



Katsuragi Golf Club / Yamaha Resort Corporation



Play Golf. Play Yamaha.



2023

Y A M A H A G O L F S P E C G U I D E

Ver.1



See the Yamaha Golf website for details.

YAMAHA CORPORATION

Specifications are subject to change without notice.

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RMX *vd*

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NEW

RMX *vd*

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NEW

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NEW

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NEW

RMX *vd*

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NEW

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NEW

RMX *vd* TOURMODEL

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NEW

RMX *vd* WEDGE

RMX *vd*

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RMX VD UT				#U4	#U5	#U6	
RMX VD IRON					#4	#5	
RMX VD 40 IRON					#5	#6	
RMX VD TOURMODEL IRON					#4	#5	

inpres *DRIVESTAR*

inpres DRIVESTAR FW	#3	#5	#7				
inpres DRIVESTAR UT			#U4	#U5	#U6	#U7	
inpres DRIVESTAR IRON				#5	#6	#7	

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NEW

inpres *DRIVESTAR* DRIVER

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NEW

inpres *for LADIES* *DRIVESTAR* DRIVER

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NEW

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NEW

inpres *for LADIES* *DRIVESTAR* IRON

inpres *for LADIES* *DRIVESTAR*

inpres DRIVESTAR LADIES FW	#4	#5	#7			
inpres DRIVESTAR LADIES UT			#U4	#U5	#U6	#U7
inpres DRIVESTAR LADIES IRON				#6	#7	#8

PLAYERS

Sponsored Professionals (as of September 2021)



Hiroyuki Fujita
(sponsored by Katsuragi Golf Club)

18
total wins



Toru Taniguchi
(free agent) *Including senior tour

22*
total wins



Shugo Imahira
(free agent)

5
total wins



Chie Arimura
(sponsored by HP Japan)

14
total wins



Mami Fukuda
(sponsored by Yasukawa Electric)

2
total wins



Kana Nagai
(sponsored by Denso)

1
total win



Yoon Chae-Young
(free agent)



Maria Shinohara
(sponsored by Ohoka-Sangyo)




Nozomi Uetake
(sponsored by Surf Beverage)




Orie Fujino
(sponsored by Katsuragi Golf Club)


4
total wins




Shiho Toyonaga
(sponsored by Toshiba Careers)



Ayaka Morioka
(sponsored by Katsuragi Golf Club)



Kimiko Ueda
(sponsored by Three Hundred Club)



Shinobu Ishii
(free agent), Golf Instructor



Offering exceptional directional stability to all golfers.

VD 59

RMX V D



The new generation of iron, everything about it breaks the mold, both in terms of performance and shape.

VD 40

NEW

RMX V D

Loft angle (°)	9.5 (±1)/10.5 (±1)	
Lie angle (°)	57 (57.75, 58.5)	
Transverse moment of inertia (g-cm ²)	5,003	
Structure	6-4 titanium CNC precision machined face, 811 titanium precision casting body, and carbon fiber crown	

Shaft	Diamana PD 50	SPEEDER NX 50	TOUR AD UB-5
Shaft flex	S	S	S
Shaft weight (g)	53.5	54.5	57
Shaft torque (°)	4.8	4.6	4.4
Shaft kickpoint	Middle-butt	Middle	Middle
Club length (inches)	45.5	45.5	45.5
Balance	D2	D2	D2
Club weight (g)	302	302	304

Grip	Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49 g, M60 equivalent, with no BL, no logo	
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* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. * Loft angle and lie angle can be adjusted to values indicated in parentheses by changing the sleeve insertion orientation. © Given SLE rules (rebound regulations). © Shaft specifications are manufacturers' published figures. © Clubs: Made in Japan. Heads and head covers: Made in China. Torque wrench: Made in Taiwan. * Diamana is a registered trademark of Mitsubishi Chemical Corporation. * Speeder is a registered trademark of Fujikura Composites Inc. * TOUR AD is a registered trademark of Graphite Design Inc.

460 cm³



RMX V D

NEW

RMX V D 59

Loft angle (°)	9.5 (±1)/10.5 (±1)	
Lie angle (°)	59 (59.75, 60.5)	
Transverse moment of inertia (g-cm ²)	5,820	
Structure	6-4 titanium CNC precision machined face, 811 titanium precision casting body, and carbon fiber crown	

Shaft	Diamana YR	Diamana PD 50
Shaft flex	S/SR/R	S
Shaft weight (g)	55/53/51.5	53.5
Shaft torque (°)	5.0/5.0/5.0	4.8
Shaft kickpoint	Middle	Middle-butt
Club length (inches)	45.5	45.5
Balance	D2	D2
Club weight (g)	299/297/295	301

Grip	Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 45 g, M60 equivalent, with no BL, no logo	Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49 g, M60 equivalent, with no BL, no logo
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460 cm³



RMX VDFW

NEW



Number	#3	#5	#7
Loft angle (°)	15	18	21
Lie angle (°)	56	56.5	57
Structure	Precision cast 6-4 titanium body, ZAT158 titanium face with uneven thickness High specific gravity alloy sole and carbon fiber crown		
Shaft	Diamana YR f		
Shaft flex	S/SR/R		
Shaft weight (g)	57.0/55.0/53.5		
Shaft torque (°)	5.1/5.1/5.1		
Shaft kickpoint	Middle		
Club length (inches)	43	42.5	42
Balance	D2	D2	D2
Club weight (g)	316/314/312	322/320/318	325/323/321
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR4662FK> 45 g, M60 equivalent, with no BL, no logo		

Shaft	Diamana YB f		
Shaft flex	S		
Shaft weight (g)	69.0		
Shaft torque (°)	4.8		
Shaft kickpoint	Middle		
Club length (inches)	43	42.5	42
Balance	D3	D3	D3
Club weight (g)	330	335	340
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR4662FK> 49 g, M60 equivalent, with no BL, no logo		

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RMX VOUT

NEW



Number	#U4	#U5	#U6
Loft angle (°)	22	25	28
Lie angle (°)	57.5	58	58.5
Structure	Maraging 455 face with uneven thickness SUS630 precision casting body		
Shaft	Diamana YR h		
Shaft flex	S/SR/R		
Shaft weight (g)	65.0/64.5/62.5		
Shaft torque (°)	3.8/3.8/3.9		
Shaft kickpoint	Middle		
Club length (inches)	39.5	39	38.5
Balance	D2	D2	D2
Club weight (g)	353/352/350	358/357/355	363/362/360
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR4662FK> 45 g, M60 equivalent, with no BL, no logo		

Shaft	Diamana YB h		
Shaft flex	S		
Shaft weight (g)	78.0		
Shaft torque (°)	3.5		
Shaft kickpoint	Middle		
Club length (inches)	39.5	39	38.5
Balance	D3	D3	D3
Club weight (g)	369	374	379
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR4662FK> 49 g, M60 equivalent, with no BL, no logo		

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NEW

Number	#4	#5	#6	#7	#8	#9	PW
Loft angle (°)	23	26	29	32	36	40	45
Lie angle (°)	60.25	60.5	60.75	61	61.5	62	62.5
Materials/Manufacturing method	Chrome-molybdenum steel/Precision single casting						

Shaft	N.S.PRO MODUS3 TOUR 105(S)						
Shaft weight (g)	106.5						
Shaft kickpoint	Butt						
Club length (inches)	38.5	38	37.5	37	36.5	36	35.5
Balance	D2						
Club weight (g)	402	409	415	421	429	435	444
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR5060FK> 49 g, M60 equivalent, with no BL, no logo						

Shaft	N.S.PRO 950GH neo(R)						
Shaft weight (g)	94.5						
Shaft kickpoint	Middle						
Club length (inches)	38.5	38	37.5	37	36.5	36	35.5
Balance	D1						
Club weight (g)	395	402	409	414	422	428	437
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR5060FK> 49 g, M60 equivalent, with no BL, no logo						



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NEW

Number	#5	#6	#7	#8	#9	PW	AW	SW
Loft angle (°)	24	27	30	34	39	44	50	56
Lie angle (°)	62.5	62.75	63	63.25	63.5	63.75	64	64
Materials/Manufacturing method	AM355P/Precision single casting							

Shaft	N.S.PRO 950GH neo(R)							
Shaft weight (g)	94.5							
Shaft kickpoint	Middle							
Club length (inches)	38	37.5	37	36.5	36	35.5	35.25	35
Balance	D0	D0	D0	D0	D0	D0	D1	D2
Club weight (g)	399	406	413	419	427	434	439	443
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR5060FK> 49 g, M60 equivalent, with no BL, no logo							

Shaft	N.S.PRO 850GH neo(R)							
Shaft weight (g)	84.5							
Shaft kickpoint	Middle							
Club length (inches)	38	37.5	37	36.5	36	35.5	35.25	35
Balance	D0	D0	D0	D0	D0	D0	D1	D2
Club weight (g)	387	392	398	406	413	419	423	429
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR5060FK> 49 g, M60 equivalent, with no BL, no logo							



Caution

External pressures can dent N.S.PRO 850GH neo(R), which can cause bending damage. Handle such shafts carefully to prevent external pressure forces that could result in dents or other deformation. In particular, beware that pulling clubs out of caddy bags at an angle could cause deformation from the grip catching on the bag opening.

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RMX V2 TOUR MODEL

NEW



Number	#4	#5	#6	#7	#8	#9	PW
Loft angle (°)	24	27	30	34	38	42	46
Lie angle (°)	60.25	60.5	60.75	61	61.5	62	62.5
Materials/Manufacturing method	S20C Soft-forged iron, annealing process						
Shaft	Dynamic Gold EX TOUR ISSUE (S200)						
Shaft weight (g)	131						
Shaft kickpoint	Butt						
Club length (inches)	38.25	37.75	37.25	36.75	36.25	35.75	35.25
Balance	D2						
Club weight (g)	423	431	436	443	451	457	466
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR5060FK> 49 g, M60 equivalent, with no BL, no logo						

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inpres DRIVESTAR



RMX V2 WEDGE

NEW



Number	51	57
Loft angle (°)	51	57
Lie angle (°)	63.5	63.5
Bounce angle (°)	7	16
Materials/Manufacturing method	Soft iron/Single casting	
Shaft	Dynamic Gold EX TOUR ISSUE (S200)	
Shaft weight (g)	131	
Shaft kickpoint	Butt	
Club length (inches)	35.25	35
Balance	D3	D4
Club weight (g)	467	474
Grip	Yamaha Original Tour Velvet 360 rubber <Y21GR5060FK> 49 g, M60 equivalent, with no BL, no logo	

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inpres DRIVESTAR DRIVER

NEW



460 cm³

Loft angle (°)	9.5	10.5	11.5
Lie angle (°)	59		
Transverse Moment of Inertia (g·cm ⁴)	5,570		
Structure	Precision cast 6-4 titanium body, Carbon fiber crown		

Shaft	SPEEDER NX for Yamaha M423d			
Shaft flex	S	S	SR/R	R
Shaft weight (g)	58	58	51.5/45.5	45.5
Shaft kickpoint	Middle			
Club length (inches)	45.5			
Balance	D5			
Club weight (g)	296	296	284/279	279
Grip	LAMKIN CROSSLINE <Y23GC4060> 40g·M60 equivalent/with BL/no logo		LAMKIN CROSSLINE <Y23GC3560> 35g·M60 equivalent/with BL/no logo	

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© Clubs: Made in Japan, Head covers: Made in China. * Speeder is a registered trademark of Fujikura Composites Inc.

inpres DRIVESTAR FW

NEW



Club Number	#3	#5	#7
Loft angle (°)	15	17	19
Lie angle (°)	58	58.5	59
Structure	X37 precision casting body, Carbon fiber crown		

Shaft	SPEEDER NX for Yamaha M423f		
Shaft flex	S/SR/R		
Shaft weight (g)	59/52.5/47		
Shaft kickpoint	Middle		
Club length (inches)	43.5	42.75	42.25
Balance	D2		
Club weight (g)	305/293/287	311/299/293	315/303/297
Grip	LAMKIN CROSSLINE S: <Y23GC4060> 40g·M60 equivalent/with BL/no logo SR/R: <Y23GC3560>35g·M60 equivalent/with BL/no logo		

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inpres PUTTER



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

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inpres DRIVESTAR UT

NEW

Club Number	#U4	#U5	#U6	#U7
Loft angle (°)	18	20.5	23	25.5
Lie angle (°)	58.5	59	59.5	60
Structure	X37 precision casting body, Carbon fiber crown			

Shaft	SPEEDER NX for Yamaha M423u			
Shaft flex	S/SR/R			
Shaft weight (g)	62.5/52.5/47.5			
Shaft kickpoint	Middle			
Club length (inches)	40.75	40.25	39.75	39.25
Balance	D2			
Club weight (g)	330/316/311	334/320/315	338/324/319	342/328/323
Grip	LAMKIN CROSSLINE S: <Y23GC4060> 40g·M60 equivalent/with BL/no logo SR/R: <Y23GC3560>35g·M60 equivalent/with BL/no logo			

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inpres DRIVESTAR IRON

NEW

Club Number	#5	#6	#7	#8	#9	PW	AW	AS	SW
Loft angle (°)	21	23	25	28	32	37	42	48	55
Lie angle (°)	60.75	61	61.25	61.5	61.75	62	62.5	62.5	62.75
Structure	X37 Precision casting, Tungsten weight						SUS630 Precision casting		

Shaft	SPEEDER NX for Yamaha M423i (SR/R)								
Shaft weight (g)	SR	47.5	49	50	51	51.5	52	53.5	
	R	46	47.5	48.5	49.5	50	50.5	52	
Shaft kickpoint	Middle								
Club length (inches)	39	38.5	38	37.5	37	36.5	36	36	35.75
Balance	D0						D1	D1	D2
Club weight (g)	SR	334	341	347	353	360	367	380	385
	R	332	339	345	352	358	366	379	384
Grip	LAMKIN CROSSLINE <Y23GC4060> 40g·M60 equivalent/with BL/no logo								

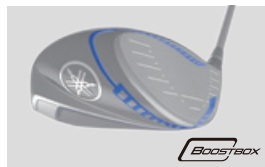
Shaft	N.S.PRO 850GH neo(S)								
Shaft weight (g)	88.0								
Shaft kickpoint	Middle								
Club length (inches)	38.75	38.25	37.75	37.25	36.75	36.25	35.75	35.75	35.5
Balance	D2						D3	D3	D4
Club weight (g)	374	381	387	393	399	407	418	417	423
Grip	LAMKIN CROSSLINE <Y23GC4060> 40g·M60 equivalent/with BL/no logo								

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inpres DRIVESTAR Drivers

New BOOSTBOX structure transfers impact energy into boosting kick velocity to a maximal degree



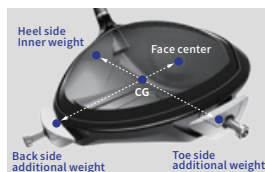
Unique advanced technology for higher kick velocity BOOSTBOX: the combination of BOOSTRING technology that consolidates the area near the face into a fixed ring-shaped structure and SPEEDBOX structure that increases the rigidity around the face perimeter. That inhibits excessive vibration during impact, which transfers impact energy into kick velocity to a maximal degree.

Head shape using science and feel to hit the ball where it flies the farthest



Golfers subconsciously tend to try and hit the ball at the point they think is the vertical center of the club. Therefore, considering that tendency, Yamaha designed the crown and face shape so that the area that is subconsciously recognized as the center matches the location that results in the longest flight, which is slightly above the face center. The head was designed so that impact points are centered in the upper portion of the club face. Now, a normal swing produces a higher club head revolution velocity at the face center, which increases kick velocity.

Unique COUNTERWEIGHT SYSTEM achieves rules-limit-class transverse moment of inertia



The rules-limit-class transverse moment of inertia $5,570\text{g}\cdot\text{cm}^2$ was achieved with unique COUNTERWEIGHT SYSTEM that optimally places a total of approximately 25g of weight on the toe, back, and heel around the center of gravity. Even if the ball is not hit at the ideal contact point, straight-line stability and the kick velocity of the ball are maintained to produce an impressive flight distance and trajectory consistency.

Achieved both a large moment of inertia and a traditional good head appearance



Clubs having a large moment of inertia tend to have a large projection area, however, inpres DRIVESTAR features traditional shorter length and sharper shape in rearward direction, making it easier to establish a comfortable stance.

inpres DRIVESTAR Fairway Woods and Utility Clubs

New X37 material increases kick performance



Fairway woods

New X37 stainless steel with high-toughness and resilience enables more precise designing. Higher kick performance close to rules limit allows a surprising longer flight distance.

The combination of new X37 material and carbon fiber crown delivers a lower center of gravity and stability



New X37 material Precision monoblock casting structure

The combination of new X37 material and carbon fiber crown successfully decreased a low center of gravity by 1.8mm (19.2mm, fairway woods) and 0.7mm (utility clubs) comparing to previous model, which is important for clubs that hit off the ground. Transverse moment of inertia was increased by using a stainless steel material X37 with a higher specific weight for the body, resulting in enhanced straight flight. Both fairway woods and utility clubs achieve high trajectory due to an ultra-low center of gravity and more forgiving from the large moment of inertia.

Achieved both a large moment of inertia and a traditional good head appearance



Fairway woods

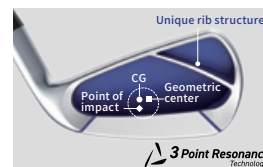


Utility clubs

Both a lower center of gravity and a large moment of inertia design and traditional sharp shape are maintained in fairway woods and utility clubs.

inpres DRIVESTAR Irons

Unique technologies for increasing kick velocity, 3POINT RESONANCE TECHNOLOGY



For general irons, the geometric center, which is a point on face with greatest deflection, is usually not close to a center of gravity and impact point. inpres DRIVESTAR has effective rib positions that shift the geometric center point close to the impact and center of gravity points. This maximizes kick velocity for more powerful flight.

Increased kick performance at the impact point due to an ultra-thin sole that was archived with new high-strength material X37



New X37 material Precision monoblock casting structure 1.1 mm ultra thin sole

Irons also use the same New X37 material as fairway woods and utility clubs. This stainless steel with high-toughness and resilience enables more precise designing. It results in 1.1 mm ultra-thin sole, increasing deflection during impact to enhance kick performance at the impact point.

Increased flight distance with low center-of-gravity design utilizing a large volume tungsten weight



High-density tungsten weight (#7:46g)

High-density tungsten weight (#7:46g) used in cavity results in a 19.0 mm of CG height for higher flight and a lower and deeper center-of-gravity. Golfers can go straight for the green thanks to an ideal iron achieving high trajectory.

Sharper shape with higher face and thinner sole



We put the maximum amount of effort in our pursuit of sharper shape that is typical of irons, and have made the sole thinner, face higher, and neck longer. New inpres irons never give up both flight distance performance and shape.

inpres DRIVESTAR Shaft (Driver, Fairway Woods, Utility Clubs, and Irons)

YAMAHA jointly developed carbon shaft SPEEDER NX for Yamaha dedicated to inpres DRIVESTAR with Fujikura Composites Inc. The present model is designed to set harder end and softer grip of the shafts comparing to the previous model.



inpres for LADIES
DRIVESTAR DRIVER

NEW



460
cm³



Loft angle (°)	12	13
Lie angle (°)	61	
Transverse Moment of Inertia (g·cm ⁴)	4,600	
Structure	6-4 Titanium face with uneven thickness, 6-4 Titanium precision casting body	

Shaft			
VANQUISH for inpres LM423d			
Shaft flex	R	A	L
Shaft weight (g)	49.5	46.5	44.5
Shaft kickpoint	Middle		
Club length (inches)	44.75		43.75
Balance	C5		C0
Club weight (g)	265	263	259
Grip	LAMKIN CROSSLINE <Y23GC2959> 29g·L59 equivalent/with BL/no logo		

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inpres for LADIES
DRIVESTAR FW

NEW



Club Number	#4	#5	#7
Loft angle (°)	17.5	20	23
Lie angle (°)	58.5	59	59.5
Structure	SUS630 precision casting body, Maraging 455 face with uneven thickness		

Shaft			
VANQUISH for inpres LM423f			
Shaft flex	<R>/A/L		
Shaft weight (g)	<45.5>/43.5/41.5		
Shaft kickpoint	Middle		
Club length (inches)	<R>	42.75	41.75
	A	42.75	41.75
	L	42	41
Balance	<C5>/C5/C1		
Club weight (g)	<R>	276	282
	A	275	281
	L	272	277
Grip	LAMKIN CROSSLINE <Y23GC2959> 29g·L59 equivalent/with BL/no logo		

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. © <R flex> is available on a special-order basis. (Special-order items are back-ordered.) © Clubs: Made in Japan, Head covers: Made in China.

inpres for LADIES
DRIVESTAR UT

NEW



Club Number	#U4	#U5	#U6	#U7
Loft angle (°)	21	24	27	30
Lie angle (°)	59	59.5	60	60.5
Structure	SUS630 precision casting body, Maraging 455 face with uneven thickness			

Shaft					
VANQUISH for inpres LM423u					
Shaft flex	<R>/A/L				
Shaft weight (g)	<46.5>/45.5/43				
Shaft kickpoint	Middle				
Club length (inches)	<R>	40.25	39.75	39.25	38.75
	A	40.25	39.75	39.25	38.75
	L	39.5	39	38.5	38
Balance	<C5>/C5/C1				
Club weight (g)	<R>	296	300	304	308
	A	295	299	303	307
	L	293	297	301	305
Grip	LAMKIN CROSSLINE <Y23GC2959> 29g·L59 equivalent/with BL/no logo				

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inpres for LADIES
DRIVESTAR IRON

NEW



Club Number	#6	#7	#8	#9	PW	AW	SW
Loft angle (°)	26	29	33	38	43	49	56
Lie angle (°)	61.75	62	62.25	62.5	62.75	62.75	63
Structure	X37 Precision casting				SUS630 Precision casting		

Shaft								
VANQUISH for inpres LM423i								
Shaft flex	<R>/A/L							
Shaft weight (g)	<R>	46.5	47.3	48.5	49	49.2		
	A	46.5	47.2	47.5	47.7	48		
	L	44	45	45.5	46	46.3		
Shaft kickpoint	Middle							
Club length (inches)	<R>	37.5	37	36.5	36	35.5	35.25	
	A	37.5	37	36.5	36	35.5	35.25	
	L	36.75	36.25	35.75	35.25	34.75	34.5	
Balance	<R>	C5			C6	C7	C8	
	A	C5			C6	C7	C8	
	L	C1			C2	C3	C4	
Club weight (g)	<R>	324	330	336	344	353	358	363
	A	322	328	334	342	351	357	362
	L	320	326	332	340	349	355	360
Grip	LAMKIN CROSSLINE <Y23GC2959> 29g·L59 equivalent/with BL/no logo							

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. © <R flex> is available on a special-order basis. (Special-order items are back-ordered.) © Heads are plated with nickel-chromium for all iron numbers. © Clubs are made in Japan. © Loft and lie angles are not adjustable.

inpres DRIVESTAR for LADIES Drivers

New BOOSTBOX structure transfers impact energy into boosting kick velocity to a maximal degree



Unique advanced technology for higher kick velocity BOOSTBOX: the combination of BOOSTRING technology that consolidates the area near the face into a fixed ring-shaped structure and SPEEDBOX structure that increases the rigidity around the face perimeter. That inhibits excessive vibration during impact, which transfers impact energy into kick velocity to a maximal degree.

Head shape using science and feel to hit the ball where it flies the farthest



Golfers subconsciously tend to try and hit the ball at the point they think is the vertical center of the club. Therefore, considering that tendency, Yamaha designed the crown and face shape so that the area that is subconsciously recognized as the center matches the location that results in the longest flight, which is slightly above the face center. In addition to increasing the overall head height by making the crown slightly more bulbous, adjustments were also made to the crown-face boundary design and to how the score lines appear. The head was designed so impact points are centered in the upper portion of the club face. Now, a normal swing produces a higher club head revolution velocity at the face center, which increases kick velocity.

More forgiving of mishits, ladies-model highest-class transverse moment of inertia



Utility COUNTERWEIGHT SYSTEM is introduced so that weight distribution of the toe and back around the center of gravity is optimized. It achieved a ladies-model highest-class transverse moment of inertia. This system produces more forgiving of mishits, and impressive flight distance and trajectory consistency.

Good appearance for a comfortable stance and stress-free swing



Clubs having a large moment of inertia tend to have a large projection area, however, inpres DRIVESTAR for LADIES features a shape and length for lady golfers, making it easier to establish a comfortable stance and stress-free swing.

inpres DRIVESTAR for LADIES Fairway Woods and Utility Clubs

Low center-of-gravity design improves flight distance performance of the bottom of face



Fairway woods

Flight distance performance of the bottom of face (impact point) is specifically the important element of fairway woods and utility clubs, which often involve hitting off the ground for the second shot. Flight distance performance was enhanced due to ultra-low center of gravity achieves high kick velocity.

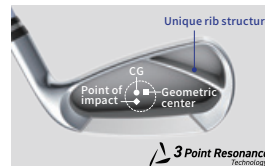
No fear of topping and duffing



To prevent topping, the leading edge (boundary between the face and sole) is lowered so that the face touches the lower part of a ball. In addition, the back of sole is allowed to slide by to prevent duffing. (Utility clubs)

inpres DRIVESTAR for LADIES Irons and Wedges

Unique technologies for increasing kick velocity, 3POINT RESONANCE TECHNOLOGY



For general irons, the geometric center, which is a point on face with greatest deflection, is usually not close to a center of gravity and impact point. inpres DRIVESTAR has effective rib positions that shift the geometric center point close to the impact and center of gravity points. This maximizes kick velocity for more powerful flight.

Increased kick performance at the impact point due to a ultra-thin sole that was archived with new high-strength material X37



New X37 material
Precision monoblock
casting structure
1.1 mm ultra thin sole

New X37 material with high-toughness and resilience enables more precise designing. It results in 1.1 mm ultra-thin sole, increasing deflection during impact to enhance kick performance at the impact point.

Improved shape: less sticking and better sweep



An adequate thickness of sole, moderate leading edge, and shape with good grounding offer superior behavior both in the backswing and follow-through.

Achieved both reliability and a good head looking through adjustments of blade thickness and face appearance



We put the maximum amount of effort in our pursuit of sharper shape that is typical of irons, and have made the sole thinner, face higher, and neck longer. New inpres irons never give up both flight distance performance and shape.

Improved wedges adopting new grooves ensure reliable spin characteristics



Wedges with ladies-specific designed sole and face shape feature new grooves that deliver spin consistency even under poor conditions. You can even enjoy bunkers or approaches with a normal swing.

**inpres DRIVESTAR for LADIES Shaft
(Driver, Fairway Woods, Utility Clubs, and Irons)**

Yamaha new brand VANQUISH was jointly developed with Mitsubishi Chemical specifically for inpres DRIVESTAR for LADIES. The new shafts have softer butt and middle areas, which provides lady golfers with pause stability at the top-of-swing and ease of hitting. A neutral color that goes well with navy crown is used.

