



BUILD DETAILS

OWNER Bob Marsden | B&E Vintage Cycles | D.A.R. Racing

YEAR/MAKE/MODEL 1976 Yamaha RD400

FABRICATION Bob Marsden | B&E Vintage Cycles

ASSEMBLY Bob Marsden | B&E Vintage Cycles

BUILD TIME Phase One - 10 months | Phase Two - 8 months

ENGINE 1976 Yamaha RD400 twin cylinder 2 stroke

CARBS B&E Vintage Cycles custom twin 38 mm Mikuni VM carbs

EXHAUST B&E Vintage Cycle's custom. Finish welds by Bart Chamberlain.

AIR CLEANER B&E Vintage Cycles custom with K&N high flow 2-into-1

TRANSMISSION 1976 stock RD400 six-speed race cut.

FRAME B&E Vintage cut and modified 1976 RD400 frame mated with 1978 Yamaha XS650 rear swing-arm

FORKS Early 1980s Honda 600 front forks with anti-dive units removed, shortened tubes, custom progressive springs and re-valving for road racing with custom billet Framecrafters fully adjustable triple trees.

SHOCKS Custom Works performance twin shocks.

FRONT WHEEL 2.15 x 18" Excel rim with Buchanan HD S.S. Spokes on Honda 500 hub.

REAR WHEEL 2.50 x 18" Excel rim with Buchanan HD S.S. Spokes on Yamaha RD350 rear hub.

TIRES Conti Road Attack CR 2 Vintage Race 100/90 R18 (f) and 130/80 R18 (r)

FRONT BRAKES Custom mounted twin Brembo calipers on modified Honda 600 discs | S.S. Braided lines | Brembo master cylinder.

REAR BRAKE 1975 Yamaha RD350 rear drum with custom mounts and linkage.

FUEL TANK 1976 Yamaha RD400 tank with custom race filler cap and mounts and Pingel high flow fuel petcock.

HANDLE BARS Woodcraft 38mm racing clip-ons with bar end sliders.

HAND CONTROLS Ducati ¼ throttle with adjustable lever, stock clutch perch with custom lever.

HAND GRIPS Stock Ducati 800 SS grips

FOOT CONTROLS B&E Vintage Cycles custom rearsets/shifter/rear brake and linkages.



FOOTPEGS *B&E Vintage Cycles custom footpegs with replaceable sliders.*

ELECTRICAL *PVL race ignition with custom wiring harness.*

PAINTER *B&E Vintage Cycles | Rick Keaser*

POWDERCOATING *Frame and swingarm by GoodHues Custom Powder Coating.*

GRAPHICS *Hammer & Sons Custom Graphics*

POLISHING & UPHOLSTERY *B&E Custom Cycles*

SEAT PAN *Fast Glass dirt track seat pan modified by B&E Vintage Cycles.*

TACH / SPEEDO *Michron4 full digital racing unit with EGT (dual exhaust gas temp probes and displays).*

CHAIN & SPROCKETS *D.I.D. 520 non-o-ring chain/Sprocket Specialists custom sprockets.*

BODYWORK/FAIRINGS *Vintage Airtech early 70s TZ fairing with TZ front fender | B&E Vintage Cycle custom mounts.*

FRAME SLIDERS *B&E Vintage Cycles custom built sliders and mounts on frame, axles and pegs.*

INNER REAR FENDER *B&E Vintage Cycles custom carbon fiber.*

ENGINE SIDE COVERS *B&E Vintage Cycles custom billet race covers.*

BIKE SPECS *Wheelbase: 56" | Seat height: 31" | Weight: 265 lbs | Dyno Horsepower: 72 | Max RPM: 10,500*

SPECIAL THANKS

To my partner-in-crime, my best friend "Fast" Eddy Friend, for his over 50 years of vast knowledge in aircraft and motorcycle mechanics. My wife Sandy, my brother Mike, my good friend and "dumb-ass racings" solo and testing rider Joe Ruth. John Ritter for doing motor design work, Lyn and Pat Garland of Vintage Specialties, Randy and Karsten Illg of Framecrafters, Rich Gagnon of Rich's Taylored Porting, and especially to Iron & Air Magazine for taking an interest in bringing my passion to life and also bringing us all a great publication. We should all help and support efforts such as theirs for the good of the sport whatever the style of motorcycle you ride.