AUTOMOTIVE

Yamaha Kodiak 400 Specs

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Introduction to the Yamaha Kodiak 400

When you think of dependable all-terrain vehicles that blend raw utility with trail-ready performance, the Yamaha Kodiak 400 immediately comes to mind. For years, this mid-sized ATV has carved out a loyal following among hunters, ranchers, and recreational riders who value durability over flashy gadgets. The **Yamaha Kodiak 400 specs** reveal a machine built with a clear philosophy: offer enough power to get serious work done while keeping the package light, maneuverable, and easy to maintain. Unlike its larger siblings in the Kodiak family, the 400 strikes a sweet spot that makes it accessible to beginners yet capable enough for experienced riders tackling tough terrain.

Yamaha introduced the Kodiak 400 as part of its utility ATV lineup, and it quickly became known for its air-cooled engine simplicity and robust steel frame. While the sportier models in Yamaha's stable focused on speed and jumping, the Kodiak 400 always kept its wheels planted firmly on the ground, prioritizing traction, comfort, and load-hauling ability. In this article, we will explore every aspect of the **Yamaha Kodiak 400 specs**in detail, from the engine and drivetrain to suspension, dimensions, and real-world capabilities. Whether you are considering buying a used model or simply want to understand what makes this ATV tick, this comprehensive guide will give you all the information you need.

Engine and Performance Specifications

Engine Type and Displacement

At the heart of the Yamaha Kodiak 400 lies a 386cc, air-cooled, four-stroke, single-cylinder engine. Yamaha chose air cooling over liquid cooling to reduce weight, simplify maintenance, and eliminate the risk of radiator damage in rough conditions. This engine is carbureted rather than fuel-injected, which keeps repair costs low and makes it easier for owners to work on the machine themselves. The bore and stroke measure 83.0 mm and 71.2 mm respectively, giving the engine an under-square configuration that favors low-end torque over high-RPM horsepower. This design choice directly supports the Kodiak 400's intended use as a working ATV that needs to pull loads and crawl over obstacles without constant clutch work.

Power Output and Torque Curve

While Yamaha never officially published peak horsepower figures for the Kodiak 400, real-world dyno tests and owner experience place the output at approximately 22 to 24 horsepower at the crankshaft. More importantly, the torque curve peaks early, around 3,500 to 4,000 RPM, delivering strong pulling power when you need it most. The **Yamaha Kodiak 400 specs**show a compression ratio of 9.2:1, which is moderate and allows the engine to run on regular unleaded gasoline without knocking. This makes the Kodiak 400 an economical choice for riders who spend long days on the trails or working around a farm. The engine is mated to a continuously variable transmission (CVT) that uses a belt-driven system, providing seamless acceleration without the need to shift gears manually.

Starting System and Carburetion

The Kodiak 400 features an electric start system as standard, with a backup kickstarter included for those cold mornings or when the battery runs low. The carburetor is a Mikuni BS34 unit, which is known for its reliability and ease of tuning. Owners can adjust the idle mixture and pilot jet to compensate for altitude changes, making the

Kodiak 400 a versatile machine for riders who travel between different terrains. The fuel tank capacity is 3.2 gallons, which gives a respectable range of 80 to 100 miles depending on riding conditions and throttle usage. Yamaha also equipped the engine with a spin-on oil filter and a large-capacity air filter, both of which are easy to access for routine maintenance.

Dimensions, Weight, and Ground Clearance

Overall Size and Wheelbase

Understanding the physical dimensions of the Yamaha Kodiak 400 helps explain why it handles so well in tight trails and rugged terrain. The overall length measures 81.1 inches, while the width is 44.5 inches and the height sits at 47.0 inches. The wheelbase stretches 49.0 inches, which provides a stable platform for climbing hills and carrying loads without making the ATV feel cumbersome. The seat height is 32.7 inches, making it accessible for riders of average height while still offering enough ground clearance for serious off-road work.

Ground Clearance and Approach Angles

The **Yamaha Kodiak 400 specs**include a ground clearance of 10.2 inches, which is generous for a mid-sized utility ATV. This clearance allows the Kodiak 400 to roll over rocks, logs, and deep ruts without scraping the undercarriage. The approach angle at the front is steep enough to handle sudden elevation changes, while the departure angle at the rear prevents the hitch and rear rack from dragging during steep descents. These dimensions come together to create an ATV that feels planted and confident in challenging environments, from muddy swamps to rocky mountain trails.

Curb Weight and Towing Capacity

Dry weight for the Yamaha Kodiak 400 is approximately 573 pounds, which is relatively light compared to many modern utility ATVs. This low weight contributes to the Kodiak 400's agile handling and makes it easier to load onto a trailer or push out of a stuck situation. Despite its light weight, the Kodiak 400 can tow up to 1,100 pounds when properly equipped with a trailer hitch. The rear rack has a capacity of 176 pounds, while the front rack can carry 88 pounds. These load ratings make the Kodiak 400 a practical workhorse for hauling gear, game, or supplies on extended trips.

Transmission and Drivetrain

CVT and Drive Modes

The Yamaha Kodiak 400 uses a belt-driven continuously variable transmission that offers both high and low range gearing, plus a reverse gear. The high range is suitable for trail riding and light work, while the low range provides extra torque for towing heavy loads, climbing steep grades, or navigating through deep mud. Shifting between ranges is done via a lever on the left side of the handlebars, and the operation is smooth and positive. The CVT system includes a centrifugal clutch that engages automatically as RPMs rise, giving the rider one less thing to worry about when focusing on the trail ahead.

Selectable 2WD and 4WD

One of the standout **Yamaha Kodiak 400 specs**is the selectable 2WD and 4WD system. Riders can switch between two-wheel drive and four-wheel drive on the fly using a button on the handlebar. When engaged, 4WD sends power to both the front and rear wheels, providing maximum traction in slippery or uneven conditions. The system uses a limited-slip differential in the front, which allows the outside wheel to spin faster than the inside wheel during turns, reducing steering effort and preventing driveline binding. This feature makes the Kodiak 400

remarkably easy to steer even when 4WD is engaged, a characteristic that sets it apart from older ATVs with solid front axles.

Final Drive and Axle Design

Power is transmitted to the wheels via shaft drive, which eliminates the maintenance hassles of chain and sprocket systems. The shaft drive is enclosed and lubricated, requiring only periodic oil changes rather than constant cleaning and adjustment. The rear axle is a solid design with a single-piece housing, while the front axles are independent. This combination provides durability for heavy loads and sticky situations while still allowing the front wheels to move independently over bumps. The gear ratios are carefully matched to the engine's power band, ensuring that the Kodiak 400 can climb steep hills without bogging down and still reach a top speed of around 55 to 60 miles per hour on flat ground.

Suspension, Brakes, and Tires

Front and Rear Suspension

The Yamaha Kodiak 400 features independent double-wishbone suspension at both the front and rear. This design provides excellent wheel articulation, keeping the tires in contact with the ground even when traversing uneven terrain. Front suspension travel is 6.3 inches, while the rear offers 6.7 inches of travel. These numbers may seem modest compared to sport-oriented ATVs, but they are perfectly matched to the Kodiak 400's intended use. The suspension is tuned for comfort and control rather than high-speed jumping, with shock absorbers that feature five-way preload adjustability. Riders can stiffen or soften the suspension to accommodate different loads, from a single rider with light gear to a fully loaded machine with a heavy trailer.

Braking System

Braking on the **Yamaha Kodiak 400 specs**sheet is handled by dual hydraulic disc brakes at the front and a single hydraulic disc brake at the rear. The front discs are 200 mm in diameter, while the rear disc measures 200 mm as well. The braking system provides consistent stopping power even when wet or muddy, thanks to the sealed hydraulic system. The brake lever on the left handlebar controls both the front and rear brakes simultaneously, a setup that is intuitive for new riders. Some models also feature a separate foot pedal for the rear brake, giving experienced riders more control over braking balance during steep descents.

Tires and Wheels

The Yamaha Kodiak 400 rolls on 25-inch tires mounted on 10-inch steel wheels. The front tires are 25x8-12, while the rear tires are 25x10-12, providing a slightly wider footprint at the back for better traction under load. The stock tires are designed for all-terrain use, with an aggressive tread pattern that performs well in mud, sand, and loose gravel. Many owners choose to upgrade to more aggressive mud tires or radial tires for specific applications, but the factory tires are adequate for general utility work and recreational trail riding. The wheel bolt pattern is 4/110, which is common among Yamaha ATVs, making aftermarket wheel options readily available.

Utility Features and Convenience

Cargo Racks and Towing

Utility ATVs live and die by their cargo capacity, and the Yamaha Kodiak 400 delivers on this front. The front rack is constructed from steel and features a flat design that makes it easy to strap down cargo. The rear rack is larger and includes integrated tie-down points for securing loads. Together, the racks can carry up to 264 pounds of gear. The rear hitch receiver accepts standard 1.25-inch accessories and can handle up to 1,100 pounds of towing capacity.

For hunters and ranchers, this means the Kodiak 400 can haul a deer cart, a small trailer full of feed, or a spreader without strain.

Storage and Instrumentation

Yamaha included a small storage compartment under the front rack that is ideal for holding a tool kit, registration documents, or a smartphone. The instrument panel is simple and functional, featuring a speedometer, odometer, trip meter, and indicator lights for neutral, reverse, and 4WD engagement. The layout is easy to read at a glance, even when bouncing down a rough trail. The handlebars are equipped with a throttle limiter screw that allows parents or fleet managers to restrict the top speed, making the Kodiak 400 a good choice for younger or inexperienced riders who need to grow into the machine.

Lighting and Electrical System

The Kodiak 400 comes with dual 35-watt halogen headlights that provide adequate illumination for nighttime riding. The taillight is an LED unit for increased durability and visibility. The electrical system uses a 12-volt battery and a magneto-based charging system that produces enough power to run the lights and charge the battery without draining it during low-RPM operation. Many owners add accessory lighting, winches, or GPS units using the available accessory power port. The wiring harness is well-protected and routed to avoid damage from branches and debris.

Riding Experience and Real-World Capability

On the Trail

When you throw a leg over the Yamaha Kodiak 400 and head out onto the trail, the first thing you notice is how planted and stable the machine feels. The low center of gravity, combined with the relatively narrow width, makes it easy to pick your way through tight trees and rocky sections. The CVT delivers power smoothly, and the engine never feels overwhelmed as long as you keep the RPMs in the sweet spot. The electric start fires up instantly, even on cold mornings, and the engine settles into a

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