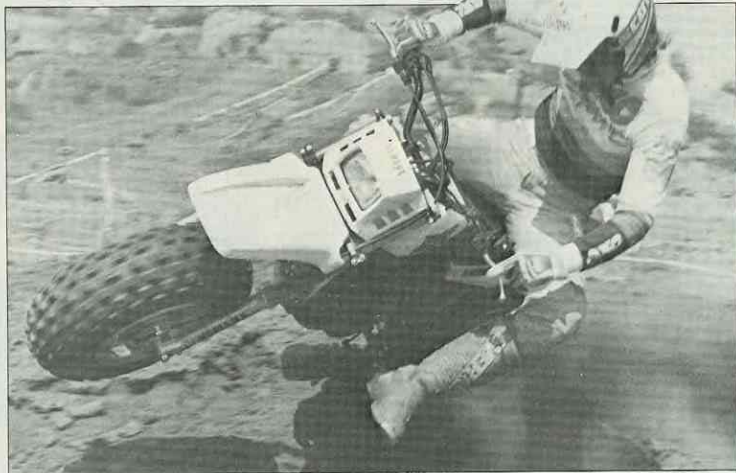


BIG- WHEELED THUNDER

1987 YAMAHA BW350

The newest addition
to the BW family



□ There's no doubt about it: Yamaha's on the quest for strangeness in its ATV lineup. Last month we had the screaming Banshee 350 two-stroke twin, and this month the YTeam has cut loose with a big-bore BW350!

BW350—WARRIOR ON WHEELS?

Just as the little BW80 is a scaled-down 200 (only the electric-start 200ES will be available for '87, by the way...), the 350 is scaled up! Everything is a tad larger on the new big-wheeler.

Because the Warrior's mill is a big, bulky object that houses a recoil starter and reverse gear, Yamaha engineers chose to go with the all-new TT350/Warrior-based engine for power. The air-cooled, four-stroke, SOHC single has a gear-driven counterbalancer

stuffed inside the cases, with the power going through a manual clutch. As with most of Yamaha's ATVs, gear ratios are spot-on for trailriding or dune-roosting needs. Final drive is via the familiar BW200 jackshaft. While this setup sucks away much of the 200's juice, the larger 350 still retains some of its snap.

SHARP CHASSIS

Utilizing the engine as an integral stressed member, the BW's frame is constructed from large O.D. steel tubing. A chromoly frame would make the machine a tad lighter and stronger, but more expensive as well.

Forks are of the leading-axle telescopic design and are oil-damped with 160mm of wheel travel.

Yamaha Monocross rear suspension in-

Berm master: Once you learn to commit 100 percent to a certain line, you'd be hard pressed to find a better curve carver.

cludes a hefty gas/oil single shock and a swingarm constructed of huge rectangular section tubing. Wheel travel matches that of the front with 160mm of movement. Drum brakes are used, front and rear. The front wheel is aluminum, and the rear is steel. Tires are newly developed giant balloon babies that are designed with all-terrain use in mind. The saddle is long and wide with excellent padding. Seat height is 32.1 inches. Head and taillights are both standard equipment. Fenders are super wide and made of polyethylene for longevity.

YAMAHA BW350



Flight time is fairly neutral as long as the takeoff ramp is straight. Thanks to an improved suspension system, landings are better absorbed on the 350 than the 200. Check out the ripples in the rear tire.

The big 350's engine uses both motorcycle and ATV technology to produce gobs of low-end power. You have a choice of starters: electric or kick. ▶



With the right rider aboard, the 350 could do unreal acts in the corners. *DIRT BIKE Magazine's* associate editor Mike Webb is the right rider.



BUT WHAT'S IT LIKE TO RIDE THE DARNED THING?

Throw a leg over the newest bee-dub. First impressions are that the handlebars and seat are too wide. Start it up and ride off. Hmmmm... that "too wide" feeling quickly goes away.

A quick trip through the gears reveals two things: 1. Yamaha has seen fit to install a grunter-type engine. 2. The traditional BW jackshaft steals much of the power. This means that the BW350 is by no means chock-full of tire-ripping, ground-churning, rear-wheel horsepower. Instead, "controllable" is the best word to describe power output.

A broad torque curve pulls the machine through its collective gear ranges with ease, making the 350 fun and simple to ride. We had beginner riders take a spin on both our BW200 and 350. Most came back saying the 350 was more forgiving and easier to ride, in addition to being faster.

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YAMAHA BW350



Same old song: If it were 1977, the 350 would have a big, heavy, super-quiet exhaust. In 1987 the 350 comes with a big, heavy, super-quiet exhaust. The wheels of technology wait for no man...

SUSPENSION

Well set up for playriding, when judged against the 200, the 350's boingers offer a smoother ride. The forks could stand a little preload if you ride at faster speeds, and the rear Monocross is a little stiff until broken in.

When hitting a whoop-filled, high-speed straight, hang on tightly; large balloon tires tend to make machines easily swap out, and the big 350 is no exception. More than once we wrestled with the bars, trying to show the BW who's boss.



Jackshaft blues: The traditional BW jackshaft has been put to use on the 350. As on the 200, it steals away power and creates a new item to maintain.

CORNERING

The 350 is the best-handling BW going, but not until you learn to commit 100 percent to your line. Try to lazily waddle through a turn and you're likely to end up off the trail and in the bushes. Hit corners with the proper style (leaned over, foot out, outside peg weighted), and nothing should be able to outcorner you. We had a great time smoking the ATVs and motorcycles through sand washes.

1987 YAMAHA BW350



Engine type	Single-cylinder, air-cooled, SOHC, 4-stroke	Suspension:	
Displacement	348cc	Front	Leading-axle, hydraulic, 6.4 in. travel
Bore and stroke	83.0mm x 64.5mm	Rear	Monocross, 6.4 in. travel
Carburetion	28mm TK	Brakes	Drum, front and rear
Transmission	5-speed, manual clutch	Claimed weight, dry	295 lbs.
Reverse	None	Country of origin	Japan
Starter	Electric and kick	Suggested retail price	N/A
Fuel tank capacity	2.1 gals.		
Wheelbase	56.0 in.	Distributor/Manufacturer:	
Overall length	82.4 in.	Yamaha Motor Corp.	
Ground clearance	8.3 in.	6555 Katella Ave.	
Intended use	Sport	Cypress, CA 90630	

