

# DT 400B YAMAHA TRAIL



[www.legende-yamaha-europe.com](http://www.legende-yamaha-europe.com)

The new DT400B is for the serious trail rider who likes to take his motorcycle for a casual ride along the highway.

The new DT400B is for the commuter who likes to take his motorcycle for a casual jaunt along the open countryside.

It has a motocross-type frame with a low center of gravity. Plus motocross forks and rear shocks. These Thermal-Phase rear shocks are designed not to overheat or lose damping efficiency. The DT400B has the perfect gearbox for dual purpose riding. The engine has the power you need to reach highway speeds. And the low end pulling power you need for hills, mudholes and most off-road riding situations. (This low end power is achieved through Yamaha's exclusive Torque Induction\* reed valve intake system.)

The DT400B is also equipped with C.D. Ignition that eliminates the points and condensers, so you'll have a dependable machine requiring less maintenance.

The new DT400B. It's a trail machine built for the road.

And vice versa.



## DT400B

### PERFORMANCE

Max. speed	135 km/h (84 mph)
Min. turning radius	7 000 mm (78.7 in.)
Min. braking distance	15 m (49.2 km/h) (42.2 ft. @ 31 mph)

### ENGINE

Type	2-stroke, 7-port, Torque Induction® Single
Displacement	367 cc (24.22 cu. in.)
Bore & Stroke	65 mm x 70 mm (2.56 in. x 2.76 in.)
Compression ratio	8.4 : 1
Max. torque	3.6 kg-m (27.3 ft.-lb.) @ 5,000 rpm
Lubrication system	Autolube
Starting system	Primary kick starter
Transmission	5-speed gearbox

### DIMENSIONS

Overall length	2 180 mm (85.8 in.)
Overall width	670 mm (26.4 in.)
Overall height	1 140 mm (44.9 in.)
Wheelbase	1 410 mm (55.5 in.)
Min. ground clearance	220 mm (8.7 in.)

WEIGHT (incl. fuel tank capacity) 135 kg (297 lbs.)

FUEL TANK CAPACITY 15 (16 U.S. gal.)

OIL TANK CAPACITY 1.5 (1.6 U.S. gal.)

TIRES: Front 100-21-4PR

Rear 4.00-18-4PR

COLORING Completion Yellow

\* Specifications subject to change without prior notice.

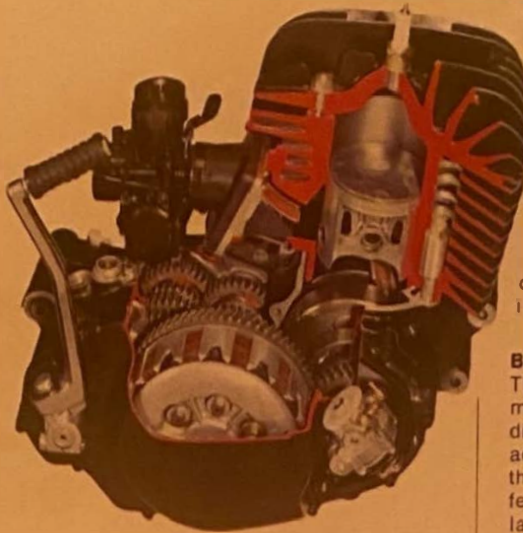
# Features

## Torque Induction® engine

The engine of this super-performing Enduro machine features 7-port Torque Induction®, a new innovation developed by YAMAHA which increases intake efficiency, yielding more available torque over the lower and middle speed ranges.

## Radial fin engine design

The problem of heat removal is a major consideration in the design of internal combustion engines. This is to say that there is a range of temperatures at which optimum performance can be expected, and temperatures outside this range result in, at the least, less efficient operation, and at the worst, engine damage. Therefore, the engine fin design is in a radial shape so that the maximum amount of surface is exposed for cooling which results in a more stable engine performance.



## Rear shock absorbers

The adjustable rear shock absorbers are equipped with "Thermal-Phase" heat exchangers to radiate heat from the shock-absorber oil thereby maintaining constant cushioning characteristics.



## Brakes

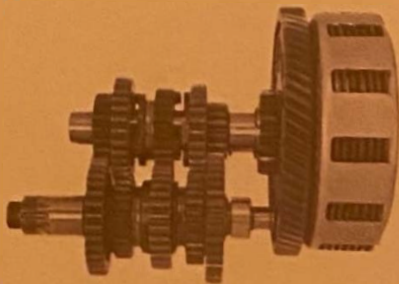
The brakes, both front and rear, have much more shoe area and better heat-dissipating characteristics. Also, these brakes feature a special labyrinth seal to keep out water and dust.



charge-discharge time is many times faster than the motor can possibly operate, the high-voltage output remains the same at all operating speeds.

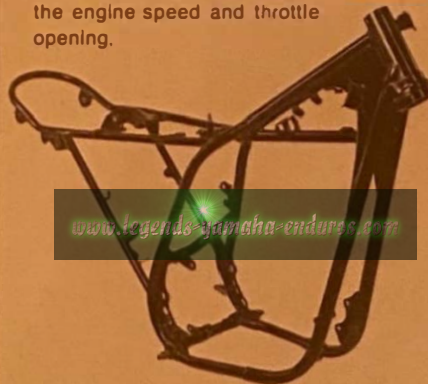
## Autolube

The Autolube system, which was developed by YAMAHA, automatically maintains the most efficient oil flow to mix with the gas by constantly monitoring the engine speed and throttle opening.



## Transmission

In order to achieve the best possible operational torque for the size of the engine and the weight of the machine, the transmission of the DT machines has been selected to offer easy riding with a minimum of shifting. Operation at high speed rotation within the transmission is an important consideration in the design for durability. With this thought in mind, the gears are all specially heat-treated to assure extra hardness and to greatly reduce the possibility of wear. Also, the gear ratios have been selected to offer optimum riding in the dirt as well as having ample ranges for open-road riding.



## Frame

The durable double-cradle frame, which is the same design as used on the YAMAHA Motocross bikes, carries the engine in an optimum position for a lower overall center of gravity, yielding better maneuverability even on rough terrain.



## Front forks

The front forks have been designed from the experience gained on motocross tracks throughout the world. Hydraulically-damped, inner-spring type for maximum control and response.

## Safety devices

To assure a positive safety nature for the machine, the function switches have been placed for fast, convenient use, the condition of the brake linings can be easily checked through the rubber-covered inspection hole, reflectors are mounted on the side and rear of the machine, the spring-loaded foot pegs fold back at a 45° angle when hit, and precision tach and speedometer are included for speed and distance indications.



## Other features

Other features designed to improve the performance of the machine are magnesium side covers for the crankcase and a more compactly constructed clutch assembly to make the engine much lighter thereby increasing the machine's power-to-weight ratio, the front hub is an improved conical design with the brake diameter increased for better performance, the foot pegs are an all-steel construction for more durability, and they are designed with a saw-tooth upper surface to prevent the foot from slipping even when the pegs are wet.



## C.D. Ignition

Contact-point ignition systems have certain drawbacks. At high speeds, the dwell time, or time that the points

remain closed, is drastically shortened, resulting in a lowering of the high-voltage output. Also, because the high-voltage coil is inductive, arcing when the points open causes point damage leading to the periodic need for replacement. With a capacitor-discharge ignition system, switching is accomplished with semiconductors, eliminating the need for points, and since the



# YAMAHA



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