GRADE8



COMPLETE FEATURE GUIDE

KAWASAKI NAV 4e

Every configuration, part, slider and feature · by Grade8

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This guide explains everything in the Grade8 Kawasaki NAV 4e: every configuration, every part in the Parts menu, every slider in the Tuning menu, every clickable control and every add-on. If you only want to get driving, the READ ME FIRST guide is enough. Keys named here are the BeamNG defaults; you can change them in Options > Controls.

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1. The NAV 4e



NAV 4e LE in Super Black

The Kawasaki NAV 4e is Kawasaki's electric personal transportation vehicle (PTV): a four-seat cart with a 48 V AC drive, a steel ladder frame, MacPherson front suspension and a leaf-sprung rear axle. It is made for

neighborhoods, campgrounds, golf courses and farms, and is governed to about 19 mph from the factory.

The Grade8 version is built the way the real one is built. The frame, the 11 bolted cab tubes, the sun top, both seat benches with their arm rests, the body panels, the hood, the bumpers and every accessory are their own soft-body parts with their real weight, bolted to the frame where the real ones are bolted. The front struts and the rear leaf springs are real working suspension, the rear axle carries the motor, and the 14 in wheels sit on the same wheel slots as BeamNG's own Pigeon, so the cart rides and flexes like a light electric vehicle.

It is an open cart, so it sounds like one: there is no muffled "inside the cab" sound from the seats. You hear the motor, the tires and everything around you just as you would sitting in the real thing.

In the vehicle selector the NAV 4e is listed as Kawasaki / NAV 4e.

Tip: the whole cart is light (about 1,140 lb for the LE). It is easy to push around with another vehicle, and it can roll over if you turn hard at speed on a lifted build - just like the real thing.

2. The fourteen configurations



Standard



LE (default)



LE Unlocked



LE Tow Package



Limited



Limited Fully Loaded



LE Off-Road



LE Off-Road Chrome (new)



LE Street



LE Crazy



LE Extreme



LE Pit Cart



LE Golf (new)



LE Street Open (new)

Six factory models and eight aftermarket builds

Pick a configuration in the vehicle selector. Prices are the in-game values (US dollars); weights are the in-game weights.

FACTORY MODELS	
Standard	Base NAV 4e: 48 V lead-acid pack, 19 mph governed. Vibrant Blue. 1,437 lb, $9,999
LE	Stock NAV 4e LE: 4 kW AC motor governed to 19 mph, 6 kWh lithium pack, rear drums. Super Black. The default. 1,142 lb, $11,999
LE Unlocked	the LE with the dealer-unlocked controller: 26 mph. 1,142 lb, $12,999
LE Tow Package	the LE with side mirrors and the ball mount (1,000 lb towing; every config without the cargo rack now has the ball mount). 1,142 lb, $12,241
Limited	7 in touch display, roof audio, windshield, brush guard, two-tone leatherette seats, machined center caps. Metallic Deep Red. 1,184 lb, $14,999
Limited Fully Loaded	the Limited with every Kawasaki accessory: soft enclosure, overhead storage, rear box, running boards, mirrors and more. 1,311 lb, $19,249
AFTERMARKET BUILDS (ALL BASED ON THE LE)	
LE Off-Road	3 in lift, GTW 12x7 matte black wheels on Predator A/T 23x10.5-12 tires, brush guard. Super Black. 1,162 lb, $16,029
LE Off-Road Chrome	NEW: 3 in lift, GTW Tempest 12x7 chrome wheels with SS caps on Predator A/T 23x10.5-12 tires, brush guard. Metallic Deep Red. 1,162 lb, $16,109
LE Street	slammed 3 in / 2.5 in, GTW Specter 14x7 on Fusion 205/30-14 tires, Navitas 5 kW + 600 A controller, front disc kit, front + rear sway bars, locked rear. Pearl White. 1,181 lb, $18,869
LE Street Open	NEW: the LE Street with the roof and the cab tubes taken off. Vibrant Blue. 1,093 lb
LE Crazy	HPEVS AC-20 72 V kit on a 10:1 gear: about 62 mph, slammed, front discs, front + rear sway bars, locked rear. Metallic Deep Red. 1,234 lb, $25,569
LE Extreme	HPEVS AC-35 96 V kit on a 6:1 gear: about 70 mph, locked rear, slammed, front discs, front + rear sway bars. Pearl White. 1,278 lb, $29,149
LE Pit Cart	drag-strip pit cart: fold-down 5-1/2 ft push bar on a bolt-on mount, Navitas 5 kW, street wheels, front discs. Vibrant Blue. 1,183 lb
LE Golf	NEW: rear cargo rack, KQR mounts, KQR golf rack, 2 bags with 14 clubs. Pearl White. 1,259 lb

Measured top speeds on flat ground (in game, as the configurations come):

Standard, LE, Limited	19.5 mph
LE Unlocked	26.5 mph
LE Street, LE Pit Cart	28.6 mph
LE Crazy	about 62 mph

LE Extreme	about 70 mph (69.9)

The fast builds come with their motor kit's real controller current (100 %), so they launch cleanly without wheelspin or axle hop. The performance kits have no speed limit set: they run to what the motor and the gear can do.

Tip: every configuration is only a starting point. Open the Parts menu (Ctrl+W) and mix motors, packs, kits, wheels and accessories any way you like, then save your own configuration.

3. Paints and trim levels



Limited trim: two-tone leatherette benches, premium steering wheel and the 7 in screen

The four Kawasaki factory colors are in the paint menu: Vibrant Blue, Super Black, Metallic Deep Red and Pearl White. All of them are metallic with a clear coat, like the real paint.

The trim level is made of separate parts, so you can build an LE with Limited seats or the other way round:

Front / rear bench	Black/Grey Cloth (Standard / LE) or Two-Tone Leatherette with NAV Embroidery (Limited)
Dash screen	1.5 in TFT Meter Console (Standard / LE) or LIMITED 7 in TFT Console (CarPlay / Android Auto)
Steering wheel trim	Black Spoke Inserts or LIMITED Premium Steering Wheel Covers
Rear body trim	Black or LIMITED Accent
Wheel center caps	Black or LIMITED Machined
Roof audio	LIMITED Roof Audio (4 x 6.5 in speakers) or empty

4. Driving: direction switch, pedals and brakes



The driver's seat

DIRECTION SWITCH (F-N-R)

The NAV 4e has a single-speed direct drive with a forward / neutral / reverse switch on the dash. In BeamNG it works with the normal gear controls: Shift Up (X) moves it towards F, Shift Down (Z) moves it towards R. You can also click the switch itself. With BeamNG's arcade gearbox you can simply hold the accelerator to go forward and hold the brake at a stop to back up. The meter shows F, N or R.

PEDALS

Both pedals are modelled and move with your inputs. Full throttle pulls cleanly from a standstill without spinning the rear tires on pavement. When you lift off, the motor brakes the cart gently and puts energy back into the battery (regenerative braking), like the real controller.

BRAKES

The stock NAV 4e has 6.3 in drum brakes on the rear axle only, so it stops like a cart, not like a car: about 0.35 to 0.41 g on pavement. The Street, Pit Cart, Crazy and Extreme builds add a bolt-on front disc brake kit (see section 10), but leave plenty of room at 60 mph and more. The parking brake is on Space.

STEERING

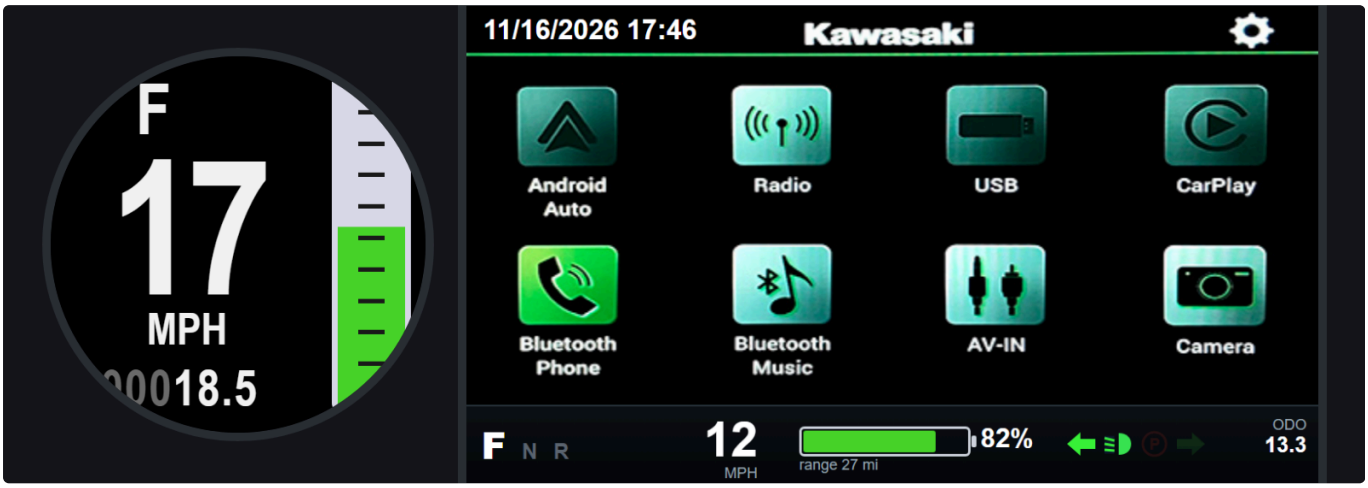
Rack-and-pinion steering with a turning circle of only about 10 ft. The steering wheel, the signal stalk and the pedals all move in the cab.

REVERSE

Reverse is limited to about 11 mph.

Tip: the lead-acid pack of the Standard weighs about 295 lb more than the lithium pack. You feel it in corners and under braking.

5. The dash, screens and cab controls



Left: the 1.5 in meter (Standard / LE). Right: the Limited 7 in touch screen



Signal stalk with the horn button at its end

ROUND METER (STANDARD AND LE MODELS)

The round 1.5 in color meter on the steering column shows:

- the direction (F, N or R) at the top,
- your speed in mph in big numbers,
- the turn-signal arrows and the headlight / high-beam lamps,

- a red P when the parking brake is on,
- the hour meter at the bottom left,
- the battery level as a bar on the right.

It shows the Kawasaki logo for a moment when the cart powers up.

7-INCH TOUCH SCREEN (LIMITED)

The Limited head unit shows the Kawasaki home screen with the date and the in-game time. The bar along the bottom shows the direction (F / N / R), your speed, the battery level in percent with an estimated range in miles, the turn signals, the headlights, the parking brake and the odometer.

CLICKABLE CAB CONTROLS

Point the mouse at a control until it highlights, then left-click:

Light rocker	headlights on / off (same as N)
F-N-R switch	direction (same as X / Z)
Signal stalk	left / right turn signal (same as , and .)
Horn button	at the end of the signal stalk (same as H)
Seats	sit in that seat (see section 7)

The steering wheel turns with your steering, and the pedals move with your throttle and brake.

6. Lights, signals and horn

Headlights	N, or the light rocker. Low and high beam.
Turn signals	, and . or the stalk. Front and rear signals flash.
Hazards	/ (slash)
Brake and tail lights	automatic
Horn	H, or the button at the end of the stalk. Electric UTV horn sound.

The light, signal and parking brake lamps on the meter and the Limited screen follow all of these.

7. Hood, seats and cargo deck



The lift-off hood and its two knobs



Rear bench folded forward into the cargo deck

HOOD

The NAV 4e has a lift-off front hood held by two black knobs. Walk up to the front and click either knob: the latches let go with a click and the hood pops loose. Click a knob again and the hood pulls itself down and latches. A hard frontal crash can also tear the hood loose.

SEATS

The front bench is a split bench with separate backrests and arm rests. The rear bench has hip restraints at both ends. Every seat is its own part on its own mounts, so seats move and break realistically in a crash.

Click a seat to sit in it: point at the seat until its seat cover highlights, then left-click, and you sit there.

REAR CARGO DECK

Like the real NAV 4e, the rear bench folds forward into a flat cargo deck. Choose it in the Parts menu under the rear seats: "Rear Bench, Folded to Cargo Deck" (cloth or leatherette) or "Passenger Mode".

8. Motors and batteries



LE Extreme: HPEVS AC-35 96 V kit, 6:1 gear, 96 V lithium pack, about 70 mph

The motor and the battery pack are separate parts in the Parts menu. All motors drive the rear axle through the Rear Differential slot (open or locked, see section 10).

MOTORS	
Stock 4.0 kW AC motor	the stock motor: 38 lb-ft, 10.7 kW (14 hp) peak, Kawasaki's 16.99:1 reduction. Governed to 19 mph = about 4,700 motor rpm on the tach (real spec: 4.0 kW at 5,200 rpm rated).
Unlocked controller	the stock motor with the dealer-unlocked controller: 44 lb-ft, 14 kW (19 hp) peak. Governed to 26 mph (about 6,450 rpm).

Navitas 5 kW + TAC2 600 A	the popular aftermarket upgrade: 59 lb-ft, 18 kW (24 hp) peak, 14.7:1 high-speed gear set. 28.6 mph on the street tires, about 30 mph on the taller stock tires.
HPEVS AC-20 72 V kit	69 lb-ft, 35 kW (47 hp) peak, high-speed 10:1 gear. About 62 mph on the street tires.
HPEVS AC-35 96 V kit	129 lb-ft, 47 kW (63 hp) peak, 6:1 gear. About 70 mph on the street tires.
BATTERY PACKS	
48 V Lead-Acid	6 x 8 V, 4.2 kWh, about 380 lb. The Standard.
2 x 3.2 kWh Lithium-Ion	6.0 kWh, about 84 lb. LE and Limited.
72 V 105 Ah Lithium	7.4 kWh, about 137 lb. Made for the HPEVS AC-20 kit.
96 V Lithium	2 x 48 V 105 Ah in series, 10 kWh, about 181 lb. Made for the HPEVS AC-35 kit.

The battery charge is set with Tuning > Chassis > Battery Level (in kWh). The meter and the Limited screen show what is left.

Tip: for a realistic build, run each HPEVS kit with the pack it was made for. Any motor will run on any pack in BeamNG, but the big kits on the small packs are not something a real shop would sell you.

9. The programmable controller

Every motor comes with a programmable controller, like the phone apps of the real Navitas and Curtis controllers. You find its three sliders in the Tuning menu under Powertrain:

Controller Top Speed	the speed limit in mph. Set it lower for kids, campgrounds or a golf course, or higher for more speed - up to what the motor can spin.
Controller Current Limit	50 to 200 % of the motor kit's real rated current: how hard it pulls. Lower = gentle, longer range; higher = more punch and hill-climbing.
Final Drive Ratio	the rear axle gear set, from 6:1 to 17:1 (the real golf-cart gear sets; stock 16.99:1). A lower number = a higher top speed but less pull; a higher number = more pull and a lower top speed.
DEFAULTS PER MOTOR	
Stock 4 kW	Top Speed 19 mph, Current 100 %, Final Drive 16.99:1
Unlocked	Top Speed 26 mph, Current 100 %, Final Drive 16.99:1
Navitas 5 kW	no speed limit, Current 100 %, Final Drive 14.7:1
HPEVS AC-20	no speed limit, Current 100 %, Final Drive 10:1
HPEVS AC-35	no speed limit, Current 100 %, Final Drive 6:1
SLIDER RANGES	
Controller Top Speed	5 mph up to 66 mph (stock and Unlocked), 75 mph (Navitas and AC-35) or 115 mph (AC-20). The top of the slider = no limit.

Controller Current Limit	50 to 200 % on every motor
Final Drive Ratio	6:1 to 17:1 on every motor

The performance kits (Navitas, AC-20 and AC-35) ship with no speed limit: they run until the motor reaches its real maximum speed on the gear you chose. The stock and Unlocked motors keep their real governed 19 and 26 mph until you raise the Top Speed slider.

Top Speed is a real speed limit, not a guess: the motor still runs out of revs at its real maximum speed. On the stock 16.99:1 gear the stock motor tops out at about 27 mph even with the slider all the way up; lower the Final Drive Ratio to go faster than that.

The configurations all run at 100 % current, the real rating of each kit. Above 100 % the fast kits have more torque than the rear tires can put down: expect wheelspin and some axle hop on pavement.

Tip: raising Top Speed on the stock motor to 26 gives you the "unlocked" cart without changing parts.

10. Brakes, rear differential and sway bar

BRAKES

Rear Drum Brakes	stock: 6.3 in drums on the rear axle. They also hold the parking brake.
Front Disc Brake Kit	bolt-on kit for the front hubs: 7.9 in rotors with 2-piston calipers (the "Brakes" slot under the front hubs in the Parts menu). Fitted on the Street, Pit Cart, Crazy and Extreme.

Two sliders in the Tuning menu (Brakes) set the brakes up:

Brake Force Multiplier	0.6 to 1.0. Weaker brakes for more realism or an old cart.
Rear Brake Proportioning	0.4 to 1.0: the rear drums' share of the braking. Lower = less rear lock-up. Use it with the front disc kit. The disc-brake configurations come set to 0.6.

Tip: on a stock cart (rear drums only) leave Rear Brake Proportioning at 1.0 - with no front brakes, turning it down only makes the cart stop later.

REAR DIFFERENTIAL

The Rear Differential slot in the Parts menu has two choices:

Open (stock)	smooth and quiet in tight turns, but one wheel can spin on loose ground.
Locked (spool)	both rear wheels always turn together: the best traction and straight launches, but it scrubs the tires in tight turns. The Street, Crazy and Extreme come locked.

REAR SWAY BAR

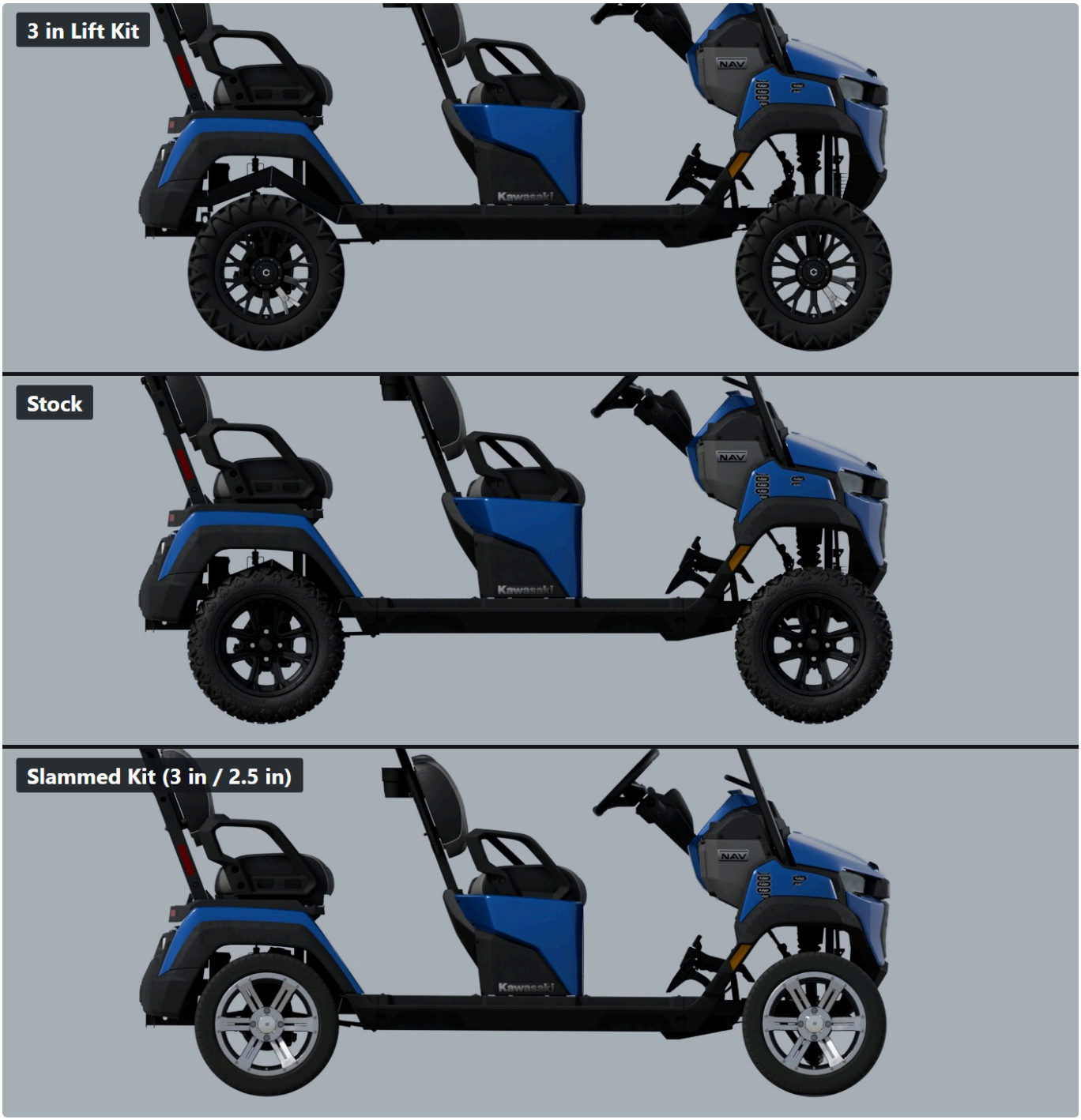
The Rear Sway Bar Kit is a bolt-on 5/8 in steel bar ahead of the rear axle, on urethane bushings, with drop links to the axle. It cuts body roll in corners and makes the cart feel planted at speed. It fits every suspension kit (stock, lift, lowering and slammed) - the drop links match the kit automatically. It is fitted on the Street, Crazy and Extreme. Find it in the Parts menu under the rear suspension (Rear Sway Bar).

FRONT SWAY BAR

The Front Sway Bar Kit is a bolt-on 3/4 in steel bar across under the nose, ahead of the lower arms, on urethane bushings under the frame rails, with drop links to clamps on the lower arms. It fits every front kit and is fitted on the Street, Crazy and Extreme. "Front Anti-Roll Spring Rate" in Tuning > Suspension: 0 to 120,000 N/m at the end links, default 86,000 (0 = disconnected). It is stiffer than the rear bar, like most street UTV kits: steadier at speed, a touch of understeer.

Anti-Roll Spring Rate	"Rear Anti-Roll Spring Rate" in Tuning > Suspension: the stiffness of the bar. The game shows it in N/m: 0 to 60,000, default 25,000 (about 143 lb/in at the end links). 0 = disconnected.

11. Suspension kits



Top to bottom: 3 in lift kit with the 14 in off-road wheels, stock height, slammed kit with street wheels

The NAV 4e has MacPherson struts in front and leaf springs on a solid axle in the rear. Three real-world style kits change the ride height. Each kit is two parts: the front hubs (in the Front Hubs slot) and the rear suspension. Always fit both halves of the same kit.

3 in Lift Kit	drop spindles in front, 3 in blocks between the leaf springs and the axle in the rear (with shock extender brackets). For bigger tires and off-road use.
2 in Lowering Kit	raised spindles in front, de-arched leaf springs and shorter shocks in the rear. Made for the 21 in street tires.

Slammed Kit	3 in lower in front and 2.5 in lower in the rear - as low as the rear fenders allow with the street tires.

The Rear Sway Bar (section 10) bolts onto every kit.

Lowered carts have very little suspension travel, exactly like the real ones: with the street tires the rear tire stops just under the fender lip. Use the lowering kits with the street tires (that is how the Street, Crazy and Extreme builds come), because bigger tires can rub on big hits.

Tip: the lift kit goes best with the 12 in wheels (matte black or Tempest chrome); the extra sidewall of the 23x10.5-12 tire soaks up rocks and roots.

12. Wheels and tires



GTW Specter 14x7 + Fusion 205/30-14, GTW Stellar 14x7 + Predator A/T 23x10-14, GTW 12x7 + Predator A/T 23x10.5-12



NEW: GTW Tempest chrome with the SS stainless cap, 14x7 and 12x7 on the Predator A/T tires

The NAV 4e uses the same wheel slots as BeamNG's own Pigeon, so any wheel made for the Pigeon fits it too. Rims and tires are separate parts, so you can mix them:

WHEELS	
14x7 Aluminium (stock)	with Black or LIMITED Machined center caps
GTW Specter 14x7	machined / black street wheel

GTW Stellar 14x7	matte black off-road wheel
GTW 12x7 Off-Road	matte black, for the 12 in Predator tire (more sidewall)
GTW Tempest 14x7 Chrome	NEW: chrome off-road wheel with 8 slotted spokes, bolted lip pads and the polished stainless "SS" center cap. Comes on the Predator A/T 23x10-14.
GTW Tempest 12x7 Chrome	NEW: the same wheel in 12 in, on the Predator A/T 23x10.5-12. Fitted on the LE Off-Road Chrome.
TIRES	
23x10.00-14 All-Terrain	stock, 18 psi
GTW Fusion 205/30-14	low-profile street tire, 21.2 in tall, 22 psi
GTW Predator A/T 23x10-14	aggressive all-terrain, 16 psi
Predator A/T 23x10.5-12	the same tread on the 12 in wheel with more sidewall, 14 psi

The 12 in wheels (GTW 12x7 and Tempest 12x7) take only the 12 in tire. Tire pressures can be changed in Tuning > Wheels.

13. Camber, alignment and suspension tuning

CAMBER

The front wheels have a real camber adjustment (Tuning > Wheel Alignment > Camber), in degrees. The default is -2 degrees (tops of the front tires tilted in), which gives the cart a planted, sporty look and a little more grip in corners. The range is -4 to +2 degrees.

OTHER ALIGNMENT SETTINGS

Toe Adjust	front toe in / out
Lower Arm Length	fine toe trim
Toe Left/Right Trim	straightens the steering if the cart pulls to one side

SUSPENSION TUNING

Front Spring Rate	stiffer or softer front struts
Front Spring Preload	front ride height
Rear Leaf Spring Rate	stiffer or softer rear leaf springs
Rear Leaf Arch	rear ride height
Rear Leaf Friction	the natural damping of the leaf pack
Bump / Rebound Damping	front and rear shock settings
Anti-Roll Spring Rate	the rear sway bar, when fitted (section 10)
OTHER SLIDERS	
Brake Force Multiplier	weaker brakes for more realism or an old cart

Rear Brake Proportioning	rear drum share of the braking (section 10)
Controller sliders	Top Speed, Current Limit and Final Drive Ratio (section 9)
Battery Level	starting charge in kWh

Tip: carrying four adults or a full golf rack? Raise Rear Leaf Arch a little to bring the rear back up.

14. Kawasaki accessories



Limited with the flip-down windshield and the brush guard

All the genuine Kawasaki accessories from the NAV 4e configurator are in the Parts menu, with their real part numbers. The Limited Fully Loaded configuration has all of them fitted at once.

ON THE CAB AND ROOF	
Side Mirror Set	99994-2077
LED Pod Lights + Mount	99994-1109 + 99994-2083 (on the windshield frame)
Accessory Mount Brackets	99994-2178
KQR Mount	99994-1782
Soft Enclosure	Premium PTV Soft Enclosure 99994-2078 - see section 15
Overhead Storage, Soft	99994-2082
LED Dome Light	KAF080-035
Flip-Down Windshield	99994-2075, polycarbonate
ON THE FRAME	
Brush Guard	99994-2356

Rear Locking Storage	99994-2084
Rear Cargo Rack	99994-2090 (shares the rear receiver with the tow drawbar)
Running Boards	99994-2089
Cargo Barrier	99994-2086
Storage Net	99994-2132
Subwoofer Kit	Audio System 99994-2081

Every accessory is a real part with weight, bolted to the frame or the cab tubes, and can be bent or torn off in a crash.

15. Soft enclosure with roll-up doors



Limited Fully Loaded with the soft enclosure, mirrors, running boards and cargo rack

The Premium PTV Soft Enclosure (99994-2078) wraps the whole cab in canvas with clear windows. Its four door panels really roll up, the way the real ones do:

1. Point at the zip pull on a door panel and click.
2. The panel unzips, then rolls itself up from the bottom edge, row by row, and parks under the roof.
3. Click again: it rolls back down and zips itself shut when it reaches the bottom.

Each door (front left, rear left, front right, rear right) works on its own. You can also bind them to keys: Options > Controls, search "NAV 4e soft enclosure".

16. Tow package



2 in drawbar with a 4 in drop and the chrome ball

Every NAV 4e without the cargo rack carries the Kawasaki tow parts in the rear 2 in receiver: a 2 in drawbar with a 4 in drop, a chrome ball, the hitch pin and the reducer bushing, plus the side mirrors. It is rated for 1,000 lb of towing. Back up to a trailer and press L to couple or uncouple it, like any BeamNG vehicle.

The drawbar and the Rear Cargo Rack use the same receiver, so you can fit one or the other.

Tip: the NAV 4e is light and has rear drum brakes only. Keep trailers under 1,000 lb and the speed down.

17. Pit cart: fold-down push bar



LE Pit Cart: the fold-down push bar standing upright on its bolt-on mount (click the lock pin to swing it down)

Drag racers use carts to push their cars from the pits to the staging lanes. The LE Pit Cart is that cart.

MOUNT KIT

A bolt-on push bar mount in the style of the 1320 Fab golf cart kit, in the brush guard slot: a 1/4 in plate on the stock brush guard bolts, two short arms through the front fascia, a 2 in square cross tube just ahead of the grille and two braces up to the frame tabs. The hinge box is welded to the middle of the cross tube.

FOLD-DOWN PUSH BAR

A 1-1/2 in steel bar, 5-1/2 ft from pivot to pin, with a spring-loaded nose like the Advanced Chassis ACK-815: sleeve, coil spring, 5/8 in heim joint and a T-handle quick-release pin. It stands upright in front of the cart when you spawn.

1. Point at the bar and click: it swings down level in about 2 seconds.
2. Drive up slowly until the nose touches the back of the car in front - ANY car, it needs no tow hitch. The nose latches onto the car by itself and pulls the two together gently.
3. Push the car. To let go, click the bar: it folds back up and releases the car.

Keys: Options > Controls, search "NAV 4e: Fold-Down Push Bar" (swing) and "NAV 4e: Push Bar Couple / Release" (latch or release by hand while the bar is down). The bar is a sub-part of the mount: remove it in the Parts menu if you only want the mount.

18. Golf bag rack, bags and clubs



KQR golf bag rack on the rear cargo rack, and a club slid up out of its bag

Turn the NAV into a golf cart. The LE Golf configuration comes with all of it; on any other build, add the parts in the Parts menu:

1. Fit the Rear Cargo Rack (99994-2090) in the rear receiver.
2. On the roof, fit the Accessory Mount Brackets (99994-2178) and the KQR Mount (99994-1782), like the real Kawasaki kit: the brackets clamp to the rear cab tubes and the KQR receiver bolts to them.
3. In the cargo rack, fit the KQR Golf Bag Rack (Kawasaki KQR Multifunction Rack 99994-2088). It bolts to the cargo rack floor and clips into the KQR receivers on the rear cab tubes.
4. In the rack, fit the Golf Bags: two cart bags with 7 clubs each - driver, 3 wood, 5 iron, 7 iron, 9 iron, wedge and putter. That is the full 14-club set.

PULL A CLUB OUT

Point at a club until it highlights and click it: the club slides smoothly up out of the bag and stays there, ready to grab. Click it again and it slides back down into the bag. Every club also has its own action in Options > Controls (search "NAV 4e golf club").

HITS AND CRASHES

The clubs are real loose objects held in the bags. A hard hit still knocks clubs out, and a big crash tears the bags out of the rack and throws them. Press R to put everything back.

Tip: bags are heavy at the back. Raise Rear Leaf Arch a little if the rear sits low.

19. Driver figures

All four seats can carry a BeamNG 0.40 driver or passenger figure. They sit properly on the benches, ride along with the seat, and can be switched on or off per seat in the Parts menu (the seat occupant slots).

20. Damage

The NAV 4e is fully soft-body:

- the steel frame and the bolted cab tubes bend in a crash; the sun top and the windshield go with them;
- body panels, bumpers, the brush guard and accessories bend and can tear off their mounts;
- the hood can be torn loose;
- seats, arm rests and backrests are on their own mounts and can break free;
- the golf bags and clubs are thrown out by big hits;
- the push bar mount and its hinge tear off under very big loads;
- tires can be punctured.

Press R to repair everything in place, or Ctrl+R to reload the vehicle.

21. Specifications

GENERAL	
Vehicle	2025 Kawasaki NAV 4e, electric 4-passenger PTV
Layout	rear-wheel drive, direct drive, open rear differential (locked optional)
Front suspension	MacPherson struts
Rear suspension	leaf springs on a solid axle, optional 5/8 in rear sway bar
Steering	rack and pinion, turning circle about 10 ft
Brakes	6.3 in rear drums, regenerative braking; optional 7.9 in front disc kit
Wheels / tires (stock)	14x7 aluminium, 23x10.00-14 all-terrain
Front camber	-2 degrees (adjustable -4 to +2)
Towing	1,000 lb (Tow Package)
WEIGHT (IN GAME)	
Standard	1,437 lb
LE / LE Unlocked	1,142 lb
LE Tow Package	1,142 lb
Limited	1,184 lb
Limited Fully Loaded	1,311 lb
LE Off-Road / Chrome	1,162 lb
LE Street	1,181 lb
LE Street Open	1,093 lb
LE Crazy	1,234 lb
LE Extreme	1,278 lb
LE Pit Cart	1,183 lb
LE Golf	1,259 lb
Note	the mod is heavier than Kawasaki's spec on purpose: it makes the chassis stiffer and more stable in BeamNG.

PERFORMANCE (MEASURED IN GAME)	
Top speed, stock	19.5 mph (Standard, LE, Limited)
Top speed, LE Unlocked	26.5 mph
Top speed, Street / Pit	28.6 mph
Top speed, Crazy	about 62 mph
Top speed, Extreme	about 70 mph (69.9)
Reverse	about 11 mph
Braking, stock rear drums	0.35 to 0.41 g

22. FAQ and troubleshooting

• My saved configurations from an older version don't load. This release is a new vehicle entry in the game, so older saves can't be read. Rebuild your setup in the Parts menu and save it again.

• Why is it so slow? The real NAV 4e is governed to 19 mph. Raise Controller Top Speed in the Tuning menu, lower the Final Drive Ratio, or fit a faster motor (sections 8 and 9).

• The cart won't move. Is the meter on (press V)? Is the parking brake off? Is the F-N-R switch in N? Is the battery empty (Tuning > Chassis > Battery Level)?

• It hardly climbs hills. Raise Controller Current Limit, raise the Final Drive Ratio, or use a stronger motor.

• My fast build spins its tires and the rear axle hops. Controller Current Limit is above 100 %. Set it back to 100 % (how the configurations come), or fit the locked rear differential for straighter launches.

• The rear steps out when I brake hard at speed. Fit the Front Disc Brake Kit and set Rear Brake Proportioning to about 0.6.

• Clicking a control does nothing. Show the mouse cursor and hover until the part highlights, then click. The hood knobs and zip pulls are small - get close.

• The enclosure door does not close all the way. Let it finish rolling down; it zips itself at the bottom. If it got stuck after a crash, press R.

• My golf rack is not in the list. It is a sub-part of the Rear Cargo Rack: fit the cargo rack first.

• A golf club stays up. That is on purpose: a clicked club stays up until you click it again.

• The push bar won't latch. Lower it first (click the bar), then touch the nose to the car: it latches within about 10 in. Or use the "Push Bar Couple / Release" key.

• The tires rub with the lowering kit. Use the street tires; lowered carts have very little room.

• It rolls over in corners. It is a narrow, tall, light cart - especially lifted or at Crazy / Extreme speeds. Fit the sway bars and slow down before turning.

• Can I use other wheels? Yes: any wheel that fits the vanilla Pigeon fits the NAV 4e.

23. Credits

Model, physics, textures	Grade8

Golf bag	"Golf Bag" by mikethornley (https://sketchfab.com/3d-models/golf-bag-12113d34eca34f619dfcafaf9ae36a2a), licensed under Creative Commons Attribution 4.0 (http://creativecommons.org/licenses/by/4.0/). Modified: decimated, split and re-textured (PBR) by Grade8.
BeamNG parts	vanilla BeamNG light and glass materials are included in the mod; the seat figures and the horn sound come from the BeamNG common parts.

Kawasaki, NAV, KQR, GTW, Navitas, HPEVS and Curtis are trademarks of their owners. This is a fan-made mod for BeamNG.drive and is not affiliated with or endorsed by them.

Enjoy the ride!

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