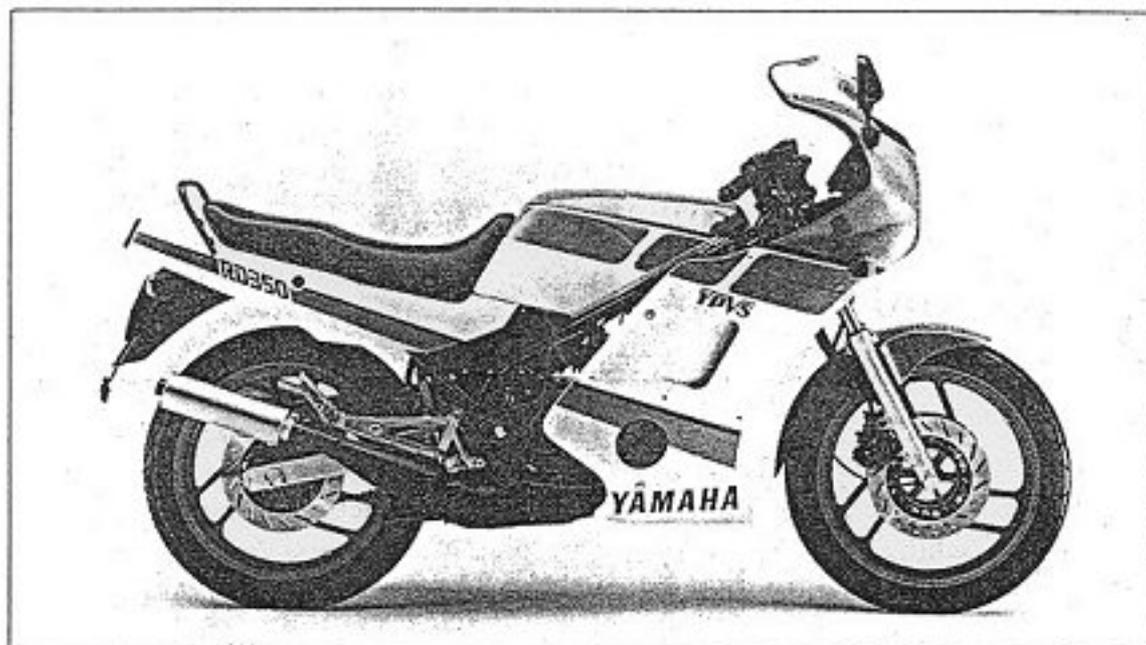


RD350F

The RD350F is the industry's premier lightweight sports bike. Direct beneficiary of Yamaha's legendary road-racing technology, this machine —and its predecessors— have honed the skills of many of the world's great riders. The screaming 2-stroke engine is liquid-cooled and features the unique Yamaha Power Valve System (YPVS). The track-bred frame and suspension components are so superior that few riders can ride this machine even close to its potential.

Already the king of the lightweights, the RD350F gets even better in '86. The engine benefits from many improvements which increase both horsepower, low-rpm performance and reliability. And the chassis is lighter and more aerodynamically efficient.

RD350F



Engine

The liquid-cooled, 350 cc 2-stroke features the remarkable YPVS. It uses a microprocessor to vary exhaust port timing with engine rpm. At low rpm exhaust timing is later for good low-end acceleration and throttle response. As the rpm increase, exhaust port timing advances for ideal high-speed performance.

Engine improvements for '86 are quite extensive. New cylinders with new port timing feature "Parkerized" bores which require less running-in and have special "boost ports." These smooth the intake flow and increase performance. Combustion chamber shape is changed for better combustion and more power. New pistons have thicker crowns and longer skirt length for more strength and reduced piston swing. Piston rings are now made of a special cast iron instead of steel to prevent ring sticking. The expander material for the second ring is changed from carbon tool steel to a carbon steel, which reduces piston swing by increasing the expanding force on the second ring. In addition, radial clearance on the crank journal bearings is increased for improved durability. (The bearing retainer is Tuftride treated for better lubrication.)

Other changes include new expansion chambers with racing-type silencers which are quieter, look better and increase power.

These changes are complemented by alterations to the electronic ignition. More ignition retard at high rpm increases top-end performance. Horsepower is increased throughout the rpm range and the power band is much wider.

Chassis

Already boasting the unique rising-rate Monocross rear suspension system, an air-assisted front fork and triple disc brakes, this chassis is hard to improve. Nevertheless, a variety of changes have both lightened the chassis and improved its aerodynamic performance.

Various steps were taken to reduce chassis weight. The new frame is lighter, as are the new cast wheels. A smaller battery reduces weight even further.

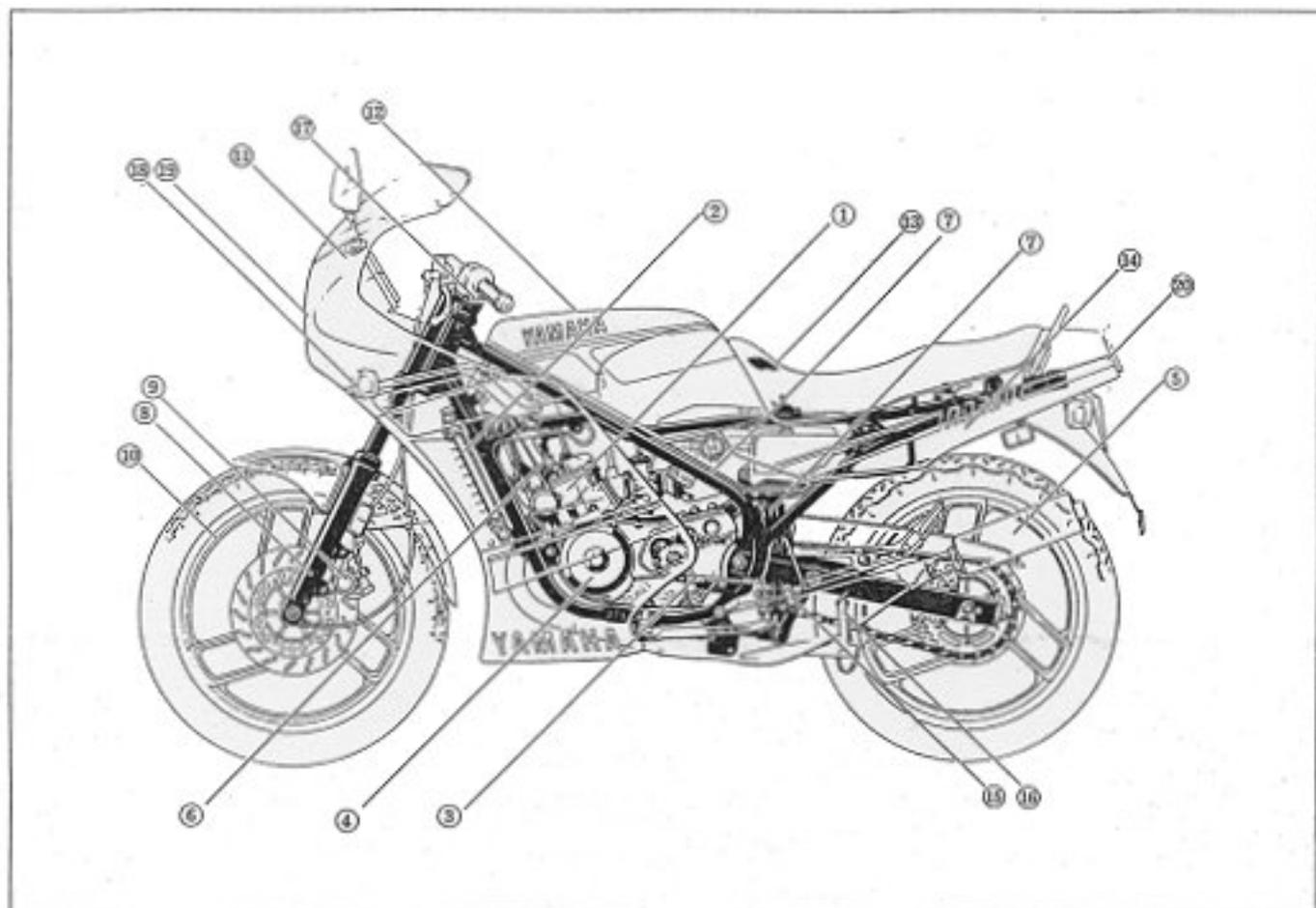
Tank, seat, side covers, tail cover and rear-view mirrors are all redesigned. The '86 model sits the rider lower "in" the machine for reduced wind resistance and an improved riding position. The fuel tank has an aircraft-type, flush cap, which both looks better and makes baggage mounting easier.

Detail changes include uniting the ignition and steering lock for easier operation and newly designed turn indicators.

While the fairing shape remains unchanged for '86, the lowered riding position reduces frontal

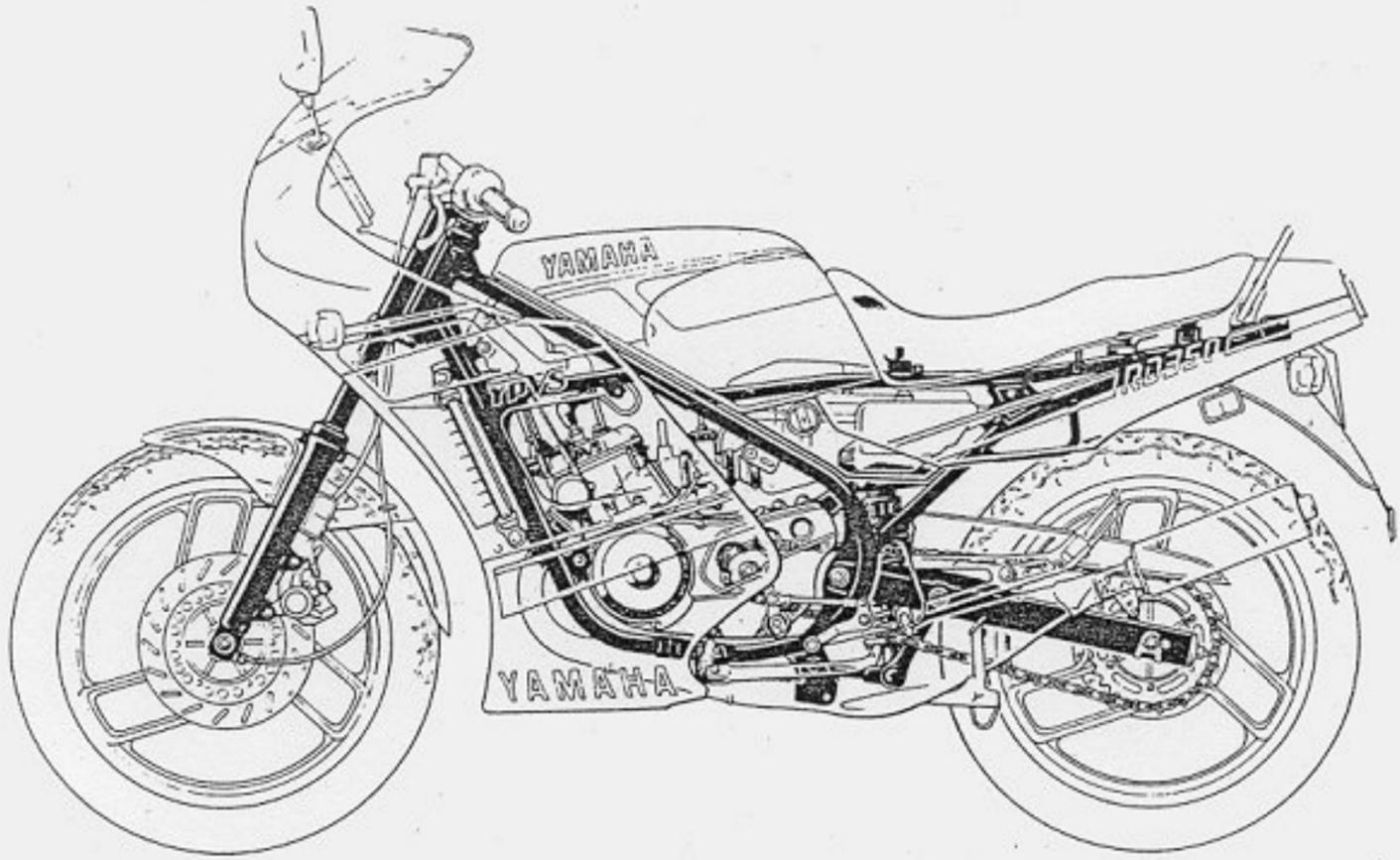
area for less wind resistance. A centre stand has also been added, as has a sidestand switch.

In short, this year's RD350F is better than ever. Faster, lighter, more efficient and better looking, it should again prove to be the favourite mount of those demanding the utmost in lightweight performance. A great many big-capacity machines have been embarrassed by RD350s over the years, and we expect even more to suffer that fate in '86.

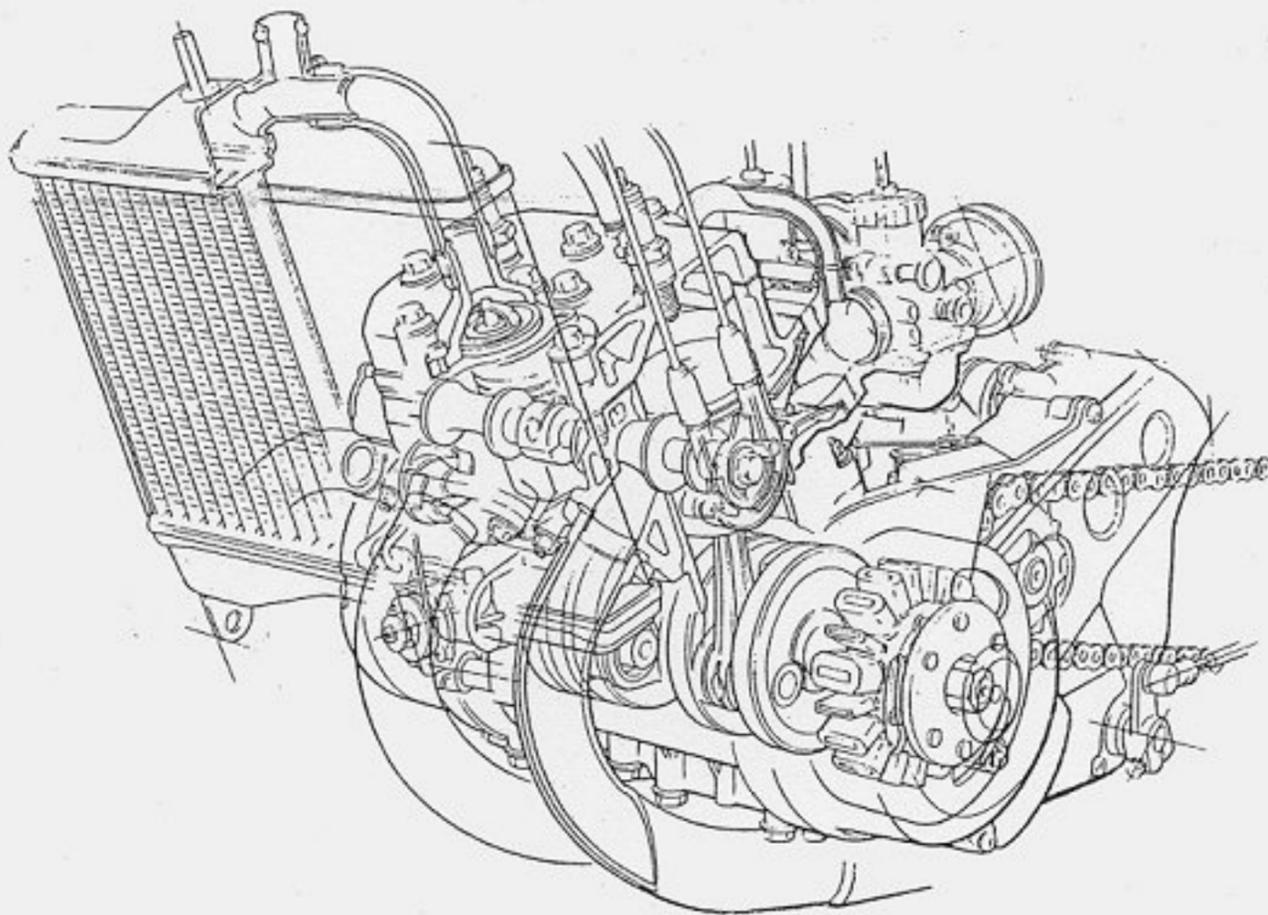


YAMAHA RD350F FEATURES

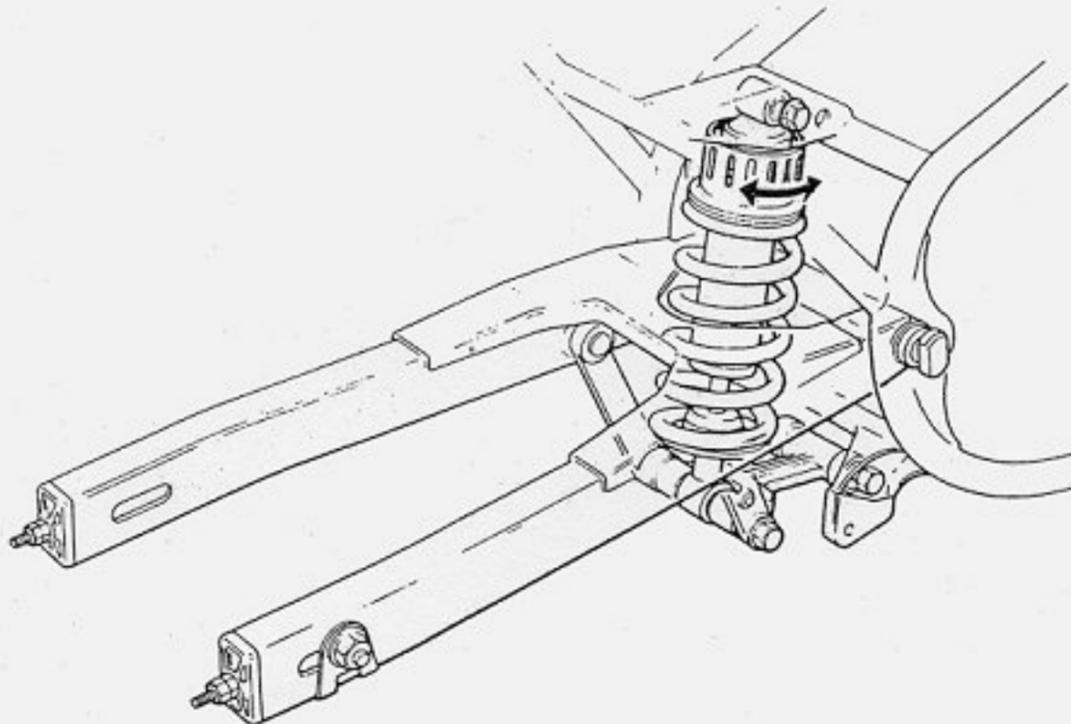
- (1) Liquid-cooled, 2-stroke, 347 cc, parallel twin-cylinder engine
 - * Yamaha Power Valve System (YPVS)
 - * New cylinders with revised port timing, intake "boost" ports and "Parkerized" bores
 - * Revised combustion chamber shape
 - * New pistons with a thicker crown and longer skirt
 - * New cast-iron piston rings and carbon-steel expanders
 - * Twin Mikuni VM26 cable-operated carburetors with "power" jet and balancing pipe
- (2) Thermostatically controlled, "sealed" cooling system with aluminium, single-core radiator
- (3) 6-speed transmission with racing-type shift mechanism
- (4) Heavy-duty clutch
- (5) New expansion-chambers with racing-type, sateen nickel-plated silencers
- (6) CD ignition featuring more spark timing retard at peak rpm, TZ roadracer-developed, "wide cradle" frame
- (7) Rising-rate Monocross suspension with box-section swinging arm and preload-adjustable shock absorber
- (8) Air-assisted front fork with alloy brace and self-adjusting rebound damping
- (9) Triple-slotted disc brakes and opposed-piston calipers
- (10) Lightweight RD500LC-type alloy wheels
- (11) Aerodynamically efficient full fairing with new rear-view mirrors
- (12) Newly designed fuel tank with aircraft-type cap
- (13) New, contoured seat
- (14) Redesigned sidecovers
- (15) Cast-aluminium footrests
- (16) New centre stand
- (17) Main ignition switch with steering lock
- (18) New turn indicators
- (19) 12V 60/55W rectangular halogen headlight
- (20) New tail light and tail cowl



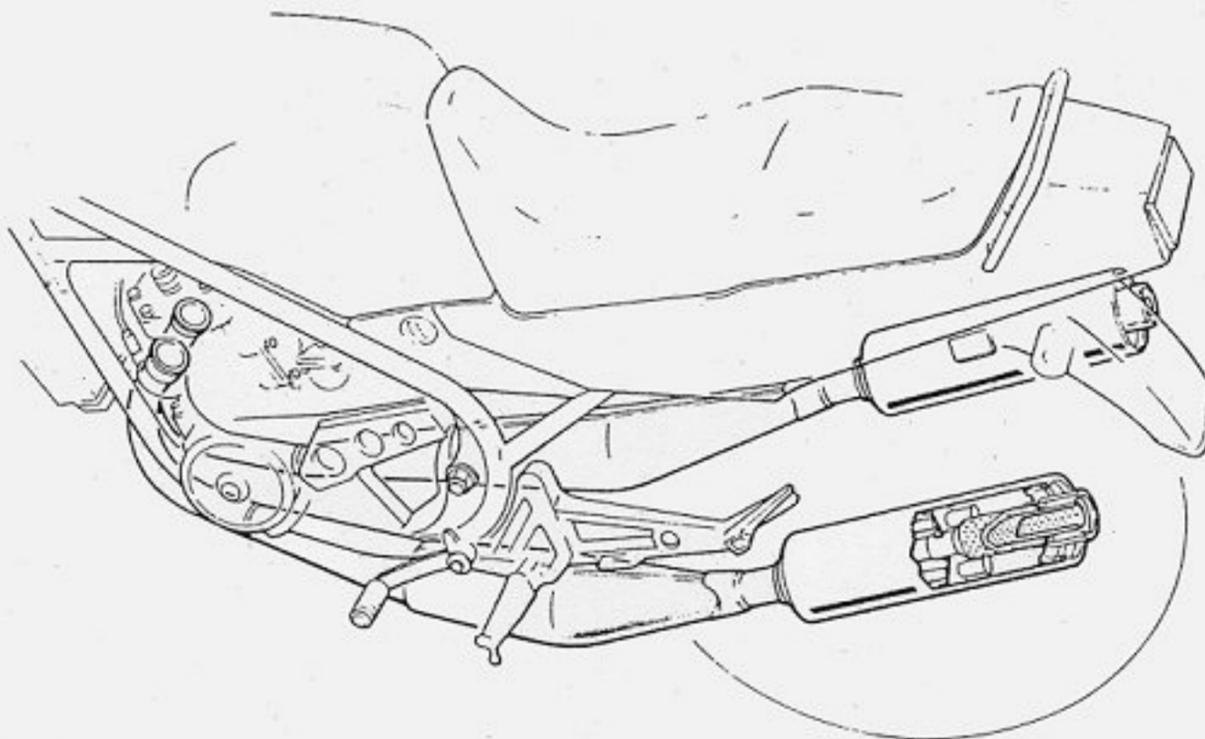
RD350F SIDE VIEW



RD350F ENGINE CUTAWAY



RD350F RISING-RATE MONOCROSS SUSPENSION—SPRING PRE-LOAD ADJUSTMENT



RD350F EXHAUST SYSTEM—SILENCER CUTAWAY