

A Monthly Journal for Yamaha World-Wide Dealers



YAMAHA NEWS

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NEW MODEL

FASCINATING SPORTSTER
YAMAHA 350 YR-1

Now, Yamaha has convincingly released a massive and zippy 350 YR-1, a long-awaited sportster version to capture the hearts of vigorous riders in the world. Is it a true mount for sporty enthusiasts? Certainly, and much more than that. This over-100 mph sportster is proven fascinating enough to make new fans out of average riders all over the world.

Just look at those swinging figures of performance.

Acceleration is exceptionally snappy. It can cover a quarter mile in 14 seconds even from standing start. Never-tiring twin powerplant is always ready to develop its peak output of 36hp with no adverse effects.

Anybody who takes a ride on it to have a thrilled fun of hot going, will find one, JUST ONE WORD quite enough to explain thoroughly an impression of YR-1.

That is 'Superlative'.



YR-1 is undergoing a speed test.

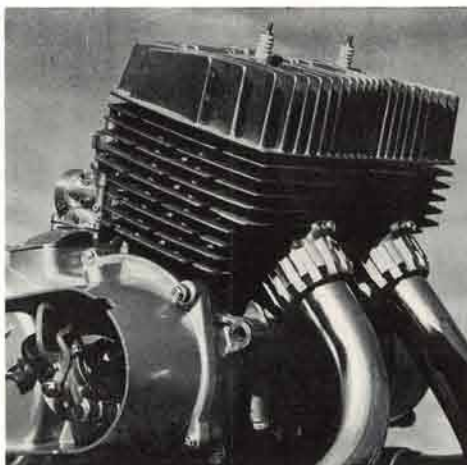
Less in weight, More in durability Aluminium alloy cylinders

In YR-1, most noteworthy is a method that has turned out marvellous light-alloy cylinders. Barrels and circular fins are no longer of separate castings, so far as this model is concerned. These components are completely cast into one-unit by a medium of special alloy that is applied to between cast-iron and aluminium. The advantages of one-unit construction are self-evident. Besides being less in total weight, it promotes noticeably the durability of material itself, as it is free from any danger of vibration-slack as is often the case with the ordinary aluminium cylinders, while keeping the heat conductivity in the best condition.

Easier service-Horizontally detachable crankcases

So far Yamaha has made no exception to feature any of new models with something unique and advanced.

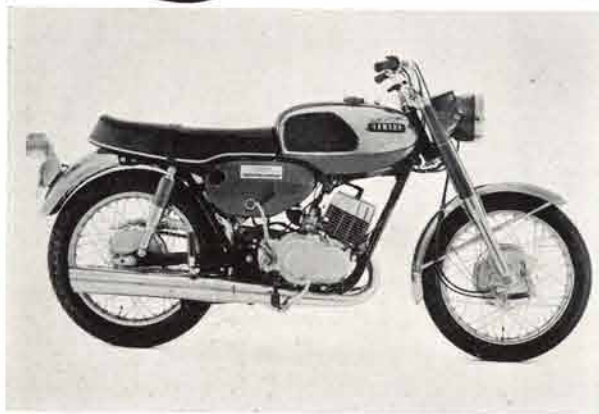
The crankcase of YR-1 is one of the typical patterns. It is designed to be detachable just horizontally in favor of much easier



servicing. The vertically halved crankcase does not allow even an expert mechanic to quickly grasp the state of internal mechanism as a whole. The newly-designed type makes a perfect remedy for this fault. Easier service means time-labor saving, which is beneficial to dealers as well as users.

Removable to both sides-Shift lever

The removable shift lever is another technical innovation in this new model. You may fit it to either side as you like. Also, it can be available on another Yamaha bike at your convenience. How to operate it will be out of question.



 * NEW MODEL *

YAMAHA 350YR1

| | |
|-------------------------------------|---|
| PERFORMANCE | |
| Max. Speed | 105~6 mpm 170 km/h |
| Fuel consumption on paved flat road | 82 mpg 35 km/L 50 km/h |
| Climbing capacity | 26° |
| Brake distance at 30 mph (50 km/h) | 43 ft 13 m |
| Min. turning radius | 90.6 in. 2,300 mm |
| ENGINE | |
| Type | 2-stroke gas engine |
| Bore & Stroke | 61 mm×59.6 mm |
| Displacement | 348 cc |
| Max. Horsepower | 36 bhp 7,500 rpm |
| Max. Torque (at 6,500 rpm) | 23.2 ft.lbs. 3.20 kg m |
| Lubrication system | Yamaha autolube, oil injection system |
| Compression Ratio | 7.5 : 1 |
| Starting method | kick |
| FUEL TANK CAPACITY | |
| | 15 L 4.0 gal. |
| OIL TANK CAPACITY | |
| | 3.2 L 3.4 qts. |
| DIMENSIONS | |
| Overall length | 81.1 in. 2,060 mm |
| Overall width | 28.9 in. 735 mm |
| Overall height | 39.3 in. 1,000 mm |
| Wheelbase | 52.6 in. 1,335 mm |
| Min. road clearance | 5.7 in. 145 mm |
| WEIGHT | |
| | 346 lbs. 157 kgs. |
| SUSPENSION | |
| Suspension front | telescopic forks |
| Suspension rear | swing arm |
| Damper front | coil spring, oil damper |
| Damper rear | coil spring, oil damper |
| Tire | Front 3.00—18—4 PR Rear 3.50—18—4 PR |

YAMAHA'S LABYRINTH PACKING

YDS-3, YL-1 and YR-1 have completely captured the hearts of young vigorous enthusiasts around the world. Really they are Yamaha's masterpieces fitted with two-stroke twin power-unit in common. In this type of engine, an explosion occurs twice and alternately in both crankcases as a crankshaft rotates once. For every smooth explosion, air mixed with petrol must be kept in a proper density in crankcases, or explosive force will be lost causing a waste of fuel. A center-seal is playing a vital part to prevent mixed gas from leaking out. Yamaha has recently developed an entirely-new method of sealing, what we call, labyrinth packing. A particular function of this method is that mixed gas is checked through a packing shaped in labyrinth as specified by its name, for gas has an attribute to spread thinner losing a considerable amount of pressure when it flows into a wider space. What is more, new packing is made of aluminum alloy which is not easily subject to damages by oil, gasoline and heat, or friction as it is fitted to a crankshaft with 2/100~3/100 mm allowance. Yamaha's unique engineering has solved a long pending problem by materializing this ideal method of sealing to perfect the function of two-stroke twin power-unit. Rotary valve Autolube Labyrinth packing, Yamaha's technical progress knows no limit!



NEW CRUISER COMPLETED. Here introduced is Yamaha's latest and biggest F. R. P. cruiser STR-40. This deluxe boat, double-up of STR-20 in size is recognized for elegant style and incomparable robustness with curved hull bottom against water pressure. As for deck and cabin, any of several different layouts is available. STR-40's unique seaworthiness never fails to provide more fun and pleasure for any marine purpose. Yamaha has been leading the market since the first model was introduced in 1960. It is very notable that Yamaha is now holding unrivalled market-share amounting to some 70% with complete line of 9 models ranging from STR-40 to HIF-11.

YAMAHA'S Topics

CONTRIBUTION WANTED. News, photographs, and any bit of correspondence on YAMAHA in your district would be most welcome for this journal.



A MOHAMMEDAN PRIEST ON YAMAHA is just leaving for his next destination of lecture-trip. He values his Yamaha as most reliable to go through a vast Iranian Desert where towns and villages are so thinly scattered that cruising at 130 km/h is not rare to move from one to another.



WHAT AN IDEAL PLACE IT OCCUPIES! A gigantic Yamaha sign-board is hung up at Chalerm Thai Theatre for the public attention and it is just beside a large portrait of President Johnson, the most influential man who has recently visited Bangkok. Nobody can look up one without chancing to watch the other. A perfect advertising effect for both of them!



'WELCOME TO THE STARDOM' IS A GREETING for Wolfgang Camphausen, a young Yamaha rider in West Germany. Riding a TD1-B, he has contested five times in the 250 cc National Championship series to win two events including the final round staged at the famous Nürburgring circuit. He has risen to the third place in the '66 national ranking with 25 points gained. (Pictured at Nürburgring)



BIGGER THAN EVER was a party of 71 foreign visitors which Yamaha welcomed to its Headquarters on November 12. The party consisted of 42 US and 8 Canadian main dealers with their families who were invited to have a 10-day trip in Japan for their excellent results in a recent US Yamaha-promoted Sales Contest where as many as 1,000 dealers had taken part. Visiting new factories,

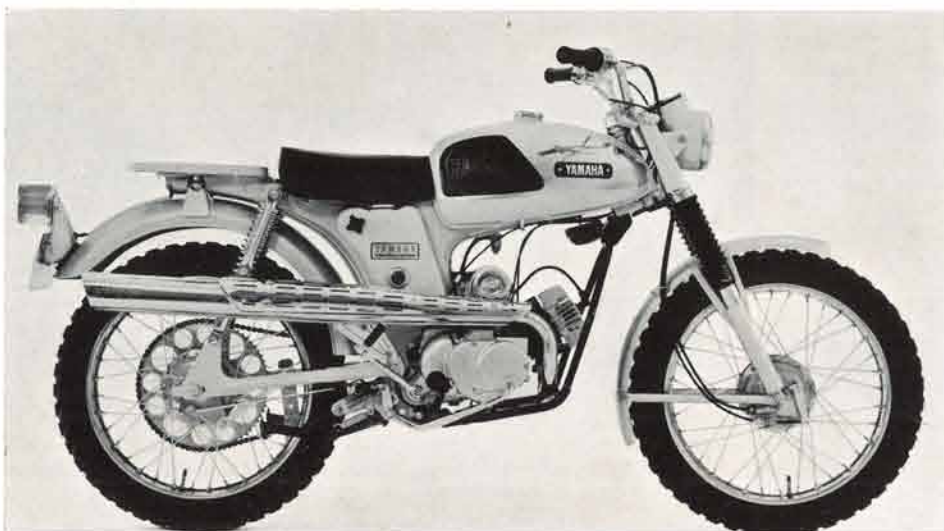
sampling new models, attending a dinner party, having talks with Yamaha executive staff, and so on, they were pressed with a schedule to cover so much in such a short period, but never failed to afford time to enjoy charms of late autumn holidays in Japan.

At New plant Iwata, with TOYOTA 2000 GT

YAMAHA TRAILMASTER 100

NEW MODEL

YAMAHA OUTBOARD MOTOR P-95



Stand by to welcome and add to the line Yamaha Trailmaster 100, a new single and rugged brother of YL-2 which is enjoying the world-wide recognition as an unique twin bike in this class.

Unmatched riding comfort and reliability are warranted by its superb technical refinements represented by a tireless power-plant to show a constant and steady hustling on the roughest surfaces such as mountain paths and waste lands.

New Yamaha never fails to meet any demand for trail purposes.

Most practical double-sprockets

The rear wheel is fitted with a couple of sprockets, large and small which are easily changed to suit the riding conditions and you need no longer feel it troublesome to ride through streets.

Larger tires

Both tires are 18" in diameter, large enough to increase riding reliability and comfort on the roughest surfaces.

Cradle type engine guard

In appearance, most eye-catchable is an engine guard consisting of two big tubes which look like cradle type frames. They take over the place of a stay in favor of more robustness.

Almighty Autolube

Climbing up a steep hill at a full throttle, or gliding down a slope with an engine stopped, Autolube can cope with any riding condition to feed an engine with a proper amount of oil.

Powerful rotary valve

Gravel, red clay and sand-nothing can prevent an engine from smooth running. It is a merit of powerful and troublefree rotary valve. This rugged bike can go through any poor surface as comfortably as on the paved road.

DIMENSIONS

| | | |
|--------------------------|---------|----------|
| Overall length | 74.8 in | 1,900 mm |
| Overall width | 28.1 in | 715 mm |
| Overall height | 42.5 in | 1,080 mm |
| Wheelbase | 47.2 in | 1,200 mm |
| Foat clearance | 6.7 in | 170 mm |
| Weight | 205 lbs | 93 kg |
| Min. Turning radius..... | 73.6 in | 1,870 mm |

PERFORMANCE

| | |
|------------------------|----------------------|
| Max. speed | 60~70 m/h (110 km/h) |
| Fuel consumption | 70 km/ℓ (40 km/h) |
| Climbing ability | more than 35° |
| Braking distance | 7 m at 35 km/h |

ENGINE

| | |
|--------------------------|---------------------------|
| Bore × Stroke | 52 × 45.6 mm |
| Displacement | 97 cc |
| Compression ratio | 7.2 : 1 |
| Max. horsepower | 9.5 hp/7,500 rpm. |
| Max. torque | 0.94 kg-m/5,500 rpm. |
| Fuel tank capacity | 2.2 g 8.4 ℓ |
| Oil tank capacity | 1.7 qt 1.6 ℓ |
| Tire front | 2.50-18-4 PR |
| Tire rear | 2.50-18-4 PR |
| | Total |
| Reduction ratio | First 3.077 : 1 (26.204) |
| | Second 1.889 : 1 (16.087) |
| | Third 1.304 : 1 (11.104) |
| | Top 0.963 : 1 (8.201) |

P-95 TECHNICAL DATA

| | |
|---------------------------|------------------------------|
| Number of cylinder..... | 1 |
| Bore × Stroke | 50 × 47 mm |
| Displacement..... | 92.2 cc |
| Max. horsepower | 5.0 PS |
| Compression ratio | 6.0 : 1 |
| Weight | 22 kg |
| Reduction ratio..... | 1.65 |
| Starting method | Recoiling hand starter |
| Ignition system..... | Flywheel magneto |
| Cooling system | Forced AIR Cooling |
| Fuel | Mixed gasoline |
| Mixing ratio..... | 20 : 1 |
| Fuel tank capacity | 2.5 ℓ (Extra tank available) |
| Type of Propeller | Semi-Weedless type |
| D × P × B | 180mm × 130mm × 3 |
| Backward propulsion | 180° turning of engine |
| Transom | 17" 22" |

Here introduced is Yamaha's brand new 5-HP model, P-95 which is made of newly-developed iron-aluminium casting. Top class maneuverability and seaworthiness are featured in it to satisfy all requirements for varied marine purposes.

P-95 is recognized Yamaha's another score in the field of outboard power-plants.

Effortless starting

Starting is made much easier thanks to a larger pulley. It gets alive into action with one pulling.

Non-corrosive material

P-95 is built of non-corrosive light-alloy unsparingly used, with stainless steel applied to every key point, which raises the durability to the fullest degree in salt water.

Handy to carry

Advanced designing has compacted this model into an ideal shape with a grip fitted just under a power-unit, and with no bolts protruding, while unsparing use of special materials such as iron-aluminium casting for the cylinder and non-corrosive light-alloy for all parts exposed to water, has reduced the weight to a minimum.

Lightness coupled with compactness makes you save extra burden to carry it with hands or on back.

Weedless propeller

Weed is no longer a threat to cause overheating or non-running of engine. Powerful propeller is kept perfectly weedless with root-sharpened three blades.

Extra tank available

A separate tank is available for a longer cruising.

