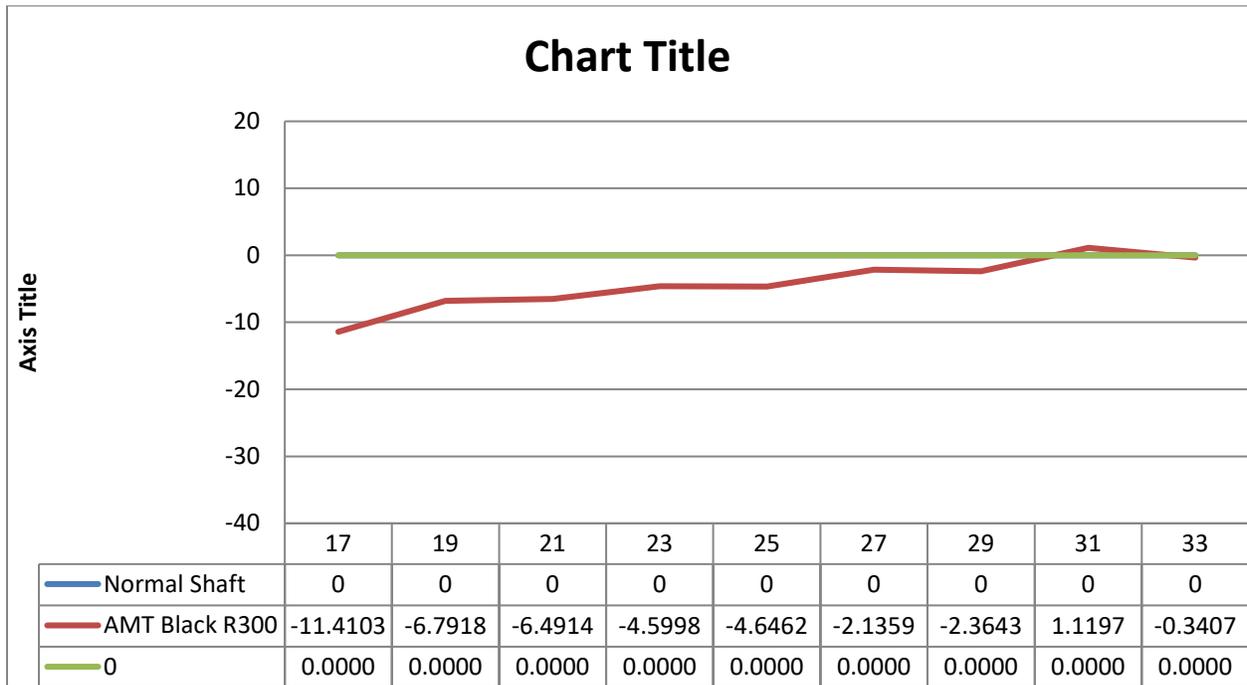


When reading the graph from left to right, the stiffness profile shows, when the KBS is compare to the normalized regular shaft its tip section is std. stiffness. From 23” to 33” from the tip, the KBS weakens in its stiffness. This shows that the design features hold true. So looking at the whole beam, the graph shows the shaft gets softer from tip to butt.

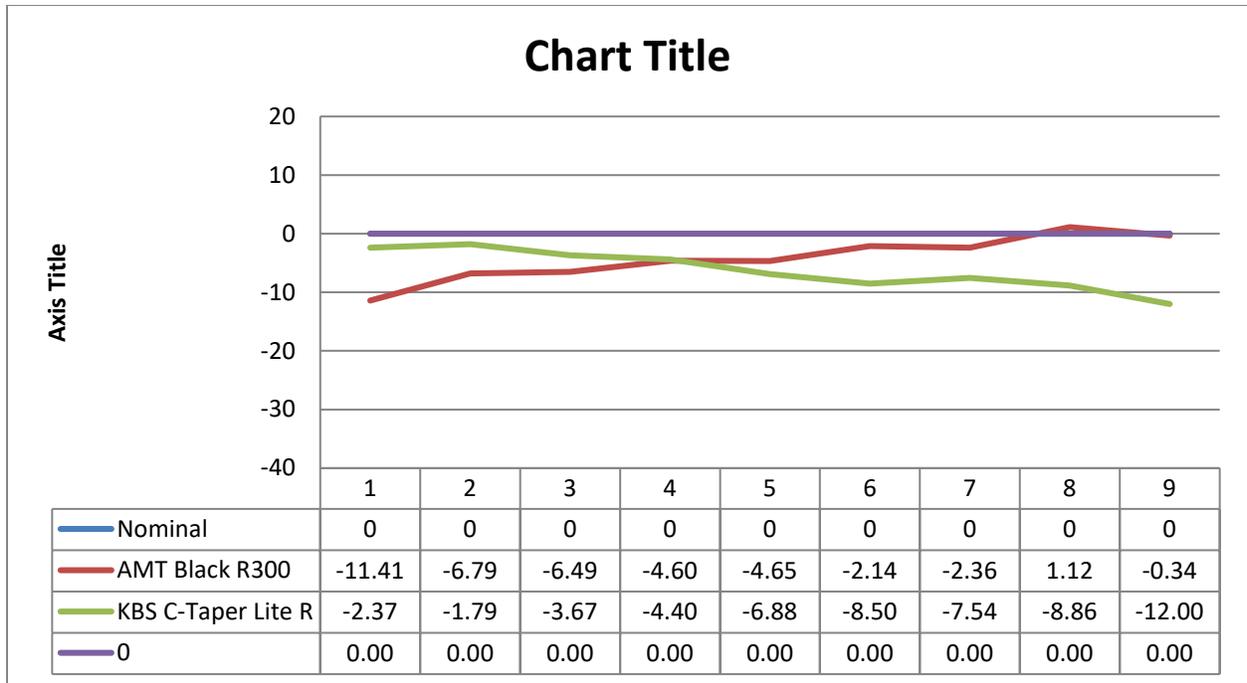
Now let’s explore the AMT Black R

- True Temper states
 - The AMT Black is a Mid-weight shaft, Medium Stiff in the Butt and Mid section, Soft in the Tip Section, Mid-high trajectory, Mid spin.



When reading the graph from left to right, the stiffness profile shows, when the AMT Black is compare to the normalized regular shaft its tip section is significantly softer. From 23” to 33” from the tip, the AMT Black becomes more stiff the closer you get to the butt. This shows that the design features hold true, for the AMT Black. So, looking at the whole beam, the graph shows the shaft gets stiffer from tip to butt. This is the exact opposite of KBS designed C-Taper Lite.

Looking at the comparison below, the graph clearly shows that these two shafts are designed opposite of each other but have the same description for ball flight outcomes. What happens next?



In our next Tech Talk, I will dive into the meaning of the shaft analysis and how it relates to any one golfer