YAMAHA EMPOWERS ME TO MAKE WAVES

Yamaha aims to satisfy the desires of people who want to enjoy golf more, and to inspire the passion of those who seek progress in their game.
A CHAMPION’S CHOICE

2018 Money List Leader

SHUGO IMAHIRA

2018 Official Money List Leader in Japan Golf Tour (JGTO)
Played in all major championship games in 2019
The “Ring” Generates a New Dimension in Kick Velocity and Flight Distance. “BOOST RING” Technology

Whether a professional or amateur, what every generation of golfers wants is longer flight distance. To satisfy that desire, we have focused on deflection.

In conventional designs, increasing deflection typically increases kick velocity, but for large club heads, that results in non-uniform deflection throughout the entire body, causes losses in transmitting all the energy to the ball.

To solve that problem, Yamaha developed BOOST RING technology that uses the hosel and ribs to consolidate the area near the face into a fixed ring-shaped structure. That inhibits unnecessary body deflection and generates uniform deflection in all directions, which reduces energy losses and generates 1.9 m/s higher kick velocity than the previous model.

* Yamaha Golf comparison

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**Without BOOST RING = Loss of Kick Velocity**

In club heads without the BOOST RING, the energy generated during impact successively deflects the entire head. That results in large losses from non-uniform deflection and prevents transmitting all the energy. As a result, that decreases the kick velocity of the ball.

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**With BOOST RING = Boost of Kick Velocity**

In club heads with the BOOST RING, the generated deflection is uniform and limited to the face area. Consequently, all the generated energy is transmitted to the ball, which increases the ball’s kick velocity.
Among the highest moments of inertia available. That prevents hook/slice, no matter how hard it is hit.

The moment of inertia was increased by making the head as large as the rules permit and by moving the center of gravity further back. That results in minimal ball vibration and can minimize flight distance losses or drawing/fading even if the ball is hit off-center.

RMX 120

The RMX1 series offers the highest moment of inertia ever

5,180 g·cm²

RMX 220

Large moment of inertia is nearly the maximum allowed by rules (5,900 g·cm²)

5,760 g·cm²

The exceptionally high moment of inertia generates exceptionally long ball flight.

With among the highest moment of inertia available, the club can inhibit flight distance losses even when the ball is hit in an off-center position away from the sweet spot. That means you can swing hard without worrying about the impact point.

RMX 218

4,700 g·cm²

RMX 220

5,760 g·cm²

[ Typical Driver ]

Head with Low Moment of Inertia

Head is prone to vibration

Clubs with a low moment of inertia are prone to vibration. Off-center hits result in lower kick velocity, less distance, and hook/slice.

(RMG120・220)

Head with High Moment of Inertia

Head is vibration-resistant

Clubs with a high moment of inertia are more vibration-resistant and balls tend to fly straight without losing kick velocity, even when hit off-center.

Test results from hitting the ball with the impact point shifted vertically in 1-cm increments and in the toe-heel direction in 2-cm increments.

* Given a 46-m/s head speed, Yamaha Golf comparison.

Conclusion!

BOOST RING and Highest Levels of Moment of Inertia are two features that enable long drives without vibration!
Impressively long flight distance and consistent trajectory. Straight flight even when hit hard allows attacking with confidence.

- **BOOST RING** increases kick velocity.
- **Large 5,180 g cm² moment of inertia.**
- Equipped with RTS (Remix Tuning System).

---

Balls fly straight thanks to a large moment of inertia that is almost the maximum allowed by rules. Even off-center hits fly straight, so you can swing hard without worrying about the impact point.

- **BOOST RING** increases kick velocity.
- **Large 5,780 g cm² moment of inertia** is nearly the maximum 5,800 g cm² permitted by rules.
- Equipped with RTS (Remix Tuning System).

### HEAD

**Model**

- **RMX 120**
- **RMX 220**

<table>
<thead>
<tr>
<th>Model</th>
<th>Shaft flex (g)</th>
<th>Shaft weight (g)</th>
<th>Face angle  (°)</th>
<th>Head volume (cm³)</th>
<th>Structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>RMX 120</td>
<td>S/VR</td>
<td>54/48/46</td>
<td>6</td>
<td>455</td>
<td>Precision QG-counter Precision cast #11 Titanium body</td>
</tr>
<tr>
<td>RMX 220</td>
<td>S/VR</td>
<td>54/48/46</td>
<td>6</td>
<td>455</td>
<td>Precision QG-counter Precision cast #11 Titanium body</td>
</tr>
</tbody>
</table>

---

### SHAFT

**Model**

- **Yamaha Carbon**
- **Speeder 569**
- **TOUR AD XC-5**
- **Diamana ZF50**

**Shaf**

- **Shaft flex (g)**: S/VR
- **Shaft weight (g)**: 54/48/46
- **Face angle (°)**: 6
- **Head volume (cm³)**: 455
- **Grip**:
  - Original rubber: 100g
  - Original rubber: 100g (150g attached)
  - Original rubber: 100g, with no logo: 10g

**Swing Weight**

- **250/250/250**
- **290/290/290**

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*Specifications are design values, and thus are subject to change. Individual products may feature minor deviations in measurement.*

*Values exclude SLE tubes (used as regulation).*

*The head and branded head covers are made in China.*

*The head weight is 1.95 g (with 9 g weight included).*
Yamaha Original Shaft TMX-420D made by Mitsubishi Chemical. Designed for easy swingability with a smooth EI (stiffness distribution) to maximize the benefits obtained from head characteristics, including an extra-large head size, among the highest moment of inertia available, and an extra-deep center of gravity.

Speeder 569 EVOLUTION VI (S)
- Features cutting-edge technologies and materials for golfers that prefer freely controlling specifications themselves. The Speeder is designed to increase impact force, so that balls can be hit longer distances.
- Stiffer from tip to middle for more consistent head behavior. These shafts transfer all the power from impact to the ball, without losses, for a strong trajectory with low spin.

TOUR AD XC-5 (S)
- Designed to provide a feel of consistency. In addition, the stiffness differential between the butt and midsection area increases head speed and ball flight distance.

Diamana ZF50 (S)
- The Diamana 4th Generation compilation model. Diamana shafts are very stiff at the tip to produce a feel of consistency. In addition, the stiffness differential between the butt and midsection area increases head speed and ball flight distance.

New RTS Sleeve Offered Loft Angle Adjustability

New RTS sleeves are also compatible with older model heads!

Club Balance is Adjustable by Replacing Weights
- The RTS-BR weights are not interchangeable with the new RTS weights (installed in 2015 or 2016 models) or previous RTS weights (installed in 2013 and 2014 models). Do not use them in previous model drivers. Also, only RTS-BR weights can be installed in RMX120 clubs.
**FW - UT NEW TECHNOLOGY**

**It increases height. It increases carry. Improve scores by enabling more aggressive golfing.**

**BOOST RING** also featured in fairway woods and utility clubs. Boosts kick velocity.

Flight distance can be increased by moving the impact point closer to the face center, where rebound is the greatest.

Reducing the distance between the impact point and face center (from 4.2 mm to 1.9 mm) enabled faster kick velocities.

**16RMX FW#3**
- Point of Impact
- Face center

**20RMX FW#3**
- Point of Impact
- Face center

Moment of inertia was maximized, in both vertical and transverse directions, by balancing weight distribution between the face and back.

- Significantly increased vertical moment of inertia (140% higher than previous model). That inhibits vertical head rotation during impact, so that the ball achieves proper loft height and is carried farther.

- Significantly increased transverse moment of inertia (117% higher than previous model) minimizes drawing/fading even when mishit.

**Helps get on the green with exceptional spin performance.**

**SHAFT**

**GRIP**

*Specifications are design values, and are subject to change.* Individual products may have minor deviations in measurements. *Yamaha Golf USA, Inc. is the sole importer and distributor in the United States.*
That eliminates self-consciousness about long-iron skills. This new type of iron provides gentle flight so you can even aim for the green.

To improve performance, the material was changed from soft iron FORGED to chromium molybdenum steel CASTING.

- Excellent face rebound results in longer flight. A thinner face material increases rebound for significantly longer flight distance.
- Superior workability of the chromium molybdenum material results in a structure that promotes ball height. The structure was changed from a semi-cavity to a pocket cavity configuration, which makes it easier to hit a higher trajectory.
- Large moment of inertia enables a straight approach. The pocket cavity structure increases the moment of inertia.
- The two-layer badge structure produces a good impact feel. A two-layer cavity badge made of plastic and aluminum provides a mild impact feel.

Comparison of Chrome-Molybdenum Steel vs Soft Iron

<table>
<thead>
<tr>
<th></th>
<th>Rebound</th>
<th>Design Freedom</th>
<th>Left/Lie Angle Adjustment</th>
<th>Impact Feel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chrome Molybdenum Steel</td>
<td>Good</td>
<td>Good</td>
<td>Good</td>
<td>Good</td>
</tr>
<tr>
<td>Soft Iron</td>
<td>Fair</td>
<td>Fair</td>
<td>Good</td>
<td>Excellent</td>
</tr>
</tbody>
</table>

Long flight, high trajectory, and forgiving accuracy. Irons for athletes, functionally engineered to deliver three types of performance.

- To ensure performance, clubs are cast as a single piece of chrome-molybdenum steel.
- Thinner face material increases rebound.
- The pocket cavity structure both lowers the center of gravity and increases the moment of inertia.

<table>
<thead>
<tr>
<th>SHAFT</th>
<th>GRIP</th>
<th>N.S. PRO MODEUS TOUR 120 (S)</th>
<th>N.S. PRO RMX5 (S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>#4</td>
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<td>58</td>
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<tr>
<td></td>
<td>#5</td>
<td>22</td>
<td>55</td>
</tr>
<tr>
<td></td>
<td>#6</td>
<td>33</td>
<td>28</td>
</tr>
<tr>
<td>Left angle (°)</td>
<td></td>
<td>39</td>
<td>30</td>
</tr>
<tr>
<td></td>
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<td>77</td>
<td>37</td>
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<td></td>
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<td></td>
<td>#9</td>
<td>46</td>
<td>48</td>
</tr>
<tr>
<td>PW</td>
<td></td>
<td>40</td>
<td>45</td>
</tr>
<tr>
<td>Lie angle (°)</td>
<td></td>
<td>60.5</td>
<td>61.5</td>
</tr>
<tr>
<td>Structure</td>
<td></td>
<td>Single-piece casting from chrome-molybdenum steel, with pocket cavity</td>
<td></td>
</tr>
</tbody>
</table>

- Shaft weight (g): 114
- Shaft kick point: Middle
- Club length (inches): 36.5
- Swing Weight: D1
- Club weight (g): 406
- Grip: Original rubber (2.00, with logo, Ribbed, 60g) (Y145-250)

Yamaha steel N.S. PRO RMX5 (S) (Specifications: See table below)

<table>
<thead>
<tr>
<th>SHAFT</th>
<th>GRIP</th>
<th>N.S. PRO MODEUS TOUR 120 (S)</th>
<th>N.S. PRO RMX5 (S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>#4</td>
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<td>63</td>
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</tr>
<tr>
<td>Left angle (°)</td>
<td></td>
<td>39</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>#7</td>
<td>77</td>
<td>37</td>
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<tr>
<td></td>
<td>#8</td>
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<td>46</td>
<td>48</td>
</tr>
<tr>
<td>PW</td>
<td></td>
<td>40</td>
<td>45</td>
</tr>
<tr>
<td>Lie angle (°)</td>
<td></td>
<td>60.5</td>
<td>61.5</td>
</tr>
<tr>
<td>Structure</td>
<td></td>
<td>Single-piece casting from chrome-molybdenum steel, with pocket cavity</td>
<td></td>
</tr>
</tbody>
</table>

- Shaft weight (g): 96
- Shaft kick point: Middle
- Club length (inches): 36.5
- Swing Weight: D1
- Club weight (g): 294
- Grip: Original rubber (2.00, with logo, Ribbed, 60g) (Y145-250)

Specifications are design values, and thus are subject to change. * Individual products may feature minor deviations in measurement. ** General guidelines for head speed and lie as follows, N.S. PRO MODEUS TOUR 120: (42-46) mph. For specification values for new/used clubs, refer to values published by the corresponding manufacturer. Heads are plated with nickelandchromium for all iron numbers. Left and lie angle can be adjusted up to ±1 degrees in 0.5-degree increments. ~ Adjusting the hit in lie angle can cause the bump in the nickelandchromium plating surface, which causes no problems with performance or safety. O Clubs are made in Japan.
**Distance and height of “plus-one” irons.**
More advanced irons with maraging throughout the entire head.

Both the face and sole are thinner, significantly improving rebound and increasing flight distance.

The thinnest area of the sole material near the face is 1.2 mm, which is 31% thinner than the RMX218.

The area around the impact point is 9% thinner. That significantly improves rebound performance around the impact point to enable longer flight.

Closer center of gravity and impact point increases kick velocity. Also increases impact angle for longer carry.

Weighted toward the toe to increase transverse moment of inertia. Adds one club distance for aiming for the green.

---

**Irons that generate more carry.**
Even more advanced version of the “plus-one” irons optimized for flight distance and gentle feel.

- Thinner sole and face materials increase rebound at actual impact point.
- The pocket cavity structure lowers the center of gravity.
- A lower center of gravity improves carry distance.

---

### Number

<table>
<thead>
<tr>
<th></th>
<th>#5</th>
<th>#6</th>
<th>#7</th>
<th>#8</th>
<th>PW</th>
<th>AW</th>
<th>SW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left angle (°)</td>
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<td>22</td>
<td>22</td>
<td>22</td>
<td>22</td>
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<td>62</td>
<td>62.25</td>
<td>62.5</td>
<td>62.75</td>
<td>62.75</td>
</tr>
</tbody>
</table>

**Structure**

AM355 Precision casting

### Yamaha Carbon (RMX-520) (SR/R)

<table>
<thead>
<tr>
<th>Shaft weight (g)</th>
<th>52/50</th>
<th>52/50.5</th>
<th>52.5/51</th>
<th>53.5/52.5</th>
<th>53.5/52.5</th>
<th>55/54</th>
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</thead>
<tbody>
<tr>
<td>Shaft kick point</td>
<td>Tip-middle</td>
<td>Tip-middle</td>
<td>Tip-middle</td>
<td>Tip-middle</td>
<td>Tip-middle</td>
<td>Tip-middle</td>
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<tr>
<td>Club length (inches)</td>
<td>36.25</td>
<td>37.75</td>
<td>37.25</td>
<td>36.75</td>
<td>36.25</td>
<td>35.75</td>
</tr>
<tr>
<td>Swing Weight*</td>
<td>D8</td>
<td>D9</td>
<td>D10</td>
<td>D11</td>
<td>D12</td>
<td>D13</td>
</tr>
<tr>
<td>Club weight (g)*</td>
<td>351/350</td>
<td>357/355</td>
<td>364/362</td>
<td>373/372</td>
<td>378/377</td>
<td>388/387</td>
</tr>
<tr>
<td>Grip</td>
<td>Original rubber J/400, with logo, Ribbed, 45g (Y186,465)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Yamaha steel (N.S. PRO RMX 95/R) (SR/R)

<table>
<thead>
<tr>
<th>Shaft weight (g)</th>
<th>95/R: 96/ (RS/RI): 98</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shaft kick point</td>
<td>Middle</td>
</tr>
<tr>
<td>Club length (inches)</td>
<td>36/38</td>
</tr>
<tr>
<td>Club weight (g)*</td>
<td>390/382</td>
</tr>
<tr>
<td>Grip</td>
<td>Original rubber J/100, with logo, Ribbed, 45g (Y186,465)</td>
</tr>
</tbody>
</table>

*Specifications are design values, and thus are subject to change.*  
*Individual products may feature minor variations in measurement.*  
*General guides include the head speed and face angle as follows: RMX218: 80-90mph, R, 6-7-8-9. Original RMX N.S PRO: 95R: 30-35mph, 95R: 35-38mph. Original R.MX RMX 95: 95R: 30-35mph, 95R: 35-38mph. All heads made with nickelchromium.*  
*Left and #8 angles can be adjusted.*  
*Grips are made in Japan.*
An annealing method that delivers the softness demanded by professionals.

Impact feel is important, because it provides accurate feedback about the face-ball contact status. That resulted in the development of making the forged soft iron head 12% softer.

The annealing process makes the forged soft iron head 12% softer.

Weighted toward the toe

Bounce maximizes consistency.

Active sole for wedges.

The new design delivers the same bounce no matter how open the face for various lies, so that golfers can get just as close to the pin as imagined.

Pinpoint Stopping and Aiming.

Spin performance is exactly as expected.

A reverse-tapered blade design improves spin performance. In combination with the milled face work, it provides “consistent and aggressive spin.”

Machine milling

<table>
<thead>
<tr>
<th>Number</th>
<th>#4</th>
<th>#5</th>
<th>#6</th>
<th>#7</th>
<th>#8</th>
<th>#9</th>
<th>PW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left angle (°)</td>
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<td>37</td>
<td>39</td>
<td>42</td>
<td>43</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td>Lie angle (°)</td>
<td>60.25</td>
<td>60.5</td>
<td>60.75</td>
<td>61</td>
<td>61.5</td>
<td>62</td>
<td>62.5</td>
</tr>
</tbody>
</table>

Structure: 520G self-forged iron, annealing process.

Dynamic Gold Tour Issue (S200)

<table>
<thead>
<tr>
<th>Shaft</th>
<th>S200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shaft flex</td>
<td>119</td>
</tr>
<tr>
<td>Shaft weight (g)</td>
<td>129</td>
</tr>
<tr>
<td>Shaft kick point</td>
<td>Bull</td>
</tr>
<tr>
<td>Club length (inches)</td>
<td>36.25</td>
</tr>
<tr>
<td>Club weight (g)</td>
<td>441</td>
</tr>
</tbody>
</table>

Grip: Original rubber, with logo, Ribbed, 50g (Y100/50).

Dynamic Gold 120 (S200)

<table>
<thead>
<tr>
<th>Shaft</th>
<th>120</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shaft weight (g)</td>
<td>119</td>
</tr>
<tr>
<td>Shaft kick point</td>
<td>Bull</td>
</tr>
<tr>
<td>Club length (inches)</td>
<td>36.25</td>
</tr>
<tr>
<td>Club weight (g)</td>
<td>441</td>
</tr>
</tbody>
</table>

Grip: Original rubber, with logo, Ribbed, 50g (Y100/50).

NS/PRO RMX 95 (S)

<table>
<thead>
<tr>
<th>Shaft</th>
<th>95</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shaft weight (g)</td>
<td>119</td>
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<tr>
<td>Shaft kick point</td>
<td>Middle</td>
</tr>
<tr>
<td>Club length (inches)</td>
<td>36.25</td>
</tr>
<tr>
<td>Club weight (g)</td>
<td>441</td>
</tr>
</tbody>
</table>

Grip: Original rubber, with logo, Ribbed, 50g (Y100/50).

Specifications are subject to change.* Individual products may feature minor deviations in measurement. © Heads are alloyed with nickel-chromium for all iron heads. © Left and lie angles can be adjusted up to ±1 degrees in 0.5-degree increments. © Adjusting the left or lie angle can cause the bumps on the nickel-chromium casting surface, which cause no problems with performance or safety. © Clubs are made in Japan.
Excellent feel of contact delivered by soft-forging!
A tangible ease from the very first swing!

**Straight Flight Design**
Increased the transverse MOI for trajectory consistency and tolerance for inconsistent contact.
With the highest transverse MOI of all Yamaha soft-forged irons to date, golfers can attack greens with confidence.

**Responsive Heads + Large Soft-Forged heads**
The heads are the right size to elicit a sense of security. Adjusted the size and shape of the sole and the top of the blade to create a sharp impression.

7-iron blade thickness
Back face design distributes weight toward the toe to create a higher MOI

**Structure**
Soft iron (565G forged)

<table>
<thead>
<tr>
<th>Number</th>
<th>#5</th>
<th>#6</th>
<th>#7</th>
<th>#8</th>
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<th>SW</th>
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<td>Left angle (°)</td>
<td>24</td>
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<td>30</td>
<td>34</td>
<td>39</td>
<td>44</td>
<td>50</td>
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<tr>
<td>Lm angle (°)</td>
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<td>62.25</td>
<td>62.5</td>
<td>62.75</td>
<td>62.75</td>
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</tbody>
</table>

**SHAFT**
RMX POWER FORGED Original carbon / M600V (F) / N.S. PRO 950 (F)

**GRIP**
Original rubber / with logo / Ribbed / 50g

**BAGS & ACCESSORIES**

**Replica of Professional Caddy Bag**

- Replica of model used by sponsored professionals
- In addition to RMX brand colors black and red, bags are also available with Yamaha violet
- Accented with molded parts based on an iron motif (silver areas)

**Y20CBP Caddy Bag**

<table>
<thead>
<tr>
<th>Color</th>
<th>Blank</th>
<th>Red x White</th>
<th>Violet x White</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight</td>
<td>4.9 kg</td>
<td>5.5 inches / 48 inches</td>
<td></td>
</tr>
</tbody>
</table>

Material: Synthetic leather (PU)
Made in Vietnam

With tag on bottom of caddy bag.
**Regular Model Caddy Bag**

- The stylish design features an impressive use of the tuning fork logo and use of bold coloring and contrasting materials.
- Compact size is easy to load into a car trunk.
- Light weight model (2.9 kg)

**Y28HP Iron Covers**

<table>
<thead>
<tr>
<th>Color</th>
<th>Black</th>
<th>Red x White</th>
<th>Violet x White</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material</td>
<td>Synthetic leather (PU) and acrylic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Made in</td>
<td>CHINA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Cap & Visor**

- Same model as used by professionals.
- All-season mesh.

**Y16GSL Men’s Gloves**

<table>
<thead>
<tr>
<th>Color</th>
<th>Black</th>
<th>White</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material</td>
<td>Natural leather</td>
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</tr>
<tr>
<td>Made in</td>
<td>JAPAN</td>
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</tr>
</tbody>
</table>

*Availability of items varies depending on area.
Ultra Distance +2 that delivers two clubs longer distance!

**inpres UD+2**
New technology added to the fabled
“Consistently Pleasing Sound” Easy to swing, easy to hit square, straight
Everyone needs to experience this ultra distance.

+2-club flight distance!
flight with an exhilarating sound of impact.

Limit-Pushing Repulsion
All clubs feature face design that dramatically increases kick velocity

Super CG design
Ultra flight distance thanks to ultra-low, ultra-deep CG design that facilitates clean contact and high flight

High Kick Velocity Loft Design
Strong loft delivers maximum kick velocity; Super CG Design delivers high trajectory flight
An Ultra Distance driver
that produces a high trajectory with crisp contact

Shaft
Original version: TMX-419G (S/S/SR)

Grip
Original version: 2700, with logo, Ribbed

Large CG angle for a surefire sweet spot
Large CG angle 33°

Head shape boosts confidence and adds a sense of security
Projection area expansion

High moment of inertia increases consistency 20%

Ultra Distance fairway woods
that produce a high trajectory

Shaft
Original version: TMX-419G (S/S/SR)

Grip
Original version: 2700, with logo, Ribbed

Number
R3
#5
#7
#9

Length (inches)
14.5
17
19
21.5

Face angle (°)
58
58.5
59
59.5

Shaft type
Tip

Head volume (cc)
160
174
182
151

Swing Weight:
D3

Club weight (oz)
286
286/291/279

Grip
Original version: 2700, with logo, Ribbed

Number
R3
#5
#7
#9

Length (inches)
14.5
17
19
21.5

Face angle (°)
58
58.5
59
59.5

Shaft type
Tip

Head volume (cc)
160
174
182
151

Swing Weight:
D3

Club weight (oz)
286
286/291/279

Grip
Original version: 2700, with logo, Ribbed

Specifications are subject to change. Individual products may have minor deviations in measurements. Standard head speed and face angles. Specifications per the USA's Taylormade specifications. Standard head speed and face angles. Null. Specifications per the USA's Taylormade specifications.
Ultra Distance utility
clubs that produce a high trajectory

Ultra Distance irons
that allow golfers to go for the green with a high trajectory

Head shape boosts confidence and adds a sense of security

High moment of inertia increases consistency 20%

Table:

<table>
<thead>
<tr>
<th>Number</th>
<th>#4</th>
<th>#5</th>
<th>#6</th>
<th>#7</th>
<th>#8</th>
<th>PW</th>
<th>AW</th>
<th>AS</th>
<th>SW</th>
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<tbody>
<tr>
<td>Loft angle (°)</td>
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<td>33</td>
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<tr>
<td>Club weight (g)</td>
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<td>374</td>
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<td>385</td>
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<tr>
<td>Swing weight*</td>
<td>0.15/0.20</td>
<td>0.15/0.20</td>
<td>0.15/0.20</td>
<td>0.15/0.20</td>
<td>0.15/0.20</td>
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<td>0.15/0.20</td>
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<tr>
<td>Grip</td>
<td>Original rubber J105, with logo, Ribbed 45g (Y190J45MS55)</td>
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For shafts:

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<th>#4</th>
<th>#5</th>
<th>#6</th>
<th>#7</th>
<th>#8</th>
<th>PW</th>
<th>AW</th>
<th>AS</th>
<th>SW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shaft weight (g)</td>
<td>50.5</td>
<td>49.5</td>
<td>50.5</td>
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<td>50.5</td>
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<tr>
<td>Club shaft (g)</td>
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<td>38.5</td>
<td>38</td>
<td>37.5</td>
<td>37</td>
<td>36.5</td>
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<td>36</td>
</tr>
<tr>
<td>Swing weight</td>
<td>0.15/0.20</td>
<td>0.15/0.20</td>
<td>0.15/0.20</td>
<td>0.15/0.20</td>
<td>0.15/0.20</td>
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<td></td>
</tr>
</tbody>
</table>

**Specifications are design values, and thus are subject to change. Individual products may feature minor deviations in measurement. Standard head speed and draw range: Original carbon T9044 190U: S: 84-44 m/s, R: 102-60 m/s. Made in Japan. Head cover: Made in China.**
I'm up to 200 yards. Unbelievable!

+2-club Technology boosts distance for women golfers.

+2-club distance without any additional effort!

inpres UD+2 LADIES

**Shaft**
- Original carbon TX-419D
- Original rubber blue, with grip, rubber 10g

**Grip**
- Original rubber blue, with grip, rubber 10g

Number of clubs: 10

- #4, #5, #6, #7, #8, #9, R4, R5, R6, R7
- Length (mm): 745, 725, 705, 685, 665, 645, 625, 605
- Color: White

**Design**
- Face design: 3D titanium face with urethane, 31 titanium precision casting body.
- Shaft: Original carbon TX-419D

**Specs**
- Loft angle: 11.5°
- Lie angle: 56.5°
- Face angle: 0°
- Heat volume: 460 cm³

**Weights**
- Club weight: 40 g
- Grip weight: 25 g

Special women’s design for preventing mishits

Special women’s design makes clubs extremely easy to hit with

- Large CG angle facilitates clean contact
- Great distance even with inconsistent points of contact

- Ultimate Face optimized for ladies (Driver)
- Full maraging body produces wide reputation area (Iron)

- Sand wedge specifically for bunkers

- Original shaft specifically for women, jointly developed with Mitsubishi Chemical

- The cutpoint ensures flexibility for a smooth feeling swing. The Club Block Design makes shaft length appear more manageable for increased confidence at address.
Non-insert heel-toe putters
with excellent stability and handling

The non-insert face delivers maximum feedback, with a solid feel of contact and great impact sound.

Non-insert face

Three-surface sole provides stability at address and shot-to-shot repeatability.

The non-balanced face design enables a natural feeling “into to” swing path.

GRIP

| Loft angle | 4 |
| Lie angle  | 71 |
| Club length (inches) | 33/34 |

*Specifications are design values and thus are subject to change.

pendicular to the actual product, subject to minor deviations in measurement.


Simple design that accentuates quality materials
inpres Caddy Bag and Tote Bag

Caddy bag Y19GA1

- Color: White (Gray)
- Black (Orange)
- Navy (Gray)
- Size: Shoulder strap
- Material: Piping, synthetic leather (Pu)
- Made in China
- Shoulder strap included
- Shoulder strap included
- Shoulder strap included
- Water-repellent finish

Tote bag Y19TB1

- Color: Wine (Red)
- Black (Orange)
- Navy (Gray)
- Size: 45 cm; L: 36 cm; D: 22 cm
- Material: Piping, synthetic leather (Pu)
- Made in China
- Shoulder strap included
- Shoulder strap included
- Shoulder strap included
- Water-repellent finish
inpres CADDY BAG

Convenient features

- Handle at opening
- Carabiner
- Accessory strap
- Large name tag
- Iron cover included

Caddy bag

<table>
<thead>
<tr>
<th>Color</th>
<th>Name tag</th>
<th>Carabiner</th>
<th>Handle at opening</th>
<th>Shoulder strap</th>
<th>Bottom grip</th>
<th>Iron cover included</th>
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<tbody>
<tr>
<td>Blue</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td></td>
<td></td>
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<tr>
<td>Pink</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yellow</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White</td>
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</tr>
</tbody>
</table>

Weight: 3.8 kg
Material: PU
Made in CHINA

Boston bag

<table>
<thead>
<tr>
<th>Color</th>
<th>Name tag</th>
<th>Carabiner</th>
<th>Handle at opening</th>
<th>Shoulder strap</th>
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<tbody>
<tr>
<td>Red</td>
<td>✔️</td>
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</tr>
<tr>
<td>Blue</td>
<td>✔️</td>
<td>✔️</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black</td>
<td></td>
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</tbody>
</table>

Weight: 4.1 kg (Black & Blue)
Material: PU
Made in CHINA
Technology and Design come from “inpres Series”
High-quality and High-performance complete set from Yamaha Golf.

- Straight flight with High MOI and Great Forgiveness for off-center Hits
- High-metallic impact sound with Yamaha’s Sound Design
- Yamaha’s Beautiful Head Shape
Lightweight and easy to swing:
The best attributes of golf clubs for women.

Every time you reach for them, FEMINA clubs are so surprisingly lightweight that you can’t help but envision how easy they are to swing. This vision of ease as you approach each shot inspires confidence and shows you what you are capable of.
Play Golf. Play Yamaha.