

A HISTORY OF MOVING DREAMS FORWARD

1979

G-1
The first 2-stroke powered golf car to have a standard oil injection system with a solid-state electronic ignition.

1985

G-2
The first golf car to feature a 4-stroke, overhead valve engine and an injection molded, plastic front and rear body.

G-3 (SUN CLASSIC)
The original "Neighborhood Vehicle" came standard with deluxe bucket seats, headlights, taillights, turn signals, tempered glass windshield, locking glove box, and a large front storage compartment.

1989

G-5 (SUN CLASSIC)
The next generation "Sun Classic" featured improvements like lightweight, Metton® resin body panels, rack & pinion steering system, rear view mirror, and sun top integrated air vents.

G-8 (FLEET CLASSIC)
The first car to utilize semi-independent rear suspension that included coil over shocks.

1990

G-9 (FLEET MASTER)
The G-9 was designed to be a value-conscious fleet alternative to the G-8 model.

1994

G-14 (ULTIMA)
A larger, 300cc engine, and a longer, wider stance than earlier models made the G-14 the ultimate golf car. The first to have a 360° body protection system and blow-molded 5mph impact-resistant bumpers.

1996

G-11 (YAMAHAULER)
The next generation G-11 featured a larger 301cc engine and an impact-resistant front bumper.

G-16 (ULTIMA)
The next generation Ultima model with a larger 301cc engine, a re-designed primary clutch and four color options.

G-19 (ULTIMA)
Our first 48 volt electric golf car featured innovative roll-away safety protection and regenerative braking.

2000

G-20 (CONCIERGE)
The first production line built 4-passenger vehicle to offer comfort and style. Equipped with standard 4-wheel brakes.

G-21 MODEL UTILITY VEHICLE
G-21 featured 4-wheel brakes and a larger engine than its predecessor.

2003

G-22 (G-MAX)
Designed for maximum comfort, performance and reliability. Newly designed brake pedals, parking brakes, Ergo-shade sun tops, and Tru-Trak rack & pinion steering came standard. The 4-stroke model featured a powerful 357cc motor, and the 48 volt electric featured the Advanced Genius System.

2005

G-23 (U-MAX MEDIUM DUTY I)
G-27 (U-MAX LIGHT DUTY I)
G-28 (U-MAX MEDIUM DUTY II)
These 3 new utility vehicles were part car, part truck and all Yamaha. Roto-molded polyethylene dump beds and head and taillights came standard. Additionally, the G-23 featured a 12 volt DC outlet. The G-23 and G-27 were available in gas and electric, and the G-27 and G-28 featured lifted suspension.

2006

YDR (THE DRIVE®)
The DRIVE embodied Yamaha's reliability and featured several industry firsts: internal wet-brake transaxle, automotive-style dash, and an ATV inspired clutch for better response and hill climbing ability.

2009

YTF1 (ADVENTURER ONE)
The YTF1 was created to be tough, durable, and to have minimal maintenance costs.
YTF2 (ADVENTURER TWO)
Created with heavy-duty suspension, a large roto-molded dump bed with a folding tailgate, headlights, taillights, horn and a 2" hitch receiver, this vehicle was developed to work hard while minimizing driver fatigue.

2012

YDR (THE DRIVE®)
Yamaha introduced the first golf car to feature Electronic Fuel Injection that provided a more precise air-to-fuel ratio for more responsive acceleration, improved gas mileage, reduced emissions, and better high altitude performance.

2015

YAMATRACK
Yamaha introduced its comprehensive cloud based GPS solution, allowing users to manage entire fleet operations remotely.

2016

THE DRIVE²
The Drive² lineup brought forward all the best features from the DRIVE but also introduced QuietTech EFI – a gas car that's almost as quiet as an electric. Additionally, QuietTech EFI included the first Independent Rear Suspension ever to be found on a golf car.

2018

UMAX and UMAX RALLY
The UMAX lineup combined the best features of Yamaha's motorsport legacy to create a game-changing utility vehicle line. Building on that line, the UMAX Rally was added to the family, providing a lifted, pre-accessorized version of the already successful UMAX.

2019

UMAX RALLY²
Expanding on the innovative UMAX launch, the UMAX Rally² was added to the lineup featuring lifted suspension, 23" all-terrain tires, Yamaha Genuine wide fender flares and front brush guard, and a convertible rear-facing seat for more loved ones or more cargo.

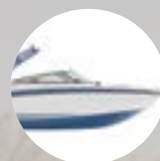
2020

INDEPENDENT REAR SUSPENSION AND AGM BATTERIES
Independent Rear Suspension (IRS) now comes standard on all PowerTech AC and QuietTech EFI models. With added comfort and premium stability, players can enjoy the smoothest ride yet. Plus, with the addition of the new Motive T875-AGM battery option, courses get reliable power to their cars while remaining worry free.

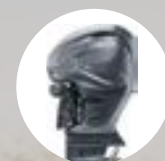
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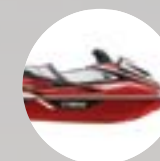
GENERATORS



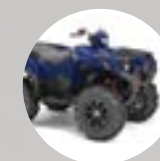
RECREATIONAL VEHICLES



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