YAMAHA

# DT400C YAMAHA TRAIL

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It's a way of life.

# A man-size bike for man-size pleasure

Ideally designed for the long-distance trail-riding enthusiast, the DT400C Trail by YAMAHA offers power . . . 397 cc's worth . . . to move you out over the open highway or up the steepest and roughest trail. It does all of this with ease and maneuverability due to its slim profile, easy-shifting transmission, Thermal-Phase rear shocks and dust- and waterproof brakes, to name just a few of its outstanding rider-oriented features.
Bigger pleasures for the really big trail rider are a breeze on the DT400C.

# DT400C

**PERFORMANCE**

| | |
|---|---|
| Max. speed | 135 km/h plus |
| Climbing ability | 35 degrees |
| Min. turning radius | 2,000 mm |
| Min. braking distance | 15 m @50 km/h |

**ENGINE**

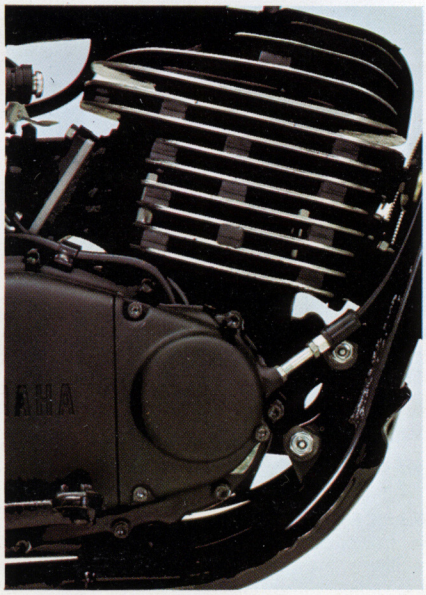
| | |
|---|---|
| Type | 2-stroke, 7-port, Torque Induction. Single |
| Displacement | 397 cc |
| Bore & Stroke | 85 mm × 70 mm |
| Compression ratio | 6.4 : 1 |
| Max. torque | 3.8 kg. m @5,000 rpm |
| Lubrication system | Autolube |
| Starting system | Primary kick starter |
| Transmission | 5-speed gearbox |

**DIMENSIONS**

| | |
|---|---|
| Overall length | 2,180 mm |
| Overall width | 870 mm |
| Overall height | 1,140 mm |
| Wheelbase | 1,410 mm |
| Min. ground clearance | 220 mm |
| **WEIGHT** (Net) | 124 kgs. |
| **FUEL TANK CAPACITY** | 9 lit. |
| **OIL TANK CAPACITY** | 1.5 lit. |
| **TIRES** Front | 3.00-21-4PR |
| Rear | 4.00-18-4PR |
| **COLORING** | Competition Yellow |

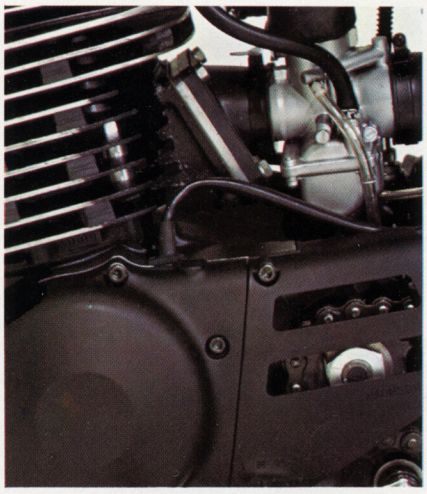
** Specifications subject to change without prior notice.*

# Features



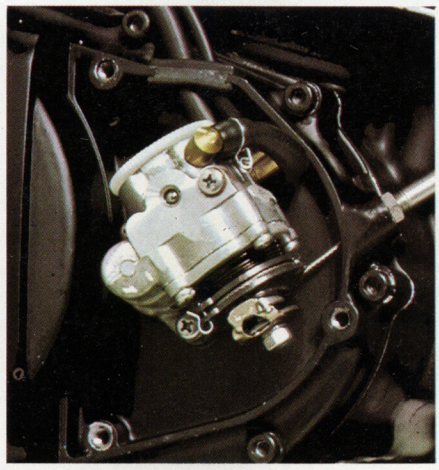
**Engine**
With lighter piston and connecting rod material plus a radial head-fin design, the large 2-stroke engine has less vibration, less noise and better heat dissipating characteristics.
Built with the same precision engineering that has moved YAMAHA among the world's top manufacturers, this powerhouse responds quickly and smoothly carrying rider and load over the roughest trails or up the steepest hills.

**Torque Induction®**
The Torque Induction® system with reed-valve intake mechanism assures that burned gases are completely purged from the engine and that fuel is supplied on demand. The purging is due to a unique porting arrangement which literally jets away burned gases, and fresh fuel is supplied through the pressure-sensitive reed-valve mechanism which is only open when fuel is required. Torque is increased over the lower- and middle-speed ranges and blow-back through the carburetor is eliminated.

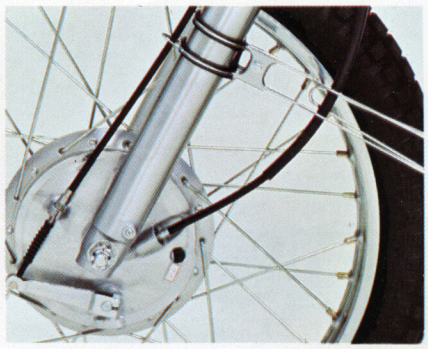


**Transmission**
The 5-speed transmission has specially-selected gears that allow a comfortable overlap in between shifts. Utilizing electrically tempered materials, the transmission is highly durable with lasting positive-shifting characteristics, and is the perfect complement to the 2-stroke engine.

**Front forks and high-rise front fender**
Designed to absorb a wide variation of shocks and vibration, the enduro front forks help reduce rider fatigue while maintaining maximum stability. These forks have a long stroke enabling comfort plus maneuverability for all types of road or trail travel, and the high-rise front fender is durable and installed so that the front wheel will not clog with mud or brush.

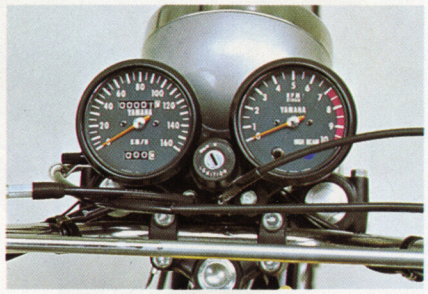


**Autolube**
Continuously monitoring the rotational speed of the engine and the throttle opening, Autolube precisely controls the amount of oil, from a separate tank, to be mixed with the gasoline. This automatic gasoline and oil mixing system, which was developed by YAMAHA, improves engine operation by maintaining optimum performance under all riding conditions.



**Brakes**
For problem-free trail riding, the brakes, front and rear, are water- and dustproof. Also, they have an optimum shoe area that allows maximum heat dissipation without causing the brakes to grab or lock up. Riding safety and pleasure are increased with these brakes which offer smooth controlled stops under all riding conditions.

**Thermal-Phase rear shock absorbers**
In order to maintain uniform shock-absorbing characteristics even when subjected to continuous rough riding, the rear shock absorbers are equipped with Thermal-Phase heat exchangers to cool the shock absorber oil keeping it at a constant viscosity. Also, the shocks are mounted slightly forward and at a greater angle to obtain a longer stroke, thereby improving road tracking ability.



**Speedometer and tachometer**
Shock mounted and where they can be easily seen, the precision speedometer and tachometer give a quick overview of machine performance. Also, these instruments can be utilized as indicators for optimum shifting points.

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