

# 70 YEARS OF KANDO

感動  
Kando



# 1955 | YA-1

## THE HISTORY BEGINS



The first, the historic, the **legend**: the YA-1, the motorcycle that **gave birth to the Yamaha Motor brand**. Nicknamed “**Akatombo**”—the “Red Dragonfly”—the YA-1 was the very first model created by Yamaha.

In the 1950s, **Genichi Kawakami**—our founder and at that time the 4<sup>th</sup> President of Nippon Gakki (musical instruments and electronics; presently known as Yamaha Corporation)—wondered how to repurpose the company’s idle machining equipment that was used to manufacture airplane propellers during the war. In the end, he decided to enter the motorcycle market.

An extensive research began. Kawakami himself, along with the head of the research department and other managers, visited **leading motorcycle factories** in the United States and Europe. Finally, the development team poured all their energy into building the **first prototype**: the **Yamaha YA-1**. Ten months later, the YA-1,

**powered by an air-cooled, 2-stroke, single-cylinder 125cc engine**, was born. Once completed, it underwent an **unprecedented endurance test: 10,000 kilometers to ensure its quality was top-class**.

In January 1955, the Hamakita plant was built, and the production of the YA-1 began. **Yamaha Motor Company** was established on **July 1, 1955**, with 274 employees, enthusiast to become pioneers in motorcycle manufacturing.

Initial production reached **200 units per month**, but sales were slow. The **public was skeptical**—there was a clear bias against a brand known primarily for musical instruments. So, just ten days after its establishment, Yamaha **entered the YA-1** in the 3rd **Mount Fuji Ascent Race** and later that year in the 1st **Asama Highlands Race** – the two biggest racing events in Japan. In both debuts, Yamaha won the 125cc class.

And Yamaha Motor was born.



## 1960 | P-7

### THE FIRST WAVE OF YAMAHA MARINE INNOVATION



As Yamaha Motor looked into **expanding** beyond motorcycles, marine engines emerged as a bold new frontier. The P-7, an air-cooled, 2-stroke, 123cc engine with 7hp, became the company's **very first marine engine**, a pioneering step that would lay the **foundation** for Yamaha's future in marine technology.

Developed using small engines **originally engineered for motorcycles**, the P-7 shared **many components** with Yamaha's early two-wheel machines. It offered practical features for both recreational boating and commercial fishing use, including a transmission with forward and reverse gears and dual-fuel capability, allowing it to run on **either gasoline or kerosene**.

More than just a product launch, the P-7 represented **a strategic shift**, a defining first step in the creation of Yamaha's now world-renowned marine business.

## 1973 | RD350

### THE FORBIDDEN DREAM



Released as the RD350 in 1973, it ignited the **boom of single-make races and became instantly a global phenomenon**. It featured a twin-cylinder engine and **many advanced technologies**.

The **Torque Induction system** delivered more power at all rev ranges, while the **Yamaha Autolube system** ensured continuous lubrication at any speed. Performance was guaranteed, durability too, and maintenance was minimal. The riding style was both powerful and relaxed, with a long, flat seat and high handlebars. Racing legend **Jarno Saarinen**, reigning 250cc Grand Prix World Champion at the time, praised the RD350's linear power delivery and precise handling, predicting it would become one of the most popular sport motorcycle in its class.

It was with its **1980 version**, the **RD350 LC**, that the model became pure *Kando*. With a sportier setup, it became a replica of a racing motorcycle. That's why the launch slogan read: "The Yamaha RD350LC grew up on the track." The **engine was renewed**, with liquid cooling

## 1980 | RD350 LC



(hence LC, *liquid cooled*), two 26mm Mikuni carburetors, a refined and cool look, 57 HP, a top speed of 190 km/h, and a weight of 139kg.

In the 1980s, the RD350 LC became an **obsession for young riders, especially in Italy**, where its rarity turned it into a **true marketing case**. The few units that made it to the market were even sold above the list price.

The **third series** introduced several innovations: a new frame and bodywork, a larger fuel tank, and stiffer suspension. It also brought the insight and innovation of the YPVS valve (Yamaha Power Valve System), already introduced in motocross models, which modulated the exhaust flow.

The series was completed by the **fourth version**, with 60 HP at 9,000 rpm, and the **R version**, featuring twin round headlights instead of square ones.

From the first version of 1973 to the last in 1986: a **dream for generations**.

# 1975 | XT500

## THE ADVENTURERS' LOVER



X for 4-stroke, and T for Trail. It was 1975 when Yamaha unveiled this upgrade to the XT450, born from a clear desire: to be **the perfect ally for those in love with off-road riding, wild terrain, and deserts.**

This new arrival brought, besides its highly durable engine, **revolutionary innovations and style**—like the forward-tilted, upside-down rear suspension, used for the first time on off-road vehicles—and yet it was **simple, lightweight, and incredibly reliable.**

It won over enthusiasts with its **remarkable versatility** between asphalt and dirt, and it became the **first motorcycle ever to earn the title of ENDURO.**

It was no surprise that **Cyril Neveu** chose it for **the very first Paris-Dakar Rally in 1979**: not the fastest motorcycle of its era, but unquestionably the **most relentless**—much like its rider. Stage after stage, through scorching dunes, invisible trails, and dusty bivouacs, Neveu and his XT500 claimed one finish line after an-

other, taking the lead from the sixth stage onward.

**Neveu arrived in Dakar first.** And what left everyone speechless was that **the second-place finisher**, Gilles Comte, **was also riding an XT500.** No dramatic twist, no dazzling feat—just the quiet determination of those who know how to wait, observe, and endure.

Because the XT500 was never just a motorcycle—it was, above all, **the companion of adventurous souls.** The kind who doesn't seek glory in the spotlight, but in the dust of the road.

## 1982 | E40G

### WHERE TOUGHNESS MEETS PURPOSE



For years, the bold blue, red and black stripes on Yamaha marine engines told a simple story: reliability, power and ease of use. These colours weren't just paint; they were a **symbol**. A presence. Seen and trusted in harbors, fishing villages and riversides around the world.

Then came a **new vision**. A **radical redesign** in black, red, orange and gray. At first, it challenged expectations. But behind those new colors was a new mission: the creation of **a marine engine built not for leisure, but for real work**.

The E40G, along with its kerosene-compatible twin, the E40GK, became Yamaha's first marine engines developed specifically for commercial use. And with them, a new legend was born: the **Enduro Series**.

Built to thrive in the **toughest environments** around the world, these engines' main focus was on excellent durability, reliability and serviceability. And the new design not only expressed the ruggedness of the series, it became **part of the landscape**, part of the lives of the people who **relied** on it every single day.

At its core, a 669cc in-line 2-cylinder engine delivers the power to haul, push and endure. The E40G still stands tall in Yamaha's line-up today, a true icon of the Enduro spirit: simple, strong and made to last.

## 1984 | F9.9A

### THE SILENT REVOLUTION



Yamaha earned its name with powerful 2-stroke marine engines, but true leadership meant daring to change course. Long before environmental standards reshaped the industry, Yamaha had already begun building the future. In 1975, our engineers set out to create something radically different. That **future** arrived in 1984 with the launch of the F9.9A, Yamaha's **first 4-stroke marine engine**.

More than just clean and quiet, the F9.9A was a symbol of intent. Its striking white casing, designed for the elegant lines of sailing yachts, reflected a **new spirit of harmony** between performance and the planet. Beneath the surface, a redesigned upper section and a custom high-thrust propeller gave it the muscle to move with grace and power.

Driven by a 232cc twin-cylinder engine delivering 9.9hp, the F9.9A marked the start of a quiet revolution. In a world still ruled by smoke and noise, Yamaha chose a different path. **One of innovation, responsibility and vision**.

# 1985 | VMAX1200

## THE UNMISTAKABLE POWER OF BEING



In 1985, Yamaha introduced a **model for the American market**. From the very beginning, the goal was to create the **most powerful V4 two-wheeler**. Do young Americans love dragsters and acceleration? That's exactly the direction the engineering was pushed.

At first glance, its power is immediately evident, with the **exposed engine** and the **massive rear tire**—huge for its time. This **bold design**, combined with a muscular, aggressive profile and **extreme performance**, made the VMAX1200 **unmistakable in appearance** and **unstoppable in acceleration**. That's why, as soon as it launched, it instantly became a **cult favorite**, and from Las Vegas, it conquered America.

What truly captivated everyone was the **V-Boost system**, which consisted of opening the butterfly valves in the intake manifold between the 1st and 2nd, and between the 3rd and 4th cylinders, starting at 5,750 rpm. The valves opened gradually as engine speed increased, triggered by a signal from the ignition system, reaching

full opening at 8,000 rpm—adding 10% more power to the base engine.

The model was so powerful that it had to be detuned to 100 HP for the European market. With the VMAX came the **aura of the VMAX**, turning it into one of **Yamaha's best-selling products for over 20 years**: by the end of 2007, production had reached **100,000 units**.

More than twenty years after its debut, the VMAX underwent very few changes from the original and remains the **beating heart of Yamaha Motor**. His name still evokes respect, allure, and uncompromising power.

# 1985 | MJ500T

## THE FIRST WAVE

Before the world knew what a **personal water craft** (PWC) could be like, Yamaha imagined what it should feel like. In 1985, the MJ500T (Marine Jet 500T) made its debut as the world's first sit-down, open stern production PWC—a radical new way to experience the water. This model effectively created the PWC market. The MJ500T was Yamaha's first WaveRunner, and with it, **the company stepped boldly** into uncharted territory. At a time when the idea of a “water motorcycle” still sounded futuristic, Yamaha brought together marine engineering and motorcycle DNA to create something genuinely new. Compact, agile, and powered by a 500cc 2-stroke twin engine, the MJ500T offered riders a

**sense of freedom** never felt before on open water.

Its ease of control from a seated position, high maneuverability and tandem-riding capability were features that were practically synonymous with the WaveRunner at the time.

But its true innovation wasn't only mechanical, it was **emotional**. The MJ500T invited people to **play**, to explore, to connect with the water in a way that was both **exhilarating and accessible**.



# 1988 | BW'S 50

## THE PRODIGY



In 1987, in Japan, a creative Yamaha team gave birth to a **beach scooter with the soul of a dune buggy**. That's why the BW'S 50 has such wide wheels—and that's the origin of its name: **BW**, meaning **Big Wheels**.

The scooter made its debut at the **Tokyo Motor Show in the fall of 1988** to a lukewarm reception, but the late Mr. Jean-Claude Olivier, President of Yamaha Motor France at that time, was struck by the scooter's potential for the **European market and** moved production to **MBK Industry in France**—now known as Yamaha Motor Manufacturing Europe—in 1990.

BW's broke all the rules: **compact, lightweight, and fun to ride**, it features a rugged, minimalist, and unmistakable design. In a market once dominated by more serious scooters, it brings **playfulness, summer vibes, and personality**.

The response was immediate: **young people** loved it. Given its size and a weight of only 69kg, its **performance was impressive**. Plus, its design was simple, and the oversized wheels gave it a bold, masculine look.

Sales took off and remained strong throughout the 1990s—with some years surpassing even over **100,000 sold units**. In 1999, the model celebrated its **one-millionth unit sold**.

For the next fifteen years, the model saw little change—until 2004, when a more substantial redesign was introduced.

With youth on your side, growing up can wait.



# 1989 | XTZ750 SUPER TÉNÉRÉ

**BUILT TO GO FAR**



The **XTZ750 Super Ténéré** was designed with the sand of the Dakar and the asphalt of African tracks in mind. Born from the **know-how gained through competition**, it was the first production model to incorporate solutions developed in racing: a liquid-cooled parallel twin engine with **five valves per cylinder**, **DOHC** timing, and **360° crankshaft** phasing—engineered to deliver consistent thrust and exceptional reliability.



The **high-strength steel double cradle frame** houses long-travel suspension, a 43mm fork, triple disc brakes, and a **26-liter fuel tank**, essential for long stages in the middle of nowhere. Its design is functional and unmistakable: full fairing, twin front headlights, and all the grit of a true rally motorcycle.

In 1991, its racing twin—the **YZE750T**—swept the podium at the Paris-Dakar Rally. **Stéphane Peterhansel** crossed the finish line first, beginning a legendary streak of victories. For five consecutive years, **Yamaha dominated**. And the **Super Ténéré** name became synonymous with **endurance, control**, and the **spirit of adventure**.

A motorcycle built to go far—and to never be forgotten.

# 1998 | YZF-R1

## TEN GENERATIONS OF HISTORY



When Yamaha unveiled its YZF-R1 in 1998, it wasn't an evolution—it was a **break with the past**.

Pure power, reduced weight, total control. Its 998cc in-line-four engine was 8cm shorter and nearly 10kg lighter than the previous ThunderAce engine. The secret? **A revolutionary idea from Yamaha's project leader Kunihiko Miwa:** stacking the gearbox above the crank-



shaft, making it the first production motorcycle with this layout.

With 150 HP for just 177kg, a benchmark power-to-weight ratio, and a race-inspired Deltabox frame, the R1 immediately became the **new reference point for supersport motorcycles**. And its handling—designed under the concept of “unsurpassed excitement” on winding roads—felt natural and in tune with the rider's perceptions, even with aggressive riding.

Not all racing classes accepted the motorcycle due to its sub-1,000cc capacity, but at the Isle of Man TT, the R1 achieved its **first major victory**: in 1998, David Jefferies beat the factory Honda and averaged over 125mph. A performance that confirmed what was obvious from the very start: the R1 didn't follow the rules. It rewrote them.

The **ten generations that followed** are proof of its immense success and leadership. The R1 doesn't follow—it sets the rules.

# 1999 | YZF R6

## THE GIANTS REBORN

The first version of the R6 marked a **radical turning point in the mid-size sportbike segment**. While its predecessor, the YZF600 Thundercat, had a more sport-touring setup, the R6 immediately established itself as a **pure supersport machine**. It was the product of Yamaha's pursuit of a machine with truly exciting riding performance and a character unique to the 600cc class.

With a lightweight compact, super-high-revving and high-output 599cc engine, it featured a front forced air intake that, as speed increased, pressurised the airbox—resulting in a slight horsepower boost.

From the start, the motorcycle proved to be an **excellent base for design teams** working on the Supersport World Championship, and perhaps that's what gave this Yamaha the courage to push boundaries.

After a minor update in 2001, a **major overhaul arrived in 2003**: 90% of the engine components were re-

signed, a Deltabox frame was introduced, fuel injection replaced carburetion, and the design received several upgrades.

Then came the **second revolution in 2006**. Now **even more track-focused**, the motorcycle embraced **cutting-edge racing technology**. It was equipped with Yamaha's YCC-T (Yamaha Chip Controlled Throttle) system for razor-sharp acceleration.

Following additional updates—including the introduction of YCC-I (Yamaha Chip Controlled Intake)—**2016 marked the third major transformation**. The motorcycle reached its full potential, with a full redesign and significant electronic advancements. Alongside the existing YCC-T and YCC-I systems, it gained 6-level Traction Control (TCS), a Quick Shift System (QSS), adjustable D-Mode mapping, and ABS braking.

A shapeshifting machine for those who always ride with a little **extra courage**.



# 1999 | YZF-R7

## THREE YEARS, ETERNAL GLORY



At the end of the 1990s, the Superbike World Championship enjoyed unmatched popularity, with an audience so vast it even made MotoGP jealous. At the time, Yamaha had a **top rider, Noriyuki Haga**, who had worked miracles on the old FZR—known internally as the OW-01. However, a successor motorcycle was needed.

Technically extraordinary and exquisitely refined, the R7 (known as OW-02) was the product of studies directly shaped by racing demands. Powered by an inline **four-cylinder engine** with dual overhead cams and **20 titanium valves** (along with **titanium connecting rods**), it featured an **ultra-light crankshaft**, an **aluminum Deltabox twin-spar frame**, and **Öhlins upside-down front forks and Öhlins rear suspension**. Yamaha sold only 500 units worldwide—just enough for championship homologation.

The motorcycle made its debut with **Haga** and Italy's **Vittoriano Guareschi**, but fortune was stingy with victories. In 2000, however, a fierce Haga came close to

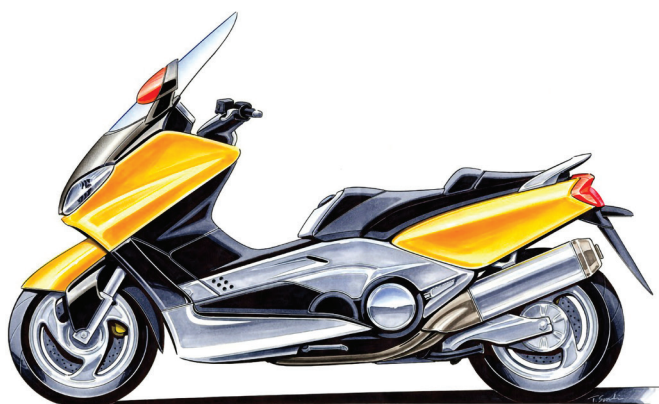
**clinching the world title on this motorcycle**—only to be disqualified and to finish second.



Among the pantheon of rare homologation specials, this motorcycle symbolises a Yamaha that poured heart and soul into racing, only to soon shift its focus from SBK to MotoGP. Today, it enjoys **eternal glory among fans**, who see it as an **absolute legend** and a true **collector's gem**.

# 2001 | TMAX

## SCOOTER POWER, MOTORCYCLE SPIRIT



When it made its debut in 2001, the TMAX didn't just aim to **outperform maxi-scooters**—it set its sights on uncharted territory: the world of motorcycles. And it succeeded. Powerful, sleek, and aggressive, it was **the first scooter to earn respect even on twisty mountain roads**, thanks to a horizontal twin-cylinder engine and a rigid, motorcycle-like frame.

With its upright riding position—offering control of the machine and encouraging active riding style—refined chassis, dual-clamp suspension, and a swingarm separated from the engine (a rarity at the time), it was **fast, precise, and solid**. Comfort was there, but never the priority: the TMAX was built to dominate the asphalt, not just glide over it. And when it took off, it made its presence known.

Its sharp design—with boomerang-shaped bodywork and dual headlights—became **iconic**. But what truly mattered was its **spirit: a scooter with muscle**, soul, and a tough attitude of a motorcycle.

From 2001 to 2021, the scooter evolved through bold transformations, becoming a **relentless pursuit of perfection**.

No longer just a vehicle to get somewhere. But one to make a **statement**.

# 2001 | BT110 BULLDOG

## CHARACTER IN EVERY CURVE



Few bikes spark curiosity like the Yamaha BT1100 Bulldog. Launched in the early 2000s, it emerged as a **quiet disruptor**: sturdy, unpretentious, and unlike anything else on the road. In a motorcycle world divided between speed and show, the Bulldog offered something different: **character**.

Powered by a 1,063cc air-cooled V-twin engine, it delivered deep, **deliberate torque** and a ride that felt grounded, confident, and real. With wide handlebars, upright ergonomics, and a stripped-back frame, it wasn't about chasing lap times, it was about embracing the ride itself.

**The Bulldog blurred the lines between naked, cruiser, and roadster.** Its minimalist design and mechanical honesty gave it a kind of raw elegance, one that didn't need embellishment to leave an impression. Every detail spoke to Yamaha's instinct for creating motorcycles with identity, motorcycles that riders remember not for what they promise, but for how they feel.

The Bulldog didn't aim to redefine a category. Instead, it carved out its own. And in doing so, it quietly became one of Yamaha's **boldest expressions of individuality**.



## 2005 | MT-01

### THE PULSE OF TORQUE



When Yamaha introduced the MT-01 in 2005, the goal was clear: to build **a pure, essential motorcycle centered around a massive engine.** The result was a machine unlike anything else. At its core, a 1,670cc V-twin derived from cruiser models—reworked to deliver raw, instant thrust with every twist of the throttle.

The design is **muscular, minimalist, and direct.** A die-cast aluminum frame wraps around that pounding heart, with every detail shaped by one clear purpose: maximum torque, zero frills. Yamaha developed it under the concept of “Soul Beat V-Twin Sports,” where the pulse isn’t an electronic beep, but a deep roar—like a Japanese Kodo drum; Kodo being the Japanese word for “heart-beat”.

The sound is physical; you feel it in your chest. It’s pure *kando* in motion.

MT-01 defies labels: it’s not just a naked motorcycle, a cruiser, or a muscle motorcycle. It’s the MT-01—a **class of its own.** A motorcycle made for those who seek character, strength, and presence. It doesn’t follow trends—it overtakes them in the corners.

## 2007 | F350A

### YAMAHA DID IT FIRST

The F350A was the world’s first commercially available V8 marine engine, featuring the highest displacement – 5,330cc – and 350hp. It became the most powerful marine engine ever built at the time.

Traditionally, offshore-use boats over nine meters were powered primarily either by inboard or inboard-outboard motors. However, this shifted toward marine engines as the power of choice for larger boats due to their excellent speed performance, fuel economy, ease of mounting and maintenance, and the fact that they allow for more usable onboard space. As a result, there has been a growing trend toward marine engines with bigger horsepower and greater speed.



The F350 was built to meet these needs by breaking out of conventional categories in order to open up new market demand. **Advanced technologies** like dual in-bank exhausts, Variable Camshaft Timing and the Ionic Combustion Sensor delivered explosive performance, razor-sharp control, durability and rock-solid reliability. And while pushing the limits of performance, Yamaha never lost sight of **responsibility**. The F350A met the **strictest emissions standards in the world**, earning a **3-star rating** under the 2008 US regulations.

The F350A **created a new class of marine engine**, giv-

ing powerboats across the globe a heart that could finally match their ambition.

That same year, it was crowned with the National Manufacturers Association's (NMMA) Innovation Award at the Miami International Boat Builder's Exhibition, but the true reward was carving Yamaha's name, once again, into the future of marine engineering.

Because when it comes to innovation, Yamaha doesn't wait. **Yamaha leads.**

## 2018 | NIKEN

### COURAGE IS FASTER



When the first NIKEN is launched in 2018, it left everyone amazed: it's **the world's first leaning multi-wheeled motorcycle**. Then again, Yamaha has always been closely tied to **innovation, experimentation, and the highest quality in service** of the rider.

The NIKEN introduces **Leaning Multi-Wheel (LMW) technology**, an official Yamaha patent that offers **unprecedented stability without compromising agility**. Essentially, it's a three-wheeler that **can lean at angles of up to 45 degrees**. Road grip is exceptional, even on uneven surfaces.

That's why it's called *NIKEN*: "two swords", a name inspired by the two front wheels, which bring to life a new concept of agility and controllability.

In 2019, it received **the prestigious "Best of the Best" award** at the *Red Dot Award: Product Design*—an accolade that celebrates excellence in industrial design on a global scale.

With this model, Yamaha redefines the boundaries of motorcycle engineering, proving that innovation can **embrace stability without betraying the essence of two-wheel riding**.

# 2024 | MT-09 Y-AMT

## SHIFT THE FUTURE



When Yamaha first unveiled the MT-09 in 2013, it marked a **turning point**: raw power and streetwise agility brought together in a muscular naked bike. Now, with the MT-09 Y-AMT, that **legacy of boldness evolves once again**—this time with a revolutionary twist in transmission.

The **Y-AMT system (Yamaha Automated Manual Transmission)** is a next-generation solution that preserves **the thrill of manual shifting** while offering **the seamlessness of an automatic**. Riders can switch between fully automatic mode and manual gear selection via **intuitive handlebar controls**—no clutch lever, no foot shifter, just pure, uninterrupted acceleration.

Powered by the **legendary 890cc CP3 engine** and equipped with **lean-sensitive rider aids**, customizable ride modes, and a 5-inch TFT display, the MT-09 Y-AMT delivers **unmatched versatility, control, and performance**. Every detail is crafted to **keep the rider con-**

**nected, confident, and in command**—whether carving through mountain roads or navigating the city streets.

And that's the essence of the Y-AMT philosophy: **precision without distraction, control without compromise**. Yamaha once again redefines what it means to ride, proving that innovation can elevate performance while **honouring the soul of the sport riding experience**.



# 2024 | XTO 450HP VB

## REDEFINING POWER ON THE OPEN SEA

In 2018, Yamaha **redefined the high-end marine engine category** with the launch of the XTO 425hp V8, a groundbreaking engine that pushed the boundaries of what marine engines could power – from performance RIBs to full-size cruisers.

In 2024, Yamaha did it again with the arrival of the XTO 450hp V8, setting a new benchmark in marine propulsion.

This isn't just about adding horsepower. It's **about delivering power with intelligence**. The XTO 450hp pairs natural aspiration with overwhelming torque and an exceptional **power-to-weight ratio**, giving boatbuilders the freedom to scale up without compromise.

The innovations go far beyond the block. TotalTilt™ simplifies tilt operations with a double-button push, protecting the engine with ease. Integrated Digital Electric Steering offers ultra-precise control, less feedback, and a cleaner, more efficient transom layout. And with HelmMaster EX® integration, complete with joystick, AutoPilot and SetPoint™ technology, commanding your vessel

feels effortless and intuitive.

Behind it all, the new Phase Angle Control Charging System keeps power flowing to onboard electronics, from fridges and lights to navigation and entertainment, all **without relying on a generator**. And thanks to in-water gear oil changes, downtime stays at a minimum, and your adventures stay uninterrupted.

The XTO 450hp is not just Yamaha's latest flagship. It's a signal to the industry:

**The bar just got higher. Again.**



# 2024 | H2 – HYDROGEN V8 ENGINE PROTOTYPE

## REDEFINING POWER ON THE OPEN SEA

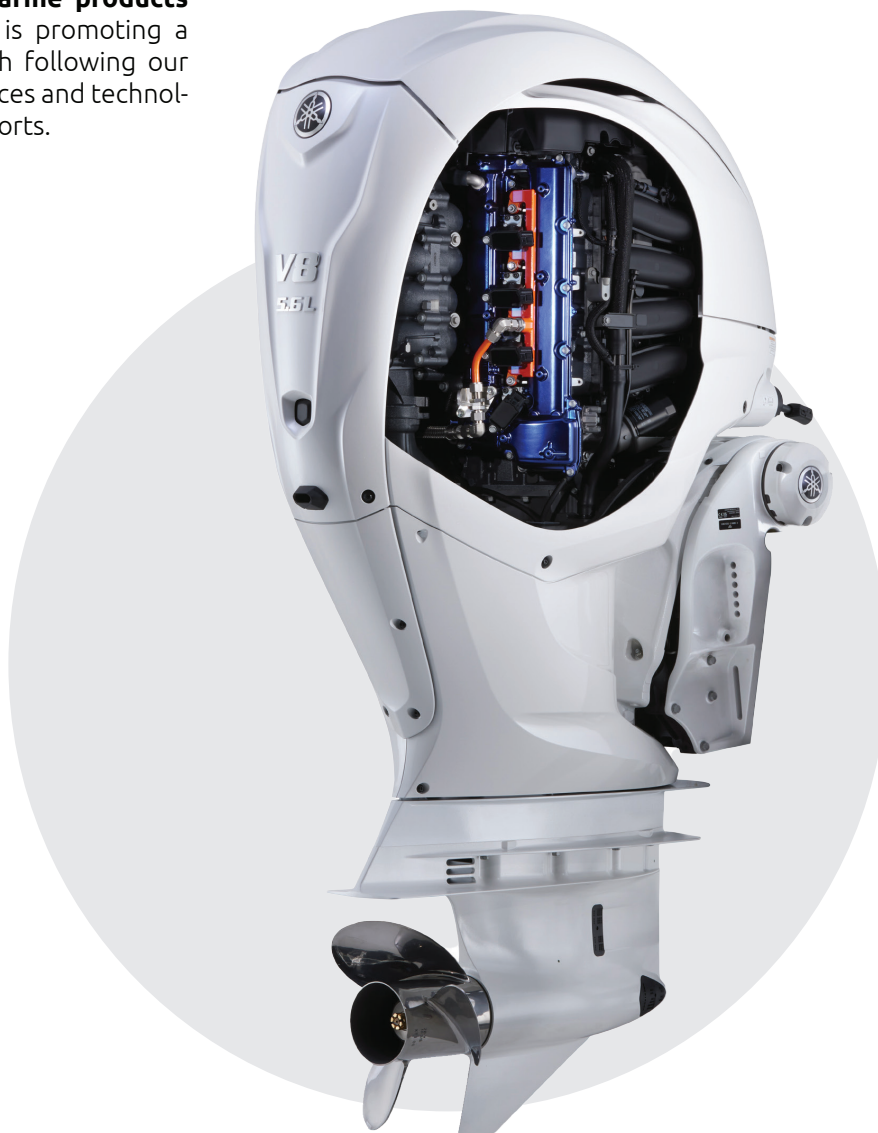
Yamaha Motor believes that to achieve carbon neutrality in both the land mobility and marine industry, it takes **multiple technology solutions** that are appropriate for a given application. We are looking into electric, sustainable fuels and alternative fuels such as hydrogen technologies.

Marine products run through water and are thus subjected to **water resistance**, requiring significantly more energy for propulsion than land vehicles. Additionally, the performance and engineering requirements for marine products can vary widely depending on the **usage environment**—such as the ocean, rivers, or lakes—as well as the usage itself, from commercial fishing to recreation.

To achieve **carbon neutrality with marine products** while facing such challenges, Yamaha is promoting a multi-directional development approach following our CASE, looking to other new energy sources and technologies in addition to its electrification efforts.

H2 prototype is based upon a modified 4.3L V8 marine engine platform. It features high-pressure direct hydrogen injection and reinforced components designed to withstand the unique demands of hydrogen combustion and it was developed as part of **Yamaha's broader decarbonization roadmap**.

The H2 project explores how **hydrogen could power the future of boating** without sacrificing range, performance, or responsiveness.



# 2024 | HARMO 2.0

## SILENCE HAS NEVER SOUNDED SO POWERFUL

With HARMO 1.0, Yamaha took a bold step forward in **electric marine mobility**, offering a completely reimagined boating experience.

Its successor HARMO 2.0 isn't built to imitate. It's **designed to rethink** the current offerings. Besides inheriting the features from its predecessor—quiet, eco-friendly performance, intuitive handling and Yamaha signature reliability—it is also pushing the boundaries of electric propulsion technology even further.

The HARMO 2.0 combines an **exciting design with more configuration options**, and a choice of control packages to redefine what's possible in electric propulsion for the marine industry. This HARMO allows users to experience nature's beauty in undisturbed quietness. With a range of features, including advanced control options, enhanced power configurations and full integration of Yamaha's HelmMaster EX, HARMO 2.0 is set to redefine electric boating, bringing an **unprecedented level of**

**control and convenience** to boaters of all skill levels.

HARMO 2.0 reflects a **growing need for harmony**: between the machines and nature, movement and mindfulness, design and responsibility. In lakeside towns, urban marinas, or protected ecosystems, Harmo opens new possibilities for boating without noise, without emissions, and without stress.

The HARMO reinforces Yamaha's commitment to innovation in the rapidly evolving marine electric propulsion market, combining performance, convenience, and environmental responsibility.



# 2025 | FX SVHO WITH YAMAHA MUSIC SPEAKERS

## TWO WORLDS, ONE PASSION



The 2025 FX SVHO with Yamaha Music Speakers is the next chapter in a long-standing conversation between the two Yamaha worlds: **music and motor.**

Since 1897, Nipon Gakki, now known as Yamaha Corporation, has crafted music instruments designed to move the soul. Since 1955, Yamaha Motor has built machines

designed to move people, both body and soul. Though distinct in their activities, Yamaha Music and Yamaha Motor share more than just a name, **they share a philosophy: Kando**—to move emotion through innovative technology, design and aiming for excellence. Even the three tuning forks in the logo are a nod to this origin, symbolising the **harmony** between **technology, creativity, and precision.**

Over the years, **several crossovers Music-Motor have occurred;** designers from Yamaha Music lending their aesthetic eye to concept motorcycles; engineers inspired by acoustic resonance applying similar thinking to intake systems or hull acoustics. In every case, it's about **chasing purity of sound,** of speed, of feeling.

Now, that spirit also finds full expression on the water. The FX SVHO, already Yamaha's flagship WaveRunner, evolves with integration of Yamaha Music's high-fidelity marine speakers. Tuned with the same **attention to detail** as their studio monitors are layered, rich, immersive. **Streaming becomes seamless.** The sound becomes part of the ride.

More than a **feature,** it's a **fusion:** a watercraft that performs with power and plays with soul. It redefines what a marine experience can be: not just **motion,** but **emotion.**

# 2025 | WABASH RT

## ESCAPE THE CITY. EXPLORE MORE.



The **Wabash RT** is built for riders who want the freedom to go beyond the pavement. Designed to perform on both asphalt and gravel, this versatile eBike combines Yamaha's proven **PWseries-ST motor** with 70 Nm of torque, **automatic support mode,** and **zero cadence technology** for smooth, natural power from the very first pedal stroke.

Its lightweight frame, clean lines, and integrated battery offer both style and efficiency, while the **dropper seat-post** and relaxed geometry ensure control and comfort on any route. Whether you're commuting, training or chasing backroads with friends, the **Wabash RT** is ready to take you there.

**On-road, off-road, your road.**

# 2025 | YAMAHA PW-LINK SYSTEM

## A NEW CHAPTER IN EBIKE INNOVATION

PW-LINK System is **Yamaha's most advanced and flexible eBike system to date**: a fully integrated platform of drive units, batteries and interchangeable displays engineered to allow eBike manufacturers the same frame with multiple PW-LINK combinations, offering their end-customers a greater variety of eBike options.

From the powerful **PW-X4** to the ultra-light and compact **PW-L1** to and ultimate all-round PW-S3, each of these drive units have been developed and produced in Yamaha's state-of-the-art facilities in Japan, benefiting from **Yamaha's more than 30-years of expertise in eBike systems engineering and manufacturing.**

The integrated approach—with components like batteries, carefully sourced from other companies—provides one of the most advanced and reliable eBike system in the industry, ready to provide rich riding experiences of the very highest quality.

With next-gen **PW-LINK 48V** battery systems, compact integrated displays and the new **PW-LINK App**, this platform marks a new dimension in electric two-wheel mobility.

**One system. Endless possibilities. Only Yamaha.**



PW-X4 Drive Unit



PW-S3 Drive Unit



PW-L1 Drive Unit



PW-LINK Side Display



PW-LINK Integrated Display



PW-LINK Integrated Battery 840



PW-LINK Integrated Battery 560

