



# Yamaha Golf Catalogue

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## 2013 ALL PRODUCTS

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The new rules on the club face grooves will go into effect on January 1, 2010. Please contact the manufacturer or your local dealer for details of the new rules and the conformity of individual clubs. Please note that the use of clubs conforming to the new groove rules will be required as a "Condition of Competition" only in the top level competitions, such as professional tours.

Specifications are subject to change without notice.

# 2013 ALL PRODUCTS

	V	RMX	D	inpresX	Z
DRIVER	<div>NEW</div> <div>V203 TOURMODEL</div> <div>➔ P5</div> 	<div>NEW</div> <div>RMX</div> <div>➔ P9</div> 			<div>NEW</div> <div>Z203</div> <div>➔ P15</div> 
FAIRWAY WOOD & UTILITY			<div>D POWER SPOON</div> <div>➔ P11</div> 	<div>NEW</div> <div>inpresX FW</div> <div>➔ P13</div> <div>NEW</div> <div>inpresX UT</div> <div>➔ P14</div> 	<div>NEW</div> <div>Z FW</div> <div>➔ P16</div> <div>NEW</div> <div>Z UT</div> <div>➔ P16</div> 
IRON & WEDGE	<div>NEW</div> <div>V FORGED TOURMODEL</div> <div>➔ P6</div> <div>NEW</div> <div>V FORGED</div> <div>➔ P7</div> 		<div>D FORGED</div> <div>➔ P12</div> 	<div>NEW</div> <div>inpresX WEDGE</div> <div>➔ P8</div> 	<div>NEW</div> <div>Z CAVITY</div> <div>➔ P16</div> 
PUTTER				<div>inpresX PT-112</div> <div>inpresX PT-312</div> <div>➔ P17</div> 	

inpresX Classic	inpresX D Ladies	inpresX C's	Femina
<div>inpresX Classic DRIVER</div> <div>➔ P18</div> 	<div>inpresX Classic ST-Long</div> <div>➔ P20</div> 	<div>NEW</div> <div>inpresX D202 Ladies DRIVER</div> <div>➔ P21</div> 	<div>NEW</div> <div>inpresX C's DRIVER</div> <div>➔ P23</div> 
	<div>NEW</div> <div>44.75 inch</div> 	<div>NEW</div> <div>Femina DRIVER</div> <div>➔ P24</div> 	
<div>inpresX Classic POWER SPOON</div> <div>➔ P19</div> 	<div>inpresX Classic FAIRWAY WOOD</div> <div>➔ P22</div> 	<div>NEW</div> <div>inpresX D FW Ladies</div> <div>➔ P22</div> 	<div>NEW</div> <div>inpresX D UT Ladies</div> <div>➔ P22</div> 
	<div>NEW</div> <div>inpresX C's FW</div> <div>➔ P23</div> 	<div>NEW</div> <div>inpresX C's UT</div> <div>➔ P23</div> 	<div>NEW</div> <div>Femina FW</div> <div>➔ P24</div> 
<div>inpresX Classic IRON</div> <div>➔ P19</div> 	<div>inpresX D202 IRON Ladies</div> <div>➔ P22</div> 	<div>NEW</div> <div>inpresX C's IRON</div> <div>➔ P23</div> 	<div>NEW</div> <div>Femina IRON</div> <div>➔ P24</div> 
		<div>NEW</div> <div>Femina PUTTER</div> <div>➔ P24</div> 	

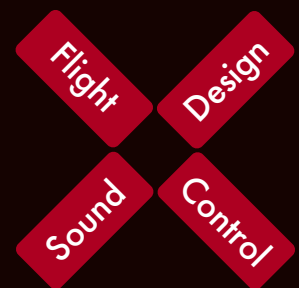
Contents	
V	V203 TOURMODEL..... P5
V	V FORGED TOURMODEL..... P6
V	V FORGED..... P7
RMX	RMX..... P9
D	D POWER SPOON..... P11
D	D FORGED..... P12
inpresX	inpresX FW..... P13
inpresX	inpresX UT..... P14
inpresX	inpresX WEDGE..... P8
inpresX	inpresX PT-112..... P17
inpresX	inpresX PT-312..... P17
Z	Z203..... P15
Z	Z FW..... P16
Z	Z UT..... P16
Z	Z CAVITY..... P16
inpresX Classic	inpresX Classic DRIVER..... P18
inpresX Classic	inpresX Classic POWER SPOON..... P19
inpresX Classic	inpresX Classic FAIRWAY WOOD..... P19
inpresX Classic	inpresX Classic IRON..... P19
inpresX Classic	inpresX Classic ST-Long..... P20
inpresX D Ladies	inpresX D202 Ladies DRIVER..... P21
inpresX D Ladies	inpresX D FW Ladies..... P22
inpresX D Ladies	inpresX D UT Ladies..... P22
inpresX D Ladies	inpresX D202 IRON Ladies..... P22
inpresX C's	inpresX C's DRIVER..... P23
inpresX C's	inpresX C's FW..... P23
inpresX C's	inpresX C's UT..... P23
inpresX C's	inpresX C's IRON..... P23
Femina	Femina DRIVER..... P24
Femina	Femina FW..... P24
Femina	Femina UT..... P24
Femina	Femina IRON..... P24
Femina	Femina PUTTER..... P24
Bags & Accessories	Bags & Accessories..... P25



P5 - P7

# inpresX

## CROSS-FORCE



Achieving a blend of functionality and sensibility

The Yamaha philosophy is that we cannot consider the functionality of golf clubs unless we also consider human sensibility. The reason is that, on the course, the golfer's only partners are his clubs. Consequently, it's essential that the clubs have not just functionality but also a sensibility that moves the golfer's soul. The inpresX will send your ball flying farther and more accurately. But that isn't all. We've imbued these clubs with an attractiveness that will ensure their place as your trusted partners. Flight, control, design, sound: the inpresX achieves a sublime blend of functionality and sensibility, reflecting these four facets. Only Yamaha could offer clubs like these. They're a natural outgrowth of our continuing creation of innovative products born from contact with human sensibility.



# RMX

[ : Remix ]

P9 - P10



P11 - P12

# inpresX



P8 • P13 • P14 • P17



P15 - P16

# Z

### Setting images

Assuming a driver head speed of approximately 45m/sec.

inpresX FW	TourAD MX-613F	W#3	W#5	W#7					
inpresX UT	N.S.PRO HYBRID-100		U#3+	U#4+	U#5+				
V FORGED			I#3	I#4	I#5	I#6	I#7	I#8	

Assuming a driver head speed of approximately 40m/sec.

D POWER SPOON		PS							
inpresX FW	MX-513F	W#3	W#4	W#5	W#7				
inpresX UT	MX-513U		U#3+	U#4+	U#5+				
D FORGED			I#3	I#4	I#5	I#6	I#7		

Assuming a driver head speed of approximately 40m/sec.

Z FW	W#3	W#4	W#5	W#7	W#9				
Z UT				U#4+	U#5+	U#6+			
Z CAVITY				I#4	I#5	I#6	I#7		



NEW



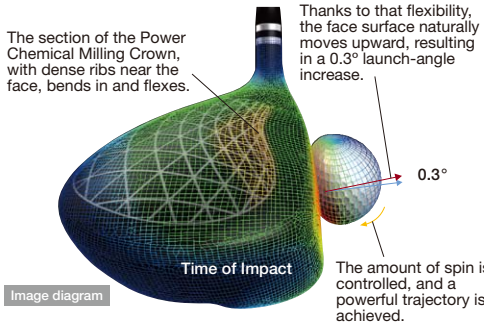
[Accessory]



Original head cover

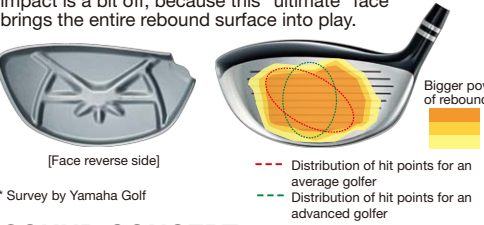
POWER CHEMICAL MILLING CROWN

The interior surface of the crown has been chemically treated and a ribbed mesh configuration created. The highly effective "flex" resulting from a unique pattern, with differences in density, raises the launch angle and creates a powerful trajectory with low spin.



ULTIMATE-FACE

The Ultimate Face produces a soaring flight path. It meets the ball with authority even if the point of impact is a bit off, because this "ultimate" face brings the entire rebound surface into play.



SOUND CONCEPT

There's a soft sensation when you hit the ball, but you get the sharp sound of solid impact favored by intermediate and advanced golfers.

V203 TOURMODEL

V203 TOURMODEL Driver

We developed this new V Series driver for the dedicated golfer who wants the real deal, incorporating the key requirements of tour professionals.

- Our 430cm<sup>3</sup> head — Nurtured under punishing conditions at major tournaments around the world, and responding to feedback from renowned professional Hiroyuki Fujita.
- A face-center center of gravity that guarantees superior control.
- It combines a Power Chemical Milling Crown, which controls the trajectory structure and bend, and the Ultimate Face rebound with its broad active area.

Shaft	TourAD GT-6 (S)	
Grip	Tour velvet rubber with the inpresX logo incised (51g)	

Loft angle (°)	9	10
Lie angle (°)	58	
Face angle (°)	0	
Head volume (cm <sup>3</sup> )	430	
Center-of-gravity distance (mm)	36	
Structure	ELF forged titanium cup face, KS titanium body	
Shaft	TourAD GT-6	
Shaft hardness	S	
Shaft weight (g)	66	
Shaft torque (°)	3.1	
Shaft kick point	Middle	
Length (inches)	45	
Balance	D2	
Club weight (g)	318	
Grip	Tour velvet rubber with the inpresX logo incised (51g)	

\*The listed figures are design values and may change. \*In some cases there may be a discrepancy between the listed values and those of the individual product. • Conforms to the SLE (rebound regulations) rules. • Clubs: Made in Japan, Original head cover: Made in China • TourAD GT-6 specification values are as released by the manufacturer (Graphite Design Inc.)

NEW



V FORGED TOURMODEL

V FORGED TOURMODEL

The difficulties associated with muscle-back styles are a thing of the past. The "Fujita Muscle" represents a higher dimension of functional beauty and hitting ease.

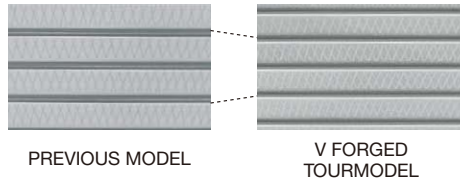
- These soft-iron forged irons offer beauty and ease of use.
- This "muscle-back" model was created through feedback from the renowned pro Hiroyuki Fujita, based on his extensive experience in major tournaments around the world.
- With a smaller head than in previous models, it represents an advance in terms of handling and hitting-through.
- By increasing the score-line grooves during the milling process, we've achieved even greater stability in the amount of spin.

The lower center of gravity ensures ample loft.

The V FORGED TOURMODEL offers such ease of hitting that makes you forget it's a muscle-back type. The reason for the ease of hitting is that we've maintained the same moment of inertia as the previous model (via the cavity) while achieving ease of loft by lowering the center of gravity position. Furthermore, since the head is relatively small, handling and hitting-through are smoother.

V Series users want stability in the amount of spin, and this new model delivers.

When working the face during the milling process, we narrowed the gap between the score-line grooves to a 3mm pitch and increased the number of lines, thus ensuring greater stability in the amount of spin. So, the ball flies high and stops when it lands.



Shaft	Dynamic Gold (S200)	
Grip	Tour velvet rubber with the inpresX logo incised (51g)	

	#3	#4	#5	#6	#7	#8	#9	PW
Loft angle (°)	21	24	27	30	34	38	42	46
Lie angle (°)	60	60.25	60.5	60.75	61	61.5	62	62.5
Structure	Soft-Iron (S20C) Forged							
Shaft	Dynamic Gold (S200)							
Shaft weight (g)	118							
Shaft kick point	Butt							
Length (inches)	38.5	38	37.5	37	36.5	36	35.5	35
Balance	D2							
Club weight (g)	418	424	430	437	444	451	459	467
Grip	Tour velvet rubber with the inpresX logo incised (51g)							

\*The listed figures are design values and may change. \*In some cases there may be a discrepancy between the listed values and those of the individual product. • Conforms to the new 2010 groove regulations. • All numbered clubs have nickel-chrome plating. • Clubs: Made in Japan

NEW



### The head shape makes a sharp impression. Intermediate and advanced golfers love it!

The V FORGED heads employ a shape with the heel side lower than in the previous model. The overall impression is sharp and compact.



Configuration with heel side lowered

### V Series users want stability in the amount of spin, and this new model delivers.

When working the face during the milling process, we narrowed the gap between the score-line grooves to a 3mm pitch and increased the number of lines, thus ensuring greater stability in the amount of spin. So, the ball flies high and stops when it lands.



PREVIOUS MODEL



V FORGED

# V FORGED

## V FORGED Iron

The V FORGED iron, with its innovative "Taniguchi cavity," combines sharp form and a refined attack function.

- The soft-iron forged head provides a remarkably soft feel when it contacts the ball.
- This half-cavity model incorporates the attack function desired by top pro Toru Taniguchi.
- By increasing the score-line grooves during the milling process, we've achieved even greater stability in the amount of spin.
- The club satisfies the desires of accomplished golfers with a wealth of shaft variations.

Shaft		Dynamic Gold (S200)
		N.S.PRO 950GH (S)
		TourAD-75 (S/R)<BB blue>
Grip		Tour velvet rubber with the inpresX logo incised (51g)

	#3	#4	#5	#6	#7	#8	#9	PW
Loft angle (°)	20	22	25	28	32	36	41	46
Lie angle (°)	60.25	60.5	60.75	61	61.25	61.5	62	62.5
Structure	Soft-Iron (S20C) Forged							
Shaft weight (g)	118							
	98							
	79 / 78	79 / 78	79 / 78	79 / 79	80 / 79	80 / 80	80 / 80	80 / 80
Shaft torque (°)	2.8 / 2.8							
Shaft kick point	Butt							
	Middle							
	Middle/middle							
Length (inches)	Dynamic Gold (S200)	38.5	38	37.5	37	36.5	36	35.5
	N.S.PRO 950GH (S)	38.75	38.25	37.75	37.25	36.75	36.25	35.75
	TourAD-75 (S/R)	38.75	38.25	37.75	37.25	36.75	36.25	35.75
	Dynamic Gold (S200)	D2						
	N.S.PRO 950GH (S)	D1						
	TourAD-75 (S/R)	D1 / D1						
Club weight (g)	Dynamic Gold (S200)	418	424	430	437	444	451	459
	N.S.PRO 950GH (S)	396	402	408	414	421	428	435
	TourAD-75 (S/R)	374/373	380/379	386/385	393/393	400/399	407/407	415/415
	Grip	Tour velvet rubber with the inpresX logo incised (51g)						

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NEW



# inpresX WEDGE

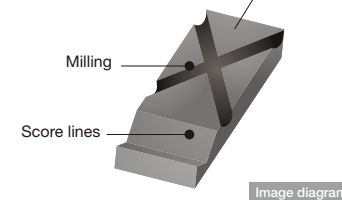
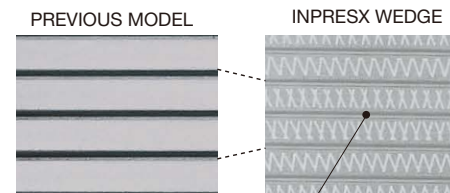
## inpresX Wedge

Ensures a more stable spin and consistent handling. Lets you attack the greens with various approaches. Wedge forged from soft iron.

- The head, forged from soft iron, lends a soft touch to your shots and offers superior handling.
- There's no need to worry when setting your stance, thanks to the confidence that the club face inspires.
- By increasing the score-line grooves during the milling process, we've achieved even greater stability in the amount of spin.
- A wealth of shaft variations, born from our detailed responses to the wishes of accomplished golfers.

### Greater precision on approaches, with stability in the amount of spin.

Thanks to the increase in score lines achieved during the milling process for the face, greater stability in the amount of spin is ensured. This is the wedge that lets you hit your approach shots just the way you intend.



Shaft		Dynamic Gold (S200)
		N.S.PRO 950GH (S)
		TourAD-75 (S/R)<BB blue>
Grip		Tour velvet rubber with the inpresX logo incised (51g)

	52	56	58
Loft angle (°)/Bounce angle (°)	52 / 8	56 / 12	58 / 12
Lie angle (°)	64	64	64
Structure	Soft-Iron (S20C) Forged		
Shaft weight (g)	118		
	98		
	80 / 80	80 / 80	80 / 80
Shaft torque (°)	2.8 / 2.8		
Shaft kick point	Butt		
	Middle		
	Middle/middle		
Length (inches)	Dynamic Gold (S200)	35	
	N.S.PRO 950GH (S)	35.25	
	TourAD-75 (S/R)	35.25 / 35.25	
	Dynamic Gold (S200)	D3	
	N.S.PRO 950GH (S)	D2	
	TourAD-75 (S/R)	D2 / D2	
Club weight (g)	Dynamic Gold (S200)	468	
	N.S.PRO 950GH (S)	446	
	TourAD-75 (S/R)	424 / 424	
	Grip	Tour velvet rubber with the inpresX logo incised (51g)	

\*The listed figures are design values and may change. \*In some cases there may be a discrepancy between the listed values and those of the individual product. • Conforms to the new 2010 groove regulations. • All numbered clubs have nickel-chrome plating. • Clubs: Made in Japan



NEW



# RMX

[ Remix ] inpresX

## inpresX REMIX Driver

The new models, employing the Remix Tuning System (RTS), let the golfer give his best performance.

- You can purchase heads to match your preferred shafts.
- A lineup offering two types of heads with different loft angles and five varieties of shafts, combining original Yamaha designs with the newest models from popular makers.
- An 8 mm of left/right movement of the club head's center of gravity (CG)\* is top class in the industry, enabling a maximum 20-yard left/right adjustment in flight path.
- By adjusting the two weights on the toe side and heel side, you can fine-tune the bend in your trajectory.

\* Survey by Yamaha Golf

[Head accessories]



Head cover



Able to slide



RTS Torque Wrench/RTS weights (4) (13g x 2 units) preinstalled in the head 22g x 1 unit and 4g x 1 unit stored inside the wrench



Wrench case



Product/technology handbook

### RTS weights (optional)

For the golfer seeking finer tuning, we offer 13 varieties of RTS weights and two lie angle options. This gives you a range of 312 different settings from which to choose.

#### RTS weights

Light	4g	5.5g	7g	8.5g
Medium	10g	11.5g	13g	14.5g
Heavy	17.5g	19g	20.5g	22g

### Shaft

Uses a high-balance-point shaft with the weight centered on the hand side. Hit-through is easy, with increased head speed.

Original carbon MX-513D



TourAD GT-6 (S)



Diamana B60 (S)



ATTAS4U 6 (S)



ROMBAX TYPE-S 65 (S)

### Grip



Tour Velvet Rubber With the inpresX logo (45g); no BL

Tour Velvet Rubber With the inpresX logo (51g); no BL

HEAD		
Loft angle (°)	9	10
Lie angle (°)	59 / 60.5	
Face angle (°)	0	
Head volume (cm³)	460	
Center-of-gravity distance (mm)	34-42	
Structure	6-4Ti Forged Face, 811Ti cast body	

\*The listed figures are design values and may change. \*In some cases there may be a discrepancy between the listed values and those of the individual product. • Conforms to the SLE (rebound regulations) rules. • Heads, Original head covers: Made in China • Head weight 197g (when weight 13g x 2 mounted).

SHAFT					
Shaft	Original carbon MX-513D	TourAD GT-6	Diamana B60	ATTAS4U 6	ROMBAX TYPE-S 65
Shaft hardness	S/SR/R	S	S	S	S
Shaft weight (g)	54/51/49	66	64	62	64
Shaft torque (°)	4.4/4.7/4.9	3.1	3.6	3.8	3.6
Shaft kick point	Middle	Middle	Middle-butt	Middle	Tip-middle
Club length (inches)	45.5	45.25	45.25	45.25	45.25
Balance Weight when 13g x 2 mounted	D1/D1/D1	D2	D2	D2	D2
Club weight (g)	300/297/295	312	312	310	312
Grip	Tour Velvet Rubber With the inpresX logo (45g); no BL	Tour Velvet Rubber With the inpresX logo (51g); no BL			

\*The listed figures are design values and may change. \*In some cases there may be a discrepancy between the listed values and those of the individual product. • Head speeds and flex guidelines are recorded on the right. Original carbon MX-513D---S: 41m/s-46 m/s, SR: 38m/s-43m/s, R: 35m/s-40m/s • TourAD GT-6, Diamana B60, ATTAS4U 6, ROMBAX TYPE-S 65 specification values are the published values of individual manufacturers. • Each shaft has an RTS sleeve pre-mounted.

# REMIX TUNING SYSTEM

## Remix tuning system

1

Determine your preferred head (loft angle) and shaft.



2

Choose the lie angle with the RTS sleeve.



3

Adjust your trajectory with the RTS weights.

\*When the total weight of the weights changes, the swing balance also changes (roughly one point for every 1.5g).

#### RTS weights

The heel-side weight also serves to fix the shaft.

#### RTS sleeve

The shaft insertion method, normal (59°)/upright (60.5°) lets you adjust the lie angle.



#### RTS weights

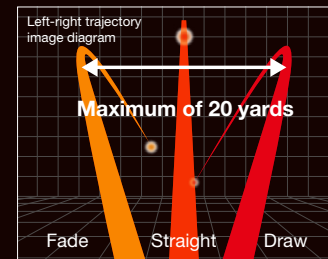
Two weights are attached on the toe side and heel side at the weight ports. Through combinations with the weights, you can adjust the ball trajectory to the right or the left.

## Industry's highest class CG movement\* facilitates right/left trajectory adjustments over a wider area.

\* Survey by Yamaha Golf

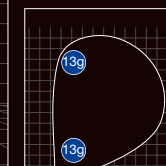
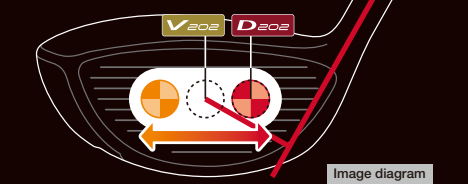
### Left/right trajectory adjustments possible with the Remix Tuning System (RTS)

By adjusting the RTS weights, you can achieve the industry's top class 8mm CG movement\*. So, by making the RTS weight setting you can make left/right trajectory adjustments, for a maximum width of 20 yards and can also choose draw, fade or straight trajectories.

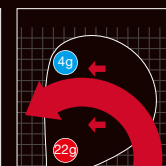


By adjusting the RTS weights, you can adjust the trajectory to the left/right for a maximum of about 20 yards.

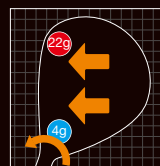
#### Maximum 8mm CG\* movement



Combinations make for greater control.



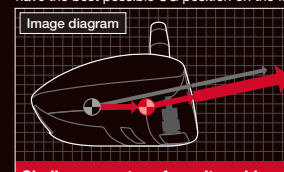
Combinations allow for enhanced traction at the ball and smoother handling.



By inhibiting excessive traction at the ball, combinations make for straighter shots.

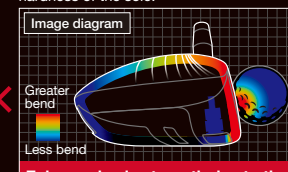
## Trajectory is big and powerful, thanks to a head design that will send your ball flying.

Due to the shallower center of gravity, you'll have the best possible CG position on the face.



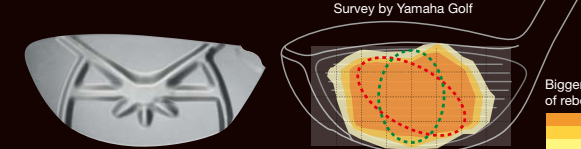
Shallower center of gravity achieved with the RTS weight alignment

Effectively bending crown due to enhanced hardness of the sole.



Enhanced sole strength due to the RTS weight structure

- An easy-hitting, large-size head of 460cm³ affords peace of mind as you address the ball.
- The Ultimate Face has a maximized rebound surface area.



[ Face reverse side / image diagram ]

### SOUND CONCEPT

Using the sharp sound of a ball strike as the base, we mixed in a pleasant metallic ring.



[Accessory]

[Original head cover]

A high-function sole, which helps prevent the club from catching against the ground due to the "hit-down phenomenon," also ensures directional stability. The TWIN structure contributes to a smooth, straight sweep.

**FRICOFF  
TWIN**

The FRIC OFF Twin

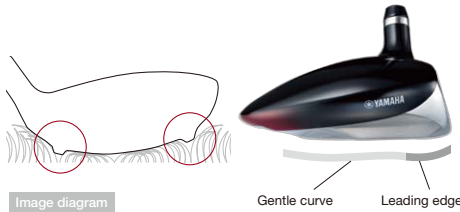


Image diagram

Gentle curve

Leading edge

Tungsten weight



The 70g tungsten weight makes for a lower center of gravity.

# D POWER SPOON

## D Power Spoon

New FRICOFF TWIN Technology Adds Ease and Consistency to Astounding Distance.

- The use of FRICOFF TWIN delivers an ultra-smooth sweep and directional stability.
- The precision-cast, titanium head, which is large and shallow, really sends the ball flying.
- A super-low center of gravity--only 18mm and 34mm deep, thanks to a 70g tungsten weight in the sole--produces a high, powerful trajectory for excellent distance.

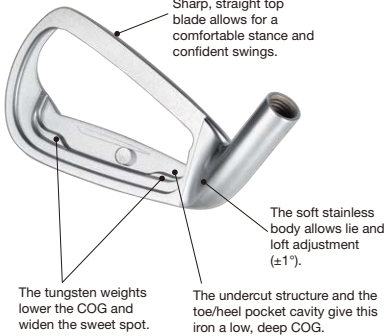
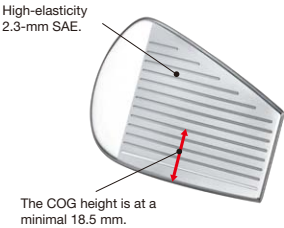
Shaft	 Original carbon MX-512F		
Grip	 inpresX original rubber ND black (45g)		

Loft angle (°)	15		
Lie angle (°)	57.5		
Face angle (°)	Hook 0.5		
Head volume (cm³)	198		
Center-of-gravity distance (mm)	35		
Structure	6-4 precision-cast titanium, tungsten weight 70g		
Shaft	Original carbon MX-512F		
Shaft hardness	S	SR	R
Shaft weight (g)	54	51	49
Shaft torque (°)	4.2	4.7	4.9
Shaft kick point	Middle		
Length (inches)	43.5		
Balance	D1	D0	D0
Club weight (g)	307	303	301
Grip	inpresX original rubber ND black (45g)		

\* In some cases there may be discrepancies between the listed numerical values and those of the individual products. • Conforms to the new groove regulations (2010). • Head speeds and flex standards are listed on the right. Original carbon MX-512F ... S41~46 m/s, SR: 38~43 m/s, R: 35~40 m/s • Club: Made in Japan, Original head cover: Made in China.



Heads Designed with Forged Soft Iron Bodies Give Flight and Easiness to D Series



The tungsten weights lower the COG and widen the sweet spot.

The undercut structure and the toe/heel pocket cavity give this iron a low, deep COG.

# D FORGED

## D Forged Iron

Forged Soft Iron Bodies Deliver Easy, Far-Flying Shots While Specially Designed Steel Shafts Enhance Feel of Impact and Controllability.

- Responding to the needs of golfers, we offer an iron with a soft-iron forged body that promises an "easy flight."
- Broad rebound area and "soft hit" touch
- With its easy-sweep sole, this head design makes for effortless ball takeoff as well as superior compatibility with steel shafts.

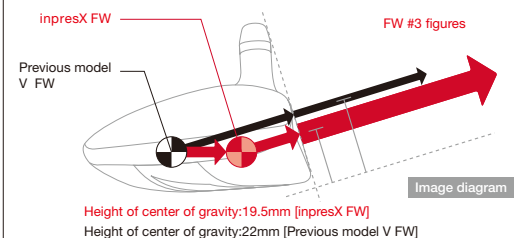
Shaft	 N.S.PRO950GH (S/R) N.S.PRO850GH (R)		
Grip	 inpresX original rubber ND black (45g)		

		#3	#4	#5	#6	#7	#8	#9	PW	AW	SW
Loft angle (°)/Bounce(°)		20	22	24	27	30	34	39	44	50/7	56/12
Lie angle (°)		61	61.25	61.5	61.75	62	62.25	62.5	62.75	63	63.5
Structure		Soft-Iron (S20C) forged, SAE face							Soft-Iron (S20C) forged		
Shaft weight (g)	N.S.PRO950GH (S/R)	98 / 94.5									
	N.S.PRO850GH (R)	87									
Shaft kick point	N.S.PRO950GH (S/R)	Middle / Middle									
	N.S.PRO850GH (R)	Middle									
Length (inches)	N.S.PRO950GH (S/R)	39 / 39	38.5 / 38.5	38 / 38	37.5 / 37.5	37 / 37	36.5 / 36.5	36 / 36	35.5 / 35.5	35.5 / 35.5	35.25 / 35.25
	N.S.PRO850GH (R)	39	38.5	38	37.5	37	36.5	36	35.5	35.5	35.25
Balance	N.S.PRO950GH (S/R)	D1 / D1							D2 / D2		D3 / D3
	N.S.PRO850GH (R)	D0							D1		D2
Club weight (g)	N.S.PRO950GH (S/R)	385 / 381	391 / 386	397 / 391	403 / 398	409 / 404	416 / 412	423 / 419	432 / 428	432 / 428	437 / 433
	N.S.PRO850GH (R)	371	377	383	389	395	402	409	418	418	423
Grip		inpresX original rubber ND black (45g)									

\* In some cases there may be discrepancies between the listed numerical values and those of the individual products. • All clubs, regardless of number, are nickel-chrome plated. • Conforms to the new groove regulations (2010). • Head speeds and flex standards are listed on the right. N.S. PRO950GH ... S: 43~48m/s, R: 40~45m/s, N.S. PRO850GH ... R: 37~43m/s • Club: Made in Japan.



By utilizing the know-how cultivated in the development of the inpresX Fairway Wood, we've produced a club with an even lower, shallower center of gravity. This model lets you hit the green in two strokes for par-5 holes, with its low-spin extended flight. It also proves its worth for tee shots, which rely on precise direction, and other situations.



## FRICOFF SOLE

The FRIC OFF sole, with reduced ground-contact surface, gives the swing a smooth sweep.



# inpresX FW

## inpresX Fairway Wood

With a lower, shallower center of gravity, this fairway wood achieves new dimensions in flight.

- Combining two types of materials for the face (maraging and stainless steel), these woods respond to the needs of different numbered clubs.
- In order to clarify the specific roles for different numbered clubs, the model uses a new club-length flow design.
- This lineup, with two types of shafts, responds to the needs of golfers and their wide-ranging power levels.

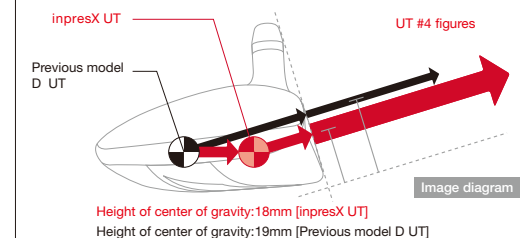
Shaft		Original carbon TourAD MX-613F
		Original carbon MX-513F
Grip		Tour velvet rubber with the inpresX logo incised (51g)
		Tour velvet rubber with the inpresX logo incised (45g)

	#3	#4	#5	#7	#3	#4	#5	#7
Loft angle (°)	15	16.5	18	21	15	16.5	18	21
Lie angle (°)	58	58.25	58.5	59	58	58.25	58.5	59
Face angle (°)	0							
Head volume (cm³)	164	164	147	135	164	164	147	135
Center-of-gravity distance (mm)	32	32	30.5	29.5	32	32	30.5	29.5
Structure	2.0mm Thin maraging face SUS630 cast body		SUS630 cast face SUS630 cast body		2.0mm Thin maraging face SUS630 cast body		SUS630 cast face SUS630 cast body	
Shaft	Original carbon TourAD MX-613F				Original carbon MX-513F			
Shaft hardness	S / SR				S / SR / R			
Shaft weight (g)	65 / 63				56 / 54 / 53			
Shaft torque (°)	3.4 / 3.5				4.3 / 4.6 / 4.8			
Shaft kick point	Middle				Middle			
Length (inches)	43	42.75	42.5	42	43	42.75	42.5	42
Balance	D2 / D1				D1 / D0 / D0			
Club weight (g)	330/327	332/329	334/331	338/335	314/311/310	316/313/312	318/315/314	322/319/318
Grip	Tour velvet rubber with the inpresX logo incised (51g)				Tour velvet rubber with the inpresX logo incised (45g)			

\*The listed figures are design values and may change. \*In some cases there may be a discrepancy between the listed values and those of the individual product. • Conforms to the new 2010 groove regulations. • Head speeds and flex guidelines are recorded on the right. Original carbon TourAD MX-613F --- S: 44m/s-49m/s, SR: 41m/s-46m/s, original carbon MX-513F --- S: 41m/s-46m/s, SR: 38m/s- 43m/s, R: 35m/s-40m/s • Club: Made in Japan, Original head cover: Made in China



By utilizing the know-how cultivated in the development of the inpresX Fairway Wood, we've produced a club with an even lower, shallower center of gravity. This model lets you hit the green in two strokes for par-5 holes, with its low-spin extended flight. It also proves its worth for tee shots, which rely on precise direction, and other situations.



## FRICOFF SOLE

The FRIC OFF sole, with reduced ground-contact surface, gives the swing a smooth sweep.



# inpresX UT

## inpresX Utility

Developed on the basis of the prototype clubs used by top pros like Fujita and Taniguchi.

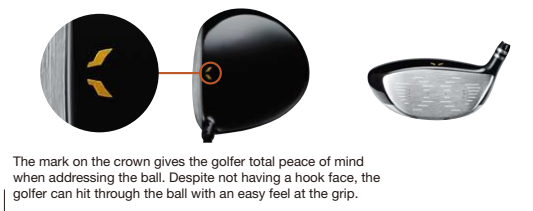
- A utility club with the feel of a #7 iron which makes possible big drives.
- A lineup with two types of shafts responds to the wide-ranging power levels among golfers.
- It delivers long flights and confident handling, as well as the ability to get out of the rough and responds to diverse situations.

Shaft		N.S.PRO HYBRID-100 (S)
		Original carbon MX-513U
Grip		Tour velvet rubber with the inpresX logo incised (51g)

	#3+	#4+	#5+	#3+	#4+	#5+
Loft angle (°)	18	21	24	18	21	24
Lie angle (°)	59	59.5	60	59	59.5	60
Face angle (°)	0					
Head volume (cm³)	108	106	105	108	106	105
Center-of-gravity distance (mm)	32.5	33	33.5	32.5	33	33.5
Structure	SUS630 cast face, SUS630 cast body					
Shaft	N.S.PRO HYBRID-100 (S)			Original carbon MX-513U		
Shaft hardness	S			S / SR / R		
Shaft weight (g)	99			61 / 59 / 57		
Shaft torque (°)	2.2			4.0 / 4.1 / 4.2		
Shaft kick point	Middle-butt			Middle		
Length (inches)	40	39.5	39	40.5	40	39.5
Balance	D2			D1 / D0 / D0		
Club weight (g)	380	384	388	348/346/345	352/350/349	356/354/353
Grip	Tour velvet rubber with the inpresX logo incised (51g)					

\*The listed figures are design values and may change. \*In some cases there may be a discrepancy between the listed values and those of the individual product. • Conforms to the new 2010 groove regulations. • Head speeds and flex guidelines are recorded on the right. Original carbon MX-513U --- S: 41m/s-46m/s, SR: 38m/s-43m/s, R: 35m/s-40m/s • Club: Made in Japan, Original head cover: Made in China





## Z 203

### inpresX Z203 Driver

A high-efficiency driver employs the TS (Triple Synergy) concept, so even an average golfer can achieve maximum distance.

- High takeoff and low spin make for extended trajectory with ideal loft.
- Provides the easiness, distance and ball grip, together with a clean sound at impact sought by golfers, while improving flight distance.
- Even with a normal swing, an average golfer can experience high-draw, stable flight.
- Optimized for use with the Z203, this ultimate face gives the ball high initial velocity.
- Thanks to the TS concept, golfers can achieve four yards greater distance as compared to earlier models.

Yamaha's unique driver philosophy offers maximum flight distance through the integration of three functions.

Super Gravity Structure

TS  
Triple Synergy  
Concept

Tip Weight Technology Alpha

Ultimateface



#### Super Gravity Structure

A lower center of gravity delivers a higher trajectory and moment of inertia.



#### Tip Weight Technology Alpha

Our Technology reduces energy loss at impact while achieving higher initial velocity and takeoff.



#### Ultimate Face

The maximization of the rebound surface helps give the ball a high initial velocity.

#### SOUND CONCEPT

Provides a crisp sound upon impact, enhanced by a pleasant ring.



The fairway wood and utility club that provides it all: flight distance, liftoff capability and directional stability

- The high-rebound maraging 455 face and shallower head design allow you to exhibit power even in your tee shots.
- Achieves outstanding directional stability through incorporation of FRICOFF TWIN.
- We've revisited and adjusted the club lengths and loft angles, so the numbered clubs are given an improved sequential performance characteristic.

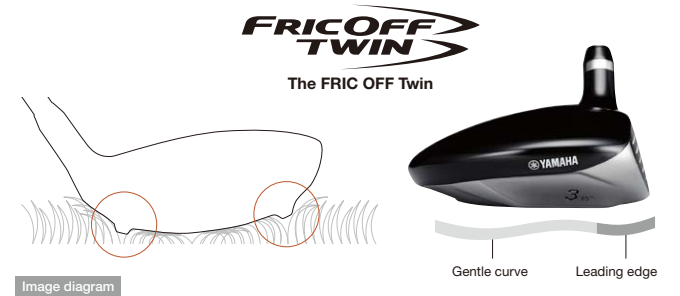
#### Shaft

Original carbon	TMX-513F:FW#3-FW#9
Original carbon	TMX-513U:UT#4+~UT#6+

#### Grip

inpresX original rubber ND black (40g)
--

Head movement is stabilized for enhanced directional stability, a smooth sweep and complete follow-through.



	#3	#4	#5	#7	#9	#4+	#5+	#6+
Loft angle (°)	15	16.5	18	21	24	21	24	27
Lie angle (°)	58	58.25	58.75	59.5	60.25	60	60.75	61.5
Face angle (°)	0					0		
Head volume (cm³)	187	186	155	145	135	114	112	111
Center-of-gravity distance (mm)	30.5	31	31.5	32	32.5	34.5	35	35.5
Structure	2.0mm maraging 455 face, SUS630 cast body					2.0mm maraging 455 face SUS630 cast body		
Shaft	Original carbon MX-513F					Original carbon TMX-513U		
Shaft hardness	S / SR / R					S / SR / R		
Shaft weight (g)	54 / 52 / 50					55 / 53 / 51		
Shaft torque (°)	4.5 / 4.8 / 5.0					4.2 / 4.4 / 4.6		
Shaft kick point	Tip-middle					Tip-middle		
Length (inches)	43	42.75	42.25	41.5	40.75	40	39.25	38.5
Balance	D1 / D0 / D0					D1 / D0 / D0		
Club weight (g)	S	305	307	310	315	320	330	344
	SR	303	305	308	313	318	328	335
	R	301	303	306	311	316	326	333
Grip	inpresX original rubber ND black (40g)							

\* The figures listed are design values and are subject to change. \* In some cases there may be discrepancies between the listed numerical values and those of the individual products. • Head speeds and flex standards are listed on the right. Original carbon TMX-513F ... S: 41~46m/s, SR: 38~43m/s, R: 35~40m/s. Original carbon TMX-513U ... S: 41~46m/s, SR: 38~43m/s, R: 35~40m/s. • Club: Made in Japan, Original head cover: Made in China. • Conforms to the new groove regulations (2010).



Thanks to an ultra-heavy tungsten weight, the super-low center of gravity produces greater flight distance.

- The 7 iron has a 30g tungsten weight attached.
- The wide-pocket cavity design increases the vertical moment of inertia.

#### Shaft

Original carbon TMX-513i
--------------------------

#### Grip

inpresX original rubber ND black (45g)
--

The wide-pocket cavity design dramatically reduces deviations in flight distance.

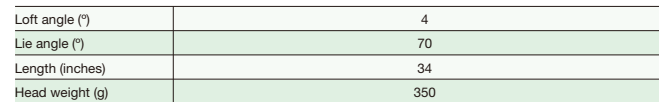


		#4	#5	#6	#7	#8	#9	PW	AW	SW
Loft angle (°)/Bounce(°)		22	24	26	29	33	38	43	49/7	56/12
Lie angle (°)		61.25	61.5	61.75	62	62.25	62.5	62.75	63	63.5
Structure	#4-#7	Soft stainless (ST22) cast body Maraging face (ES230), sole tungsten weight (#7: 30g)								
	#8-PW	Soft stainless-steel (ST22) cast body, maraging face (ES230)								
	AW, SW	Soft stainless-steel (ST22) cast								
Shaft		Original carbon TMX-513i								
Shaft weight (g)	SR	54	55	56	57	58	59	60	60	60
	R	52	53	54	55	56	57	58	58	58
Shaft torque (°)	SR	3.7	3.6	3.5	3.4	3.3	3.2	3.1	3.1	3.1
	R	3.9	3.8	3.7	3.6	3.5	3.4	3.3	3.3	3.3
Shaft kick point		Tip-middle								
Length (inches)		38.75	38.25	37.75	37.25	36.75	36.25	35.75	35.75	35.5
Balance	SR	D0					D1			
	R	C9					D0			
Club weight (g)	SR	351	358	365	372	379	386	396	398	403
	R	346	353	360	367	374	381	391	393	398
Grip		inpresX original rubber ND black (45g)								

\* The figures listed are design values and are subject to change. \* In some cases there may be discrepancies between the listed numerical values and those of the individual products. • All clubs, regardless of number, are nickel-chrome plated. • Conforms to the new groove regulations (2010). • Head speeds and flex standards are listed below. Original carbon TMX-513i ... SR: 40~45m/s, R: 35~40m/s. • Club: Made in Japan.



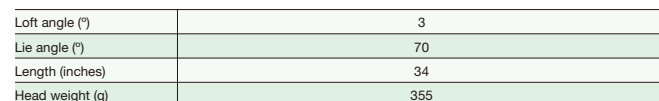
- The non-face balanced design provides a natural feeling for a "screen-door" stroke.



## Grip



- The balanced design of the center shaft and face fixes the face angle stabilizing in a unified direction, which is suitable for an in-line stroke.



## Grip



- The aluminum-alloy face insert makes possible a soft yet solid feeling as you meet the ball.
- The toe-heel circle milling fabrication produces an enjoyable hitting sensation.



Head speed estimated at roughly 37 m/s

\*PS : POWER SPOON

	220	210	200	190	180	170	160	150	140	130	(yards)
<b>DRIVER</b>		W#1									
<b>FAIRWAY WOOD</b>				PS*	FW#5	FW#7	FW#9				
<b>IRON</b>							I#5	I#6	I#7	I#8	I#9



- Because the welding spot has been moved far down, with the "w hale head" you get the sensation of tremendous flight.
- By expanding the "bend area" on the crown, this club achieves a high launch angle and low degree of spin.
- The Ultimate Face, with its maximized rebound area, helps to stabilize each shot.

\*Patent pending

## Shaft



## Grip

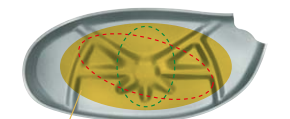


inpresX original rubber silver  
(45g)

Maximized rebound area  
**ULTIMATE-FACE**



\*Survey by  
Yamaha Golf



### Rebound area

- Distribution of hit points for an average golfer

- - - Distribution of hit points for an advanced golfer

Loft angle (°)	10.5		11.5	
Lie angle (°)	64			
Face angle (°)	Hook 0.5			
Head volume (cm³)	460			
Center-of-gravity distance (mm)	35.5			
Structure	ELF forged titanium cup face, KS 100 titanium body Heel back inner weight 14.5g, Black IP coating			
Shaft	TBX-412DIII			
Shaft hardness	SR	R	SR	R
Shaft weight (g)	49	48	49	48
Shaft torque (°)	5.7	5.8	5.7	5.8
Shaft kick point	Tip/butt			
Length (inches)	46.75			
Balance	C3			
Club weight (g)	274	272	274	272
Grip	inpresX original rubber silver (45g)			

\* In some cases there may be discrepancies between the listed numerical values and those of the individual products. \* There is a chance that the black IP coating may be damaged with use. Please understand that Yamaha will not be responsible for repairs. • Conforms to the SLE (rebound regulations) rules. • Head speeds and flex standards are listed below. TBX-412DIII -- SR: 37-42m/s, R:34-39m/s. • Club: Made in Japan, Original head cover: Made in China.





The Whale Head configuration and shallower construction create an ultra-low center of gravity.

- The Power Spoon ensures fantastic distance, allowing you to hit the green in two strokes for par-5 holes.
- Attachment of the 50g tungsten weight to the sole makes high-trajectory shots possible.
- The use of FRICOFF TWIN delivers a smooth sweep of the sole for a shot that's straight and true.

Shaft

TBX-412F:POWER SPOON
TBX-512F:FW#5-FW#9

Grip

inpresX original rubber silver (45g)
--------------------------------------



Our "All-Club Balance Flow Design" gives you all the special characteristics of each individual club, using the same basic swing.

- The new design, with a thinner blade, deepens the center of gravity by 1 mm compared to the previous model for increased "fly and stop" precision.
- The 5 through 7 irons use the "L UNIT face structure" for optimal rebound area.
- Because the All-Club Balance Flow Design exhibits the special characteristics of each club, you can play strategically.

Shaft

TBX-412i
----------

Grip

inpresX original rubber silver (40g)
--------------------------------------



	POWER SPOON	FW#5	FW#7	FW#9
Loft angle (°)	15	18	21	24
Lie angle (°)	59.5	60.25	61	61.75
Face angle (°)	Hook 0.5			0
Head volume (cm³)	196	166	150	122
Center-of-gravity distance (mm)	34.5	35	35.5	35.5
Structure	6-4 precision cast titanium Tungsten weight 50g Black IP coating			
Shaft	TBX-412F			
Shaft hardness	SR/R			
Shaft weight (g)	50/49			
Shaft torque (°)	5.7/5.8			
Shaft kick point	Tip/butt			
Length (inches)	43.5	42.75	42	41.25
Balance	C4	C5		C6
Club weight (g)	296/294	305/303	311/309	317/315
Grip	inpresX original rubber silver (45g)			

\* In some cases there may be discrepancies between the listed numerical values and those of the individual products. \* There is a chance that the black IP coating may be damaged with use. Please understand that Yamaha will not be responsible for repairs. • Conforms to the new groove regulations (2010). • Head speeds and flex standards are listed on the right. TBX-412F ... SR: 37-42m/s, R: 34-39m/s. TBX 512F ... SR: 37-42m/s, R: 34-39m/s. • Club: Made in Japan, Original head cover: Made in China.



	#5	#6	#7	#8	#9	PW	AW	AS	SW
Loft angle (°)/Bounce(°)	22	24	26	29	33	38	43/2	49/4	55/9
Lie angle (°)	60.75	61	61.25	61.5	61.75	62.25	62.75	62.75	63.25
Structure	SAE face S45C forged body L UNIT face structure			SAE face S45C forged body			S20C face S45C forged body		
Shaft	TBX-412i								
Shaft hardness	SR/R								
Shaft weight (g)	SR	49	50	51	52	53	54	55	
	R	48	49	50	51	52	53	54	
Shaft torque (°)	SR	4.3	4.2	4.1	4	3.9	3.8	3.7	
	R	4.4	4.3	4.2	4.1	4	3.9	3.8	
Shaft kick point	Tip/butt								
Length (inches)	39	38.5	38	37.5	37	36.5	36	36	35.75
Balance	C7		C8		C9		D0		
Club weight (g)	SR	333	339	346	354	362	370	378	385
	R	331	337	344	352	360	368	376	383
Grip	inpresX original rubber silver (40g)								

\* In some cases there may be discrepancies between the listed numerical values and those of the individual products. • Conforms to the new groove regulations (2010). • Head speeds and flex standards are listed on the right. TBX-412i ... SR: 37-42m/s, R: 34-39m/s. • Club: Made in Japan, Original head cover: Made in China.



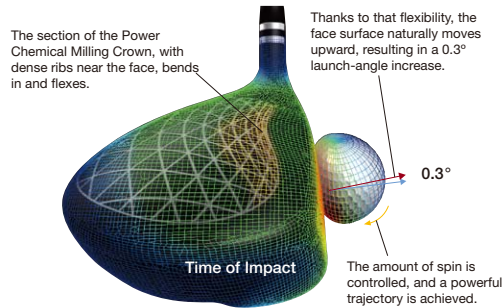
inpresX Classic ST-Long  
inpresX Classic ST-Long Driver

A driver that fully exploits the special characteristics of its long shaft and lets you break the "distance barrier."

- Because with the Power Chemical Milling Crown, the head bends at the time of impact, the powerful trajectory makes for maximum distance.
- The orbit shaft, which offers such exquisite balance that you'll never realize it's 47.5 inches long, lets you correct your swing trajectory to a "leveled-upper."
- Because the toe side and the underside of the face are made from ultra thin-skinned OCTAFACE, the rebound area is expanded and perfected.

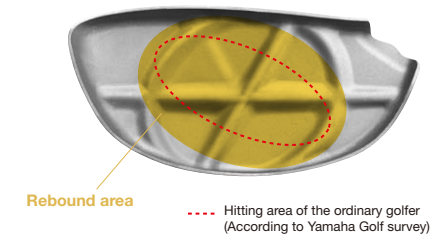


POWER CHEMICAL MILLING CROWN



OCTAFACE Classic

The rebound area has been expanded by making the toe side and bottom of the face as thin as they can go. The face is also lighter, contributing to maximize the moment of inertia. \*Rebound area (+ 24%, compared with '08 GRX)



Shaft	orbit TBX-411DIII (Draw Impact Design)
Grip	inpresX original rubber silver (45g)

Loft angle (°)	9.5	10.5	11.5
Lie angle (°)	61		
Face angle (°)	Hook 0.5		
Head volume (cm³)	460		
Center-of-gravity distance (mm)	35		
Structure	ELF forged titanium cup face, KS 100 titanium body Bottom inner weight 3g, Heel weight 5g		
Shaft	orbit TBX-411DIII (Draw Impact Design)		
Shaft hardness	SR	SR	R
Shaft weight (g)	49	49	48
Shaft torque (°)	5.7	5.7	5.8
Shaft kick point	Tip/butt		
Length (inches)	47.5		
Balance	C3		
Club weight (g)	272	272	271
Grip	inpresX original rubber silver (45g)		

\* In some cases there may be discrepancies between the listed numerical values and those of the individual products. • Conforms to the SLE (rebound regulations) rules. • Head speeds and flex standards are listed below. Orbit TBX-411DIII ... SR: 37-43m/s, R: 35-41m/s. • Club: Made in Japan, Original head cover: Made in China.



# inpresX

## D Ladies



More joyous flight for lady golfers who want to enjoy golf more.

### Chart of Estimated Flight Distances

Assuming a driver head speed of approximately 35m/s.

	W#1	W#3	W#4	W#5	W#7	U#4	U#5	U#6	U#7
D202 Ladies									
D FW Ladies									
D UT Ladies									
D202 IRON Ladies									

180 170 160 150 140 130 120 110 [yards]

## inpresX

### D FW/D UT Ladies



[Accessory] Original head cover

### A FW that sends the ball flying

### A UT for effective aim

- FRICOFF TWIN installed for improved sweep with enhanced directional stability and flight distance.
- FW and UT facilitate easy lift of the ball, thanks to the low center of gravity. Your shots can hit the green as intended.

### Shaft

MX-412F
MX-412U

### Grip

inpresX original rubber: pink (35g)

## FRICOFF TWIN

### The FRIC OFF Twin

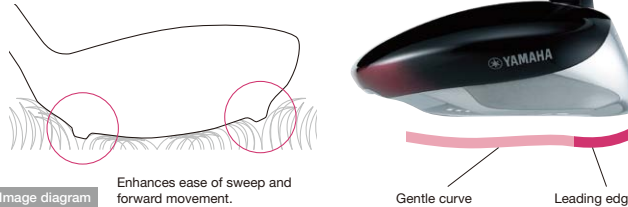


Image diagram Enhances ease of sweep and forward movement. Gentle curve Leading edge

	W#3	W#4	W#5	W#7	U#4+	U#5+	U#6+
Loft angle (°)	16.5	18	21	24	22	25	28
Lie angle (°)	58.75	59.5	60.25	61	61	61.75	62.5
Face angle (°)	Hook 0.5				Hook 0.5		
Head volume (cm³)	177	165	155	140	113	111	108
Center-of-gravity distance (mm)	34	34	34	34	35.5	35.5	35.5
Structure	2.0mm thin maraging face, SUS630 cast body						
Shaft	MX-412F				MX-412U		
Shaft hardness	R				R		
Shaft weight (g)	51				53		
Shaft torque (°)	6.5				5.4		
Shaft kick point	Middle				Middle		
Length (inches)	42.75	42	41.25	40.5	40	39.25	38.5
Balance	C5				C5		
Club weight (g)	290	295	300	305	315	320	325
Grip	inpresX original rubber: pink (35g)						

\* The listed figures are design values and may change. \*In some cases there may be a discrepancy between the listed values and those of the individual product. \* Conforms to the new 2010 groove regulations. \* Head speeds and flex guidelines are recorded on the right. Original carbon MX-412F (R) --- 33-39m/s, MX-412U (R) --- 33m-39m/s • Club: Made in Japan, Original head cover: Made in China

## inpresX

### D202 Ladies



[Accessory] Original head cover

### A driver for lady golfers that provides stability and maximum distance.

- This shaft, equipped with "T.W.T. (Tip Weight Technology)," achieves increased distance.
- The "ULTIMATE-FACE" maximizes the rebound area, ensuring stable flight.
- The Power Chemical Milling Crown creates effective "bend," achieving a powerful trajectory with a high launch angle and a slight amount of spin.

### Shaft

TBX-412D

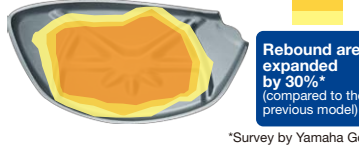
### Grip

inpresX original rubber: pink (35g)

### Original functions minimize the loss of energy while hitting.

### ULTIMATE-FACE

Bigger power of rebound

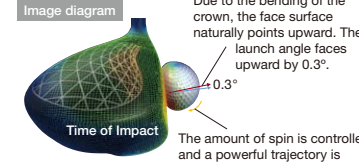


Rebound area expanded by 30%\* (compared to the previous model)

\*Survey by Yamaha Golf

### POWER CHEMICAL MILLING CROWN

Due to the bending of the crown, the face surface naturally points upward. The launch angle faces upward by 0.3°.



Time of Impact

The amount of spin is controlled, and a powerful trajectory is achieved.

	45.75 inches	44.75 inches <b>NEW</b>
Loft angle (°)	11.5	11.5
Lie angle (°)	61	61
Face angle (°)	Hook 1	Hook 1
Head volume (cm³)	450	450
Center-of-gravity distance (mm)	34.5	34.5
Structure	ELF forged titanium cup face, KS100 titanium body, bottom inner weight 12g, heel weight 5g	
Shaft	TBX-412D	TBX-412D
Shaft hardness	R	R
Shaft weight (g)	48	48
Shaft torque (°)	6.3	6.3
Shaft kick point	Tip/butt	Tip/butt
Length (inches)	45.75	44.75
Balance	C3	C5
Club weight (g)	270	276
Grip	inpresX original rubber: pink (35g)	

\*In some cases there may be a discrepancy between the listed values and those of the individual product. \* Conforms to the SLE (rebound regulations) rules. \* Head speeds and flex guidelines are indicated on the right. TBX-412D (R) --- 33-39m/s • Club: Made in Japan, Original head cover: Made in China

## inpresX

### D202 IRON Ladies



### A firm grip and easy lift let you hit the target area as you imagined.

- By expanding the rebound area, the flight distance is stabilized.


### Shaft

MX-412i

### Grip

inpresX original rubber: pink (35g)

### A low center of gravity with a titanium face for a strong rebound and toe/heel tungsten weights. The result is easy lift and good flight.



2.5mm titanium face. Tungsten weights total 7g (#5-#9)

	#5	#6	#7	#8	#9	PW	AW	SW			
Loft angle (°)	25	28	31	35	39	44	50	56			
Lie angle (°)	61.5	61.75	62	62.25	62.5	62.75	63	63.5			
Structure	2.5mm 6-4 titanium face, SUS630 cast body, toe/heel tungsten weights (toe 4g/heel 3g)					2.5mm 6-4 titanium face, SUS630 cast body					
Shaft	MX-412i										
Shaft hardness	R										
Shaft weight (g)	47	47	48	48	49	49					
Shaft torque (°)	4.2	4.1	4	3.8	3.6	3.4					
Shaft kick point	Middle										
Length (inches)	37.75	37.25	36.75	36.25	35.75	35.25	35.25	35			
Balance	C5					C6	C7	C8			
Club weight (g)	330	336	342	349	356	365	368	373			
Grip	inpresX original rubber: pink (35g)										

\*In some cases there may be a discrepancy between the listed values and those of the individual product. \*The lie angle or loft angle is not adjustable. \* Conforms to the new 2010 groove regulations. \* Head speeds and flex guidelines are indicated on the right. MX-412i(R) --- 33-39m/s • Club: Made in Japan



Loft angle (°)	11.5
Lie angle (°)	61
Face angle (°)	Hook 1.0
Head volume (cm³)	460
Center-of-gravity distance (mm)	38
Structure	6-4 titanium face, 6-4 titanium cast body
Shaft	Original carbon TX-413D
Shaft hardness	L
Shaft weight (g)	44
Shaft torque (°)	6.3
Shaft kick point	Tip
Length (inches)	44
Balance	B9
Club weight (g)	260
Grip	inpresX original rubber (30g)

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	W#3	W#4	W#5	W#7	U#4+	U#5+	U#6+
Loft angle (°)	16.5	18	21	24	22	25	28
Lie angle (°)	58.75	59.5	60.25	61	61	61.75	62.5
Face angle (°)	Hook 0.5				Hook 0.5		
Head volume (cm³)	170	165	155	140	110	107	106
Center-of-gravity distance (mm)	32				33		
Structure	maraging face, SUS630 cast body						
Shaft	Original carbon TX-413F				Original carbon TX-413U		
Shaft hardness	L				L		
Shaft weight (g)	46				48		
Shaft torque (°)	6.2				6.0		
Shaft kick point	Tip				Tip		
Length (inches)	42	41.25	40.5	39.75	39.25	38.5	37.75
Balance	B9				B9		
Club weight (g)	275	280	285	290	297	302	307
Grip	inpresX original rubber (30g)						

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	#5	#6	#7	#8	#9	PW	AW	SW
Loft angle (°)	25	28	31	35	39	44	50	56
Lie angle (°)	61.5	61.75	62	62.25	62.5	62.75	63	63.5
Structure	titanium face, SUS630 cast body							
Shaft	Original carbon TBX-413i							
Shaft hardness	L							
Shaft weight (g)	48							
Shaft torque (°)	5.8							
Shaft kick point	Tip/Butt							
Length (inches)	37	36.5	36	35.5	35	34.5	34.5	34.25
Balance	B9							
Club weight (g)	321	326	331	337	343	351	353	360
Grip	inpresX original rubber (30g)							

\*In some cases there may be a discrepancy between the listed values and those of the individual product. \*The lie angle or loft angle is not adjustable. • Conforms to the new 2010 groove regulations. • Head speeds and flex guidelines are indicated on the right. TBX-413i (L) --- 28-36m/s • Club: Made in Japan



Loft angle (°)	11.5
Lie angle (°)	61
Face angle (°)	Hook 1.0
Head volume (cm³)	445
Center-of-gravity distance (mm)	41
Structure	6-4 titanium face, 6-4 titanium cast body
Shaft	Original carbon TX-413DII
Shaft hardness	L
Shaft weight (g)	40
Shaft torque (°)	7.5
Shaft kick point	Tip
Length (inches)	43.75
Balance	B9
Club weight (g)	248
Grip	Original rubber grip (20g)

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	#5	#6	#7	#8	#9	PW	AW	SW
Loft angle (°)	26	30	34	38	42	46	51	56
Lie angle (°)	61.5	61.8	62	62.3	62.5	62.8	63	63.5
Structure	6-4 titanium face, SUS630 cast body							
Shaft	Original carbon TX-413i							
Shaft hardness	L							
Shaft weight (g)	43							
Shaft torque (°)	6.0							
Shaft kick point	Tip							
Length (inches)	37	36.5	36	35.5	35	34.5	34.5	34
Balance	B8							
Club weight (g)	302	307	313	319	324	333	335	348
Grip	Original rubber grip (20g)							

\*In some cases there may be a discrepancy between the listed values and those of the individual product. \*The lie angle or loft angle is not adjustable. • Conforms to the new 2010 groove regulations. • Head speeds and flex guidelines are indicated on the right. TX-413i (L) --- 27-32m/s • Club: Made in Japan



	W#4	W#7	U#4	U#5
Loft angle (°)	18	24	26	30
Lie angle (°)	59.5	61	62	62.75
Face angle (°)	Hook 1.0		Hook 0.5	
Head volume (cm³)	180	150	116	115
Center-of-gravity distance (mm)	35		36	
Structure	SUS630 face, SUS630 cast body			
Shaft	Original carbon TX-413FII		Original carbon TX-413UII	
Shaft hardness	L		L	
Shaft weight (g)	42		42	
Shaft torque (°)	7.5		7.5	
Shaft kick point	Tip		Tip	
Length (inches)	41	39.5	38	37.25
Balance	B9		B9	
Club weight (g)	266	278	292	299
Grip	Original rubber grip (20g)			

\* The listed figures are design values and may change. \*In some cases there may be a discrepancy between the listed values and those of the individual product. • Conforms to the new 2010 groove regulations. • Head speeds and flex guidelines are recorded on the right. Original carbon TX-413FII (L) --- 27-32m/s, TX-413UII (L) --- 27-32m/s • Club: Made in Japan, Original head cover: Made in China



Loft angle (°)	4
Lie angle (°)	66
Shaft	Original carbon TX-413P
Length (inches)	32.5
Club weight (g)	479
Grip	Original rubber grip (58g)

\*In some cases there may be a discrepancy between the listed values and those of the individual product. • Club: Made in Japan • Head cover: Made in China



