

GR8MOD

OWNER'S MANUAL

KAWASAKI TERYX4 H2

Everything about your Teryx4 H2, in one place · by Grade8

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1. Welcome



The Teryx4 H2 Deluxe eS Trail Build in Utah canyon country

The 2026 Kawasaki Teryx4 H2 four-seat supercharged side-by-side for BeamNG.drive 0.40, in eleven configurations, with genuine Kawasaki accessories under their real part numbers and the gr8modKawasakiH2 FOX IBP Scope UI app. This manual covers only what you can't find out just by looking at the car.

- All four seats take real occupants, and passengers add weight (a driver settles the Teryx about 0.6 in, four adults about 1.6 in).
- The hubs are standard 5-lug, so every vanilla 5-lug wheel fits.

2. Configurations and paints



Teryx4 H2



Teryx4 H2 Deluxe eS



Deluxe eS Trail Build



Cargo Build



Deluxe eS All-Weather Cab



Ranch Build



Weekender



Dune Runner



Deluxe eS Night Trail



Deluxe eS Overland



Sport

The eleven configurations



The Ranch Build in Ice Gray

Between them the eleven configurations use every accessory in the mod.

THE ELEVEN CONFIGURATIONS	
Teryx4 H2 Deluxe eS (default)	Live Valve shocks, beadlock wheels, factory roof. Lime Green. US$ 43,199.
Teryx4 H2	Base model: bypass shocks, no roof, no accessories. Ice Gray. US$ 37,199.
Teryx4 H2 Deluxe eS Trail Build	Premium roof + dome light, Sport bumpers, 12 in and 45 in light bars, A-pillar pods (amber), wide flares, mud flaps, full HMW armor, nerf bars, tow hook, vented windshield, rear panel, mirrors, intrusion bar, audio + subwoofer, WARN VRX 45 winch. Lime Green. US$ 55,522.
Teryx4 H2 Cargo Build	Bypass shocks, factory roof, cargo / tire rack with spare, low profile box, half windshield, nerf bars, rear pods, Sport rear bumper + tail light guards, mirrors. Ice Gray. US$ 42,498.
Teryx4 H2 Deluxe eS All-Weather Cab	Enclosed cab: glass windshield + wiper kit, visor, premium roof + dome light, rear panel, soft upper doors, door seals, door net, A-pillar pods (clear), lighted mirror, mirrors, camera kit, audio + subwoofer. Flat Ebony. US$ 52,430.
Teryx4 H2 Ranch Build	Bypass shocks, Aluminum Premium bumpers, 12 in light bar, WARN VRX 45-S winch, tow hook, full windshield, mesh rear panel, door seals, rear pods (amber), Tail Box, HMW skid plates, factory roof + dome light. Ice Gray. US$ 43,496.
Teryx4 H2 Weekender	Race kit: Live Valve shocks, race cage + roof, LED whips, Class 1 bumpers, black HCR arms, race brake pads, 15 x 6 wheels on 35 in tires. Pearl Stardust White. US$ 55,640.

Teryx4 H2 Dune Runner	Race cage + aluminum roof, LED whips, race-cage mirrors, green HCR arms, Class 1 bumpers, HMW skid plates, rock sliders, Live Valve shocks, speed governor removed. Metallic Diablo Black. US$ 55,857.
Teryx4 H2 Deluxe eS Night Trail	Lighting Package: Sport bumpers, 12 in and 45 in light bars, A-pillar and rear pods (clear), LED whips, tail light guards, vented windshield, intrusion bar, lighted mirror, mirrors, dome light. Ice Gray. US$ 49,074.
Teryx4 H2 Deluxe eS Overland	Cargo / tire rack with spare and strap, low profile box, door net, Aluminum Premium bumpers, full HMW armor, nerf bars, rock sliders, intrusion bar, WARN VRX 45 winch, tow hook, half windshield, premium roof + dome light, camera kit, mirrors, rear pods (amber). Pearl Stardust White, black suspension. US$ 52,351.
Teryx4 H2 Sport	Base model with Sport roof, vented windshield, wide flares, nerf bars, A-pillar pods (amber), LED whips, mirrors, speed governor removed. Lime Green. US$ 41,917.

PAINTS

Lime Green (default), Ice Gray, Flat Ebony, Pearl Stardust White and Metallic Diablo Black. Paint 1 is the body, paint 2 the coil springs and paint 3 the suspension arms.

TUNING

Vehicle Config > Tuning always shows US units (inches, lb/in, lb-s/in, psi), whatever your game unit setting. Press Apply after changing values.

CAREER

The Teryx4 H2 and Deluxe eS are sold new at Belasco Auto in West Coast USA. Every build, including the accessory and race builds, can turn up from private sellers. Every part is in the career part shop, and the part values set the repair and resale prices.

3. Controls and keys

Normal BeamNG driving keys (ignition, lights, horn, parking brake, signals, camera, couple) work as usual. The Teryx adds these keys; change them in Options > Controls by searching "Teryx".

TERYX KEYS	
Alt+M	power mode FULL / MID / LOW
Alt+E	Engine Brake Control (KEBC) on / off
Alt+V	FOX Live Valve mode NORMAL / FIRM / SOFT (Live Valve shocks only)
Alt+B	LED dome light and mirror map lamp on / off
Alt+T	7 in display jog dial (next page)
Alt+J (hold)	winch: pay out the rope
Alt+I (hold)	winch: pull in
Alt+K	LED whips: next mode

DRIVETRAIN	
Alt+S	2WD / 4WD
Alt+D	front differential lock (in 4WD)
Alt+A	High / Low range
E	radial menu: Vehicle features > Transfercase, Rangebox, Front Differential

ACTIONS WITH NO KEY BY DEFAULT

These are clickable in the cab. Bind them in Options > Controls if you want a key or button: the drive selector, headlight rocker, Live Valve buttons, display BACK / HOME, the LIGHT BAR rocker ("Teryx H2 accessory light rocker"), the light controller and its pads ("Teryx H2 light controller"), the wiper and washer, the four doors and the cargo rack latch.

4. Cab, dash and screens



The labeled center switch panel: top row POWER MODE, LIGHT BAR, light controller, WIPER, WASHER; bottom row drive selector, KEBC, WINCH, DOME LIGHT



The 7 in TFT display, rocker switches and the drive selector

The camera key also cycles a driver view from each of the four seats, plus a low front-bumper view when the Front & Rear Camera Kit is fitted. Switch labels are backlit with the headlights on.

DASH CONTROLS	
TFT jog dial	next display page (left of the wheel)
BACK / HOME buttons	previous page / straight to the riding page
FIRM / NORMAL / SOFT	Live Valve mode (left spoke of the steering wheel)
POWER MODE rocker	FULL / MID / LOW
LIGHT BAR rocker	LED light bars on / off
3-zone light controller	pod lights (chapter 8)
WIPER / WASHER rockers	wiper on / off; hold to wash (chapter 9)
Drive selector rotary	2WD / 4WD / LOCK
WINCH rocker	hold the top half to winch IN, the bottom half to pay OUT
Rack latch	unlatches / pulls shut the cargo / tire rack

THE 7 IN TFT DISPLAY

Three pages: the jog dial steps through them and dots near the bottom show which one you are on. The top lamps, bottom strip and belt warning show on every page.

PAGE 1 - RIDING	
Top row lamps	signals, HI (high beam), FUEL (low fuel), FI (engine fault), P (parking brake)
Rev bar	0 to 10 (x1000 r/min): amber from 8,000 rpm, red from the 9,500 rpm redline

Gear box	P, R, N, or H / L (High or Low range) in drive
Drive mode	2WD, 4WD or 4WD LOCK; the driven wheels light green, LOCK shows over the locked front axle
POWER / KEBC	current power mode and engine brake setting
FOX LIVE VALVE	SOFT / NORMAL / FIRM in blue; LANDING in amber while the shocks are held firm for a landing (hidden on bypass shocks)
TEMP	engine temperature; the top segment turns red when it overheats
BOOST	supercharger boost in psi
CVT BELT	belt temperature: green, amber when warm, red when hot (chapter 5)
Bottom strip	ODO, TRIP, engine hours and the game's time of day
PAGE 2 - TRIP COMPUTER	
Numbers	trip, odometer, engine hours, average and top speed (reset with the vehicle), coolant and belt temperature, fuel
PAGE 3 - INCLINOMETER	
Two dials	roll and pitch in degrees; amber past 20, red past 30

A flashing red "BELT TEMP HIGH - USE LOW RANGE" banner overrides everything else on the display.

THE 9 IN AUDIO SYSTEM

The Audio System accessory puts a 9 in head unit in the dash center. It shows the station, your speed, gear and 2WD / 4WD, and tiles that turn green while the light bar, pods or headlights are on (REVERSE CAM in reverse). It is a display only - it does not play music.

5. Engine, CVT and drivetrain

STARTING THE ENGINE

The dash key works like BeamNG's ignition: press to crank, press again to switch off. At the 1,350 rpm idle the CVT clutch is open, so the Teryx does not creep; drive takes up between about 2,800 and 5,000 rpm (adjustable, see CVT clutching and gearing below).

THE ENGINE

Twin radiators and a fan hold the coolant at about 190 F even flat out. A smashed radiator lets the engine overheat and get damaged, and the intake can swallow water in deep rivers. Tuning > Engine sets the rev limiter (9,500 rpm standard, up to 10,500 with the Stage 3 kit); Tuning > Fuel the starting fuel.

STAGE 1-3 ENGINE KITS

Vehicle Config > Parts > Engine > ECU. Each kit replaces the stock ECU and keeps the speed governor slot. The power figures are measured in game against the stock 250 hp.

Stock Kawasaki ECU	250 hp, 9,500 rpm limit
Stage 1 ECU Flash	about +10 % (275 hp), 9,700 rpm limit

Stage 2 Performance Kit	ECU, intake and exhaust: about +22 % (305 hp), 9,800 rpm limit
Stage 3 Race Kit	big-pulley boost, injectors and cams: about +39 % (345 hp), 10,000 rpm limit (up to 10,500 in Tuning)

More power means more heat: watch the coolant gauge on long full-throttle runs with Stage 3.

POWER MODES

Alt+M or the POWER MODE rocker steps through the modes. Use LOW on mud, wet rock and ice or for a new driver, MID on tight twisty trails.

FULL	all the power (default)
MID	about 80 % of the power
LOW	about 60 % of the power

HIGH AND LOW RANGE

Alt+A swaps range (display shows H or L). Low multiplies torque and keeps the CVT belt cooler in slow, heavy work.

ENGINE BRAKE CONTROL (KEBC)

Alt+E or the KEBC rocker.

KEBC ON (default)	normal engine braking; holds you back on descents
KEBC OFF	engine braking drops to about a third, so the Teryx coasts - good for flowing dune and desert runs

CVT BELT TEMPERATURE

The belt heats up when the engine spins fast while the car moves slowly: crawling a steep climb in High range, spinning in sand or mud, pulling a heavy load or the winch, or throttle against the brakes. Airflow cools it, so the faster you drive the faster it cools.

When it gets too hot, "BELT TEMP HIGH - USE LOW RANGE" flashes. It is information only: the clutch can never slip or be damaged by heat. Ease off, keep moving at a steady speed and use Low range for slow, steep or heavy work.

CVT CLUTCHING AND GEARING (TUNING)

Vehicle Config > Tuning > Transmission > CVT Clutching, and Tuning > Differentials. Press Apply.

Clutch Engagement RPM	1,800 - 4,500 (2,800) where the drive clutch starts to grab the belt
Clutch Full Lock RPM	3,500 - 7,000 (5,000) where it is fully locked; keep it above engagement
Shift-Out RPM	6,500 - 9,500 (8,200) rpm the CVT holds at full throttle
Cruise RPM	3,000 - 6,000 (4,000) rpm the CVT holds at light throttle
Belt Response	0.10 - 1.00 (0.35) how fast the ratio changes
Launch Ratio	6.0 - 12.0 (9.0) higher = harder pull off the line and on climbs
Top Ratio	1.50 - 3.00 (2.00) lower = higher top speed

Final Drive Ratio	3.00 - 5.50 (3.82) front and rear ring and pinion, always matched

For rock crawling try a 4.56 final drive and a higher launch ratio; for dunes and fast trails raise the shift-out rpm toward the engine's 8,800 rpm peak.

2WD, 4WD AND 4WD LOCK

The rear axle is always locked, like the real machine. Each click of the drive selector steps 2WD > 4WD > 4WD LOCK > 2WD, and you can change on the move.

2WD	rear only. Lightest steering, tightest turns.
4WD	front axle connected, front diff open, so the steering stays light. Loose ground.
4WD LOCK	front diff locked too: maximum traction for rocks, ledges and deep sand, but heavier steering and a wider turning circle. Unlock again on firm ground.

Alt+S (2WD / 4WD) and Alt+D (front diff lock, only in 4WD) do the same.

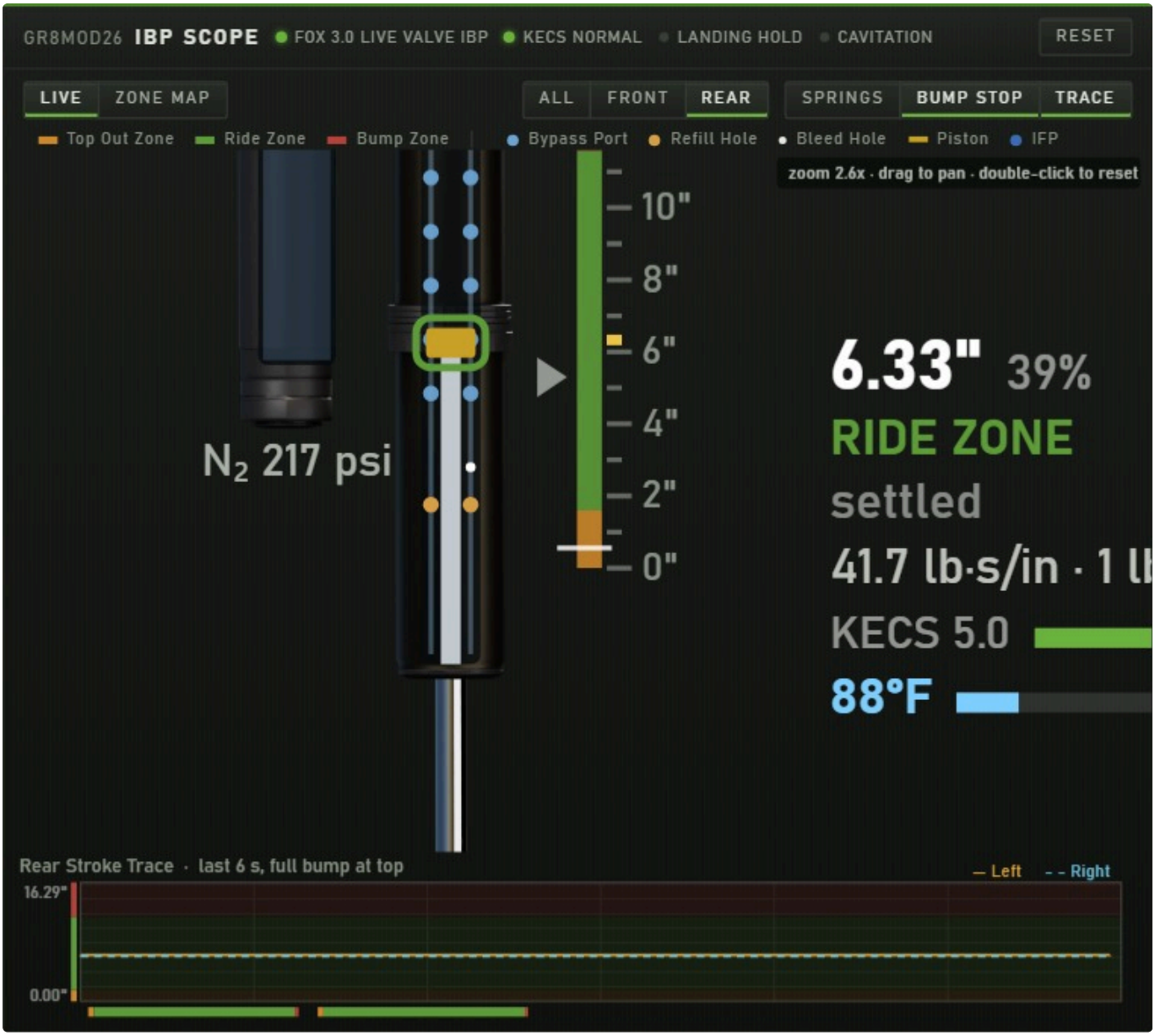
6. Suspension, FOX Live Valve and the IBP Scope app



Long-travel front suspension with FOX coilovers



The IBP Scope with all four shocks at ride height



Zoomed into a rear shock: the zone strip and inch ruler, the bypass ports and the piston in the cutaway



The moment of a landing: all four shocks deep in their stroke, KECS at 10

THE LAYOUT

Double wishbones front, 4-link trailing arm rear, stabilizer bars both ends (remove them for more articulation). Each corner has a FOX 3.0 internal bypass coilover with a piggyback reservoir and a main + tender spring separated by a crossover ring.

WHICH SHOCKS YOUR TERYX HAS

Bypass only: Teryx4 H2, Cargo Build, Ranch Build. Live Valve with KECS: Deluxe eS, Trail Build, All-Weather Cab, Weekender. Fit the Live Valve shocks front AND rear (Front Shocks / Rear Shocks) to get the full system and the FIRM / NORMAL / SOFT buttons.

HOW A FOX INTERNAL BYPASS SHOCK WORKS

A bypass shock changes its damping with WHERE the piston is in its stroke. Near ride height oil can escape through holes in an inner sleeve around the piston, so the shock is soft. Deep in the stroke or at full extension the piston has passed the last hole, all oil goes through the valve stack and the shock gets firm. You get a plush ride AND strong bottom-out and top-out control.

THE THREE ZONES

- Top out zone (full extension): full rebound valving catches the wheel as it drops, so it does not slam into top-out. Compression is still soft.
- Ride zone (around ride height): compression and rebound both soft. Your clickers act here.
- Bump zone (deep compression): full compression valving to stop bottoming, and firm rebound out of it so the car does not buck. It starts before the foam bump stop touches.

DEFAULT ZONES (FRONT / REAR)	
Full stroke	10.0 in / 14.8 in (13.7 in on the base rear shock)
Top out zone	the last 1.2 in / the last 1.6 in of extension
Bump zone	the last 3.8 in / the last 4.7 in of compression
Bump zone starts	1.3 in / 1.9 in before the foam bump stop touches
Ride height sits at	about 23 % / about 27 % of the stroke

FOX LIVE VALVE AND KECS

On the Live Valve shocks KECS changes the compression damping (not rebound) many times a second, on a 1 to 10 scale. The driver mode sets the base level:

SOFT (level 2)	rough, slow, rocky trails
NORMAL (level 5)	the all-rounder (default)
FIRM (level 8)	fast desert, jumps, whoops, heavy loads

From that base it firms up by itself:

- Braking: the fronts, against nose dive. Throttle: the rears, against squat.
- Cornering: the outside shocks, against roll. Speed: all four, a little.
- Airborne: all four go to 10 before landing and stay firm for a moment after (LANDING on the display).
- Key off: all four full firm (fail-safe).

Alt+V cycles NORMAL, FIRM, SOFT. The mode is kept through a vehicle reset. On bypass shocks the buttons only say "FOX Live Valve not fitted".

SPRINGS, PRELOAD AND BUMP STOPS

In Tuning > Suspension, front and rear separately. The tender spring keeps the top of the stroke plush until the crossover collar locks it out, so a bigger Crossover Ring Gap keeps it soft for longer.

Spring Preload Collar	raises or lowers the ride height
Crossover Ring Gap	how far the tender works before the collar locks it out
Main / Tender Spring Free Length	unloaded coil lengths
Foam Bump Stop settings	stiffness, compression and rebound damping of the foam stop

Changing the main and tender free length by the same amount moves the ride height by about that amount. More ride height = more clearance, less droop travel.

The Trail, Cargo, All-Weather Cab and Ranch Builds have their preload collars wound up to carry their extra weight. Raise the collars the same way when you add heavy accessories yourself, and set them back to default if you strip a build to stock.

TUNING THE BYPASS AND THE CLICKERS

One set per axle. The four clickers set the ride zone and the other zones scale from them.

Bypass: Top Out Zone Length	length of the top out zone from full extension
Bypass: Top Out Zone Firmness	rebound in the top out zone (x the ride zone)
Bypass: Bump Zone Length	length of the bump zone from full bump
Bypass: Bump Zone Compression	compression in the bump zone (x the ride zone)
Bypass: Bump Zone Rebound (anti-buck)	rebound leaving the bump zone (x the ride zone)
Low Speed Compression	body control on slow inputs (rolling bumps, braking, corners)
High Speed Compression	sharp hits (rocks, square edges)
Low Speed Rebound	how fast the body settles
High Speed Rebound	how fast the wheel returns after a sharp hit

- Longer bump zone: harder to bottom, less plush on big whoops.
- More Bump Zone Compression: more bottoming resistance; too much and landings feel harsh.
- Car kicks after a landing: raise Bump Zone Rebound a little.
- Wheels slam at full droop in the air: raise Top Out Zone Firmness or lengthen the top out zone.

RESERVOIR NITROGEN AND CAVITATION

Reservoir Nitrogen Pressure is set per axle, 0 to 300 psi (200 psi default). The gas pushes the shaft out a little like extra preload, and rises from about 200 psi at ride height to about 300 psi at full bump. It also stops cavitation: without enough pressure, fast compression boils the oil into bubbles, the shock loses damping and has a "dead spot" on the way back.

WHAT HAPPENS AT EACH PRESSURE	
200 psi (default)	no cavitation in normal driving; only an 8 ft drop onto flat ground briefly cavitates the fronts
100 psi	big landings cavitate all four; they bottom harder
0 psi (no nitrogen)	cavitation on almost every hit; dead damping, bottoming, and the car sits about half an inch lower
Above 250 psi	harsher ride, no useful extra protection

SHOCK HEAT

Damping turns motion into heat in the oil, and the shocks warm up and cool off like real ones.

ON AN 80 F DAY	
Normal trail (28 mph)	about 115-125 F all day, no fade

Fast big whoops (35-45 mph)	about 190-210 F within a mile, then they hold; only after many miles do the rears creep past 215 F (about 2 % fade after 10 miles)
Back on the trail	about 150 F within half a mile, normal within 2 miles
Parked	cool off over about half an hour
Reset	start cold again

Fade starts at 215 F and never takes more than 15 % of the damping. The shocks cannot overheat to damage, and hot shocks do NOT cavitate more (the nitrogen pressure rises with the heat). The Live Valve mode changes the feel, not how hot the shocks get.

HCR DUAL SPORT ARMS

Race-kit plate-steel arms in Green or Black (Front Suspension > Front A-Arms, Rear Suspension > Rear Trailing Arms). Same geometry as the factory arms, so they change strength and looks, not handling.

THE IBP SCOPE APP

Shows all four shocks live while you drive, each drawn as the Teryx's own coilover moving exactly like the simulated one. It costs almost no performance.

1. Press Esc and open UI Apps (or edit your app layout).
2. Search for "gr8modKawasakiH2 FOX IBP Scope" (Vehicle Info category).
3. Place and resize it. Everything inside scales with the app.

STATUS LIGHTS (TOP BAR)	
Shock type	FOX 3.0 Internal Bypass or Live Valve IBP
KECS Soft / Normal / Firm	Live Valve: the driver mode
Landing hold	Live Valve: KECS is holding the shocks firm for a landing
Cavitation	lights red while any shock cavitates
Reset	clears the travel marks and the zone timers
SWITCHES	
Live / Zone map	the live view, or a table of every zone, its range, its damping and the nitrogen charge
All / Front / Rear	all four shocks, or one axle bigger with a readout beside each
Springs / Bump Stop / Trace	show or hide the coils (hide them to see the piston), the foam stops and the stroke trace

Zoom with the mouse wheel over the shocks, drag to pan, double-click for the full view.

READING THE CUTAWAY

The body stays fixed at the top; the shaft and lower eye move up as the shock compresses.

Gold piston	the piston, seen through the cutaway window
Blue dots	bypass ports (ride zone)
Orange dots	refill holes, at the edge of the top out zone

White dot	the bleed hole
Zone strip	orange = top out zone, green = ride zone, red = bump zone
Ruler numbers	inches of stroke from full extension
White marks on the strip	furthest compression and extension since Reset
Small triangle	ride height
Reservoir window	oil (amber), floating piston (blue IFP), nitrogen below
N2 psi under the reservoir	live nitrogen pressure (red below 60 psi)
Bubbles in the oil	the shock is cavitating
Green circle on reservoir	Live Valve: KECS valve, open = soft, closed = firm
THE READOUT (EXAMPLE VALUES)	
2.33 in / 23 %	piston position from full extension, and as % of the stroke
RIDE ZONE	the zone the piston is in, in its color
COMP 3.2 in/s / REB 1.9 in/s	shaft speed and direction ("settled" when still)
65 lb-s/in - 120 lb	damping in effect right now, and the damping force
KECS 5.9	Live Valve level (1 soft - 10 firm)
221 F FADE 1%	oil temperature, and the fade once over 215 F
TEMPERATURE COLORS	
Blue	below 100 F - cold
Green	100-190 F - normal
Yellow	190-215 F - warm (hard whoops)
Orange	215-250 F - hot, fading a little
Red	above 250 F - only on extreme runs in very hot weather

The stroke trace shows the last six seconds of piston position over the zone colors, full bump at the top: amber = left shock, dashed blue = right. A spike into the red band means the shock entered its bump zone. The bars under it show time spent in each zone since Reset.

TUNING RECIPES

- Plush trail ride: soften Low Speed Compression a few steps; keep Bump Zone Compression at 2.4 or above so it still does not bottom.
- Desert and big whoops: lengthen the bump zone about half an inch and raise Bump Zone Compression toward 3. The trace spikes should reach the red band without hitting the top.
- Big air: raise Top Out Zone Firmness, raise Bump Zone Rebound a little, keep nitrogen at 200 psi or more. Live Valve goes fully firm in the air for you.
- Rock crawling: soften all four clickers, shorten the bump zone and use SOFT.

7. Steering and brakes

Each front knuckle has mechanical lock stops on both sides, so the wheels cannot fold past full lock, even in hard landings. Tuning > Wheel Alignment sets front and rear camber and toe plus steering center trim; Tuning > Chassis sets force feedback.

There is no ABS, like the real Teryx: squeeze the brake progressively on loose ground. Tuning > Brakes sets the bias (77 % front standard) and brake force. The parking brake works on the rear wheels.

8. Lights



Headlights, roof light bar and A-pillar pods at dusk



The 3-Zone light controller: ON / OFF in the center, FRONT, REAR, SPOT and FLOOD pads



The Weekender with its LED whips in rainbow wave mode

LIGHT BARS

The LIGHT BAR rocker runs whichever bars are fitted: the 12 in bumper bar and the 45 in roof bar.

THE 3-ZONE POD LIGHT CONTROLLER

The four-pad switch in the middle of the rocker row runs the A-pillar and rear pods. Each pod has a long spot beam and a wide flood beam.

ON	top of the center diamond: all pods, every zone, both beams
OFF	bottom of the center diamond: all pods off
FRONT pad	top left: A-pillar pods on / off
REAR pad	top right: rear pods on / off
SPOT pad	bottom left: spot beams on / off
FLOOD pad	bottom right: flood beams on / off

Pressing a pad while the pods are off switches them on with that zone. One beam always stays on: switch off the last one and the other comes back. Amber covers give amber light that cuts through dust and fog.

LED WHIPS

Two 4 ft RGB whips on the back of the cage. They light up with the key on; Alt+K picks the mode:

Rainbow wave	rainbow climbs up the whips (default)
Chase	a comet runs up and down, a new color every pass
Strobe	double flash, white and blue
Color fade	both whips change color together
Police	red and blue, swapping

Off	whips dark

Brake hard and both flash solid red in any mode. In bright sunshine the colors look faint.

DOME LIGHT AND MAP LAMP

The DOME LIGHT rocker or Alt+B runs the LED Dome Light and the map lamp in the Lighted Wide Angle Rearview Mirror.

9. Roll cages, roofs, windshields and doors



The Weekender: race cage with the aluminum race roof



The All-Weather Cab: factory roll cage with glass windshield, rear panel and soft upper doors



The race side mirror clamped on the race cage front pillar, seen from the driver seat

CHOOSING A ROLL CAGE

The roof, windshield, mirror and light slots change with the cage, so the Parts menu only offers parts that fit the cage you chose. The race cage is full structure: it carries the car on its roof in a rollover. Its aluminum race roof is the default roof on it and can be removed for an open top.

WHAT FITS ON WHICH CAGE

FACTORY ROLL CAGE	
Roofs	Sport (factory) roof, KQR Premium Roof
Windshields	half, full, vented and glass windshields, wiper kit, sun visor
Rear panels	polycarbonate and soft mesh rear panels
Lights	45 in roof light bar, A-pillar pods, rear pods, LED whips (on the flag mounts on the rear roll bar legs)
Mirrors	premium side mirrors, rearview mirrors
Other	intrusion bar, soft upper door shrouds, cargo rack
RACE CAGE	
Roof	race roof
Lights	LED whips (on the rear brace), A-pillar pods
Mirrors	race side mirrors
EITHER CAGE	
Everything else	bumpers, armor, flares, doors, seats, wheels, suspension, mechanicals

WIPER AND WASHER

They need the Windshield Wiper Washer Kit, which needs the KQR Full Windshield, Glass. The WIPER rocker sweeps about every 1.6 s and parks when switched off; hold WASHER to wash and sweep even with the wiper off.

DOORS

Click the outside or inside handle to open; the same click pulls it shut. With a soft upper door fitted that door stays shut (sealed cab) - remove the soft upper doors to use them.

MIRRORS

Side and rearview mirrors show a live reflection. With the race cage fitted, use the race version of the side mirrors (Roll Cage > Side Mirrors).

10. Accessories catalog



Rear view: tubular rear bumper, cargo bed and factory roof

All accessories except the race kit carry real Kawasaki part numbers. Some slots only appear once their parent part is fitted (for example the 12 in light bar under a front bumper, the spare tire under the rack). Roof, windshield, rear panel, mirror and cage light slots live under Roll Cage.

BUMPERS AND TOW HOOK

Sport Front Bumper (99994-2109)	carries the 12 in light bar kit
Aluminum Premium Front Bumper (99994-2138)	carries the 12 in light bar kit
Sport Rear Bumper (99994-2111)	carries the tail light guards
Aluminum Premium Rear Bumper (99994-2139)	-
Tail Light Guard Set (99994-2133)	needs the Sport Rear Bumper

Tow Hook (99994-1315)	lets another vehicle's winch hook pull you (chapter 12)
Class 1 Front and Rear Bumpers (race kit)	frame mounted, very strong; the front has a skid plate under it

ARMOR AND PROTECTION

HMW Full Skid Plate Set (99994-2112)	slide over rocks and logs instead of hanging up
HMW Front A-Arm Guard Set (99994-2113)	-
HMW Trailing Arm Guard Set (99994-2114)	-
HMW Rock Slider Set (99994-2116)	-
Nerf Bar Set (99994-2115)	-
Intrusion Bar (99994-2122)	does not fit with the KQR Full Windshield, Glass

FENDER FLARES AND MUD FLAPS

Wide Fender Flare (99994-2137)	one slot per corner
Mud Flap (99994-2289)	each needs the wide flare on that front corner

ROOFS, WINDSHIELDS, REAR PANELS AND VISOR

Deluxe eS Factory Roof (Sport Roof)	takes the LED Dome Light
KQR Premium Roof, Polycarbonate (99994-2102)	takes the LED Dome Light
KQR Half Windshield, Polycarbonate (99994-2106)	-
KQR Full Windshield, Polycarbonate (99994-2104)	-
KQR Vented Full Windshield, Polycarbonate (99994-2105)	-
KQR Full Windshield, Glass (99994-2103)	the only one that takes the wiper washer kit
Windshield Wiper Washer Kit (99994-2130)	needs the KQR Full Windshield, Glass
Rear Panel, Polycarbonate (99994-2107)	-
Rear Panel, Soft Mesh (99994-2108)	-
Tinted Sun Visor (99994-2450)	-

DOORS AND CAB

Soft Upper Door Set (99994-2131)	one slot per door; the matching shrouds go on the cage (Soft Upper Door Shrouds); keeps the doors shut
Lower Door Seal (99994-2121)	-
Door Storage Net (99994-2132)	front left door
LED Dome Light (KAF080-035)	needs the factory roof or the KQR Premium Roof

MIRRORS AND CAMERAS

Side Mirror Set, Premium (99994-0856)	race cage version clamps the race cage pillars
Rearview Mirror (99994-1794)	-
Lighted Wide Angle Rearview Mirror (99994-1800)	LED map lamp on the dome light switch
Front & Rear Camera Kit (99994-1724 / 1725)	adds the front camera view

LIGHTING

12in LED Light Bar + Front Bumper Kit (99994-1179 / 2123)	needs a Sport or Aluminum Premium Front Bumper
45in LED Light Bar + Roof Mount Kit (99994-2140 / 2124)	factory cage only
3 Zone LED Pod Lights + A-Pillar Mounts (99994-2142 / 2158)	-
3 Zone LED Pod Lights + Rear Mount & Harness (99994-2142 / 2136)	Roll Cage > Rear LED Pod Lights
4in Amber Pod Light Cover Set (99969-4419-AM)	one cover choice per pod set ("No Pod Covers" = white light)
LED Whips (race kit)	either cage (Roll Cage > LED Whips)

AUDIO

Audio System, 9in CarPlay Source Unit + Door Speakers (99994-2118)	Dash Center Panel slot
Stage 2 Audio Upgrade, 10in Subwoofer (99994-2159)	needs the Audio System (appears under it)

WINCHES

WARN VRX 45 Powersport Winch Kit (99994-2126)	steel rope

WARN VRX 45-S Powersport Winch Kit (99994-2127)	lighter synthetic rope

CARGO AND SPARE TIRE

Rear Cargo / Tire Rack (99994-2117)	pivots over the bed (chapter 12)
Spare Tire Assembly (99994-2128)	needs the rack
Spare Tire Y-Strap (99994-2129)	needs the spare tire
KQR Tail Box (99994-2125)	shares the Cargo Box slot with the box below
Low Profile Rear Storage Box (99994-2141)	fit one box or the other

11. Wheels and tires



The Weekender on 15 x 6 off-road wheels and 35 in off-road tires

Stock: 16 x 7 cast beadlocks on 33x10R16 Maxxis Carnivore Plus. Any vanilla 5-lug wheel fits and sits centered in the wells, but most are car-sized and make the Teryx sit lower; the 35 in off-road tires suit it best. Tuning > Wheels sets tire pressure (14 psi front, 16 psi rear standard) and wheel offset.

12. Winch, cargo and towing

THE WARN WINCH

Both kits are rated 4,500 lb with 50 ft of real, physical rope. The key must be on.

Alt+J (hold)	pay the rope out (up to 50 ft)

Alt+I (hold)	pull the rope in
WINCH rocker	hold the top half (IN) or the bottom half (OUT)
L	couple the hook to a tow point / release it

HOW TO WINCH YOURSELF OUT (OR PULL SOMEONE ELSE)

1. Key on. Hold Alt+J to pay out some rope.
2. Get the hook within about 3 ft of a tow hook or towing eye on another vehicle (another Teryx with the Tow Hook accessory works).
3. Press L to couple the hook.
4. Hold Alt+I to winch in. The winch slows as the load rises and stops pulling above its rating; the drum brake lets the rope slip a little so it is never overloaded.
5. Help it by driving gently the same way (4WD, Low range). A straight pull is the strongest.
6. Press L to release, then wind in until the hook parks on the fairlead.

With the Tow Hook fitted, another Teryx's winch hook can couple to the front of yours.

THE CARGO RACK

Click the rack latch or the spare tire (or use the cargo rack action): the two gas struts lift the rack on its front hinge pins to about 31 degrees in about 4 seconds, so you can reach the bed. Click again and the rack pulls itself down and latches in about 3 seconds. The spare tire and its Y-strap ride with the rack.

13. Damage

• Race roof: each of its three bolted zones (front, middle, rear) can tear free on its own. A hard rollover slide can peel part of it off; a normal roof landing or slow rollover will not.

• LED whips: a quick-release base, so a big enough hit snaps a whip off at the base.

• Class 1 bumpers: very strong, but on breakable frame mounts, so a big enough crash tears one off.

• Each light set breaks off on its own.

• The front driveshaft and CV half shafts can break, and the engine mounts can tear.

• The engine can overheat (abuse or a smashed radiator), be damaged by over-revving and big impacts, and drown if water gets into the intake.

Use BeamNG's normal vehicle reset to repair everything.

14. Specifications



The Teryx4 H2 in profile

Engine	999 cc supercharged DOHC inline-4 (Ninja H2 derived), mid-mounted
Power	250 hp at 9,000 rpm
Torque	146 lb-ft
Idle / rev limit	1,350 rpm / 9,500 rpm
Transmission	Kawasaki CVT with centrifugal drive clutch; P / R / N / H / L
Low range	2.1 : 1
Final drive	3.82 : 1 front and rear
Front suspension	double wishbone, 23.2 in travel
Rear suspension	4-link trailing arm, 24.0 in travel
Brakes	10.6 in discs, 3-piston front / 2-piston rear calipers, no ABS
Wheels / tires	16 x 7 in cast beadlock, 5-lug / Maxxis Carnivore Plus 33x10R16
Fuel tank	14.8 gal
Top speed	about 95 mph
WEIGHT WITH DRIVER	
Teryx4 H2	2,690 lb
Deluxe eS	2,710 lb
Weekender	2,710 lb
Sport	2,790 lb
Night Trail	2,880 lb

Ranch Build	2,890 lb
Dune Runner	2,900 lb
All-Weather Cab	2,940 lb
Cargo Build	3,020 lb
Trail Build	3,040 lb
Overland	3,160 lb

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