Katsuragi Golf Club / Yamaha Resort Corporation

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# 2024

# YAMAHA GOLF SPEC GUIDE

Ver.1

YAMAHA GOLF / EST.1982

# RMX VD

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RMX VD WEDGE

## RMX VD

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| RMX VD FW | #3 | #5 | #7 | | | | | | |
| RMX VD UT | | | | #U4 | #U5 | #U6 | | | |
| RMX VD/R IRON | | | | | | | #4 | #5 | |
| RMX VD/M IRON | | | | | | | #4 | #5 | |
| RMX VD/X IRON | | | | | | | #5 | #6 | |

## inpres DRIVESTAR

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



# inpres DRIVESTAR

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inpres DRIVESTAR DRIVER

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inpres DRIVESTAR IRON

# inpres for LADIES DRIVESTAR

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inpres for LADIES DRIVESTAR DRIVER

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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 | |

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YP-101

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SENSUS L

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NEW

SENSUS D

# RMX VD for Athlete

◆ RMX VD Driver Lineup

| Product name | Loft & Number | Shaft |
|---|---|---|
| RMX VD/R * Limited quantity | 9.5 degrees | SPEEDER NX BLACK 50 (S) |
| | | TENSEI Pro Blue 1K 50 (S) |
| | 10.5 degrees | SPEEDER NX BLACK 50 (S) |
| | | TENSEI Pro Blue 1K 50 (S) |
| | | TOUR AD VF-5 (S) |
| RMX VD/M | 9.5 degrees | TENSEI TR (S) |
| | | SPEEDER NX BLACK 50 (S) |
| | | TENSEI Pro Blue 1K 50 (S) |
| | 10.5 degrees | TENSEI TR (S/SR/R) |
| | | SPEEDER NX BLACK 50 (S) |
| | | TENSEI Pro Blue 1K 50 (S) |
| | | TOUR AD VF-5 (S) |
| RMX VD/X | 9.5 degrees | TENSEI TR (S) |
| | 10.5 degrees | TENSEI TR (S/SR/R) |

◆ Driver application chart

| | | TENSEI TR | | | SPEEDER NX BLACK 50 | TENSEI Pro Blue 1K 50 | TOUR AD VF-5 |
|---|---|---|---|---|---|---|---|
| | | S | SR | R | S | S | S |
| VD/R * Limited quantity | 9.5° | Custom order | Custom order | Custom order | ◎ | ◎ | Custom order |
| | 10.5° | Custom order | Custom order | Custom order | ◎ | ◎ | ◎ |
| VD/M | 9.5° | ◎ | Custom order | Custom order | ◎ | ◎ | Custom order |
| | 10.5° | ◎ | ◎ | ◎ | ◎ | ◎ | ◎ |
| VD/X | 9.5° | ◎ | Custom order | Custom order | Custom order | Custom order | Custom order |
| | 10.5° | ◎ | ◎ | ◎ | Custom order | Custom order | Custom order |

*Please check with Yamaha regarding the arrival date of custom orders.

◆ Adjustment degree values of the loft and lie angles after installing the new shaft adapter sleeve

| | STD | | | | | UPRT | | |
|---|---|---|---|---|---|---|---|---|
| | -2 | -1 | STD | +1 | +2 | +1 | UPRT | -1 |
| Loft angle (°) | -2 | -1 | 0 | +1 | +2 | +1 | 0 | -1 |
| Lie angle (°) | +1.5 | +0.5 | 0 | +0.5 | +1.5 | +2.5 | +3 | +2.5 |

Yamaha genuine torque wrench

***The older shaft adapter sleeves are incompatible with the new model heads. Likewise, the new sleeves cannot be used on the older model heads.**
***A genuine Yamaha torque wrench is required to adjust the loft and lie angles.**
**If you do not have a Yamaha genuine torque wrench, please purchase one at an authorized Yamaha golf equipment dealer.**



NEW

RMX VD/R

* Limited quantity

Releases on October 20, 2023

| | |
|---|---|
| Loft angle (°) | 9.5 (±1,±2) / 10.5 (±1,±2) |
| Lie angle (°) | 58(STD) - 61(UPRT) |
| Structure | 6-4 titanium CNC precision machined face, 811 titanium precision casting body, and carbon fiber crown |

| Shaft | SPEEDER NX BLACK 50 | TENSEI Pro Blue 1K 50 |
|---|---|---|
| Shaft flex | S | |
| Shaft weight (g) | 56.5 | 54 |
| Shaft torque (°) | 4.9 | 4.8 |
| Shaft kickpoint | Medium-high | Middle |
| Club length (inches) | 45.5 | |
| Balance | D4 | D3 |
| Club weight (g) | 306 | |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | |

| Shaft | TOUR AD VF-5 |
|---|---|
| (Loft angle) Shaft flex | (10.5) S |
| Shaft weight (g) | 56 |
| Shaft torque (°) | 4.3 |
| Shaft kickpoint | Middle-butt |
| Club length (inches) | 45.5 |
| Balance | D3 |
| Club weight (g) | 306 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo |

**445 cm³**

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. * Loft and lie angles can be adjusted by changing the direction of the shaft adapter sleeve when installing. ◎Given SLE rules (rebound regulations) ◎The shaft specifications are published by the manufacturers. ◎Clubs: Made in Japan, Head covers: Made in China. *TENSEI 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.

# RMX VD/M

NEW

Releases on October 20, 2023


| | | |
|---|---|---|
| Loft angle (°) | 9.5(±1,±2) / 10.5(±1,±2) | |
| Lie angle (°) | 58(STD) - 61(UPRT) | |
| Structure | 6-4 titanium CNC precision machined face, 811 titanium precision casting body, and carbon fiber crown | |
| Shaft | **TENSEI TR** | **SPEEDER NX BLACK 50** |
| (Loft angle) Shaft flex | (9.5) S / (10.5) S/SR/R | S |
| Shaft weight (g) | 53.5/52.0/49.5 | 56.5 |
| Shaft torque (°) | 4.9/5.0/5.0 | 4.9 |
| Shaft kickpoint | Middle | Medium-high |
| Club length (inches) | 45.5 | |
| Balance | D3 | D4 |
| Club weight (g) | 302/300/298 | 306 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 45g, M60 equivalent, with no BL, no logo | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49 g, M60 equivalent, with no BL, no logo |

| | | |
|---|---|---|
| Shaft | **TENSEI Pro Blue 1K 50** | **TOUR AD VF-5** |
| (Loft angle) Shaft flex | S | (10.5) S |
| Shaft weight (g) | 54 | 56 |
| Shaft torque (°) | 4.8 | 4.3 |
| Shaft kickpoint | Middle | Middle-butt |
| Club length (inches) | 45.5 | |
| Balance | D3 | |
| Club weight (g) | 306 | |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | |

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. * Loft and lie angles can be adjusted by changing the direction of the shaft adapter sleeve when installing. ◎Given SLE rules (rebound regulations) ◎The shaft specifications are published by the manufacturers. ◎Clubs: Made in Japan, Head covers: Made in China. *TENSEI 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.

# RMX VD/X

NEW

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| | | |
|---|---|---|
| Loft angle (°) | 9.5(±1,±2) | 10.5(±1,±2) |
| Lie angle (°) | 58(STD) - 61(UPRT) | |
| Structure | 6-4 titanium CNC precision machined face, 811 titanium precision casting body, and carbon fiber crown | |
| Shaft | **TENSEI TR** | |
| (Loft angle) Shaft flex | (9.5) S | (10.5) S/SR/R |
| Shaft weight (g) | 53.5/52.0/49.5 | |
| Shaft torque (°) | 4.9/5.0/5.0 | |
| Shaft kickpoint | Middle | |
| Club length (inches) | 45.5 | |
| Balance | D3 | |
| Club weight (g) | 301/299/297 | |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 45g, M60 equivalent, with no BL, no logo | |

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. * Loft and lie angles can be adjusted by changing the direction of the shaft adapter sleeve when installing. ◎Given SLE rules (rebound regulations) ◎Clubs: Made in Japan, Head covers: Made in China. *TENSEI is a registered trademark of Mitsubishi Chemical Corporation.



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# RMX VD FW

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| | | | |
|---|---|---|---|
| Number | #3 | #5 | #7 |
| Loft angle (°) | 15 | 18 | 21 |
| Lie angle (°) | 56 | 56.5 | 57 |
| Structure | 6-4 Titanium precision cast body, ZAT158 Titanium varied thickness face Tungsten weight (#3), high specific gravity weight (#5,7) | | |
| Shaft | **TENSEI TR f** | | |
| Shaft flex | S/SR/R | | |
| Shaft weight (g) | 56.5/55.5/54.0 | | |
| Shaft torque (°) | 4.6/4.7/4.8 | | |
| Shaft kickpoint | Middle | | |
| Club length (inches) | 43 | 42.5 | 42 |
| Balance | D2 | | |
| Club weight (g) | 313/312/311 | 317/316/315 | 320/319/318 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 45g, M60 equivalent, with no BL, no logo | | |

| | | | |
|---|---|---|---|
| Shaft | **TENSEI TB f** | | |
| Shaft flex | S | | |
| Shaft weight (g) | 68.5 | | |
| Shaft torque (°) | 4.6 | | |
| Shaft kickpoint | Middle | | |
| Club length (inches) | 43.0 | 42.5 | 42 |
| Balance | D3 | | |
| Club weight (g) | 329 | 333 | 337 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | | |

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. ◎Clubs: Made in Japan, Head covers: Made in China. *TENSEI is a registered trademark of Mitsubishi Chemical Corporation. ◎#7 TENSEI TB f(S) can be purchased by special order. (Special order items are available upon request.)

NEW

# RMX VD UT

Releases on October 6, 2023

| | | | |
|---|---|---|---|
| Number | #U4 | #U5 | #U6 |
| Loft angle (°) | 22 | 25 | 28 |
| Lie angle (°) | 57.5 | 58 | 58.5 |
| Structure | 455 maraging steel face , SUS630 precision casting body | | |
| Shaft | **TENSEI TR h** | | |
| Shaft flex | S/SR/R | | |
| Shaft weight (g) | 62.0/60.5/58.5 | | |
| Shaft torque (°) | 4.1/4.2/4.2 | | |
| Shaft kickpoint | Middle | | |
| Club length (inches) | 39.5 | 39 | 38.5 |
| Balance | D2 | | |
| Club weight (g) | 348/347/346 | 352/351/350 | 356/355/354 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 45g, M60 equivalent, with no BL, no logo | | |

| | | | |
|---|---|---|---|
| Shaft | **TENSEI TB h** | | |
| Shaft flex | S | | |
| Shaft weight (g) | 78.5 | | |
| Shaft torque (°) | 3.2 | | |
| Shaft kickpoint | Middle | | |
| Club length (inches) | 39.5 | 39 | 38.5 |
| Balance | D3 | | |
| Club weight (g) | 369 | 374 | 378 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | | |

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# RMX VD/R

NEW

Releases on October 6, 2023

* Limited quantity

| Number | #4 | #5 | #6 | #7 | #8 | #9 | PW |
|---|---|---|---|---|---|---|---|
| Loft angle (°) | 23 | 26 | 29 | 33 | 37 | 41 | 45 |
| Lie angle (°) | 60.25 | 60.5 | 60.75 | 61 | 61.5 | 62 | 62.5 |
| Materials/Manufacturing method | 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) | 424 | 431 | 436 | 443 | 449 | 457 | 466 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | | | | | | |

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. ◎The shaft specifications are published by the manufacturers.◎ Heads are plated with nickel-chromium for all iron numbers. ◎The loft angle can be adjusted up to ±1°, and the lie angle can be adjust up to ±2° in 0.5° increments. ◎Adjusting the loft or lie angle can cause fine bumps on the nickel-chrome plating surface, which cause no problems with performance or safety.◎Clubs: Made in Japan. * Dynamic Gold is a registered trademark of True Temper Sports, Inc. Japan.

# RMX VD/M

NEW

Releases on October 6, 2023

| Number | #4 | #5 | #6 | #7 | #8 | #9 | PW |
|---|---|---|---|---|---|---|---|
| Loft angle (°) | 22 | 24 | 27 | 31 | 35 | 39 | 44 |
| Lie angle (°) | 60.25 | 60.5 | 60.75 | 61 | 61.5 | 62 | 62.5 |
| Materials/Manufacturing method | Soft-forged iron body, spring steel welded face, resin badge | | | | | | |

| 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) | 401 | 407 | 413 | 420 | 427 | 434 | 442 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | | | | | | |

| Shaft | N.S.PRO 950GH neo(S) | | | | | | |
|---|---|---|---|---|---|---|---|
| Shaft weight (g) | 98 | | | | | | |
| Shaft kickpoint | Middle | | | | | | |
| Club length (inches) | 38.5 | 38 | 37.5 | 37 | 36.5 | 36 | 35.5 |
| Balance | D1 | | | | | | |
| Club weight (g) | 398 | 403 | 410 | 417 | 423 | 431 | 438 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | | | | | | |

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. ◎The shaft specifications are published by the manufacturers. ◎Heads are plated with nickel-chromium for all iron numbers. ◎The loft angle can be adjusted up to ±1°, and the lie angle can be adjust up to ±2° in 0.5° increments. ◎Adjusting the loft or lie angle can cause fine bumps on the nickel-chrome plating surface, which cause no problems with performance or safety. ◎Clubs: Made in Japan. * N.S.PRO and N.S.PRO MODUS3 are registered trademarks of NHK Spring Co., Ltd.





# RMX VD/X

NEW

Releases on October 6, 2023

| Number | #5 | #6 | #7 | #8 | #9 | PW | AW | SW |
|---|---|---|---|---|---|---|---|---|
| Loft angle (°) | 22 | 25 | 28 | 32 | 37 | 43 | 49 | 55 |
| Lie angle (°) | 62.5 | 62.75 | 63 | 63.25 | 63.5 | 63.75 | 64 | 64 |
| Materials/Manufacturing method | AAM355P one-piece precision casting, high specific gravity tungsten weight, resin badge | | | | | | | |

| Shaft | N.S.PRO 950GH neo(S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Shaft weight (g) | 98.0 | | | | | | | |
| Shaft kickpoint | Middle | | | | | | | |
| Club length (inches) | 38 | 37.5 | 37 | 36.5 | 36 | 35.5 | 35.25 | 35 |
| Balance | D2 | | | | | | D3 | D4 |
| Club weight (g) | 404 | 411 | 418 | 425 | 433 | 441 | 445 | 451 |
| Grip | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | | | | | | | |

| Shaft | | TENSEI TR i(SR/R) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Shaft weight(g) | SR | 72.5 | 73 | 73.5 | 75.5 | 75.5 | 77 | | |
| | R | 71.5 | 71.5 | 71 | 73.5 | 73.5 | 76 | | |
| Shaft kickpoint | | Middle | | | | | | | |
| Club length (inches) | | 38.25 | 37.75 | 37.25 | 36.75 | 36.25 | 35.75 | 35.5 | 35.25 |
| Balance | | D1 | | | | | | D2 | D3 |
| Club weight(g) | SR | 378 | 385 | 390 | 400 | 405 | 418 | 423 | 430 |
| | R | 376 | 383 | 388 | 397 | 404 | 417 | 422 | 426 |
| Grip | | Yamaha Original Tour Velvet 360 rubber <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | | | | | | | |

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. ◎Heads are plated with nickel-chromium for all iron numbers. ◎Loft and lie angles are not adjustable. ◎Clubs: Made in Japan. *N.S.PRO is a registered trademark of NHK Spring Co., Ltd. *TENSEI is a registered trademark of Mitsubishi Chemical Corporation.

# RMX VD WEDGE

| Number | 51 | 57 |
|---|---|---|
| Loft angle (°) | 51 | 57 |
| Lie angle (°) | 63.5 | 63.5 |
| Bounce angle (°) | 7 | 16 |
| Materials/Manufacturing method | Soft iron/one-piece 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 <Y22GR4660R> 49g, M60 equivalent, with no BL, no logo | |

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. ◎The shaft specifications are published by the manufacturers.◎ Heads are plated with nickel-chromium for all iron numbers. ◎The loft angle can be adjusted up to ±1°, and the lie angle can be adjust up to ±2° in 0.5° increments. ◎Adjusting the loft or lie angle can cause fine bumps on the nickel-chrome plating surface, which cause no problems with performance or safety. ◎Clubs: Made in Japan. * Dynamic Gold is a registered trademark of True Temper Sports, Inc. Japan.

*Indicated numbers in this document are design values, which may differ slightly from actual values.
*Specifications are subject to change without notice.
*All diagrams and images are for illustrative purposes only.

## ■ New technology that maximizes flight distance

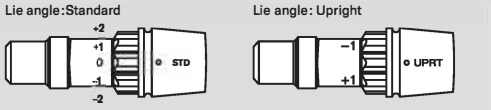
# Bull's-eye Face

### Leading to the "perfect sweet spot for maximum distance"

Yamaha has conducted independent research and scientifically analyzed the human senses.
The new RMX driver is designed to make golfers feel like they are hitting the center of the face when addressing the ball, but unconsciously, the golfer is striking the ball just slightly above the center, which is the sweet spot for the RMX driver, delivering the maximum distance.

*Image

### A new shaft adapter sleeve design Maximizes flight distance for players




| Shaft adapter sleeve position | STD | | | | | UPRT | | |
|---|---|---|---|---|---|---|---|---|
| | -2 | -1 | STD | +1 | +2 | +1 | UPRT | -1 |
| Loft angle (°) | -2 | -1 | 0 | +1 | +2 | +1 | 0 | -1 |
| Lie angle (°) | +1.5 | +0.5 | 0 | +0.5 | +1.5 | +2.5 | +3 | +2.5 |

**Different loft variations to achieve a better launch angle**

The loft angle supports up to 5 different degrees from 7.5° to 12.5°.
*Including the selection of 9.5° or 10.5° clubhead specifications

*The older shaft adapter sleeves are incompatible with the new model heads. At the same time, the new sleeves cannot be fitted on the older model heads.

### RMX VD/R Limited quantity only

**Initial velocity and control Tour athlete model**

The sliding weight allows players to adjust the amount of grab between the ball and the club before impact.
The center of gravity can be adjusted from the middle of the face to the FADE side (toe side) by up to 1.5 mm and the DRAW side (heel side) by up to 1.5 mm.

### RMX VD/M

**Initial velocity and optimal handling NEO athlete model**

Sliding weights are positioned from front to back direction.

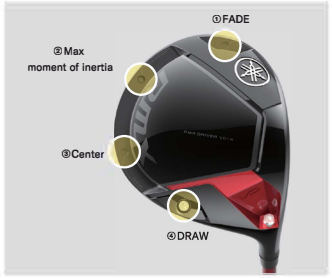
| | Face side | Back side |
|---|---|---|
| Depth of the center of gravity (mm) | 39 | 43 |

### RMX VD/X

**Initial velocity and straight shot stability All athlete model**

Four weight positions for adjusting the amount of grab and the trajectory

| Weight position | ① | ② | ③ | ④ |
|---|---|---|---|---|
| Center of gravity angle (°) | 22 | 27.5 | 30 | 29.5 |
| Depth of the center of gravity (mm) | 38.5 | 43 | 43.5 | 40.5 |
| Moment of inertia (g·cm²) | 5669 | 5818 | 5704 | 5306 |






### RMX VD FW

**The second generation of FW produces incredible distance, resulting in numerous victories**

Low center of gravity for more distance

A high repulsion performance is achieved using a beta-titanium face.
82g of tungsten is placed in the sole.
In addition, the use of a carbon fiber crown has succeeded in lowering the center of gravity by 17mm. (3W)
Matching the center of gravity's height on the clubface with the player's impact point enables a higher flight path.


Four types of high-performance materials that provide unparalleled flight distance

### RMX VD UT

**High-performance utility club able to hit the target with outstanding distance and superior spin performance**

Club shape for easier positioning when in a square stance

The shape is closer to an iron, which is demanded by tour players.

## ■ RMX VD Irons

### RMX VD/R Limited quantity only

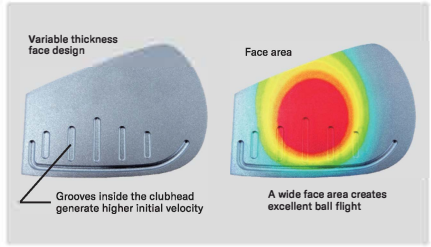
**Introduction of the new shape**

The club's shape was redesigned with feedback received from tour players.
The face gauge is larger, the toe side is slightly lower, and the heel side is slightly higher than the previous model.
The evolution of the shape makes it easier to visualize the direction of the shot when addressing the ball.

### RMX VD/M

**Improved performance in the impact area Grooves inside the clubhead generate higher initial velocity to produce a spectacular flight.**

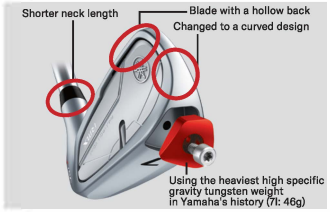
The internals of the clubhead were redesigned, with groves placed in the most optimal spots to achieve more distance and the appropriate spin.
The face features a wider surface area for the perfect distance performance.




### RMX VD/X

**High specific gravity large-capacity tungsten weight**

A high specific gravity large-capacity tungsten weight is placed on the toe side (outer circumference).
The low center of gravity increases the ball's initial velocity and achieves a large moment of inertia of 4,000g·cm² (7I to PW).
Ultimate stability for distance iron greatly improves players' scores.



## inpres DRIVESTAR DRIVER


460 cm³


| Loft angle (°) | 9.5 | 10.5 | 11.5 |
|---|---|---|---|
| Lie angle (°) | 59 | | |
| Transverse Moment of Inertia (g·cm²) | 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 | |

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. ◎Given SLE rules (rebound regulations) ◎Clubs: Made in Japan, Head covers: Made in China. * Speeder is a registered trademark of Fujikura Composites Inc.

## inpres DRIVESTAR FW



| 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<br>S: <Y23GC4060> 40g, M60 equivalent/with BL/no logo<br>SR/R: <Y23GC3560>35g, M60 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. ◎Clubs: Made in Japan, Head covers: Made in China. * Speeder is a registered trademark of Fujikura Composites Inc.



## inpres DRIVESTAR UT

| Club Number | #U4 | #U5 | #U6 | #U7 |
|---|---|---|---|---|
| Loft angle (°) | 18 | 20.5 | 23 | 25.5 |
| Lie angle (°) | 58.5 | 59 | 59.5 | 60 |
| Structure | X37 precisio 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<br>S: <Y23GC4060> 40g, M60 equivalent/with BL/no logo<br>SR/R: <Y23GC3560>35g, M60 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. ◎Clubs: Made in Japan, Head covers: Made in China. * Speeder is a registered trademark of Fujikura Composites Inc.


## inpres DRIVESTAR IRON

| 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 | 380 | 385 |
| | R | 332 | 339 | 345 | 352 | 358 | 366 | 379 | 379 | 384 |
| Grip | | LAMKIN CROSSLINE <Y23GC4060><br>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><br>40g, M60 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. ◎N.S.PRO 850GH neo specs are those provided by the manufacturer. ◎Heads are plated with nickel-chromium for all iron numbers. ◎Loft and lie angles are not adjustable. ◎Clubs: Made in Japan. * Speeder is a registered trademark of Fujikura Composites Inc. * N.S.PRO is a registered trademark of NHK Spring Co., Ltd.

# Features

## ■ inpres DRIVESTAR Drivers

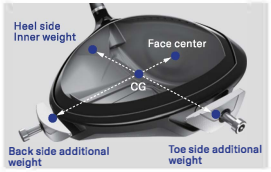
### New BOOSTBOX structure transfers impact energy into boosting kick velocity to a maximal degree


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 5,570g･cm² 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 fight 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


The combination of new X37 material and carbon fiber crown successfully decreased a low center of gravity by1.8mm (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

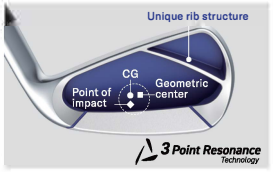
Fairway woods

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.

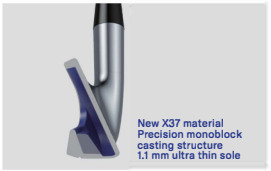
## ■ inpres DRIVESTAR Irons

### 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 a ultra-thin sole that was archived with new high-strength material X37




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) 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 for 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

460 cm³

| Loft angle (°) | 12 | 13 |
|---|---|---|
| Lie angle (°) | 61 | |
| Transverse Moment of Inertia (g·cm²) | 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

| 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 | 42.25 | 41.75 |
| | A | 42.75 | 42.25 | 41.75 |
| | L | 42 | 41.5 | 41 |
| Balance | | <C5>/C5/C1 | | |
| Club weight (g) | <R> | 276 | 279 | 282 |
| | A | 275 | 278 | 281 |
| | L | 272 | 275 | 277 |
| Grip | | LAMKIN CROSSLINE <Y23GC2959> 29g・L59 equivalent/with BL/no logo | | |

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## inpres for LADIES DRIVESTAR UT

| 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

| 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 | 35.5 | 35.25 |
| | A | 37.5 | 37 | 36.5 | 36 | 35.5 | 35.5 | 35.25 |
| | L | 36.75 | 36.25 | 35.75 | 35.25 | 34.75 | 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

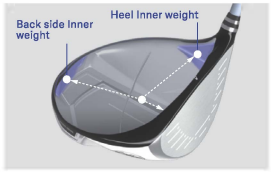
### New BOOSTBOX structure transfers impact energy into boosting kick velocity to a maximal degree


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




Unique 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 fight 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.

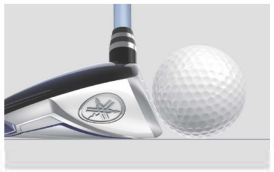
## inpres DRIVESTAR for LADIES Fairway Woods and Utility Clubs

### 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.

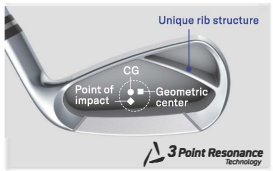
### No fear of topping and duffing



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 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 will with navy crown is used.

## YP-101 NEW

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

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. ◎Clubs: Made in Japan, Head covers: Made in China.

## SENSUS L NEW

Releases on November 3, 2023

| | |
|---|---|
| Loft angle (°) | 3 |
| Lie angle (°) | 70 |
| Club length (inches) | 33 |

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## SENSUS D NEW

Releases on November 3, 2023

| | |
|---|---|
| Loft angle (°) | 3 |
| Lie angle (°) | 70 |
| Club length (inches) | 33 |

* Indicated values are design values that are subject to change. * Actual values for individual products may differ slightly from indicated values. ◎Clubs: Made in Japan, Head covers: Made in China.



## MEMO