

YAMAHA XS400



The Yamaha XS400 — A motorcycle with a split-personality!

The Yamaha XS400 is very definitely a motorcycle with a split-personality—but not in the infamous “Dr jekyll and Mr hyde” sense. Both sides of the XS400 character are good sides, for the motorcycle is truly one that is hard to fault.

One side of the XS400 character is the long-distance touring machine. A 90 mph cruiser capable of gobbling up the motorway miles at a more than respectable rate and still returning economical fuel consumption figures even when well-loaded.

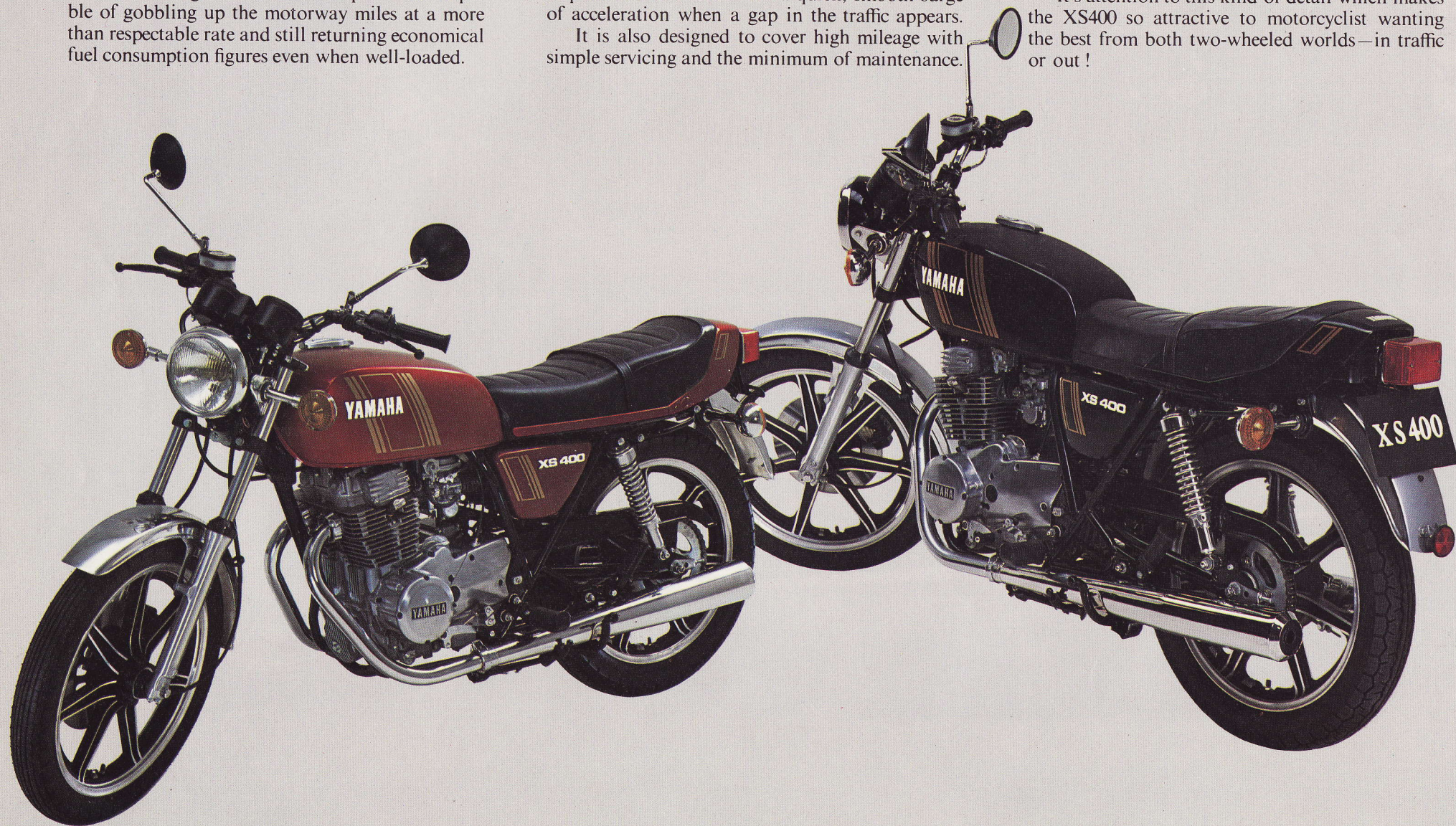
A bigger 16 litre tank is fitted (5 litres more than last year's model) for the long-distance men.

The other facet of the machine's personality is its role as an about-town commuter bike. The XS400 is designed to trickle through the traffic at little more than engine tickover speed and then to respond to the throttle with a quick, smooth surge of acceleration when a gap in the traffic appears.

It is also designed to cover high mileage with simple servicing and the minimum of maintenance.

For example, a special three-phase, electromagnetic field coil system will keep the battery fully-charged even if the bike spends the whole week running in “stop-go” traffic in short runs. And a single screw will synchronise both Mikuni constant-velocity carburettors.

It's attention to this kind of detail which makes the XS400 so attractive to motorcyclist wanting the best from both two-wheeled worlds—in traffic or out!



Instrumentation

The Yamaha XS-series all have full instrumentation—speedometer, tachometer and warning lights for gearbox neutral position and low oil pressure. Unique Yamaha self-cancelling turn indicators are timed to switch themselves off once the rider has completed his turn!

Fingertip Switches

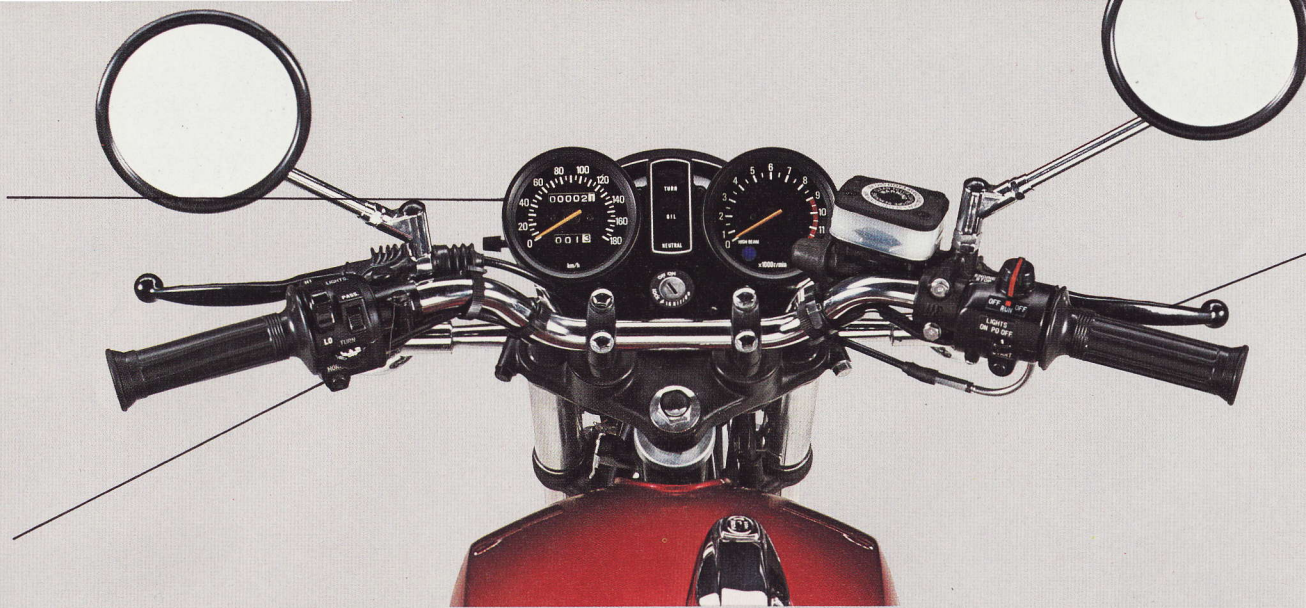
The essential control switches are placed within a fingertip's reach of the handlebar grips so that their operation becomes virtually "second-nature" thinking on the part of the rider. A great aid to safe riding.

Transmission

The six-speed gearbox means that the XS rider can always be in the right gear at the right time. The multi-plate clutch runs in oil and is well up to the abuses of riding in heavy traffic.

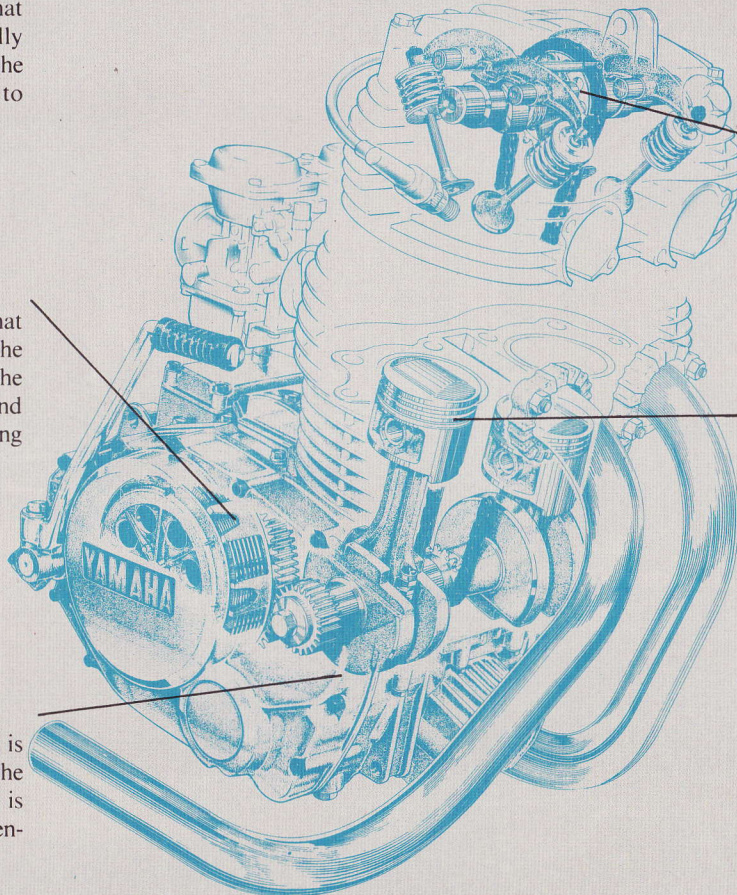
Wet Sump Lubrication

Engine and transmission oil is contained in a wet sump at the base of the engine crankcase. It is then fed under pressure into engine and gearbox.



Control Levers

The brake and clutch levers on the XS models are of the "bell-crank" variety. These give extra leverage and so place less strain upon the rider's hands, even after repeated use.



Cylinder Head

Valve operation is via a single overhead camshaft driven by a chain from the centre of the crankshaft.

Pistons

The pistons of the twin-cylinder XS engine rise and fall alternately, due to the "180 degree" opposite positioning of the crankshaft bearing journals. This makes for smooth-revving engine performance.

Starting System

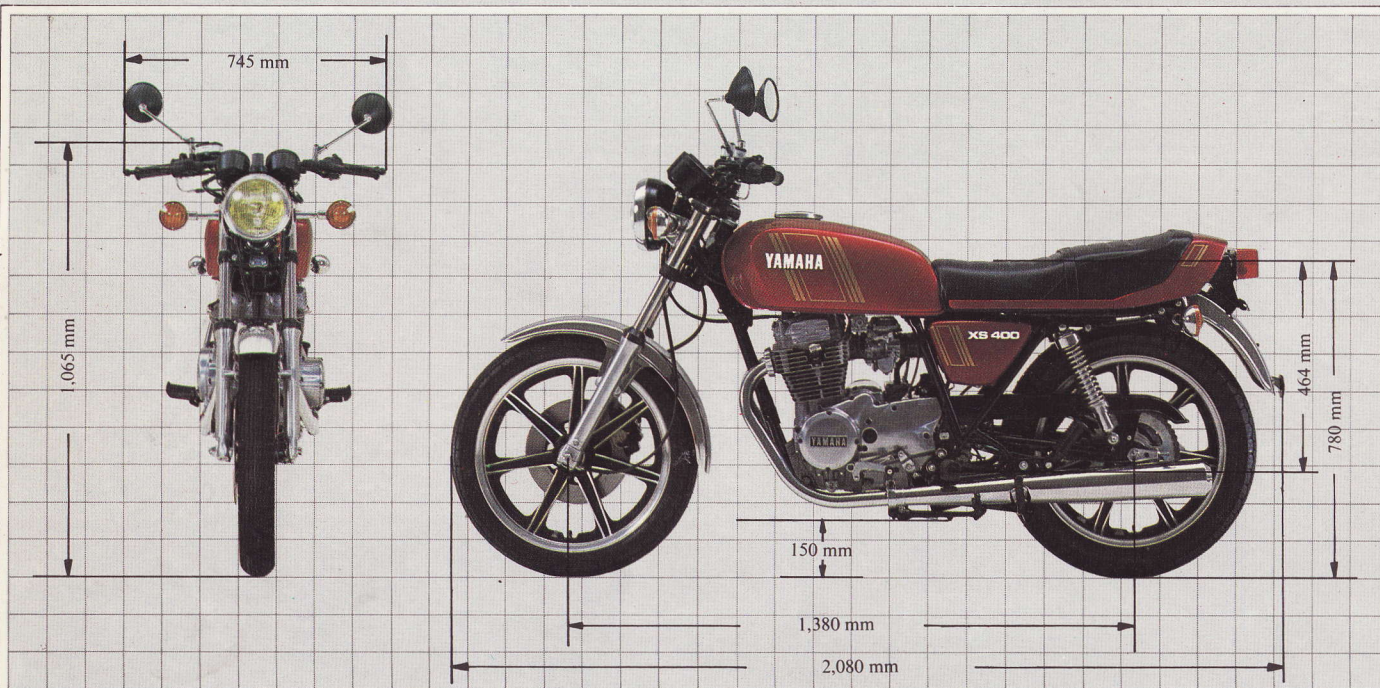
For those people who prefer to be "old fashioned" a kick starter is fitted, but it is not really necessary with the strong electric starter which quickly spins the engine into life at the push of a button.

Cast Alloy Wheels and Disc Brake

Cast alloy wheels are fitted as standard to the XS-series and contribute greatly to the clean, modern styling. Stronger, easier to maintain and more eye-catching than the old spoked variety, they are also dynamically-balanced for smoother-running and better tire wear. A big, powerful, 267 mm disc brake is fitted to the front.

Forks and Suspension

Soft suspension gives a comfortable ride but the triangulated, cradle frame ensures good handling along with it. Rear shock absorbers have five adjustment settings while the front forks have 140 mm of travel and a smooth action guaranteed by special teflon anti-friction bushes.



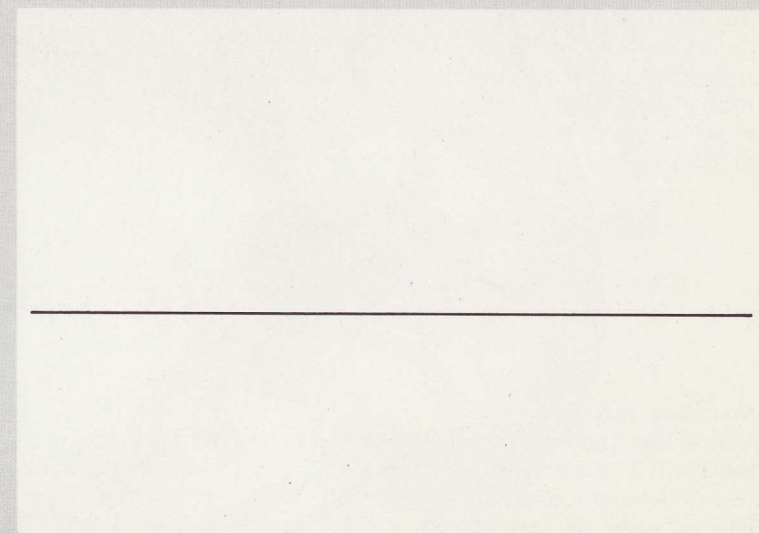
XS400
SPECIFICATIONS
ENGINE

Type 4-stroke, Twin, OHC
 Displacement 391 cm³
 Bore & Stroke 69.0×52.4 mm
 Compression ratio 9.2:1
 Max. horsepower 27.9 kW (38.0 HP) @8,800 rev/min
 Max. torque 32.3 Nm (3.3 kg-m) @8,000 rev/min
 Lubrication system Pressure-fed wet sump
 Starting system Electric & Kick starter
 Primary transmission Gear
 Final transmission Chain
 Gearbox 6-speed
 Carburettor Mikuni, BS34(×2)
 Clutch Multi-plate, wet
 Battery 12 V, 12 AH
 Charging system A.C. Generator
 Ignition type Battery, CB/Coil

DIMENSIONS

Overall length 2,080 mm
 Overall width 745 mm
 Overall height 1,065 mm
 Wheelbase 1,380 mm
 Seat height 780 mm
 Fuel tank capacity 17.0 lit.
 Oil capacity 2.6 lit.
 Tire front 3.00S-18-4PR
 rear 3.75S-18-4PR
 Brakes front Hyd. disc. ϕ 267 mm
 rear Drum

* Specifications subject to change without notice.



YAMAHA MOTOR N. V.

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

LIT-3MC-0107255-79BK-E/53.10×249 Printed in Japan (ヨーロッパ)