank to the steering head. The system provides not only rear wheel travel, but more positive damping, which allows the wheel to follow more closely the variations in road surface.



The wheels are YAMAHA Italic design, cast in alloy and finished in silver and matt black. The brakes are double disc front and waterproof, dustproof drum rear.







Liquid-cooled system is maintained at an even working temperature to ensure the total reliability of a YAMAHA.

Large frontal radiator keeps engine temperature even.

Clean air to the twin Mikuni carburetors is ensured by large filter unit.

Sixteen litre tank styled and painted in YAMAHA's distinctive super sports livery.

YAMAHA's Monoshock, tested to perfection in competition, delivers unbeatable handling.

Low, well-padded dual seat provides relaxed riding position.

The RD features full sports instrumentation and comprehensive indicator lights.

Front suspension is by heavy-duty long travel forks equipped with non-stick Teflon bushes.

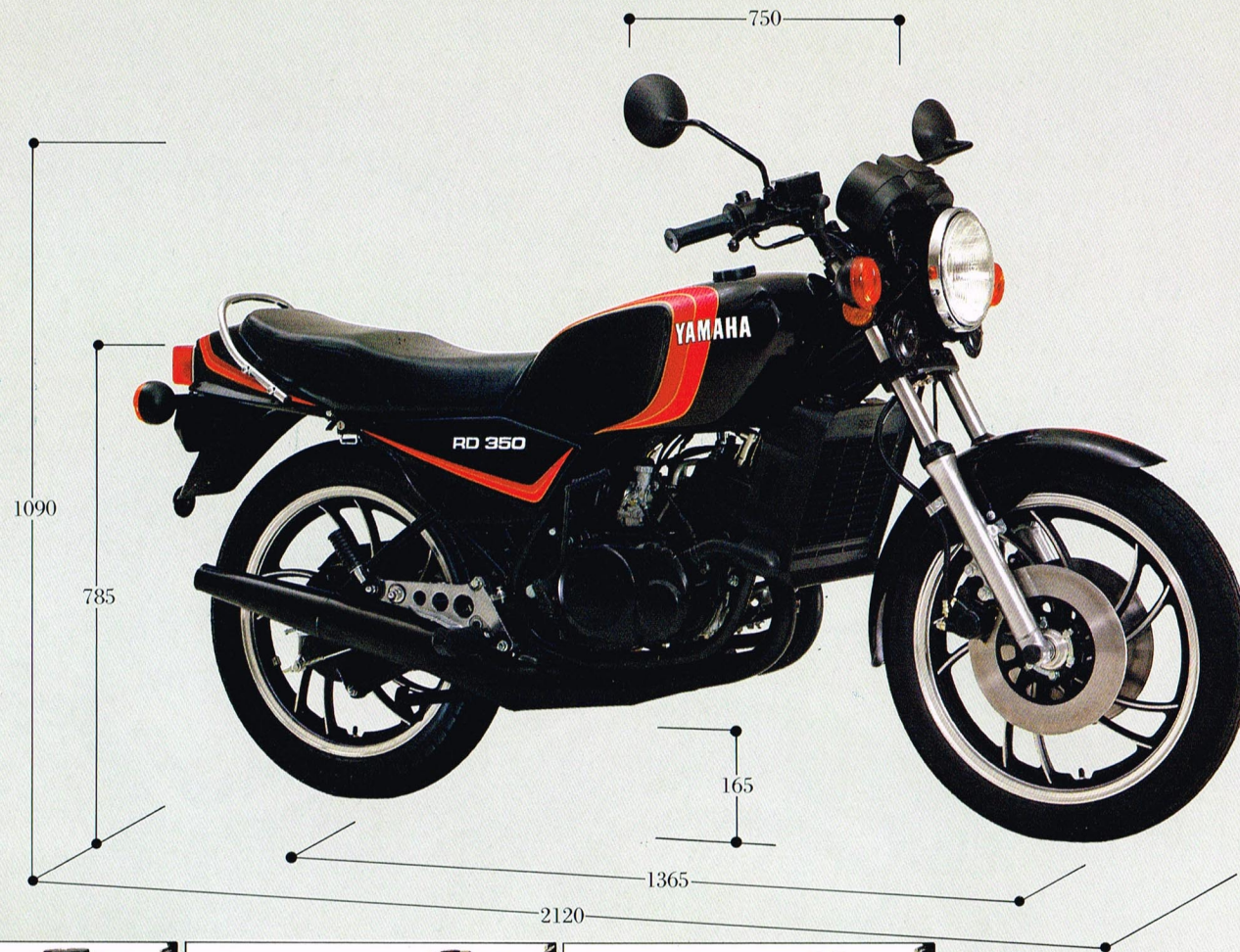
A carefully thought-out riding position provides maximum comfort over any distance.

Engine is crisply silenced by upswept expansion chamber type silencers.

Superb braking under all conditions is ensured by two large 267mm discs.

Wheels are YAMAHA's stylish new Italic cast alloy.

Powerful horn is one of a comprehensive range of safety features. Superlative handling derives from race-bred twin-loop cradle frame.



SPECIFICATIONS

ENGINE

Type.....2-stroke, liquid-cooled, twin
 Displacement.....347cc
 Bore and Stroke.....64.0 × 54.0 mm
 Compression ratio.....6.2 : 1
 Max. Power output.....47.0PS/
 8,500 r.p.m.
 Maximum torque.....4.1 kg-m
 (59.2 Nm) @ 8,000 r.p.m.

Carburetion.....(2) VM26
 Ignition.....C.D.I.
 Starting.....Kick
 Lubrication.....Yamaha autolube
 Transmission.....6-speed

CHASSIS

Overall length.....2,120 mm
 Overall width.....750 mm
 Overall height.....1,090 mm
 Seat height.....785 mm
 Wheelbase.....1,365 mm
 Ground clearance.....165 mm
 Dry weight.....143 kg
 Fuel tank capacity.....16.5 l
 Oil capacity.....1.6 l
 Suspension

Front.....Telescopic forks
 Rear.....Monocross suspension

Brakes

Front.....Disk
 Rear.....Drum

Tires

Front.....3.00H 18-4PR
 Rear.....3.50S 18-4PR

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.



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