

# KAWASAKI TERYX 750



PRESS RELEASE BY KAWASAKI MOTORS SOUTH AFRICA

**Kawasaki's new Teryx 750 side-by-side 4X4 is an all-terrain workhorse that knows how to play. It's also a sporting RUV that can work like a dog when you want it to.**

The RUV (or recreational utility vehicle) sector of the market is growing by leaps and bounds worldwide, with South Africa having a much greater real need for such vehicles than most countries. With ATVs, SUVs, MPVs, RVs and UTVs landing on our shores in waves, it makes sense to have an RUV that's not a quite a bike or a bakkie or a quad or a plain utility vehicle, and yet functions like most of them. The Teryx is a good-fun load-bearer that can go where most 4X4s can't, while providing the sort of wind-in-your-face freedom usually reserved for bikes and quads. With a top speed of a shade under 80 km/h it's almost twice as fast as the utilitarian Kawasaki Mule side-by-side four-wheeler. The side-by-side RUV can carry a driver, passenger and freight across terrain they'd battle to cross on foot or in a conventional 4X4, it's capable of conveying 227 kg of freight or fodder in its 830 X 1120 X 285mm bin, and it can haul 591 kg of loaded trailer in its wake as if it were weightless. That may be a bit over the top for Europe and most of the USA, but it's exactly what's needed in Africa.

The Kawasaki Teryx 750 4X4 is the only machine in its class with a gutsy 750cc V-Twin engine mounted amidships for optimum weight distribution. This liquid cooled powerhouse – the same as that used in the Brute Force 750 quad - is famous for producing loads of low-down power and torque, which it transmits to two or all four wheels via the KAPS (Kawasaki Automatic Powerdrive System) continuously variable transmission. Weight is kept to a minimum through the use of all-aluminium cylinders clad with an Electrofusion coating, and lightening grooves have been carved into the crankshaft webs for the same purpose. A small generator using rare-earth magnets assists even further in the weight-loss programme. The 90-degree angle between the cylinders produces perfect primary balance, thus minimising vibration without adding weight, and a pair of Keihin CVKR-34 downdraught carburettors pumping through four-valve-heads ensures the engine doesn't run out of breath when the going gets tough. The focus when retuning the engine for the Teryx was on even more low-down grunt than the Brute Force quad is blessed with; know of any stumps that need pulling? The Teryx will get the job done while you're still scanning the crowd for volunteers.

One complaint often directed at side-by-side utility vehicles is that they frequently lack stability at speed, because they're relatively short, narrow, and tall. The Kawasaki Teryx 750 uses an all-new wide-body tubular chassis designed to offer the stability, safety, and strength demanded of the power produced by its class-leading engine. The wide track, mid-engine placement, and low centre of gravity ensure safety at speeds previously unheard of in vehicles of this type, and independent front and rear suspension provide superior control along with superb comfort. Long A-arms up front help increase wheel travel while minimising camber change as the suspension is compressed, and coil-over gas-charged shocks with adjustable preload keep the wheels on the ground when they need to be. The front CV joints have a wide operating range, adding durability, and they can be independently disassembled when necessary to simplify maintenance.

The independent rear suspension uses double wishbones and gas-charged Kayaba shocks with reservoirs for each wheel to provide ground-hugging ability, while a torsion bar helps limit body roll. Suspension travel front and rear is 190mm.

The relatively short wheelbase of 1930mm allied with 287mm ground clearance and the short overhangs front and rear means that there's not much in the way of rough going that the Teryx won't be able to traverse with ease.

Because of its class-leading performance, the Teryx needed class-leading stopping power. Rigidly mounted twin-piston callipers clamp dual 200mm front discs (recessed within the wheels to help protect them from debris) and a multi disc rear brake system is totally enclosed within the frame-mounted rear gearcase for protection. The entire system operates in a sealed oil bath, leaving the rear brake totally unaffected by water, mud, dust, and debris.

Kawasaki's continuously variable automatic drive system is one of the most advanced you're ever likely to come across in any class of vehicle. The high-grade extremely durable CV belt has an easy-to-see belt check indicator lamp, and the drive converter shaft is hard chrome finished for durability. If the engine runs at high RPM for more than two seconds without the wheels turning, a belt-protect mode kicks in to do what its name implies, by reducing engine speed.

All of this ensures simply that drive gets to the wheels. What's very impressive about the Kawasaki system is how torque gets to the wheels that need it most. A simple flick of a switch alternates between 2WD and 4WD as required, at anything up to 16 km/h, but simply having four-wheel-drive is not always good enough. There's also the option of engaging low range when the going gets really tough. The Kawasaki also has a variable limited-slip front differential that allows the driver to limit slip to exactly the amount required. By partially lifting a lever located between the seats, he can fine-tune the ratio of torque delivered to each of the front wheels to exactly suit the requirements of the situation. When fully engaged there is no slip at all, with the system effectively acting like a mechanical diff-lock and allowing the Teryx to claw its way out of virtually any off-road predicament.

The Kawasaki Teryx 750 4X4 was very thoughtfully designed to be tough as nails as well as safe. There's an all-steel floor with built-in foot guards and a roll cage that meets US federal rollover protection standards. There are very supportive high-quality bucket seats with three-point seatbelts to ensure that occupants aren't flung out if they drive aggressively, and there's thermoplastic olefin bodywork that's more scratch-resistant than the polyethylene plastic used on some similar vehicles, so it stays looking new much longer.

The Teryx comes standard with a whopping 30 litre fuel tank and powerful headlights, meaning proximity to a refuel point, or the time the sun goes down, need not be worried about too much when planning an outing. There's a snorkel air intake with easy access to the oval air filter, and there are four chunky specially designed 26" Maxxis tyres looking after traction. And, when you need to secure a load, there's a standard cargo net and a tie-down point at each corner of the bin.

The Teryx 750 4X4 brings some long-needed stability to the RUV marketplace. It's the widest, longest, quickest, and safest in the class. It has the only 750cc v-twin engine in a vehicle of this type, and it's a Kawasaki. Need we say more?

#### **SPECIFICATIONS: KAWASAKI TERYX 750 4X4**

Engine Liquid-cooled, 90-degree, four-stroke V-twin

SOHC, four valves per cylinder, Displacement 749cc, Bore x stroke 85 x 66mm, Compression ratio 8.8:1

Carburetion (2) Keihin CVKR-34, Starting Electric / Digital DC-CDI

Max power 33 kW (45ps) / 6500 rpm, Max torque 55.4 N-m / 5250 rpm

Transmission Continuously variable belt-drive transmission with high and low range, reverse and Engine Brake Control

Final drive Selectable four-wheel drive with Variable Front Differential Control, shaft

Frame type Large diameter, thin-walled, high-tensile tubular steel

Front suspension / wheel travel - Adjustable dual A-arm with gas charged shocks / 190mm

Rear suspension / wheel travel - Adjustable Independent Rear Suspension with gas charged / 190mm

Front tyres Maxxis 26x8-12, Rear tyres Maxxis 26x10-12

Front brakes Dual hydraulic discs with 2-piston calipers, Rear brake Sealed, oil-bathed, multi-disc

Overall length 2930mm, Overall width 1492mm, Overall height 1905mm

Wheelbase 1930mm

Dry Weight 579kg

Ground clearance 287mm.

Lighting (2) 40W headlights, (2) TK W taillight, TKW stoplight

Cargo bed capacity 227kg

Cargo bed dimensions (LxWxH) 830 x 1120 x 185mm

Towing capacity 591kg

Fuel capacity 30 litres

FOR FURTHER INFORMATION ON KAWASAKI PRODUCTS PLEASE VISIT <http://www.kawasakisa.co.za/>  
CALL 011-5660333 or visit your nearest KAWASAKI AUTHORISED DEALER