

# YAMAHA RD350-NAKED AGGRESSION!

Fairings may be fashionable these days but still not every motorcyclist wants his sports machine shrouded in fibreglass. Large numbers of riders still prefer the light, lean and purposeful looks of an unfaired motorcycle with the technical elements of engine and chassis out there for all to see.

That's why this year's Yamaha RD350 purchasers get a choice. The smooth lines of a fairing or straightforward naked aggression!

To accentuate the 'lean and hungry' theme of the unfaired version of the new RD350, Yamaha have made a number of deliberate styling changes that make it distinctly different

from the streamlined version.

The low, flat handlebars and large 170mm circular quartz-halogen headlamp match with a new-design triple meter console and aerodynamic front fender to give the front end a purebred 'classic' look.

A sporting machine of character, pared down to the basic elements of a highly-developed engine and sophisticated chassis. That's what the 'naked' Yamaha RD350 represents.

Purposeful, powerful and 100% pure motorcycle.



Classic front-end layout with low, flat bars and new triple meter console.

The highly developed two-stroke twin features YPVS exhaust timing control.



SPECIFICATIONS	RD350
Engine type	2 stroke, liquid-cooled, Torque Induction, twin with YPVS
Displacement	347 cc
Bore x stroke	64.5 x 54.0 mm
Max. power (DIN)	55.1 PS (43.5 kW) @9,000 rpm
Max. torque (DIN)	4.8 kg-m (46.5 Nm)
Lubrication	68.500 rpm
Ignition/starting	CDI/Kick
Fuel tank capacity	20.0 lit.
Transmission	6-speed
Overall length/width/height	2,095/690/1,070 mm
Wheelbase	1,385 mm
Net weight	144 kg
Brakes (front/rear)	Hydraulic double disc disc
Tyres (front/rear)	90/90-18 110/90-18

Specifications subject to change without notice.

The classic front end look is accentuated by the large 170mm circular headlight. The 60/55W quartz halogen unit throws a bright beam for fast night riding.

The new-design, triple meter console retains a 'traditional' layout of central tachometer plus speedometer and temperature gauge with warning lights ranged beneath them.

The re-shaped seat combines with low, flat handlebars to provide a natural, sporty riding position.

The Yamaha Power Valve System (YPVS) automatically changes the exhaust port height for maximum engine efficiency at any rpm. Closes it down for extra low- and mid-range torque. Opens it to the maximum for top-end horsepower.

Electronic capacitor discharge ignition is maintenance-free. Spark timing is automatically retarded slightly at peak rpm to permit better cylinder filling for higher power output.

Rising-rate Monocross suspension provides increasing cushioning as the bumps get bigger. Single shock absorber is adjustable for spring preload. Its positioning gives a centralised weight mass and low centre of gravity.

The 'sealed' liquid-cooling system uses a light, efficient 'single core' alloy radiator with thermostatic control and an expansion tank to retain heated coolant and so maintain a constant level.

Front forks now have self-adjusting, variable damping which minimises front end 'lift' when accelerating hard out of corners. Air-assisted springing aids smooth shock absorption.

Triple disc brakes are slotted to allow for heat expansion under use. Sintered metal 'all-weather' friction pads are now used in high-efficiency, opposed-piston callipers front and rear.

Front and rear tyres have an improved tread pattern especially designed to gain in both traction and directional stability.



 **YAMAHA**

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# R.D350



- Advanced design, twin-cylinder two-stroke • Liquid-cooled • Torque Induction • YPVS • Racing-type 'wide-cradle' frame • Rising-rate Monocross suspension
- Air-assisted forks with variable damping • Alloy fork brace • Aerodynamic front fender • Triple disc brakes with high-efficiency opposed-piston callipers