

RD350LC



YAMAHA'S RD350LC—THE COMPLETE SPORTS MOTORCYCLE THANKS TO TOTAL PERFORMANCE TECHNOLOGY.

Forget the so-called 'superbikes' with their built-in excesses of weight, width and wobbles. Motorcycling today demands something different. Something like the new Yamaha RD350LC — a two-wheeled rocketship that blurs the dividing line between racetrack and road.

Total performance is the name of today's game. Outright horsepower at the expense of handling or braking efficiency is no longer a fair exchange. The technology is available to deliver all the performance advantages in a single package, so Yamaha insist on using them in the new RD350LC to provide a machine that is as safe as possible at any speed.

The latest version of the RD350LC is a bike that does everything right. It will accelerate and run with machines twice its size, then outbrake them and disappear into the distance when the going gets twisty.

So where does a factory learn the lessons to produce a machine like this? There's only one place — out there on the racetrack, where total performance theories are put to the ultimate practical test. Where everything must be right, for the price of failure is too high to pay. Yamaha have had more years in Grand Prix racing than any other modern manufacturer — and it shows!

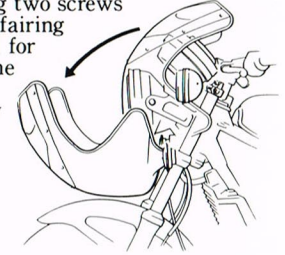
The new RD350LC is unmistakably the road-going result of twenty highly successful years developing winning machines for the racetrack. Its 350cc twin-cylinder, two-stroke engine is, quite simply, Yamaha's World Champion TZ motor in street machine form.

It features liquid cooling to maintain performance and reliability at sustained high speeds. A unique exhaust Power Valve System (YPVS) and reed valve Torque Induction that work together to distribute all the available horsepower over a wide and manageable rpm range. And a maintenance-free electronic ignition system that's computer-controlled to perfectly match spark timing to any given engine speed.

Chassis design comes straight from the World Championship 500cc class racers: wide-spaced frame tubes, fully-triangulated for maximum rigidity, progressive, rising rate Monocross suspension, new triple-brakes and classy new three-spoke alloy wheels.

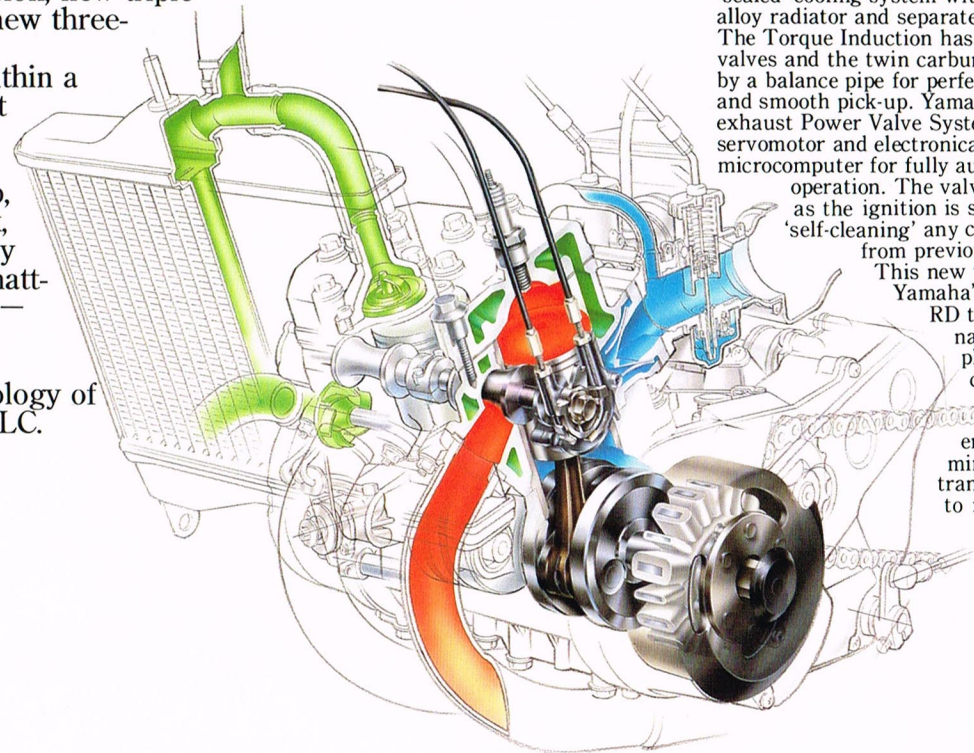
All contained within a styling package that spells out performance in capital letters! Deep, gleaming paintwork, highly-polished alloy and chrome, racy matt-black engine finish — the perfect way to package the total performance technology of the Yamaha RD350LC.

The sporty head fairing and engine cowl are an integral part of the RD350LC's styling theme. Removing two screws allows the head fairing to hinge forward for easy access to the wiring and powerful 60/55w quartz-halogen headlamp.



The RD350LC's two-stroke, twin-cylinder engine utilises a thermostatically controlled, 'sealed' cooling system with a compact, light alloy radiator and separate recovery tank. The Torque Induction has new, larger reed valves and the twin carburetors are linked by a balance pipe for perfect synchronisation and smooth pick-up. Yamaha's unique YPVS exhaust Power Valve System is driven by a servomotor and electronically controlled by a microcomputer for fully automatic operation. The valve rotates as soon as the ignition is switched on, thus 'self-cleaning' any carbon deposits from previous running.

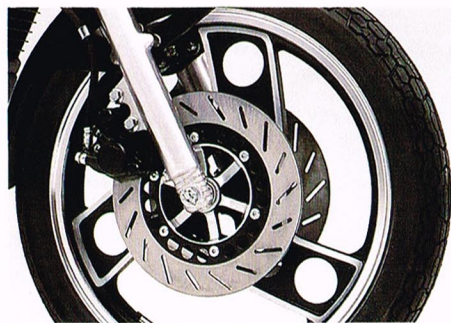
This new version of Yamaha's well proven RD twin is 10mm narrower, has a plastic crankcase cover to trim its weight and 'orthogonal' engine mounts that minimize vibration transfer from machine to rider.



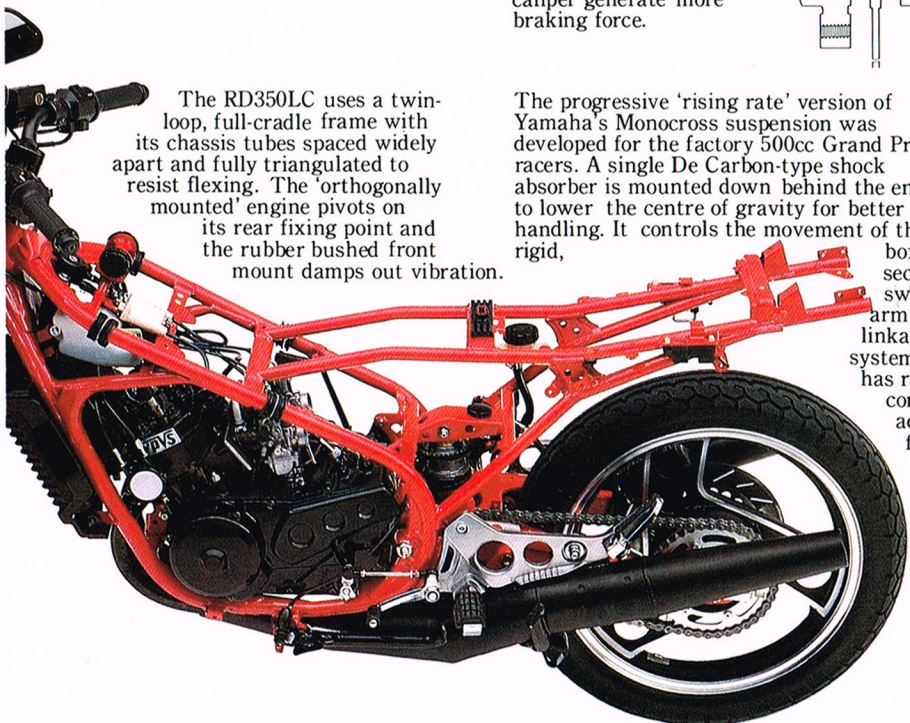
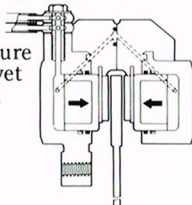
ORCYCLE.



New, triple-meter instrument console features the central tachometer as its most prominent item. Speedometer, coolant temperature gauge and machine function warning lights are located on either side. All laid out in an easy-to-read, 'aircraft-style' format.



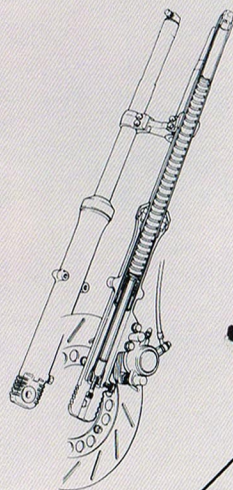
The twin front disc brakes and single rear unit are slotted to allow expansion without distortion from the heat of heavy use. Semi-metallic friction pads ensure stopping power even in wet conditions, while opposed pistons in the rear brake caliper generate more braking force.



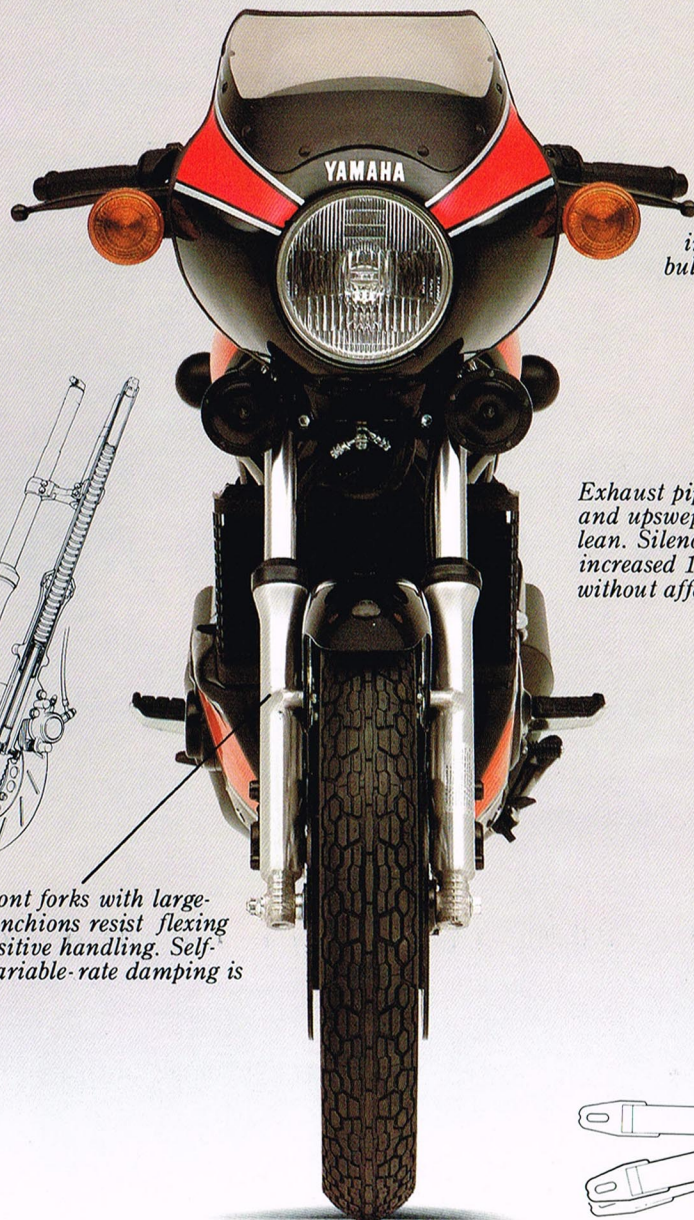
The RD350LC uses a twin-loop, full-cradle frame with its chassis tubes spaced widely apart and fully triangulated to resist flexing. The 'orthogonally mounted' engine pivots on its rear fixing point and the rubber bushed front mount damps out vibration.

The progressive 'rising rate' version of Yamaha's Monocross suspension was developed for the factory 500cc Grand Prix racers. A single De Carbon-type shock absorber is mounted down behind the engine to lower the centre of gravity for better handling. It controls the movement of the rigid,

box-section swinging arm via a linkage system and has remote control adjustment for five spring tension settings.

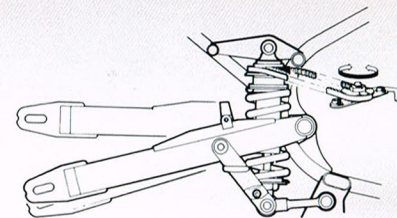


The short front forks with large-diameter stanchions resist flexing to ensure positive handling. Self-adjusting, variable-rate damping is air-assisted.

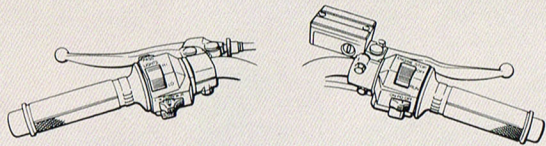


New, larger tail-lamp has increased visibility and double bulb 'failsafe' system.

Exhaust pipes are tucked close-in and upswept for extra cornering lean. Silencer capacity is increased 10% to reduce noise without affecting performance.



The Monocross rear suspension settings with remote control via a hand side cover, allowing simple

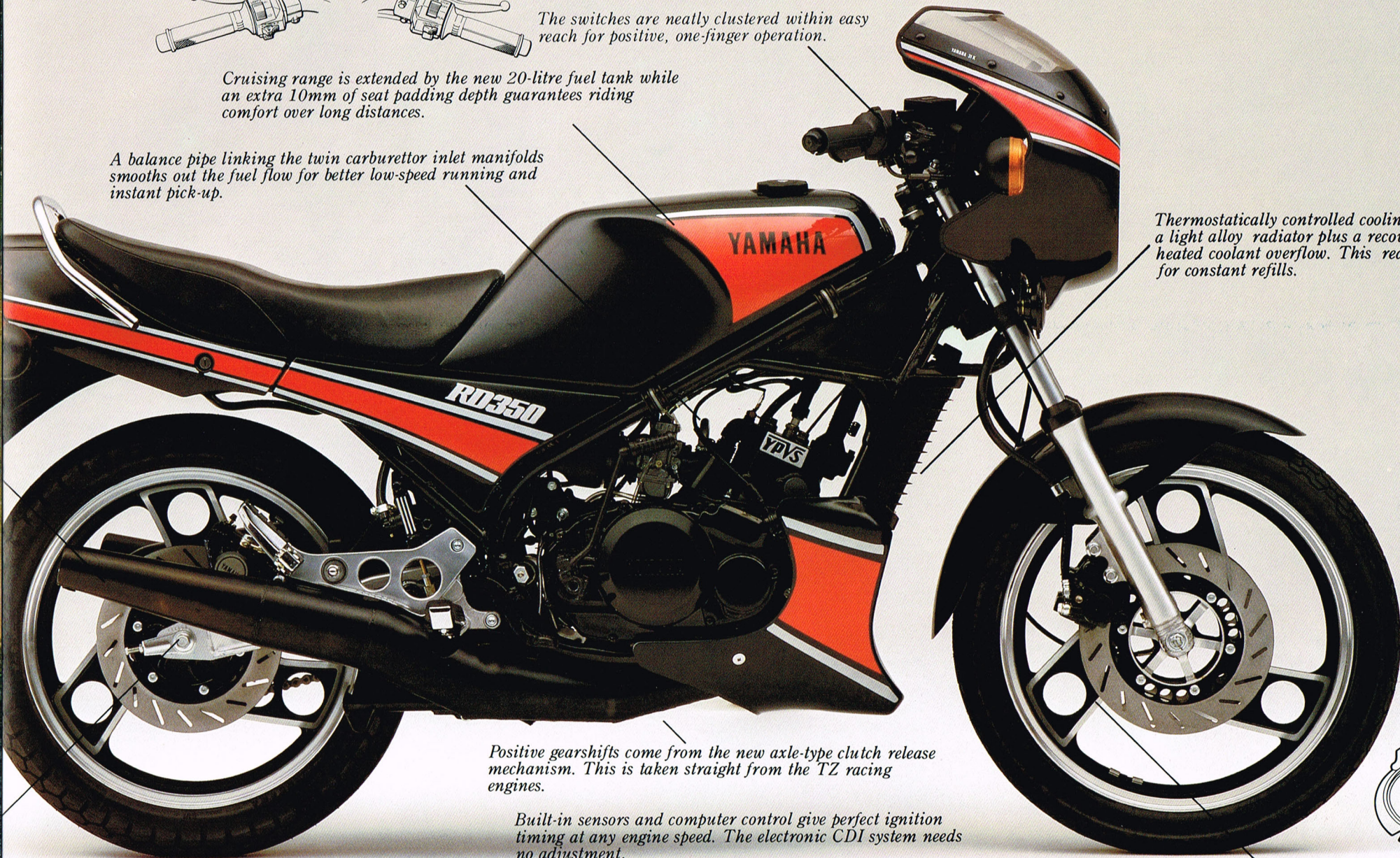


The switches are neatly clustered within easy reach for positive, one-finger operation.

Cruising range is extended by the new 20-litre fuel tank while an extra 10mm of seat padding depth guarantees riding comfort over long distances.

A balance pipe linking the twin carburettor inlet manifolds smooths out the fuel flow for better low-speed running and instant pick-up.

Thermostatically controlled cooling system has a light alloy radiator plus a recovery tank for heated coolant overflow. This reduces the need for constant refills.



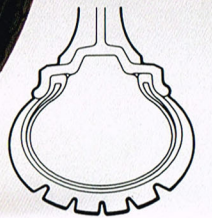
Positive gearshifts come from the new axle-type clutch release mechanism. This is taken straight from the TZ racing engines.

Built-in sensors and computer control give perfect ignition timing at any engine speed. The electronic CDI system needs no adjustment.

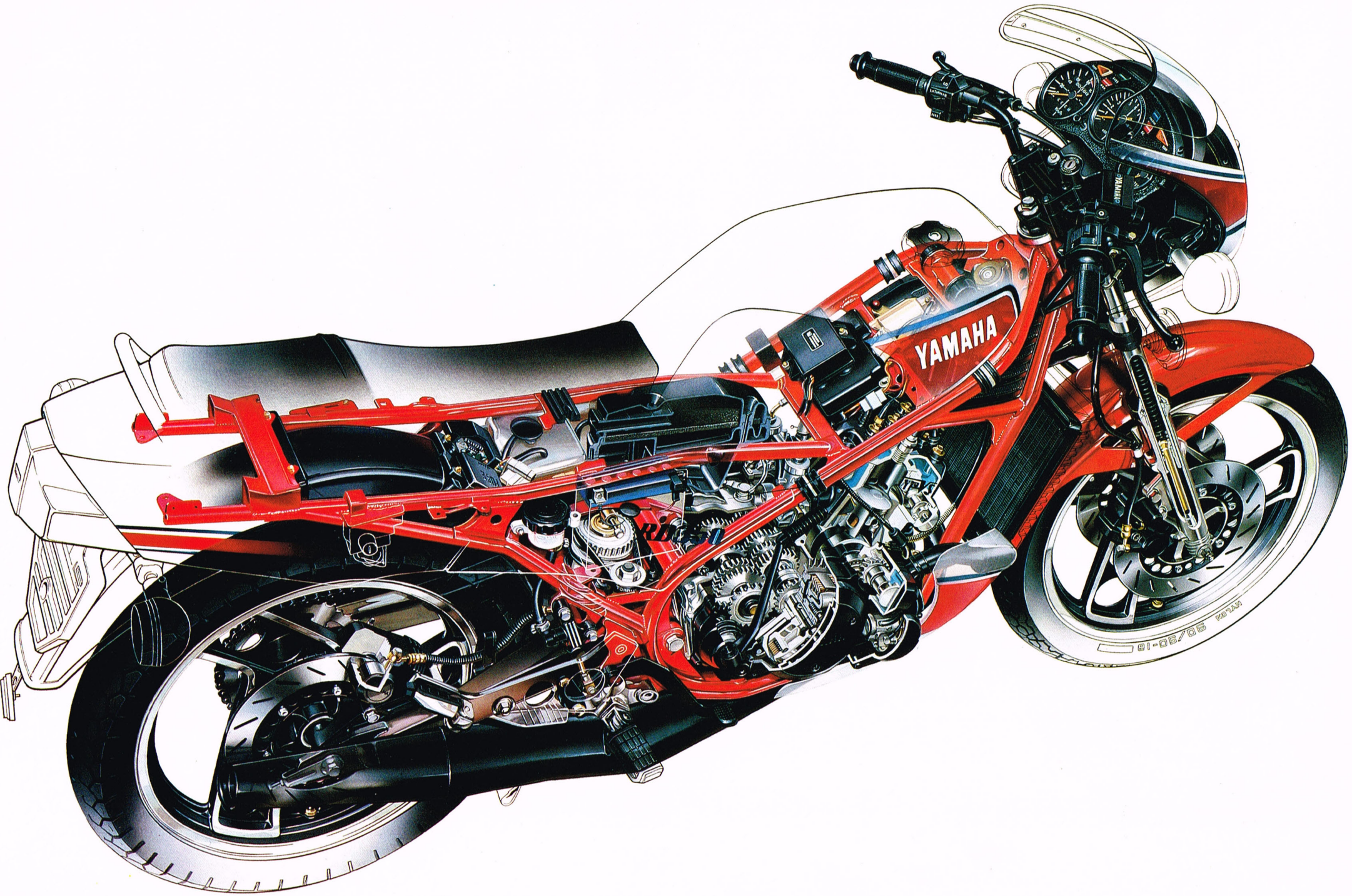
Six-speed transmission has close ratios for sporting performance. New design shift lever and brake pedal allow racing-style rearset footrest position.

New, triple-spoke alloy wheels are made by a refined casting process that gives a denser metal consistency for even greater rigidity. Low-profile, H-rated (high speed) tyres are mounted on these wider rims, increasing cornering ability still further.

Rear view mirror(s) standard equipment.



Unit has five spring tension adjuster inside the right-one-touch adjustment.





RD350LC SPECIFICATIONS

ENGINE

Type..2-stroke, liquid-cooled, Torque Induction, twin with YPVS
 Displacement 347 cc
 Bore and stroke 64.0 × 54.0 mm
 Compression ratio.....6.0 : 1
 Max.power(DIN)59.1 PS(43.5 kW)
 @9,000 rpm
 Max.torque(DIN)...4.8 kg-m(46.5 Nm)
 @8,500 rpm
 LubricationAutolube
 Carburation.....VM26 (2)
 Ignition..... CDI
 Starter system..... Kick
 Fuel tank capacity.....20.0 l
 Oil capacity.....1.6 l
 Transmission.....6-speed
 Final transmission Chain drive

CHASSIS

Overall length.....2,095 mm
 Overall width..... 710 mm
 Overall height.....1,175 mm
 Seat height..... 800 mm
 Wheelbase1,385 mm
 Ground clearance..... 175 mm
 Dry weight.....145 kg
 Suspension
 Front..... Telescopic forks
 Rear Monocross
 Brakes
 Front.....Double disc
 Rear Disc

Tyres

Front..... 90/90-18-51H
 Rear 110/80-18-58H

*Specifications and appearance of Yamaha motorcycles shown here may vary according to requirements and conditions and are subject to change without notice.
 For further details, please consult your Yamaha dealer.
 Always wear a helmet and eye protection.*

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LIT-3MC-0107703-83E(BG3)