WELCOME YEARS WITH YAMAHA (2)

Yamaha News, ENG, No. 2, 1967, April

A COMPLETE ARRAY OF YAMAHAS FOR 1967

67 NEW YAMAHAS:
- Motorcycle, YCS-1 180cc, Autolube
- SPECIFICATIONS:
  - YR-1 350cc
  - YL-1
  - YM-2 305cc
  - YM2-C 305cc
  - YDS-5 250cc
  - YL-2 100cc
  - YL-2C 100cc
  - YCS1 180cc
  - YR1 350cc
  - YL1
  - YM2
  - YM2C
  - YDS5
  - YL2
  - YL2C

YAMAHA'S Topics:
- DONE IT ALL FOR HIMSELF…YAMAHA 4-CYLINDER 500cc, SONAUTO, Shigeo Nozaki, YDS-2, Hokuriku District, Toyama-City, Shizuoka Distribution Center, Main parts purchased, FRENCH DEALERS CAVE A GRAND COCKTAIL PARTY, Bombay Motors, S. Yoshida, YDS-3, US, National Highway No. 1, Sedjo Brajan, Sales Operation Getting Brisker, Venemotos, Veuillet, Canada, Djakarta, SALES ARE MAKING A RISING CURVE, L. L'Hiraut, South-Central America, MOTORCYCLISTS ARE HEARTY WELCOMED TO A NICE SUMMER HOUSE OF YAMAHA DEALER!, Mouche, Africa, IN ADDITION TO, Tokyo, Osaka, East Pakistan, Indonesia, South America, VENEZUELA, THE HISTORY OF YAMAHA 1955-1967, TWELVE YEARS WITH YAMAHA 2, Mt. Fuji Climbing Race, Kawakami, YA-1 125cc, River Tenryu, Logical progression of technique, Overcoming sales handicaps, Racing success arousing fresh reaction

A conservative 10,000 km test was done successfully. Performance and quality were proven outstanding and revolutionary in those days. The Yamaha Company, however, had to face a serious barrier prior to launching into the market where as many as 100 manufacturers were having the hottest contest for larger share. That was a problem of sales networks. No dealing establishment took notice of this newcomer produced by a piano maker. They did not like to run a risk. Some of them even asked a contemptible question—“Does exhaust noise sound melodic?”

Under these disheartening circumstances, Yamaha sales men continued their painstaking efforts for sales promotion all over Japan. Confidence on performance and quality of product was a support for them.

Company concentrated its efforts on a new line of work with group of top-notch engineers and modern machineries to satisfy the requirement of this ultra-modern engineering until 1966 in the War ended.

A DOUPLE-SCREW 500cc Twin, SATOMOTO, Shigeo Nozaki, YDS-2, Hokuriku District, Toyama-City, Shizuoka Distribution Center, Main parts purchased, FRENCH DEALERS CAVE A GRAND COCKTAIL PARTY, Bombay Motors, S. Yoshida, YDS-3, US, National Highway No. 1, Sedjo Brajan, Sales Operation Getting Brisker, Venemotos, Veuillet, Canada, Djakarta, SALES ARE MAKING A RISING CURVE, L. L'Hiraut, South-Central America, MOTORCYCLISTS ARE HEARTY WELCOMED TO A NICE SUMMER HOUSE OF YAMAHA DEALER!, Mouche, Africa, IN ADDITION TO, Tokyo, Osaka, East Pakistan, Indonesia, South America, VENEZUELA, THE HISTORY OF YAMAHA 1955-1967, TWELVE YEARS WITH YAMAHA 2, Mt. Fuji Climbing Race, Kawakami, YA-1 125cc, River Tenryu, Logical progression of technique, Overcoming sales handicaps, Racing success arousing fresh reaction

Yamaha did not need to wait so long to arouse fresh public reaction to YA-1. Yamaha captured a win in 1965 Mt. Fuji Climbing Race which was admitted the biggest speed event in Japan in those days. A tough machine plus rider’s driving spirit used to be a winning factor in this type of racing, for any of racing tactics, however elaborate, was deemed useless in climbing reliably the mountain-path. But it was not some of a non-scorer Yamaha team. Yamaha exhibited unique and spectacular tactics in the 1965 event. The pit personnel maintained a close contact with riders by means of radio communication to keep them well informed of all rival teams on the course. Yamaha riders competed as one unit to grab a win. This racing success consequently aroused fresh interests among enthusiasts, for apart from advanced tactics, they were deeply impressed with excellent performance of YA-1 itself.

...continued.

OUTLOOKING forward, the Yamaha Company will plan to expand its capacities both domestically and abroad, with the idea of making Yamaha the world’s number one motorcycle manufacturer.
'67 NEW YAMAHAS

YMZ-2 305cc

305cc twinradier gaining an established fame among real enthusiasts throughout the world. Mounted with aluminium alloy powerplant. Performance and quality recognized far above the level in its class.

YM2-C 305cc

Bigger twin trail bike. Exhibiting a wonderful ruggedness on the roughest surfaces such as mountains and wild trails.

YDS-5 250cc

The latest version of the world-famous 350cc twin sportster. Thoroughly featured with Yamaha's two-stroke achievements of engineer-
ing to enthrall young vigorous enthusiasts.

SALES ARE MAKING A STEADY RISING CURVE with Bombay Motors which opened its business in September, 1966 as a new Yamaha dealer in East Pakistan. Total sales for this year are expected to reach the level of 600-700 units.

NEW mountainside House of Yamaha Dealer. As motorcycle sales are growing in popularity in Indonesia, so many enthusiasts undertake a touring to famous mountainside resort about 100 miles distant from Djakarta. The back of P. T. Sedjo Ragunan is offered to his friends for their use. Touring is made much more enjoyable thanks to his good will.

IN ADDITION to a baseball team introduced in the previous issue, a Yamaha cheerleader group has been organized by Distribuidora Venezolana in Caracas, Venezuela, South America. Finally, this is another noteworthy score in advertising Yamaha motorcycles.
FRENCH DEALERS GAVE A GRAND COCKTAIL PARTY for Mr. S. Yoshihisa, a high-spirited globe-trotter on his Yamaha YDS-3, who arrived in Paris. He has already completed the half of his whole trip schedule, covering US, Canada, South-Central America and Africa since he left Japan the year before last.

From left to right, Mr. Veuillet, President SONAUTO, Mr. L'Heureux, YAMAHA rider, Mr. Mouche, Director ISO and Mr. Yoshihisa.

**Sales Operation Getting Brisker**

In addition to a new building of Branch Office in Kyushu, the southern extremity of Japan, Yamaha has recently completed one more Distribution Center in Shinshu where a special superexpress train can be viewed running at its full speed of 250 km/h against the finest scenery of snow-crowned Mt. Fuji. The surrounding area is so famous as a mecca of motorcycling in Japan, occupying an ideal position between Tokyo and Osaka. Now, toward the demand-rising system, Yamaha has reinforced the sales networks along the National Highway No. 1 linking two biggest cities with each other. Yamaha covers the whole Japan with 8 Branch Offices and 19 District Distribution Centers.

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<table>
<thead>
<tr>
<th>YL-2 100cc</th>
<th>YL-2C 100cc</th>
</tr>
</thead>
<tbody>
<tr>
<td>68 mph / 110 km/h</td>
<td>60 - 70 mph / 110 km/h</td>
</tr>
<tr>
<td>170 mph / 70 km/h</td>
<td>17.5 mph / 75 km/h</td>
</tr>
<tr>
<td>22</td>
<td>35</td>
</tr>
<tr>
<td>24 ft. / 7m</td>
<td>7m or 35 km/h</td>
</tr>
<tr>
<td>6.17 ft. / 1.870m</td>
<td></td>
</tr>
<tr>
<td>73.6 in. / 1.870 in.</td>
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</tr>
</tbody>
</table>

**Specifications**

- **YL-2**
  - 52 mm x 55.0 mm / 2 in x 2.1 in
  - 72 cc
  - 9,000 rpm
  - 9.9 kg-m / 7,500 r.p.m. kick
  - 7,380 lb-ft / 100 kg
  - 2.2 gal / 8.4 L
  - 200 lbs / 93 kg
  - 2.2 gal / 8.4 L
  - 2.2 gal / 8.4 L
  - 2.2 gal / 8.4 L
  - 250 - 18 - 4PR
  - 250 - 18 - 4PR

- **YL-2C**
  - 97 cc
  - 7,380 rpm
  - 9.5 kg-m / 7,500 r.p.m.
  - Electric start
  - 200 lbs / 93 kg
  - 2.2 gal / 8.4 L
  - 2.2 gal / 8.4 L
  - 2.2 gal / 8.4 L
  - 250 - 18 - 4PR
  - 250 - 18 - 4PR

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Worthington YR-1's crankcase can be horizontally split. Consequently, transmission is so easily inspected for maintenance work. A picture of cutaway metallic box cylinder used in common with Yamaha twin sport series ranging from 180 cc to 250 cc. Shown at the center is bluish iron sleeve with surrounding aluminum.
DONE IT ALL FOR HIMSELF---

YAMAHA 4-CYLINDER 500CC

A 2-cycle 4-cylinder 500cc bike—how spectacular it could be! Is it only an imaginary machine? No, never. A king-size Yamaha has made its advent in reality with a wonderful ingenuity of a loyal engineer. Mr. Shigeo Nosaki, an ex-rider of mono-cross as well as a Yamaha dealer in Toyama City, Hokuriku District along the coast of Back Japan, has built a fabulous 4-cylinder 500cc Yamaha by coupling used YDS-2 engines with components and parts in hand. The work has been found extraordinarily difficult even with his excellent know-how of motorcycle engineering. But, he has done it all for himself! Sensation has been swelling among enthusiasts since the news was delivered through Yamaha News and other motorcycle journals all over Japan.

Summary of processing
(1) One extra crank is serviceable to combine a couple of cranks.
(2) The third one is cut into such a shape as shown in a picture upper one, as no transmission is needed. Five setting holes for oil-raid housing and two after spots selected on the rear section must be tapped 6mm in diameter to seat those holes on the second one.

Main parts purchased (engine-related)

- Oil seal (dynamo side) 1 PC
- " (reduction gear-side) 1 PC
- Crank cover 3GP5
- " (crank) 3GP5
- " (Tungsten) 3GP5
- O ring 3GP5
- Cylinder base packing 3GP5
- En water 3GP5
- Cloth wire 5 1 PC
- Cylinder head packing 3GP5
- Piston ring 3GP5
- Special mission box 5 1 PC
- cylinder packing 3GP5
- Ignition plug 4 1 PC
- Plug cap 4 1 PC

3. The crankcase and crankcase cover on extreme left can be used in some models, with the first one. The second is sheared off at its face connecting with the third one. The block of packing applied over oil-seal housing spot must be carefully turned to oil for perfect connecting.
5. Cylinders and cylinder heads. Each of inbound cylinders is sheared considerably (from 132 mm to 91 mm) to suit the crankcase.
6. Two inbound crankcases are never joined at seven tapped open and three after setting holes on the front section of each. Core shold be taken to see that seating is all perfect and no knob is touching the crank-web.
7. The crankshafts are coupled in such a way as shown in a picture where the bearing is fitting in an order of 1–2–3–4–5. The case of shaft revolves as exactly as that of a 4-cylinder model.
8. A marked sub-minus. The length of shaft is so reduced as to suit the position of rear-wheel sprocket.
9. It is next troublesome to assemble a sub-minus. The core is here.

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</tr>
<tr>
<td>(reduction gear side)</td>
<td>1</td>
</tr>
<tr>
<td>Crank case</td>
<td>3 3/8 PC</td>
</tr>
<tr>
<td>Crankcase bearing 800</td>
<td>2</td>
</tr>
<tr>
<td>600</td>
<td>4</td>
</tr>
<tr>
<td>Crank pin</td>
<td>4</td>
</tr>
<tr>
<td>Piston pin</td>
<td>4</td>
</tr>
<tr>
<td>Thrust bearing</td>
<td>4</td>
</tr>
<tr>
<td>Oil ring</td>
<td>2</td>
</tr>
<tr>
<td>Cylinder base packing</td>
<td>3</td>
</tr>
<tr>
<td>Exhaust pipe</td>
<td>4</td>
</tr>
<tr>
<td>Clutch lock</td>
<td>1 FC</td>
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<tr>
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<td>1</td>
</tr>
<tr>
<td>Special emission hose</td>
<td>1</td>
</tr>
<tr>
<td>Connecting rod</td>
<td>1</td>
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<tr>
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</tr>
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Shizuoka Distribution center

YL-2 100cc

100cc single type roadster with rear fender separated. All-round welding body and wheelbase of the largest dimension in its class involved in numerous technical features. Handling proven excellent.

YL-2C 100cc

Handy trail bike with single power-plant of 100cc displacement. Fitted with a couple of spoked wheels, large and small, to be changed to meet different riding conditions. All-round welding body.

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<td>0.94 kg-mm / 5,500 r.p.m. kick</td>
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</tr>
<tr>
<td>52 mm / 4.56 mm</td>
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</tr>
<tr>
<td>97 cc</td>
<td>97 cc</td>
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<tr>
<td>T2.1</td>
<td>7.2</td>
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<tr>
<td>200 lbs / 93 kg</td>
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<tr>
<td>75.4 in / 1,915 mm</td>
<td>74.8 in / 1,900 mm</td>
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<tr>
<td>28.1 in / 715 mm</td>
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<tr>
<td>41.7 in / 1,060 mm</td>
<td>47.2 in / 1,200 mm</td>
</tr>
<tr>
<td>44.8 in / 1,130 mm</td>
<td>6.7 in / 17 cm</td>
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Assembling a Yamaha that has been just delivered.

MOTORCYCLISTS ARE HEARTILY WELCOME TO A NICE SUMMER HOUSE OF YAMAHA DEALERS! As motocycling is growing in popularity in Indonesia, so many enthusiasts undertake a touring to famous mountainous resort about 300 km distant from Djakarta. The boss of P.T. Setyo BRAHMA is offering his villa for their free use. Touring is made much more enjoyable thanks to his good will.

New sparkling Yamahas on display.

IN ADDITION to a baseball team introduced in the previous issue, a Yamaha chorus group has been organized by Distribuidores Venezolanos in Caracas, Venezuela, South America. Really, this is another noteworthy score in advertising Yamaha motorcycles.
TWELVE YEARS WITH YAMAHA (2)

Logical progression of technique

Hamamatsu is no longer a mere manufacturer of motorcycles, but now also a leading figure in the field of musical instruments. The company's growth can be traced back to its early days, when it produced instruments for local schools.

Yamaha's success in the musical instrument market is due to its commitment to quality and innovation. The company has continued to refine its products, resulting in a wide range of high-quality instruments that are used by professionals worldwide.

Racing success arousing fresh reaction

Yamaha's success in the motorcycle world has been mirrored in its success in racing. The company has consistently produced high-performance motorcycles that have won numerous races and set records. This has led to increased demand for Yamaha motorcycles, which are now recognized as some of the best in the industry.

YCS-1 180cc

Yamaha's latest model, the YCS-1 180cc, has been designed with the rider in mind. It offers a smooth ride and excellent handling, making it a popular choice among motorcycle enthusiasts.

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