

DT 400





The DT400 was designed for the rider who enjoys serious off-road motorcycling as well as highway cruising. This is the bike that critics have hailed as "the best big-bore Enduro around."

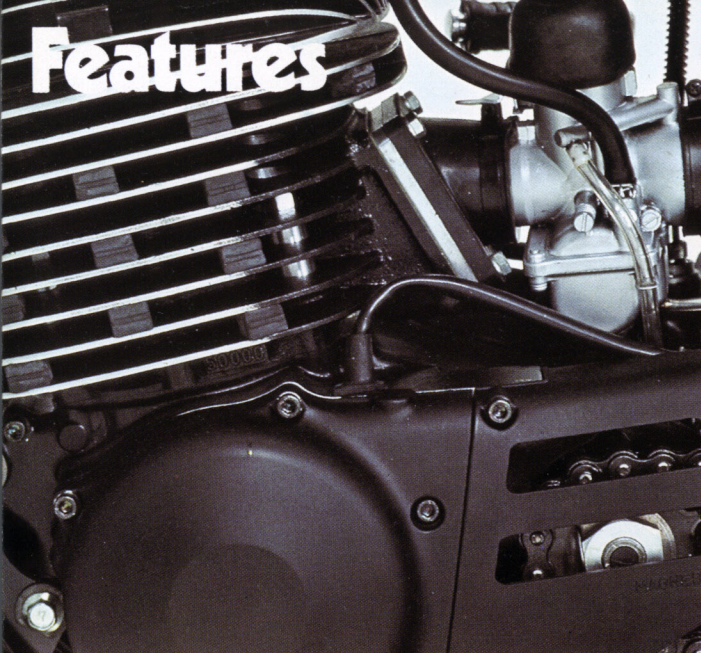
The engine has ample power for highway speeds. Yet, because of Torque Induction, Yamaha's unique reed-valve intake system, you get the low and mid-range pulling power

needed to climb through the roughest terrain.

The DT400 has a motocross-type frame and motocross forks for exceptional handling. The Thermal-Phase rear shocks will not over-heat or lose damping efficiency. C.D.I. ignition produces a hotter, more consistent spark that reduces spark plug fouling as well as lessening problems common to mechanical breaker points.

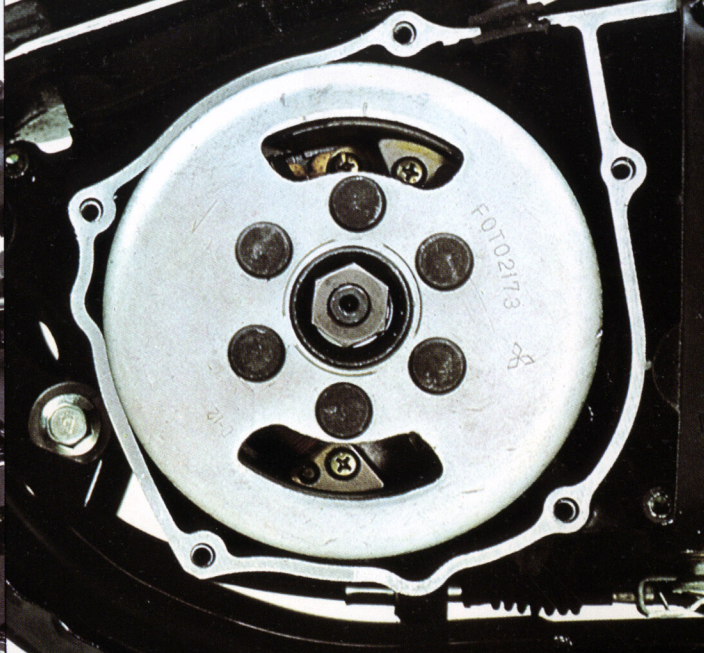
An automatic compression release and spark advance mechanism make this one big-bore machine that will actually start on the first kick. And the DT400 has a large sealed-beam headlight for bright automotive type illumination.

The DT400. Up a mountain or down a freeway, it'll get you where you want to go.

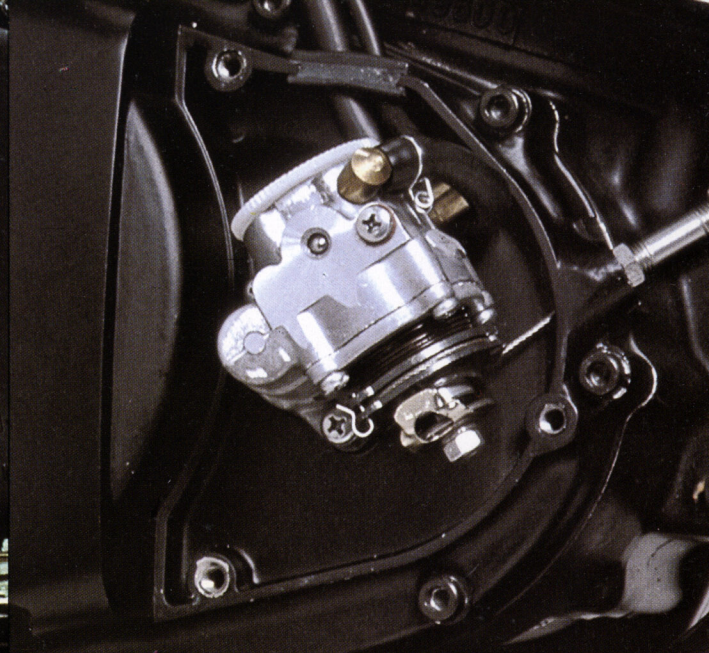


Features

Torque Induction, Yamaha's unique intake system, uses a reed-valve to feed the engine the exact mixture of fuel and air it needs. The result is more horsepower, particularly at low rpm's.



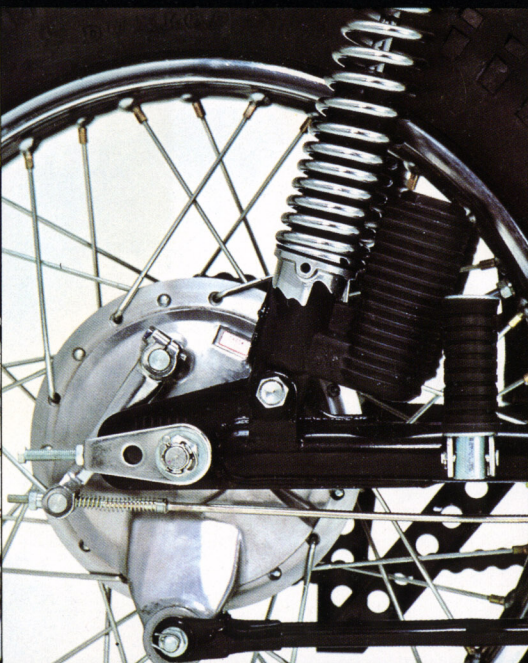
C.D.I. ignition system produces a hotter, more consistent spark at all engine speeds, and reduces spark plug fouling. It also lessens all the problems common to mechanical breaker points.



Autolube, a feature of all Yamaha two-stroke engines, automatically injects oil into the fuel mixture, eliminating the need for premixing. And, because it adjusts the flow of oil to engine load and speed, it extends engine life.



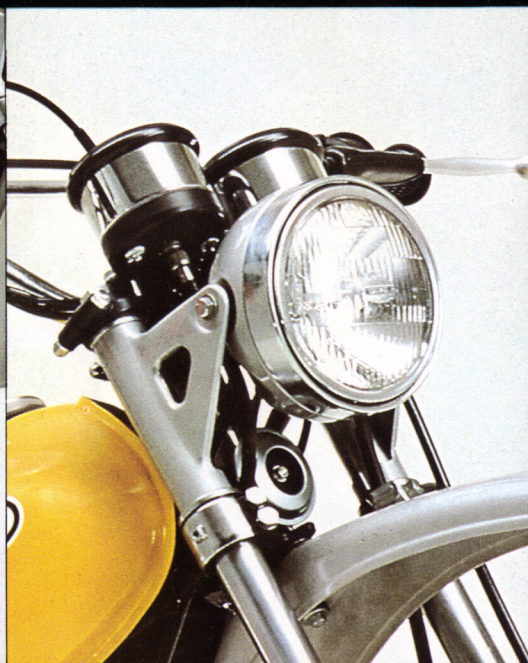
Racing design conical front hub, spoke and rim design and large front brake drum combine to make the DT400 a strong, fast and dependable machine.



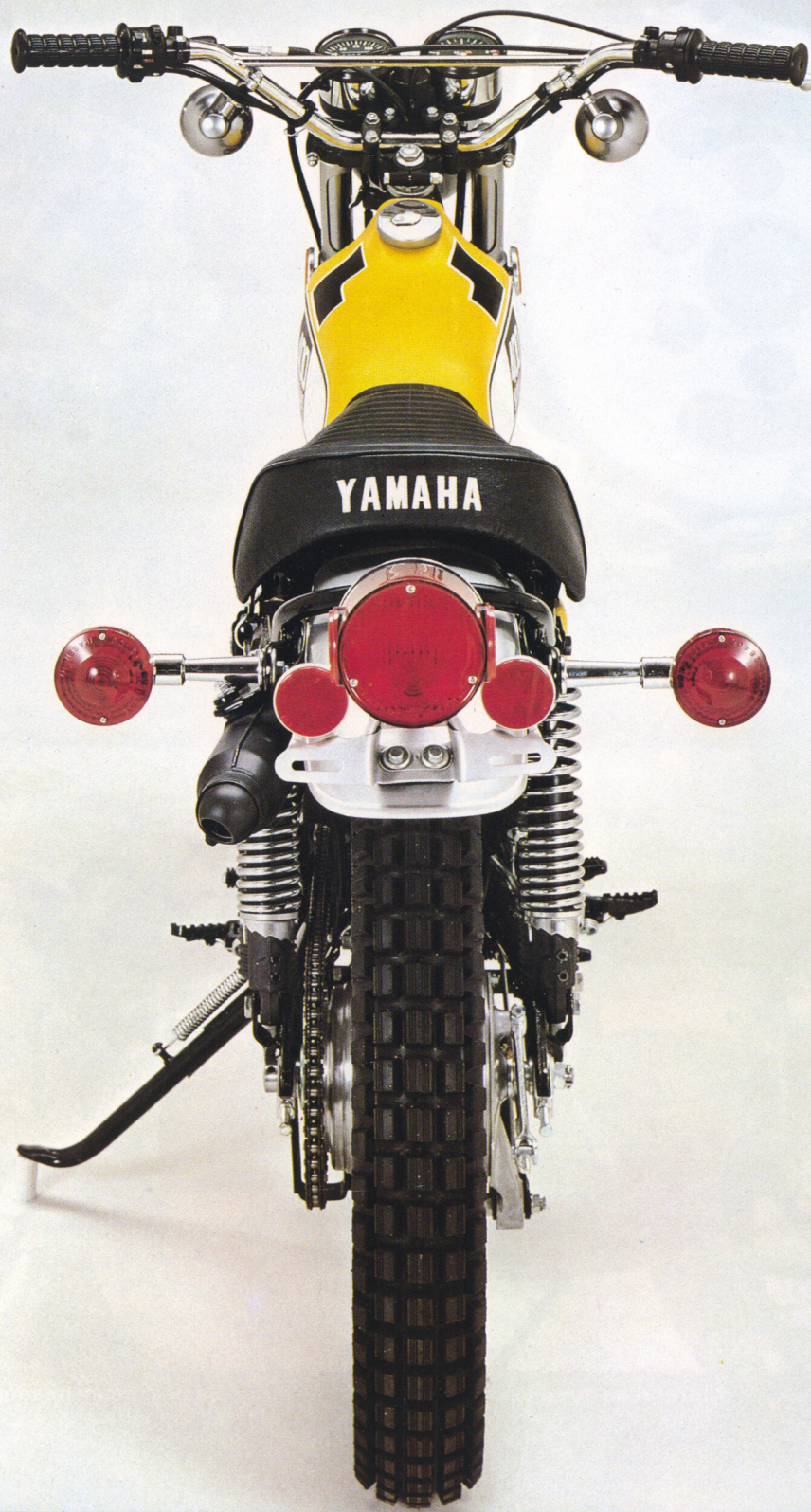
Thermal-Phase rear shocks have built-in oil coolers to prevent overheating, no matter how long and hard you ride.



Motocross-type frame has lower center of gravity for better handling.



Sealed-beam headlight, a feature on all Yamaha enduros.



DT400C ENGINE

Type	2-stroke single
Displacement	397 cc
Bore and Stroke	85×70 mm
Compression ratio	6.4 : 1
Maximum torque	27.5 ft.-lbs. @5,000 rpm
Carburetion	(1) Mikuni 32 mm
Ignition	C.D.I.
Starting	Kick
Lubrication	Autolube
Transmission	5-spd.

CHASSIS

Overall length	85.8"
Overall width	34.3"
Overall height	44.9"
Wheelbase	55.5"
Minimum ground clearance	8.7"
Dry weight	272 lbs.
Fuel tank capacity	2.4 gal.
Oil tank capacity	1.6 qts.
Suspension	
Front	Telescopic fork
Rear	Swing arm
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	3.00×21
Rear	4.00×18

** Specifications subject to change without notice.*

**Someday,
you'll own a Yamaha.**

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