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## NEW MODEL PRESS RELEASE

### 2021 Teryx KRX® 1000 eS

## Your World. Your Adventure.

The latest variation of Kawasaki's Teryx KRX® 1000 series is here and ready to take on the world's most challenging trails. Once again, Kawasaki has added more features to its high-performance side x side making it more capable of taking on your world and creating your adventure with the new Teryx KRX® 1000 eS.

The Kawasaki Teryx KRX 1000 eS is built from the ground up to be the ultimate sport side x side. Featuring similar DNA to the 2021 Teryx KRX® 1000, the eS model, comes equipped with Kawasaki Electronic Control Suspension (KECS) featuring FOX 2.5 Live Valve Internal Bypass shocks. In addition to the electronic suspension, the Teryx KRX 1000 eS features upgraded components like a seven-inch high-grade TFT color instrumentation, KQR™ sport roof, aggressive front bumper, and specially designed colors and graphics.



The Kawasaki Teryx KRX 1000 side x side is already known for its superior handling and with the new KECS system, the bar has been raised once again. No matter what challenges or obstacles your adventure presents, the game-changing Teryx KRX 1000 eS is engineered to inspire confidence on the trails with its combination of power, high performance and advanced technology. Add the superb rider comfort and Kawasaki-strong build quality, and you've got all the tools needed for the adventure of a lifetime.

#### 2021 TERYX KRX® 1000 eS HIGHLIGHTS

- Kawasaki Electronic Control Suspension (KECS)
- FOX 2.5 Live Valve Internal Bypass Shocks
- Large 7" High-Grade TFT Color Instrumentation
- Sport Front Bumper
- KQR™ Sport Roof
- Special Color and Graphics

## **CLASS-LEADING LONG TRAVEL SUSPENSION WITH KECS (KAWASAKI ELECTRONIC CONTROL SUSPENSION)**

- **NEW** FOX 2.5 Live Valve Internal Bypass Suspension

New Kawasaki Electronic Control Suspension takes the Teryx KRX® 1000 eS to the next level. High-performance FOX 2.5 Live Valve Internal Bypass shocks combined with a Bosch Electronic Control System (including Kawasaki's first use of a 6-axis IMU on a side x side) are then optimized with Kawasaki suspension settings to deliver a comfortable ride and enhanced platform across a wider range of riding situations. Dashboard switches on the Teryx KRX 1000 eS allow drivers to select from three suspension modes (soft, normal, and firm) on-the-fly to suit different terrains and speeds.

Setting the bar for next-level performance, the KECS system takes into account input from the Bosch Electronic Control System, the fuel injection ECU, and a steering angle sensor. The Semi-active Damping Control ECU then adjusts to the ground surface environment in real time to provide the ideal damping. The entire package has been fine-tuned by Kawasaki engineers to deliver optimum performance and ride comfort. Taking into account various factors such as speed, driver input, vehicle axis, and terrain, the benefits of KECS can only be found on the Teryx KRX 1000 eS side x side.

Dashboard switches on the Teryx KRX 1000 eS allow drivers to select from three suspension modes (NORMAL, FIRM and SOFT) on the fly to suit different terrains and vehicle speed.

NORMAL mode covers the greatest range of riding situations. This mode provides a plush feeling ride and firm damping (anti-bottoming), as well as enhanced handling. The roll angle is idealized, and line-holding performance is also improved.

FIRM is designed for trail runs at higher speeds, the firmer settings providing increased performance and driver reassurance.

SOFT is ideal for technical sections completed at lower speeds. Compared to Normal mode, road-holding performance is improved and obstacles can be tackled comfortably.

The Teryx KRX 1000 eS features FOX's unique Internal Bypass damping architecture with position sensitive damping that changes depending on the operating zone of the suspension stroke to deliver a plus, predictable ride. When operating the new Teryx KRX 1000 eS in the "Ride Zone," a system of bypass valves and bleed holes allows fluid to bypass the damping piston, freeing up the suspension for a high level of comfort. When the compressed suspension enters the "Bump Zone," fluid is forced through the piston's compression valves, developing the firm damping required to resist bottoming. During shock extension, when the suspension enters the "Catch Zone," fluid is forced to move through the piston's rebound valves, again developing firmness to prevent harsh top-out.

FOX's Live Valve technology complements the inherent performance and comfort achieved by the Internal Bypass design, using a semi-active valve to instantly adapt to any terrain by adjusting compression damping in real-time to maximize comfort, handling, and minimize bottoming-out.

Damping character is set according to the Suspension Mode selected. Then, taking into account input from the Bosch Electronic Control System, the FI ECU (vehicle speed, gear position, and throttle position), and a steering angle sensor, the SDC (semi-active damping control) ECU adjusts to the ground surface environment in real time to provide the ideal damping, delivering optimum suspension performance for a high level of ride comfort.

Double wishbone front suspension offers 19 inches of travel, while at the rear, 4-link trailing-arm suspension delivers 21 inches of travel. This rear suspension design also minimizes change to the toe-in over the suspension stroke, which helps with straight-line stability as well as contributing to improved handling during high-speed cornering. Steel suspension knuckles have been incorporated to contribute to the Teryx KRX 1000 eS side x side's durability. In addition to off-road capability, the suspension's ability to soak up bumps with minimal disturbance to the cabin contributes to ride comfort.

## DIGITAL INSTRUMENTATION

- **NEW** Large 7" High-Grade TFT Color Instrumentation

A large seven-inch high-grade TFT color instrumentation has been added to a Kawasaki side x side for the first time to provide the driver with vehicle information needed, through a modern and highly visible display.

Positioned above the steering wheel, the sizeable all-digital instrumentation screen offers at-a-glance information to the driver at a glance. The display features white backlighting and has three selectable brightness levels. When linked to a smartphone via Bluetooth®, call and message notifications are displayed on the LCD screen and the time of day is automatically adjusted. Additionally, the display allows the driver to monitor suspension and review vehicle information such as engine temperature, while supporting for accessory audio and vehicle-mounted cameras.

The multi-function display includes the following features:

- Bar-style tachometer (2 display options)
- Digital speedometer
- Bar-style fuel gauge
- Gear indicator (L, H, N, R)
- Power Mode
- Driving mode (2WD/4WD/4WD+Diff Lock) indicator
- Economical Riding Indicator
- Clock
- Odometer
- Dual trip meters
- Hour meter
- Water temperature
- Digital battery gauge
- Bar-style CTV temperature
- Seatbelt warning lamp
- Oil warning lamp
- Engine check lamp
- Water temperature warning lamp
- Neutral indicator lamp
- Reverse indicator lamp
- Parking indicator lamp

- EPS warning lamp
- CVT belt warning lamp
- Low voltage warning lamp
- Battery warning lamp

The CVT temperature gauge and indicator lamp warns the driver of conditions that may shorten the CVT belt life.

## CAPABLE, TOUGH, SLEEK STYLING

- **NEW** Sport Front Bumper
- **NEW** KQR™ Sport Roof
- **NEW** Special Color and Graphics

The Teryx KRX® 1000 eS features capable, tough and sleek styling that highlights its trail-conquering, off-road potential. Its long wheelbase, combined with high fenders designed to show off its massive shocks and long wheel travel, more than hints at its off-road capabilities. The new durable tubular steel sport front bumper adds vehicle protection and aggressive styling and comes finished in texture persimmon red powder coating to match other styling highlights of the Teryx KRX 1000 eS.

Inspired by custom side x side builds, the Teryx KRX 1000 eS features a stealthy, aggressive color and graphic combination. Black with red and metallic accents added throughout the Teryx KRX 1000 eS exude a powerful presence. One look at the Teryx KRX 1000 eS is all you need to know that this side x side is definitely up for an adventure.

Another new feature on the 2021 Teryx KRX1000 eS model is a KQR™ Sport Roof that comes fit as standard equipment in order to help shelter passengers from harsh weather and sun. Its lightweight design is made from semi-rigid black textured plastic and contributes to the vehicles styling. It can be conveniently removed or installed without the use of tools. It also features pre-configured mounts that allow the addition of up to six accessory LED dome lights.

The Teryx KRX 1000 eS model's imposing chassis and its visually massive components convey solid performance. The hood was made as low as possible to enhance the driver's view of the trail ahead. The enormous front grill provides cooling air to the radiator, while adding to the tough, aggressive front end. The sporty intake contributes to radiator cooling, and acts as a heat sink when stopped.

Newly designed LED headlights include high and low beams, as well as line-type LED position lamps. Their wide position reinforces the aggressive image of the Teryx KRX 1000 eS model's wide stable stance. The large wheel-gap created by the high fenders shows off the suspension components and their long travel, reminding the viewer of the superb off-road capabilities. The front fenders and the front of the doors were cleverly designed to be slimmer to offer the driver a clear view of the front tire – an advantage when navigating tricky rock crawling sections.

The wheels feature color matched bead-lock rings to draw attention to the large, aggressive tires. The angled design of the underbody emphasizes the high ground clearance. In addition to contributing to ride comfort, the tall design of the doors creates a sporty image by giving the ROPS a low-profile look. Intakes in the rear fenders direct fresh air into the engine compartment. Further emphasizing the ample rear wheel travel, the tall rear ride height provides an aggressive, forward-leaning stance while the LED taillights contribute to the stylish rear end.

## ENGINE

The 2021 Teryx KRX® 1000 eS side x side is powered by a compact 999 cc, liquid-cooled, 4-stroke parallel twin engine with a bore and stroke that is set at 92.0 mm x 75.1 mm, which delivers both high-rpm and robust low-end torque to accommodate a wide range of situations, from trail running to technical rock climbs.

Dual snorkel air intakes (one for the engine; one for the CVT) are recessed behind the driver and passenger doors and help reduce dust in the intakes. Pre-filters at the intake entrances help ensure minimal dust ingestion and are complimented with a Donaldson air filter located downstream in the engine intake to offer superb dust collection performance.

A large, 20-liter intake chamber helps ensure undisturbed airflow into each of the two intake funnels, enabling a flat torque character to be achieved. The long, race-style intake funnels contribute to the robust low-end torque. The shape and length of the two funnels are different, which helps to achieve a smooth torque feeling. The carefully designed downdraft-style intake layout contributes to improved response, and overall engine height is minimized for a more compact engine.

An electric throttle valve system enables the ECU to control both the fuel volume (via fuel injectors) and the air (via throttle valves) delivered to the engine. Ideal fuel injection and throttle valve position result in smooth, natural engine response and the ideal engine output. Dual 50 mm throttle bodies help flow a large volume of air for a quick, crisp response, and fine-atomizing injectors contribute to efficient combustion and engine response. Long-reach spark plugs were chosen to have more contact with the cooling jacket and help to prevent engine knock.

Similar to Kawasaki's Ninja® ZX™-10R supersport flagship motorcycle, the intake port exits are machined in two stages (first along the valve seats, then again at an inclined angle) to create a smoother, straighter path for intake air as it enters the combustion chamber. Intake ports are polished - another tuning trick that further contributes to increased performance. Lightweight cast pistons minimize reciprocating weight, contributing to high-rpm performance and low-friction molybdenum coating on the skirts helps reduce mechanical loss.

Exhaust ports feature D-shaped cross-sections that efficiently expel spent gases for increased performance. Like the intake ports, the exhaust ports are polished to help improve performance. Hydroformed header pipes transition from D-shaped cross-sections, matching the exhaust ports, to circular. Downstream, their diameter increases before joining at the collector and entering the silencer - a design that contributes to both power feeling and quick engine response. An innovative balancer weight layout and compact oil pan contribute to the compact engine design. Baffle plates in the oil pan help ensure that the oil pump is fed with oil even at extreme roll angles. A large-capacity radiator is ideally situated at the front behind the prominent grill, where it can easily get cooling air, and is positioned so that it is protected by both the grill and the frame.

## CVT WITH CENTRIFUGAL CLUTCH

Complementing the high-torque response of the powerful 999 cc, liquid-cooled parallel twin engine, the CVT and centrifugal clutch are key to superior acceleration control at very slow speeds. The centrifugal clutch is located between the crankshaft and CVT drive pulley. This position allows it to eliminate the shock of the CVT belt engaging, which facilitates smooth departures from a stop. By removing the shock of the CVT belt engaging, the centrifugal clutch facilitates precise throttle control when navigating rock gardens or other tricky terrain and helps to reduce stress to the high-grade CVT belt. The CVT and transmission ratios were selected to offer an optimum ride feel while ensuring stable engine braking characteristics. The engine braking offers reassuring support on challenging descents.

The Teryx KRX® 1000 eS uses a large-volume CVT, centrifugal clutch, and high-quality belt to cope with the incredible power and high-rpm operation of the parallel twin engine, contributing to

excellent durability and long life. The three-position transmission (High, Low, and Reverse) enables the Teryx KRX 1000 eS to take on the open range and tackle tricky technical courses.

## **ON-THE-FLY ELECTRONICALLY SELECTABLE 4WD & FRONT DIFFERENTIAL LOCK**

Electronically selectable 4WD and front differential lock allow drivers to quickly and easily switch between drive systems to suit changing terrain and applications while on the go. When a new driving mode is selected, the system engages smoothly on the fly, allowing the driver to control when 4WD or the front differential lock is activated. Locking the front differential causes the front wheels to act as a single axle, preventing wheels from free spinning in low traction situations and providing increased traction when riding over challenging terrain.

## **POWER MODE SELECTION**

Two power modes allow the driver to set power delivery to suit preference and conditions. Full Power mode delivers a quick and powerful response from the engine, while a milder throttle response is offered by Low Power mode, ideal for low-speed control when crawling over extreme terrain.

## **CHASSIS**

The Teryx KRX® 1000 eS model features a highly rigid frame with integrated ROPS designed using Kawasaki's advanced dynamic rigidity analysis and incorporates the ROPS as a stressed member. The ROPS pillars feature an arched construction to help distribute stress. The sturdy frame construction was designed using advanced dynamic rigidity analysis to ensure minimum weight with maximum strength. The detailed analysis used during frame development results in an optimized frame design that uses minimal gussets with thicker walls reinforcing the frame at the engine and suspension mounts and other high, concentrated stress points.

Engineers placed the B-pillars along the same line as the rear shocks, allowing them to effectively counter the forces exerted by the shocks on the frame. The ROPS is textured in Persimmon Red to match the styling points of the KRX 1000 eS.

The wheels are positioned as far apart as possible to contribute to the overall stance of the Teryx KRX 1000 eS. The 99-inch wheelbase, combined with the long wheel travel, contributes to performance and ride comfort, while its wide 59-inch track helps the vehicle maintain its line when cornering.

The wheels at all four corners extend beyond the bodywork, so the tires are the first part of the machine to encounter obstacles on the trail and allow for approach and departure angles of 90 degrees. A large wheel caster of 10 degrees was chosen to contribute to straight-line stability.

The Kawasaki Teryx KRX 1000 eS machine's rear-engine design results in a 46/54 weight bias, and the low body positioning of the fuel tank and its evenly spaced positioning between the front and rear minimizes the effect of fuel weight on the front-rear weight balance.

The angled shape of the underbody, similar to the hull of a boat, complements the already more than 14 inches of ground clearance. The undercarriage is covered with a combination of plastic and steel skid plates, with more than 80% of the protection composed of steel pieces. Additional steel plates behind the front fenders offer further protection to the vehicle from rocks and other flying debris.

## **LARGE-DIAMETER HYDRAULIC DISC BRAKES**

The Teryx KRX® 1000 eS features large-diameter disc brakes to deliver superb braking force. Four large, 10-inch stainless steel rotors with a thickness of 5.8 mm are stopped by twin-piston calipers with 32 mm pistons gripping the front discs, while single-piston calipers with 38 mm pistons slow the

rear. As the driver pushes the brake pedal, the front brakes engage first, followed by the rear brakes. This offers a very natural, linear brake feel that facilitates precision brake force control. Scrapers were added on the inside of the rear brake discs to help remove mud and pulling the parking brake lever activates the rear brakes.

### **31" TIRES WITH 15" BEAD-LOCK WHEELS**

The Teryx KRX® 1000 eS side x side is equipped with class-leading, large-diameter tires and bead-lock wheels. The 31-inch MAXXIS Carnivore tires were chosen to ride over small obstacles with greater ease than their smaller-diameter counterparts and help maintain its forward momentum. The tires' off-road pattern offers enhanced grip for climbing over rocks in rock crawls, and their 8-ply construction provides excellent puncture resistance. The 15-inch aluminum wheels feature bead-lock rims designed to hold the tire beads in place in off-road riding situations. Large M10 bolts are reinforced with inserts in the female thread for extra holding power.

### **ELECTRIC POWER STEERING**

Kawasaki's high-grade electric power steering (EPS) system is designed to work best when you need it most: at extremely slow speed and when stopped. Turning the wheel causes a signal to be sent to the EPS ECU, initiating assistance. The ECU uses input from a vehicle speed sensor and torque sensor to determine the amount of steering assistance required from the system's electric motor. At slow speed or when stopped, assistance is greatest; assistance is reduced as vehicle speed increases to ensure responsive steering.

The EPS system also enhances ride comfort and control by acting as a damping system. The electric motor's inertia significantly reduces kickback to the steering wheel caused by shocks to the wheels when hitting small bumps or chop on the trail. The EPS system features two separate electronic maps (one for 2WD, one for 4WD) help to maintain a more consistent steering feel, regardless of the mode selected.

### **TILT STEERING**

The steering wheel has a stepless range of adjustability, allowing drivers to set its position to suit their preference, as well as lift it out of the way to facilitate getting in and out of the vehicle. The steering wheel's solid core also adds a feeling of rigidity ideal for sporty riding.

### **ROOMY INTERIOR**

The driving position was optimized for off-road riding and the roomy cabin significantly contributes to ride comfort. High-backed, form-fitting bucket seats and three-point seatbelts support the driver and passenger and provide comfortable seating. Ample legroom and lever-adjustable seats allow the driver to fine-tune their position for control and comfort. The long wheelbase of the Teryx KRX® 1000 eS affords plenty of space for a roomy cabin. Further, its rear-mounted-engine design locates the engine away from the cabin, meaning less engine heat and noise, which translates to increased comfort.

The seats' ergonomic shape was designed to cradle the passenger, providing both support and comfort. The angle of the backrest was optimized for ride comfort. The backrest's sculpted shape offers support from the shoulders to the sides, the wide contact patch making it easy to relax and sink comfortably into the seat. The long, wide bottom cushion offers greater leg and hip support, further contributing to comfort especially when sitting for a long time. The seats use different urethane cushioning for the base and back. The bottom urethane is firm to offer proper support and long-term comfort; the back urethane is softer. The slip-resistant seat material has superb elasticity, offering

increased comfort and support regardless of weather conditions. Both seats are lever-adjustable, with a superior total forward-rearward range of six inches, adjustable in one-half inch increments.

The Teryx KRX 1000 eS features standard half doors that open wide. The doors are higher at the shoulder, offer protection from mud, and increase ride comfort with armrests built into the doors for both the driver and passenger. Controls on both sides of the doors mean they can be opened from both inside and outside the vehicle.

All controls are positioned within easy reach of the driver. Shifting is comfortable and easy with the gate-style shift lever located in the center console. There is a wide and adjustable T-handle grip for the passenger with the handle adjustment located inside the glove box to keep out dirt and debris while not in use. There is ample storage in the cockpit, including a water-resistant storage container located above the center console, an easy-access pocket in the center console, a passenger-side glove box and five cup-holders (four in the center console and one in the passenger door). A DC socket integrated into the dashboard provides a power supply (up to 120 W) for accessory items or personal devices.

## **LARGE REAR CARRIER SPACE**

The roomy rear carrier space is large enough to accommodate up to a 32" spare tire and has a load capacity of 350 pounds. The carrier's recessed bottom helps prevent a cooler box or other cargo items from moving around. Cargo can be secured using the four cargo hooks built into the carrier bottom.

## **AMPLE ACCESSORIES**

Owners looking to accessorize their machine will be happy with Kawasaki's wide range of Kawasaki Genuine Accessories that are designed for enhanced convenience, comfort, and style. Kawasaki Genuine Accessories were designed in conjunction with the Teryx KRX® 1000 eS, providing a better fit and finish. The nearly 50 available accessories include six-point seatbelts, full and half windshields, multiple roof options, and vehicle protection components, including front and rear bumpers, additional skid plates, a-arm and trailing arm guards. Owners can also add LED light bars, a dome light, rearview and side mirrors, an audio system and a winch. Pre-selected accessories packages are also available and are offered at a package discount when compared to the original aggregate MSRP of all accessories in the package. These include the KRX Protection, KRX Cab, KRX Lighting, KRX Recreation, and KRX Mud.

## **COLORS**

The 2021 Teryx KRX® 1000 eS is available in Metallic Onyx Black.

## **MSRP**

\$24,399

## **ABOUT KAWASAKI**

Kawasaki Heavy Industries, Ltd. (KHI) started full-scale production of motorcycles over a half-century ago. The first Kawasaki motorcycle engine was designed based on technical know-how garnered from the development and production of aircraft engines, and Kawasaki's entry into the motorcycle industry was driven by the company's constant effort to develop new technologies. Numerous new Kawasaki models introduced over the years have helped shape the market, and in the process have created

enduring legends based on their unique engineering, power, design and riding pleasure. In the future, Kawasaki's commitment to maintaining and furthering these strengths will surely give birth to new legends.

Kawasaki Motors Corp., U.S.A. (KMC) markets and distributes Kawasaki motorcycles, ATVs, side x sides, and JET SKI® watercraft through a network of approximately 1,100 independent retailers, with close to an additional 7,700 retailers specializing in general purpose engines. KMC and its affiliates employ nearly 3,100 people in the United States, with approximately 260 of them located at KMC's Foothill Ranch, California headquarters.

Kawasaki's tagline, "Let the good times roll.®", is recognized worldwide. The Kawasaki brand is synonymous with powerful, stylish and category-leading vehicles. Information about Kawasaki's complete line of powersports products and Kawasaki affiliates can be found on the Internet at [www.kawasaki.com](http://www.kawasaki.com).