

# CYCLE

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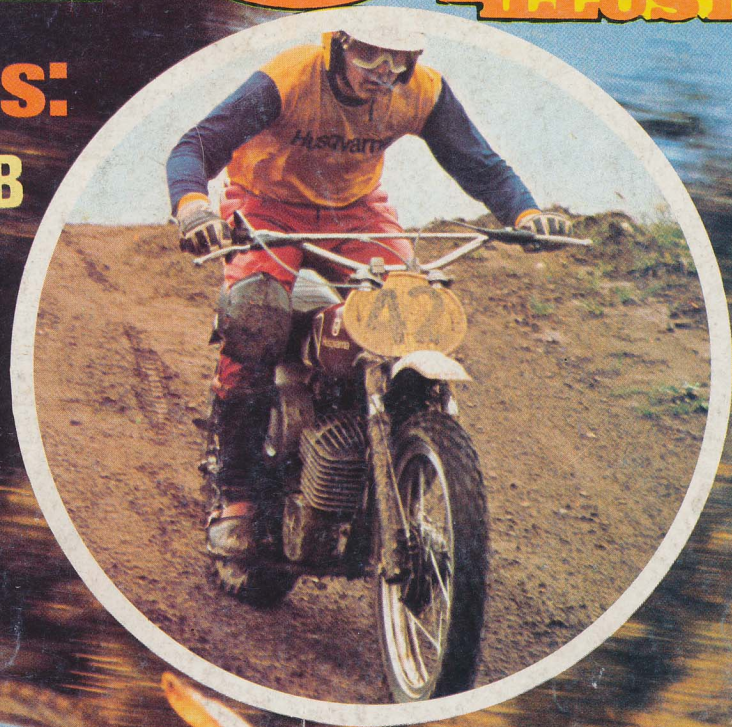
## Track Tests:

**YAMAHA 400 B  
ENDURO**

**HUSQVARNA  
360 CR**

**PUCH 175  
ENDURO**

**YAMAHA  
175 B MX**



*HUSKY'S  
NEW 360  
MIKKOLA  
REPLICA*



**FARLEY ON  
TRIALS**

**THE AMAZING  
LAMPKINS**

**BARSTOW-VEGAS  
FREE-FOR-ALL**

**RAPID TRANSIT—A  
RACER FOR THE  
STREET**

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# CYCLE

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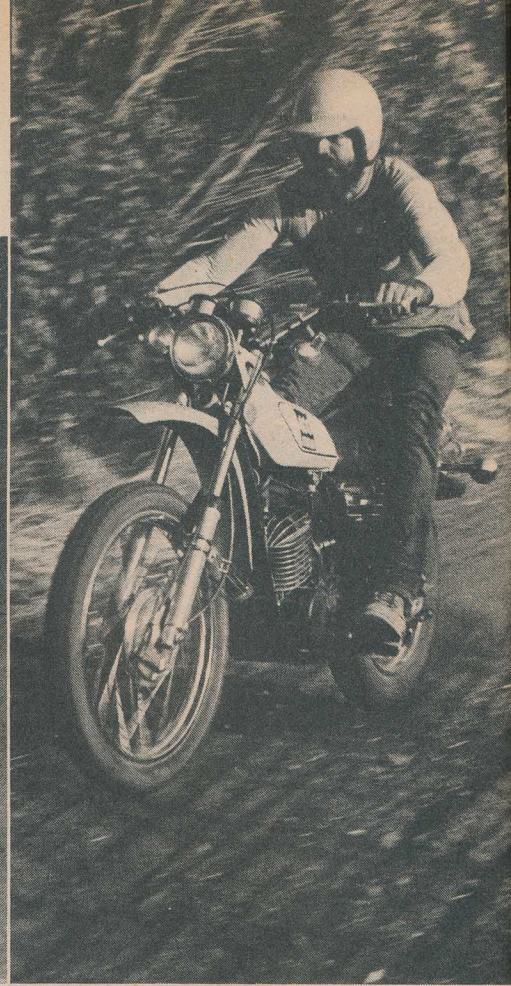
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Yamaha's DT 400B is their top-of-the-line enduro for 1975. Major changes include radially finned cylinder head and tucked-in exhaust.

Photos by David Gooley



The big 400 is agile and a good slider. The power masks some problems that would show up in less powerful machines.

### FADE IN

The board room of a large Japanese motorcycle manufacturing concern. Gathered around the huge, polished wood table are high-powered executives in \$750 suits. Sitting in folding chairs at the back of the room are two men in shirtsleeves, their ties pulled open and wearing white socks and black oxfords. They are obviously the engineers—no one else dresses that way.

*Chairman* (A distinguished Japanese with steel-gray hair): Gentlemen, we are here to determine the new model

changes for the 360cc enduro, one of our most popular models. Keep in mind that the cost of producing motorcycles is increasing almost daily. Steel, aluminum, plastic and labor keep going up and up. The motorcycles we produce are excellent values for the money; our product is very similar to the small-production specialty bikes such as the Bultaco, Montesa and Maico but we remain about \$500 below their retail price. If we are to keep our sales up we must offer a superior product at a competitive price.

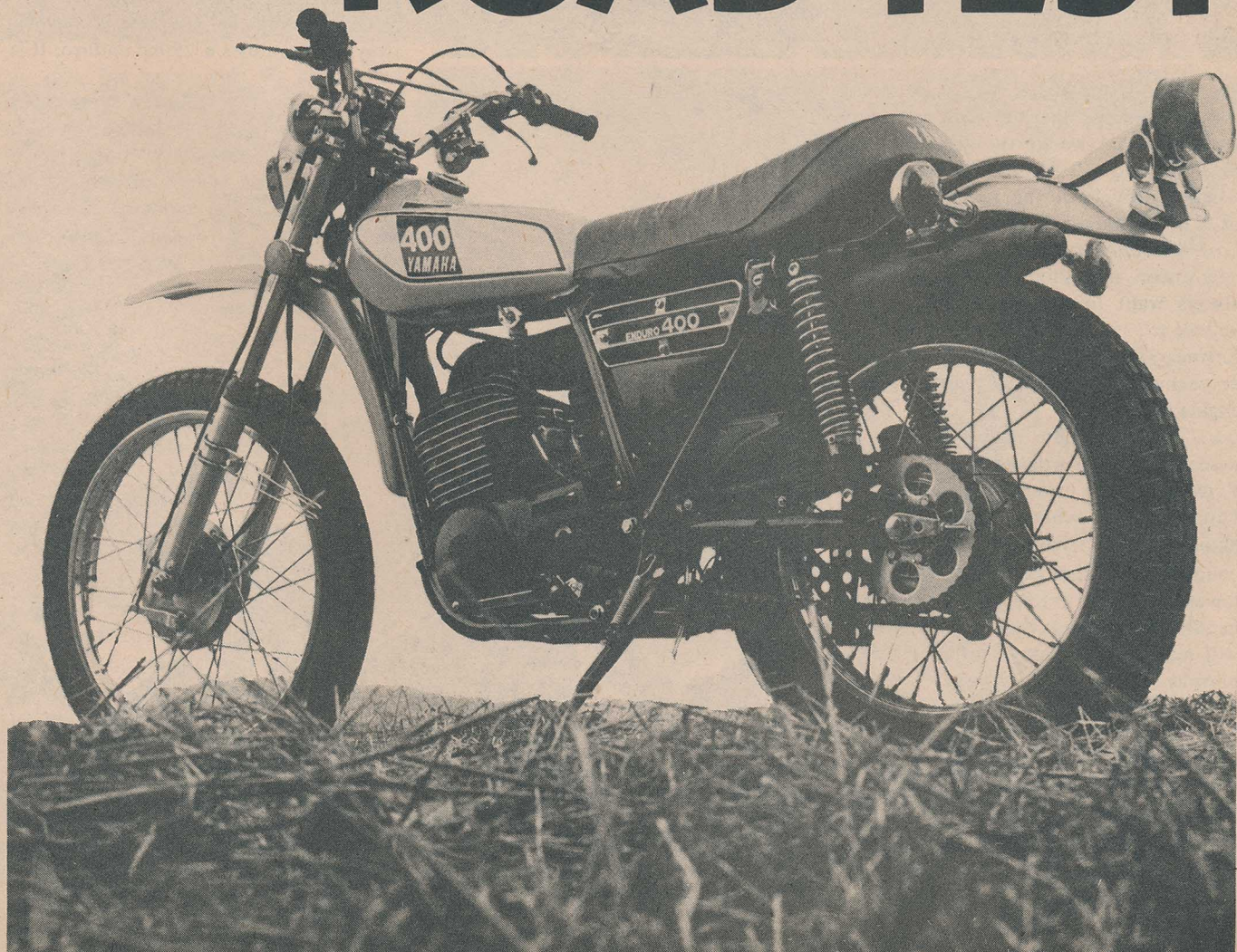
*Cost Accountant*: Thank you, Mr. Chairman. Honorable associates, I suggest we do everything to cut costs. How about all those leftover 19-inch front wheels in the warehouse. Couldn't we stick them on these bikes to get rid of them? Also, about this new radial-finned cylinder head: What is wrong with the old, square ones in the warehouse? And the new tuck-in exhaust—we still have a lot of the older designs left.

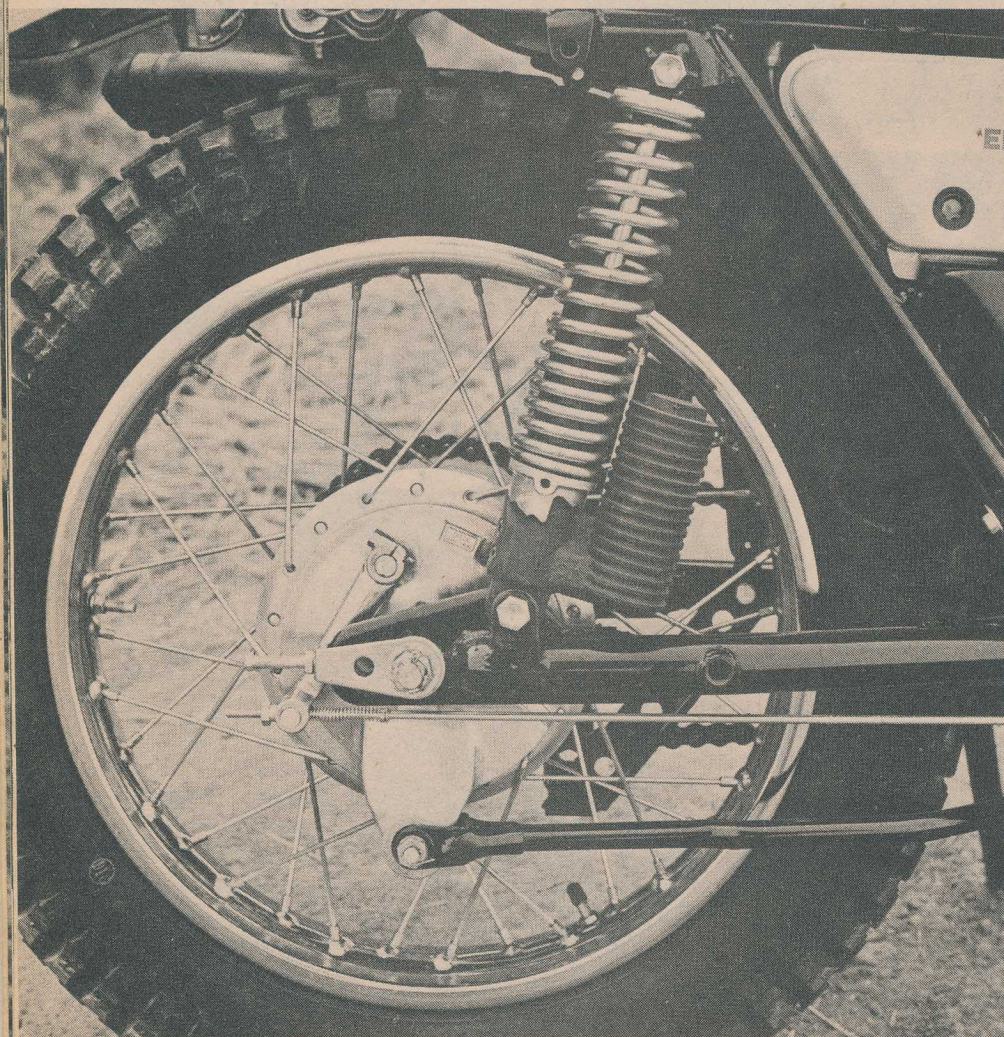
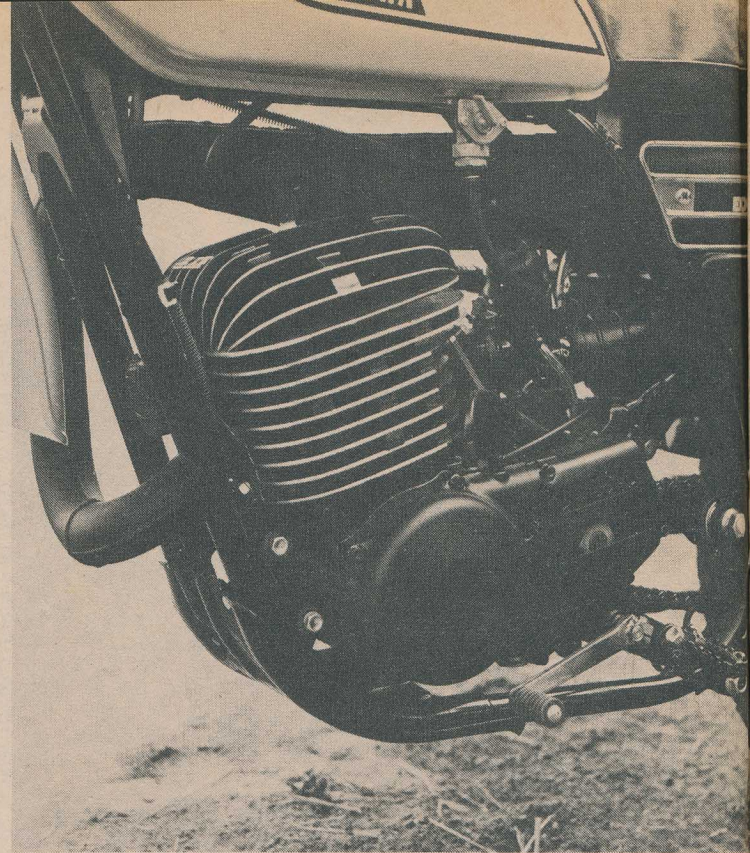
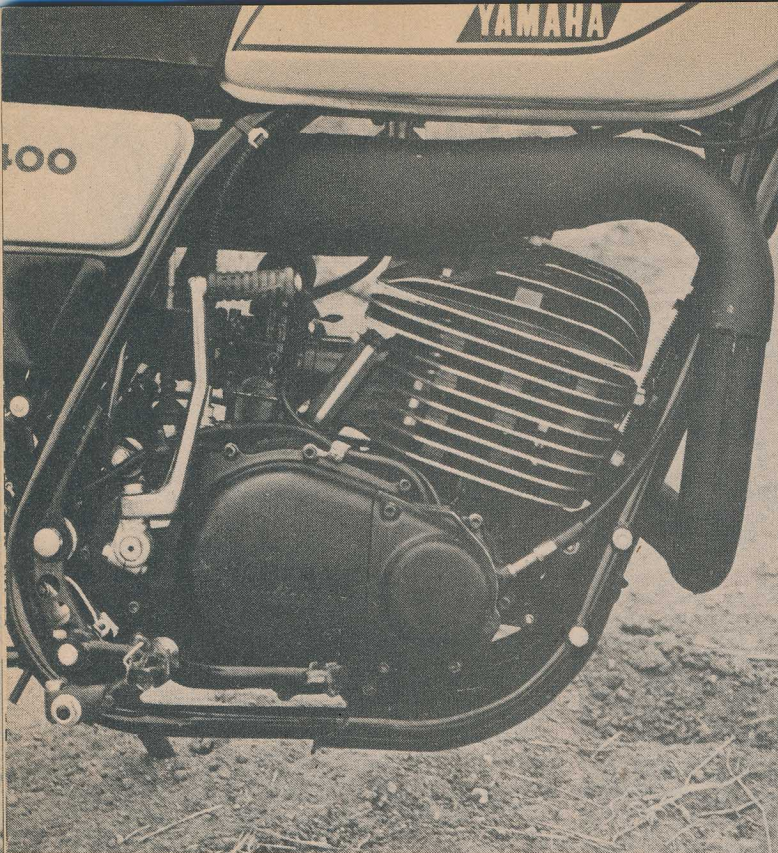
*Engineer*: Begging your pardon, honorable cost accountant, but I should

**A winner from the Orient: Yamaha replaces the old 360 enduro with a substitute that's better on the street and better in the dirt.**

By Scott Harrison

# YAMAHA DT 400B ROAD TEST





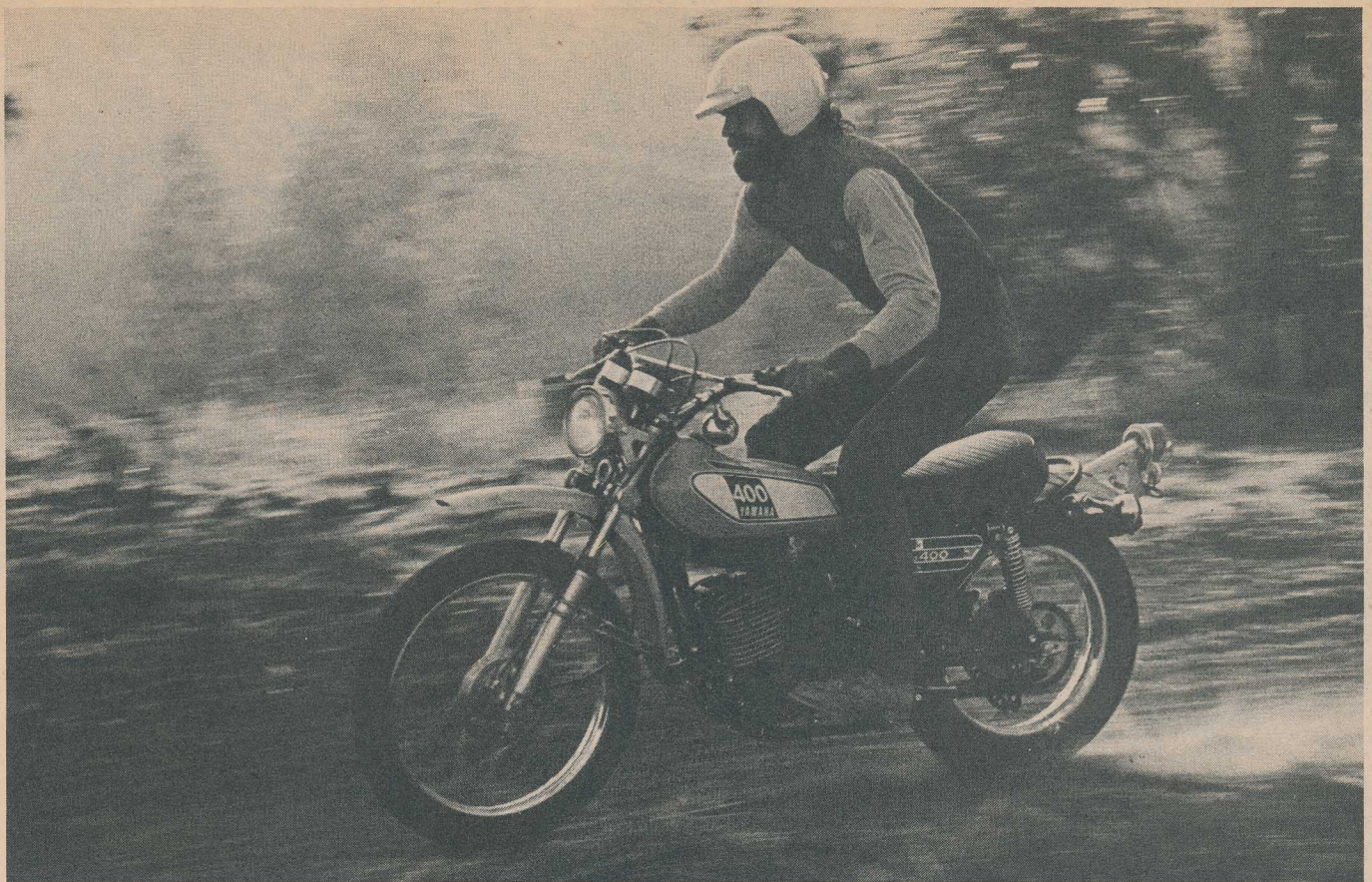
**Shades of Maico.** The radially finned cylinder head improves the cooling. Engine components, including the Mikuni carburetor, are painted a functional-looking flat black.

can be ridden with confidence by a novice or with a vengeance by an experienced rider.

There are some flaws, but these are minor. The turn signals break even on the gentlest of falls. The rear shock springs, single-piece units this year, seem too stiff. The front fork springs don't make it, and the brakes are too grabby for hard dirt use. However, the old Yamaha bugaboo of the too-tight rear brake didn't crop up on the DT 400B, and the Thermal-Flow shocks did not bottom out.

To sum up, the DT 400B is a winner. The engine and gearbox are great and the rest of the bike is of good quality. The demand, even at \$1,300 a copy, is bound to be great. Mr. Chairman, may we respectfully suggest that you turn up the speed on the assembly line.

**The rear suspension features Thermal-Flow rear shocks with single springs. This rear brake behaved better than those of most Yamahas—it didn't tighten up.**



### YAMAHA DT 400B

Price ..... West Coast approx. \$1,371  
 Distributor ..... Yamaha International Corp.,  
 Box 6600, Buena Park, Calif. 90620  
 Resale value after one year ..... approx. 80%

#### ENGINE

Type ..... 2-stroke, single with reed valve  
 Displacement ..... 397cc  
 Bore & stroke ..... .85 x 70mm  
 Bhp @ rpm ..... NA  
 Advertised c.r. .... 6.4:1  
 Carburetion ..... Mikuni VM32SS (1)

#### Internal gear ratios

first ..... 2.533  
 second ..... 1.789  
 third ..... 1.304  
 fourth ..... 1.000  
 fifth ..... 0.766

#### RUNNING GEAR

Frame ..... double cradle, tube steel  
 Rake & trail ..... 59.5 & 5.31 in.  
 Suspension ..... telescopic fork/swing arm  
 (hydraulic)

#### Tires

front ..... 3.00-21  
 rear ..... 4.00-18

#### Brakes

front ..... internal expanding drum  
 rear ..... internal expanding drum

Electrics ..... magneto & battery 6V

#### GROSS MEASUREMENTS

Weight ..... 273 lbs.  
 Wheelbase ..... 55.5 in.  
 Seat height ..... 32.1 in.  
 Ground clearance ..... 8.7 in.  
 Handlebar width ..... 32.0 in.  
 Fuel capacity ..... 2.4 US gallons

#### COMFORT RATING

Vibration ..... 8  
 Suspension ..... 8  
 Noise level ..... 9  
 Seat ..... 8  
 Handlebars ..... 9  
 Start mech. .... 10  
 Controls ..... 9  
 Stand ..... 9  
 Shift mech. .... 9  
 Switches and instr. .... 9

Overall rating ..... 9.78

#### PERFORMANCE

¼ mile ..... 16.63 mph  
 0-60 mph ..... 13.8 seconds  
 Braking distance from 808 mph ..... NA

#### SUMMARY

This big Yamaha enduro is a pleasant surprise. Good power band for both off and on road riding. A little heavy, but the big engine makes up for it. Surprisingly agile machine in the dirt. Reliability seems quite good.