

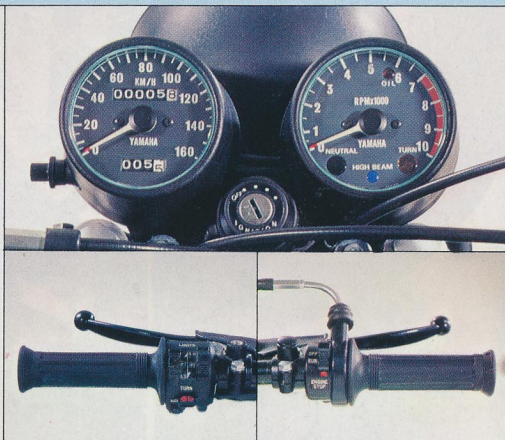
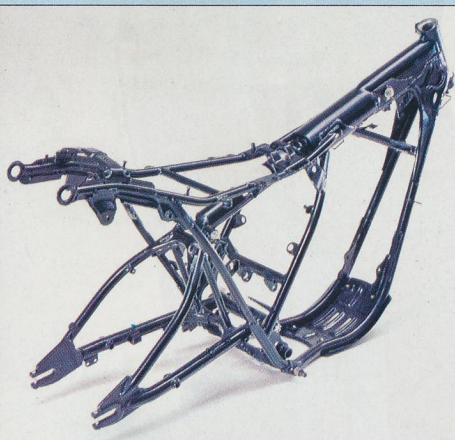
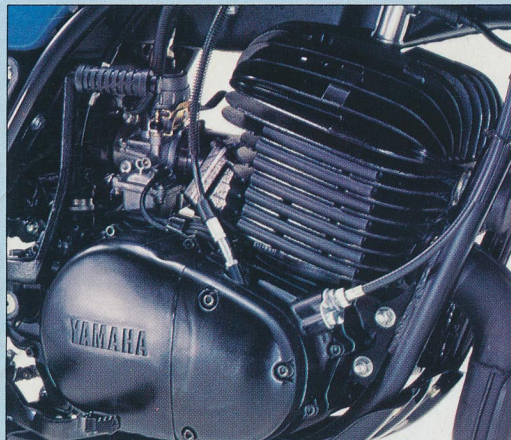


YAMAHA DT400 MX

For The Big Country

The latest Yamaha DT400 is for the big country only! A new monoshock frame, increased performance, better silencing and a more comfortable saddle provide the off-road rider with everything he wants—if he wants it to happen quickly! The DT400 has a performance capability close to that of the pure motocross machine. Its considerable refinements in terms of good lights, efficient silencer and street-legal equipment, including matt-black

handlebars, headlight shell and rubber mounted direction indicators, still leave its flexible single cylinder two stroke engine capable of pulling a wheelie on a lonely trail. The Enduro Rider, the long distance rough trail rider and the rally expert will enjoy the DT400—for a ride-to-work mount too, for in spite of an outstanding performance potential, the DT400 can be ridden quietly and efficiently—anywhere.



Engine

A single cylinder 397-cc engine producing 29 h.p. at 5,500 rpm provides the widest possible spread of torque required for all off-road use. Reed valve Torque Induction, extensive use of light alloys, and Yamaha's patented Autolube injection system guarantee efficiency and long life.

The exhaust pipe and silencer are well tucked away under the new seat unit to maintain the machine's slender profile. Air cleaner vents are high to allow the machine to take to deep stream beds when engaged on cross country journeys.

V-type Reed Valve

Employing a special stainless-steel reed-valve assembly between the carburetor and the engine, intake is positive and efficient. Operating due to pressure variations within the engine itself, the reed valves open and close on demand, positively fueling the engine and preventing blow-back through the carburetor, resulting in increased torque and higher economy.

Ignition

In a single-cylinder two-stroke with such a high performance as the DT400, a strong, sharp ignition spark to completely fire every atom of the compressed combustion charge is essential. The DT400 has a new Capacitor Discharge Ignition system to achieve perfect firing under all circumstances. The C.D.I. system prevents the engine from "loading up" when slogging up long and steep mountain climbs and assures crisp, even ignition at flat-out road speeds. Smaller capacity machines do not need the C.D.I. system; to fit one would be expensive "over-kill" but, with the DT400, the C.D.I. system matches the powerful Yamaha engine to perfection.

Gearbox

Driven by helical-cut gears from the crankshaft, the 5-speed gearbox has been designed for speedy and slick gear changing. The light, powerful clutch can take every atom of punishment the toughest going can provide. Running in oil, the special competition gearbox is part of the successful appeal of the DT400.

Frame

Drawn from high-tensile steel, the famous Yamaha double-cradle frame is the basis of the DT400's taut and responsive handling. A lifetime of brutal off-road punishment can be absorbed by this strongly welded component which is giving satisfaction and enjoyment on many thousands of DT400 models around the world.

Suspension

It is fabulous news for every enthusiast that Yamaha are now fitting the Monoshock suspension system de Carbon to the DT400. Controlled by a single heavyweight spring unit utilizing gas and oil, the suspension is both progressive and firm, and allows the back wheel to follow the contours of the ground, thus keeping the power flow constant and smooth. The front forks follow Yamaha's sporting tradition by being smooth, capable of absorbing every shock, and containing the most up-to-date damping mechanism known to the world of motorcycling. The rear shock absorbers have 3-position adjustment and, with full-length chrome springs, add to the styling blend of the machine while also being easy to clean.

Brakes

Yamaha's unique labyrinth-sealed brakes are not affected by water or dust. On a bike used on rugged territory and which may also be used in traffic, this design prevents grabbing, and maintains emergency stop capabilities.

Lighting

For safe riding day or night, the lighting equipment is designed to be readily visible by other traffic and so that the rider's field of vision is as wide as possible at night. The turn signals and rear stop light brightly indicate the rider's intentions, and the instrumentation is softly back-lighted for clear nighttime viewing.

Speedometer and Tachometer

The overall operation and speed of the bike can be easily monitored at a glance at the large, easily-readable tachometer and speedometer. These precision instruments are shock mounted for lasting durability, and are placed at an optimum location for quick viewing.

SPECIFICATIONS

ENGINE

Type 2-stroke, Torque Induction, Single
Displacement 397 cc
Bore & Stroke 85×70 mm
Compression ratio 6.4:1
Max. horsepower 29 bhp @ 5,500 rpm
Max. torque 3.8 kg-m @ 5,000 rpm
Max. speed range 123 km/h
Lubrication system Autolube
Starting system Primary kick starter
Primary transmission Gear
Final transmission Chain
Gearbox 5-speed
Carburettor VM34SS (×1)
Clutch Multi plate, wet
Battery 6 V, 6 AH
Ignition type Magneto, C.D.I.

DIMENSIONS

Overall length 2,130 mm
Overall width 870 mm
Overall height 1,165 mm
Seat height 855 mm
Wheelbase 1,420 mm
Weight (net) 122.5 kg
Fuel tank capacity 9 lit.
Oil tank capacity 1.1 lit.
Tires front 3.00-21-4PR
rear 4.00-18-4PR
Brakes front Drum
rear Drum

* Specifications subject to change without notice.

YAMAHA, It's a way of life



YAMAHA MOTOR N. V.

Postbus 7829 PROF. E. M. Meyerslaan 3
Amstelveen (Amsterdam), Holland

SINCE 1887 LIT-3MC-0107022-77/51.10×48 Printed in Japan