

A Monthly Journal for Yamaha World-Wide Dealers



YAMAHA NEWS

1967
NO.2

APRIL

A COMPLETE ARRAY OF YAMAHAS FOR 1967

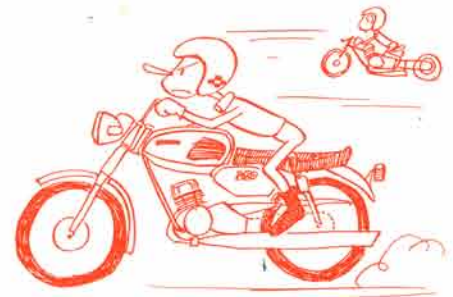
Now, it is an exciting time to look over a grand new line of motorcycles that Yamaha has arrayed for the year 1967. Involved in the line are a couple of the latest versions, 350 cc YR-1 and 180 cc YCS-1 to arouse fresh interests of enthusiasts in its respective class.

Each model of the line is featured with "Autolube" oil injection system to feed the power-plant with a proper amount of oil to meet whatever riding conditions. Especially, the versions ranging from 180 cc to 350 cc are mounted with the patented engines of

metallic bond cylinders where high performance and maximum durability are combined in the most ideal way.

An unique labyrinth packing is also an achievement of Yamaha's reputed engineering precision with all the twin models but YL-1. This semi-permanent seal of crank is designed to keep mixed-gas densed best for explosion in crankcases.

Sharp and water-dustproof brakes, larger lighting equipment, and round-edged levers are other technical improvements to secure the top class safety in common with each model of the line.



YR-1 350cc

The biggest 2-cycle twin sportster with a fascinating performance. Covering a quarter mile in 13 seconds from standing start. Massive and dynamic! A thrilled fun of hot-going at over 105 mph assured on this king of sports.



YCS-1 180cc

Brand-new 180cc twin model joining a series of Yamaha sportsters. Enjoying the most favorable reaction in the world prior to launching onto the market. Admitted a real lightweight ace for its brisk performance.



'67 NEW YAMAHAS



YM-2 305cc ↘

305cc twin roadster gaining an established fame among real enthusiasts throughout the world. Mounted with aluminium alloy power-plant. Performance and quality recognized far above the level in its class.

YM2-C 305cc ↑

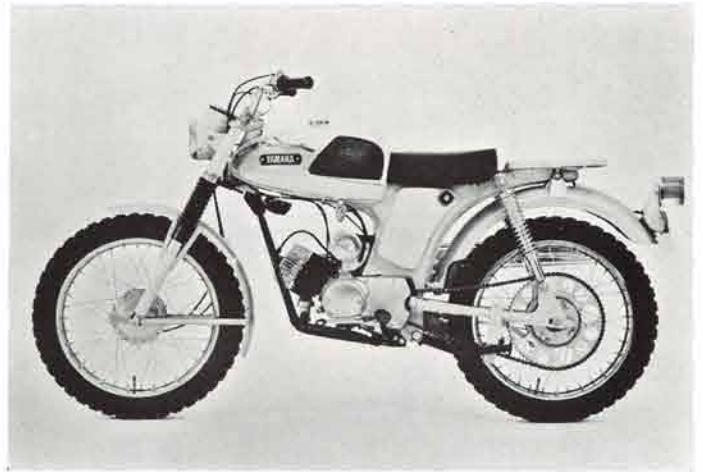
Bigger twin trail bike. Exhibiting a wonderful ruggedness on the roughest surfaces such as mountain-paths and wild lands.

YDS-5 250cc ←

The latest version of the world-famous 250cc twin sportster. Thoroughly featured with Yamaha's race-bred achievements of engineering to enchant young vigorous enthusiasts.

SPECIFICATIONS	YR1	YM2	YM2C	YDS5	YCS1
PERFORMANCE					
Maximum speed	105-6 mph 170km/h	103 mph 165 km/h	95 mph 150km/h	100mph 160km/h	85-90 mph 140km/h
Normal fuel consumption	82 mpg 35km/L	90 mpg 40 km/L	90 mpg 40km/L	94mpg 40km/L	129 mpg 55 km/L
Climbing ability	26°	23.5°	28°	23.5°	23°
Braking distance	43 ft 13 m	53 ft 15 m	49 ft. 15 m	50 ft. 14 m	40 ft 12 m
Minimum turning radius	90.6in. 2,300mm	90.6 in. 2,300 mm	90.6 in. 2,300 mm	86.6 in. 2,200 mm	81 in. 2,050 mm
ENGINE					
Bore×Stroke	61mm×59.6 mm	60 mm×54 mm	60 mm×54 mm	56 mm×50 mm	50 mm×46 mm
Displacement	348cc	305 cc	305 cc	248 cc	180.6 cc
Compression ratio	7.5 : 1	7.5 : 1	7.5 : 1	7.5 : 1	7.4 : 1
Maximum horsepower	36ps / 7,500rpm	31.0ps / 7,500 r.p.m.	30.5ps / 7,500 r.p.m.	29.5 ps / 8,000 r.p.m.	21HP @ 8,000 r.p.m.
Maximum torque	3.20kg-m/6,500r.p.m	2.8kg-m/6,500r.p.m	2.8 kg-m/6,500r.p. m.	2.55kg-m/7,500 r.p.m.	14.5ft. lbs. 2.0kg-m
starting system	kick	kick	kick	Electric and kick	Electric and kick
DIMENSIONS					
Overall length	81.1 in. 2,060 mm	78.3 in. 1,990 mm	78.3 in. 1,990 mm	78.3 in. 1,990 mm	75.6 in. 1,920 mm
Overall width	28.9 in. 735 mm	28.9 in. 735 mm	31.2 in. 780 mm	30.3 in. 770 mm	30.0 in. 765 mm
Overall height	39.3 in. 1,000 mm	39.3 in. 1,000 mm	34.6 in. 880 mm	41.5 in. 1,050 mm	39.2 in. 995 mm
Wheelbase	52.6 in. 1,335 mm	50.7 in. 1,290 mm	50.7 in. 1,290 mm	50.9 in. 1,295 mm	49.0 in. 1,245 mm
Min. ground clearance	5.7 in. 145 mm	6.3 in. 160 mm	5.9 in. 150 mm	6.1 in. 155 mm	6.1 in. 155 mm
Weight	346 lbs. 157 kgs.	322 lbs. 146 kgs.	326 lbs. 148 kgs.	326 lbs. 148 kgs.	265 lbs. 120 kg
FUEL TANK CAPACITY	15 L 4.0 gal.	4.0 gal. 15L	4.0 gal. 15 L	4.0 gal. 15 L	3.3 gal. 11.4 L
OIL TANK CAPACITY	3.2 L 3.4 qts.	2.5 qt. 2.4L	2.5 qt. 2.4 L	2.5 qt. 2.4 L	2.0 qt. 1.9 L
TIRES Front	3.00-18-4 PR	3.00-18-4PR	3.00-18-4PR	3.00-18-4PR	2.50-18-4PR
Rear	3.50-18-4 PR	3.25-18-4PR	3.50-18-4PR	3.25-18-4PR	2.75-18-4PR

'67 NEW YAMAHAS

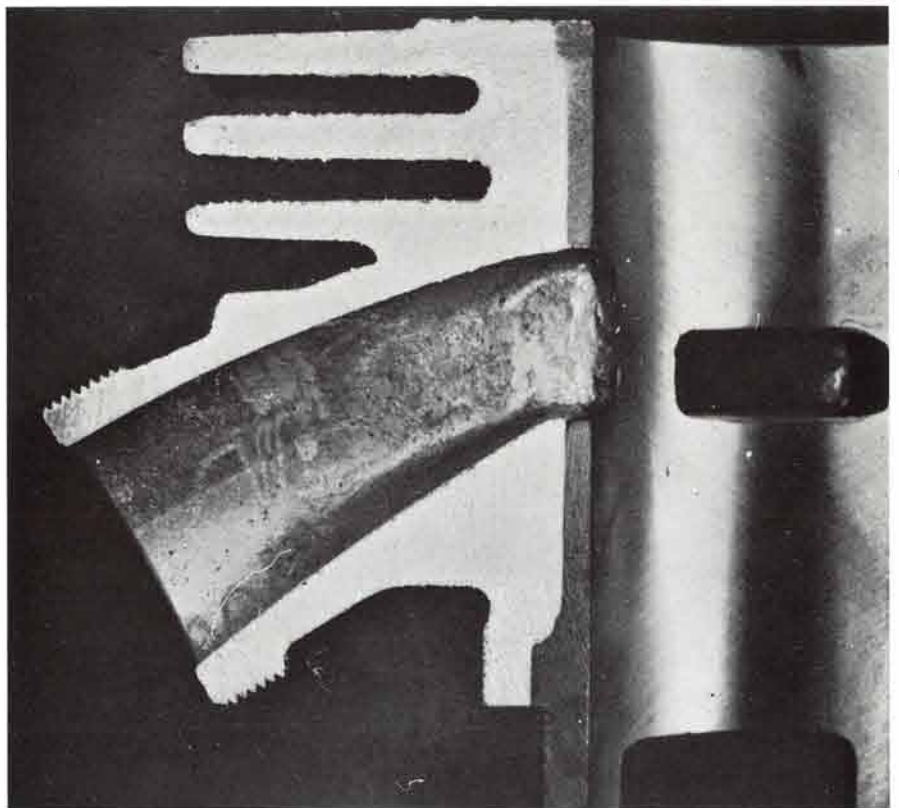


YL-2 100cc ↑

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 sprockets, large and small to be changed to meet different riding conditions. All-round welding body.

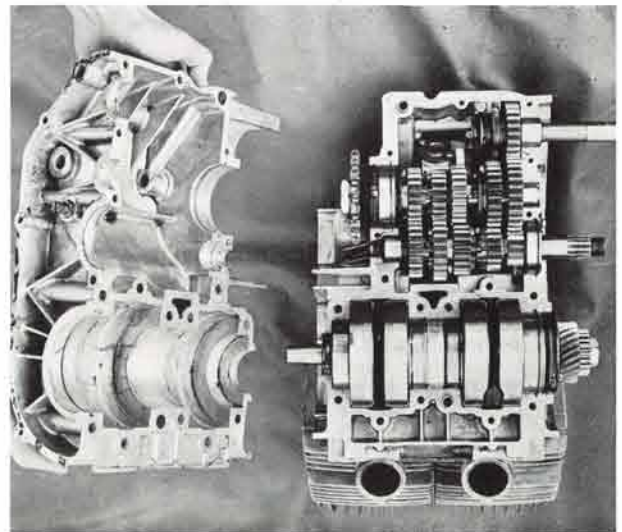


YL 2	YL 2C
68 mph 110kmh 17.5mpg 70km/L 22'	60~70m/h 110 km/h 17.5mpg 70km/L 35'
24 ft. 7m 6.17 ft. 1,870m	7m at 35 km/h 73.6 in. 1,870 mm
52 mm×45.6 mm 97 cc 7.2:1 9.5HP @ 7,500 r.p.m. 0.94kg-m @ 5,500 r.p.m kick	52 mm×45.6 mm 97 cc 7.2:1 9.5hp/7,500 r.p.m. 0.94 kg-m/5,500 r.p.m Electric and kick
75.4 in. 1,915 mm 28.1 in. 715 mm 41.7 in. 1,060 mm 46.8 in. 1,190 mm 5.5 in 140 mm 220lbs 100 kg	74.8 in. 1,900 mm 28.1 in. 715 mm 47.2 in. 1,200 mm 6.7 in. 170 mm 205 lbs 93 kg
2.2 gal. 8.4 L 1.7 qt 1.6 L	2.2g 8.4 L 1.7 qt 1.6 L
2.50-18-4PR 2.50-18-4PR	3.00-18-4PR 3.00-18-4PR

350 YR-1's crankcase can be horizontally split. Consequently, transmission is so easily inspected for maintenance work.

A picture of cutaway metallic bond cylinder used in common with Yamaha twin sport series ranging from 180 cc to 350 cc.

Shown at the center is blackish iron sleeve with surrounding aluminium.

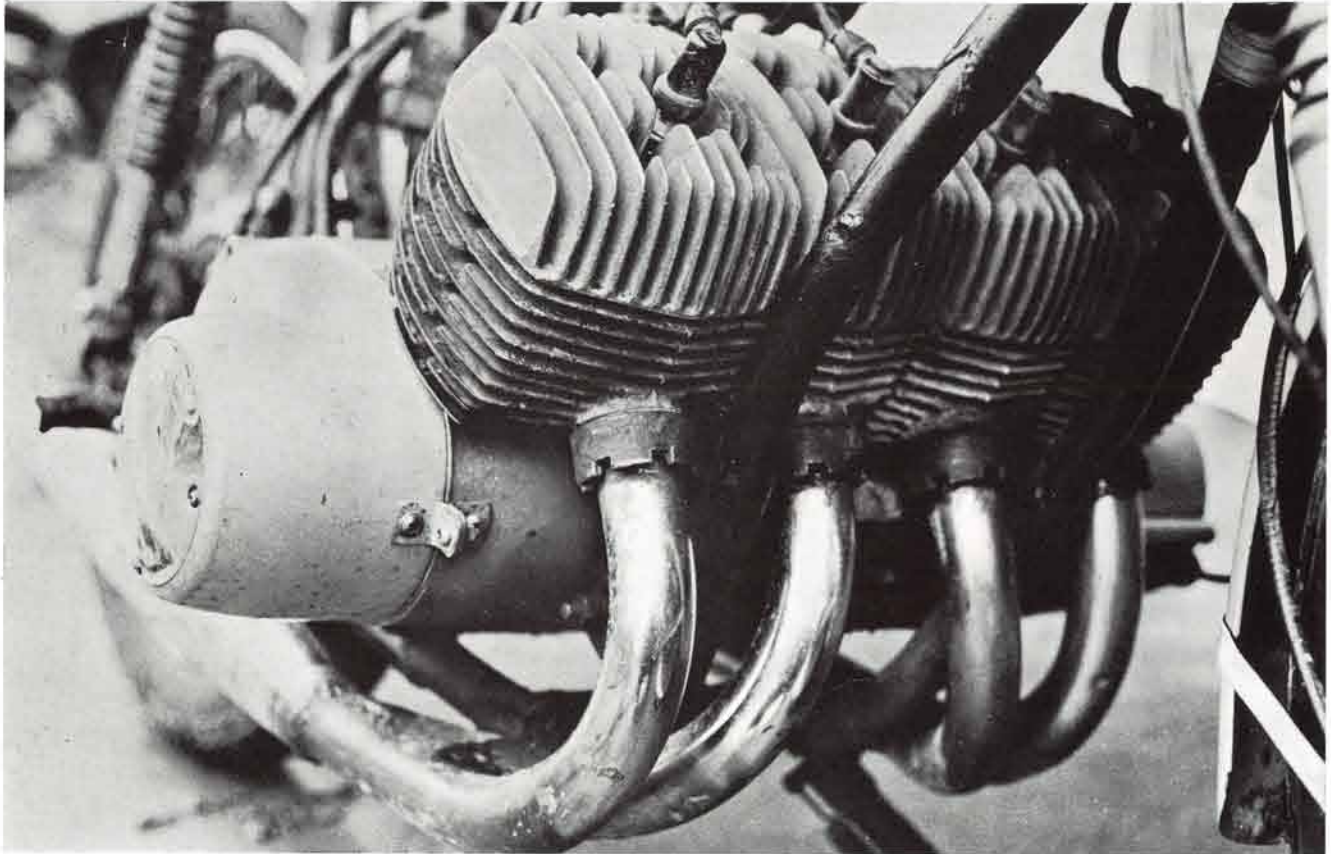


YAMAHA'S Topics

DONE IT ALL FOR HIMSELF---

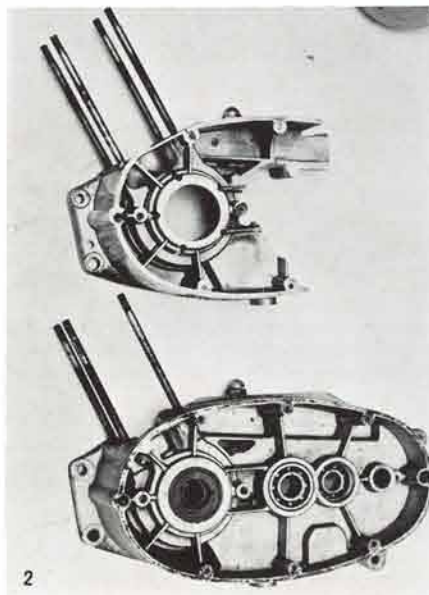
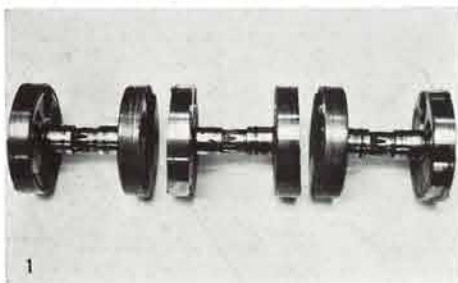
YAMAHA 4-CYLINDER 500CC

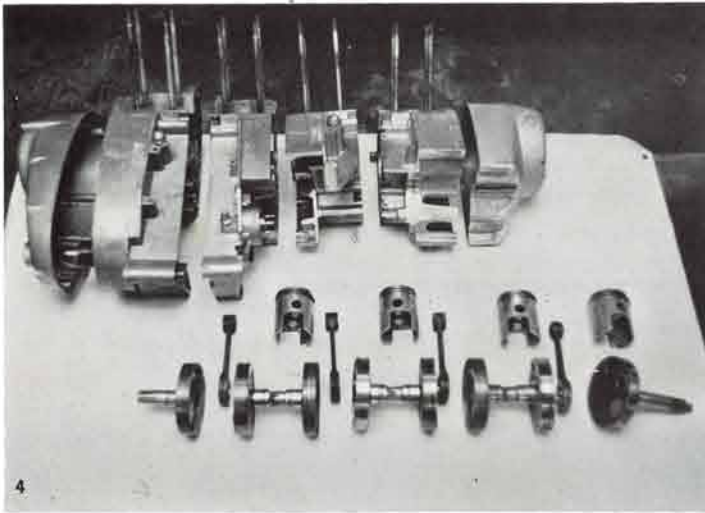
A 2-cycle 4-cylinder 500 cc bike—how spectacular it could be! Is it only an imaginary machine? No, never. A king-size Yamaha has made its advent in reality with a wonderful ingenuity of a local engineer. Mr. Shigeo Nozaki, an ex-rider of moto-cross as well as a Yamaha dealer in Toyama-city, Hokuriku District along the coast of Back Japan, has built a fabulous 4-cylinder 500 cc 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.



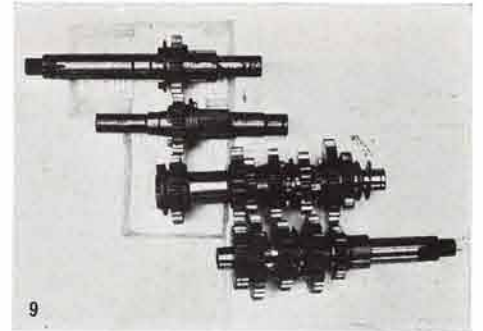
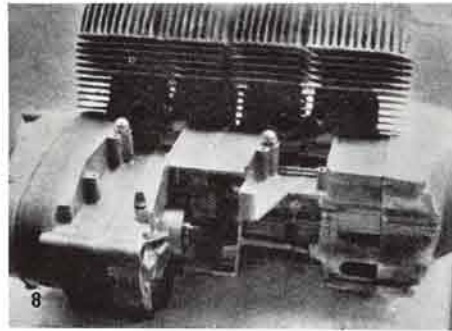
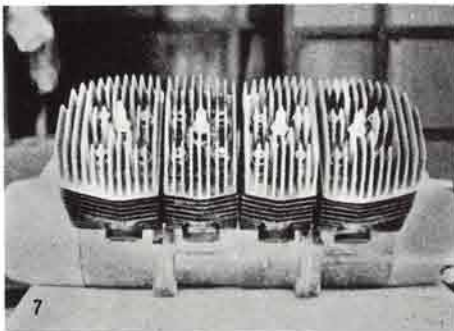
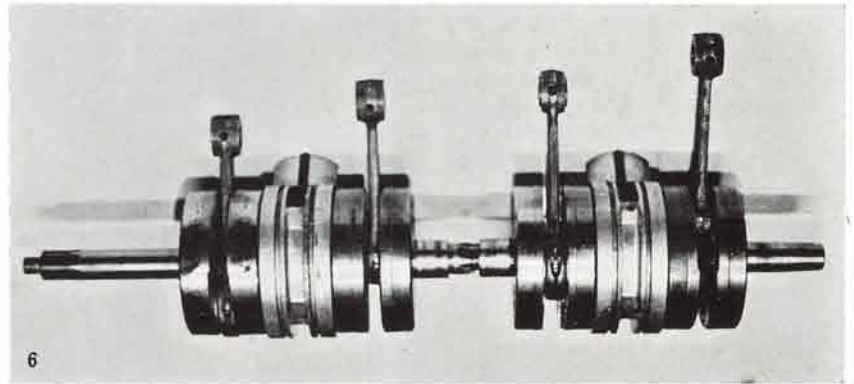
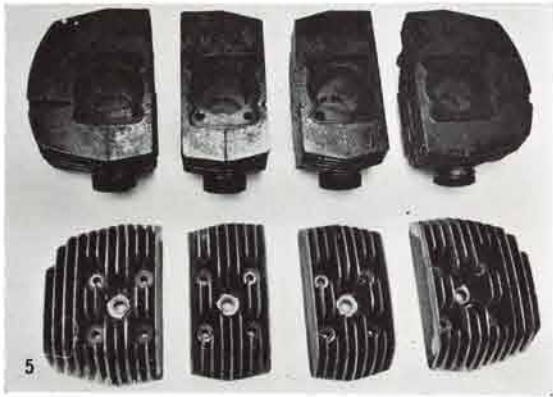
Summary of processing

- (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-seal housing and two other spots selected on the rear section must be tapped 6 mm in diameter to meet those holes on the second one.



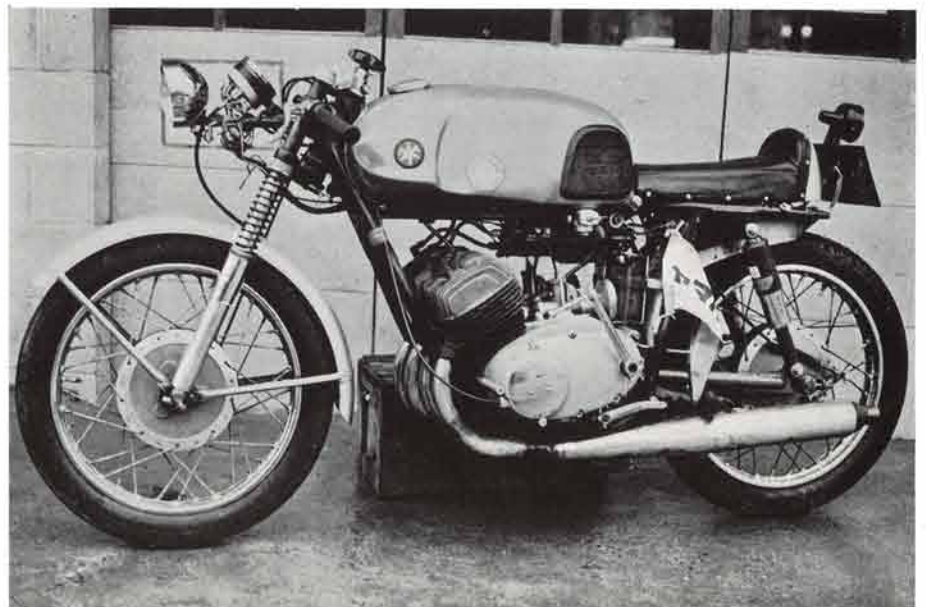


- (3) The crankcase and crankcase cover on extreme left can be used as the yare, but others need some modifications done. The second one is shaved off at its face connecting with the third one. The thickness of packing applied over oil-seal housing spot must be carefully checked for perfect connecting.
- (4) Crankcases and crankcase covers. Crankshafts and connection-rods. Modifications done completely.
- (5) Cylinders and cylinder heads. Each of inboard cylinders is shaved considerably (from 131 mm to 91 mm) to suit the crankcase.
- (6) Two inboard crankcases are screw-jointed at seven tapped openings and three other setting holes on the front section of each. Care should be taken to see that sealing is all perfect and no bolt-head is touching the crank-web.
- (7) The crankshafts are coupled in such a way as shown in a picture for better ignition timing. Ignition is in an order of 1-2-4-3. The crankshaft revolves as smoothly as that of a 4-cycle, 8-cylinder model.
- (8) A devised sub-mission. The length of shaft is so reduced as to best suit the position of rear-wheel sprocket.
- (9) It is most troublesome to assemble a sub-mission. The case is hand-made.



Main parts purchased (engine-related)

Oil-seal (dynamo-side)	1	PC
" (reduction gear-side).....	1	"
Crank cover	3	PCS
Crank ball bearing 6304	2	"
" 6305	4	"
Crank pin	4	"
Piston pin	4	"
Thomson bearing	4	"
O ring	2	"
Cylinder base packing	5	"
Ex gasket	4	"
Clutch wire	1	PC
Cylinderhead packing	4	PCS
Piston ring	1	set
Special mission-box	ordered	
Shiftercase packing	1	PC
Crankcase packing	1	"
Cylinder boring	4	PCS
Ignition plug	4	"
Plug cap	4	"



YAMAHA'S Topics

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



FRENCH DEALERS GAVE A GRAND COCKTAIL PARTY for Mr. S. Yoshida, 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'hiraut, YAMAHA rider, Mr. Mouche, Director ISO and Mr. Yoshida.



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 Shizuoka where a special super-express 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 season, 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.



Kyushu Branch office



Shizuoka Distribution center



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.



Assembling a Yamaha that has been just delivered.



New sparkling Yamahas on display.



MOTORCYCLISTS ARE HEARTILY WELCOMED TO A NICE SUMMER HOUSE OF YAMAHA DEALER! As motorcycling is growing in popularity in Indonesia, so many enthusiasts undertake a touring to famous mountainous resort about 100 km distant from Djakarta. The boss of P. T. Sedjo Brajan is offering his villa for their free 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 chorus group has been organized by Distribuidores Venemotos 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 so famed as a mecca of motorcycle industry in Japan, or in the world now. In referring to the history of Yamaha, however, one more phase of this city must not be overlooked. Hamamatsu and its surrounding area have been geographically favored for the growth of wood work industry with woodlands extending along the River Tenryu running southward into sea near the city.

It was in Hamamatsu that the Company was founded as a manufacturer of musical instruments approximately eighty years ago. This sort of industry was also considered so promising with this part of Japan where good timber was easily supplied. It was found hitting the mark. In the course of time a series of Yamaha products gained reputation gradually and solidly in the market for high performance and excellent quality. By first-twenties the Company perfectly established a leading position in the field of musical instruments for unmatched technique.

In mid-twenties, the Company came to a turning-point for further growth. It undertook the development of propellers for aeroplanes at the request of Japanese Government, applying its technique to produce wooden ones first, and then metallic ones to meet a leaping progress of air industry in Japan. Successful advancement into this entirely novel field of engineering was the first step of logical progression of Yamaha's technique which was to be extended further in the years to follow.

The Company concentrated its efforts on a new line of work with a line-up of top-class engineers and modern machineries to satisfy every requirement of this ultra-precised engineering until 1945 when the War ended.



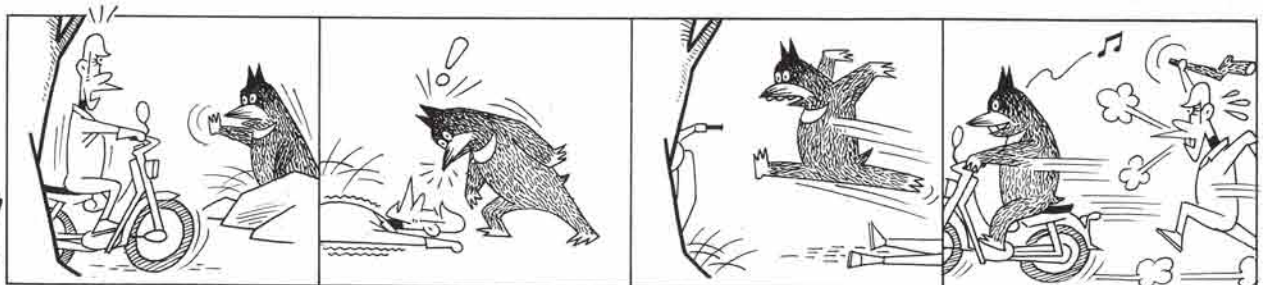
With a winning trophy.

Overcoming sales handicaps

Yamaha's first model, YA-1 125cc was never a lucky shot. It was convincingly produced on a firm groundwork of highly-trained technique and ultra-modern facilities for precised industry, though the Company needed just ten years to revive and convert them for motorcycle industry in the ruins of postwar days.

Mr. Kawakami, the President ventured to have a test ride on it.

YAMAHA'S
BUNNY
R. ANDO



A consecutive 10,000 km test was done successfully. Performance and quality were proven outstanding and revolutionary in those days. The 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.



YAMAHA'S victorious hovering!

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 1955 Mt. Fuji Climbing Race which was admitted the biggest speed event in Japan in those days. A tough machine plus rider's fighting spirit used to be a winning factor in this type of racing, for any of racing tactics, however elaborate, was deemed useless in climbing recklessly the mountain-path. But it was not same of a race-novice Yamaha team. Yamaha exhibited unique and spectacular tactics in the 1955 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)



Sizzlying to its first victory!