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NEW MODEL PRESS RELEASE

ALL-NEW 2026 KAWASAKI TERYX®4 H2, TERYX4 H2 DELUXE AND TERYX®5 H2 DELUXE SPORT SIDE X SIDE LINEUP

BUILT BEYOND BELIEF

Kawasaki's legacy of innovation continues, and the next level of adventure has arrived with the all-new Kawasaki Teryx®4 H2 and Teryx®5 H2 supercharged side x sides. Built to deliver dune and desert domination while giving families a premium outdoor experience, Kawasaki's flagship high-performance sport side x side is designed specifically for the wide-open expanse of dune and desert terrain. It boasts immense power and torque thanks to its 250-horsepower[1] 999cc In-Line 4-Cylinder supercharged engine. This supercharged performance is harnessed by a continuously variable transmission (CVT) and a highly rigid frame complemented by long-travel suspension. The CVT helps to translate the engine's massive power into smooth, linear forward momentum, eliminating the initial lag and rapid high RPM spikes typically associated with turbocharged vehicles. The wide stance and substantial wheelbase contribute to overall stability as the massive shocks soak up any rough terrain it encounters with ease. Predictable handling and confidence-inspiring brakes add to the well-balanced package. Inside the cockpit, this combination of performance and control delivers on Kawasaki's promise to "Let the Good Times Roll".

The roomy cockpit allows excitement to be shared with friends and family. On the Teryx4 H2 and Teryx4 H2 Deluxe, four high-backed bucket seats are each equipped with a four-point seatbelt. On the Teryx5 H2 Deluxe, a high-backed three-person contoured sport bench seat replaces the rear bucket seats. The premium fit and finish of the automotive-inspired interior is matched by bold, eye-catching exterior styling worthy of a flagship model. Its sleek, low-profile design, wide stance, and aggressive front end make a powerful first impression, amplified by high-quality painted bodywork and signature Kawasaki Lime Green accents that pop against the desert landscape.

Kawasaki enthusiasts have been waiting—and the wait is finally over. The all-new Teryx4 H2, Teryx4 H2 Deluxe, and Teryx5 H2 Deluxe high-performance sport side x sides are here. Powered by a thrilling supercharged engine, these all-new models deliver the perfect balance of raw power and precise control, letting riders experience high-level sport performance with friends and family by their side. Whether tearing across open dunes or parked at the center of a desert meetup, the Teryx4/5 H2 lineup turns heads and makes a bold statement.

2026 TERYX4/5 H2 KEY FEATURES

- ***ALL-NEW*** **250-HP[1] 999cc IN-LINE 4-CYLINDER SUPERCHARGED ENGINE**
- **SMOOTH, LINEAR POWER AND ACCELERATION WITH CONTINUALLY VARIABLE TRANSMISSION (CVT)**
- **ON-THE-FLY ELECTRICALLY SELECTABLE 2WD/4WD & FRONT DIFFERENTIAL LOCK AND ADJUSTABLE POWER MODE SELECTION**
- **HIGHLY RIGID FRAME WITH INTEGRATED ROLLOVER PROTECTION STRUCTURE (ROPS)**
- **GROUND-HUGGING LONG-TRAVEL SUSPENSION WITH FORTIFIED A-ARM & TRAILING-ARM SUSPENSION**
- **270mm LARGE-DIAMETER HYDRAULIC DISC BRAKES DELIVER CONFIDENT STOPPING POWER**
- **SLEEK, LOW-PROFILE SILHOUETTE WITH AGGRESSIVE FRONT-END DESIGN & LED LIGHTING**
- **ROOMY, AUTOMOTIVE-STYLE INTERIOR**
- **D-SHAPED STEERING WHEEL WITH TILT STEERING & AUTOMOTIVE-STYLE CONTROL INTERFACE**
- **7-IN HIGH-GRADE FULL-COLOR TFT INSTRUMENTATION WITH SMARTPHONE CONNECTIVITY VIA RIDEOLOGY THE APP POWERSPORTS**
- **DISTINCTIVE DUAL-EXIT EXHAUST**
- **3D KAWASAKI RIVER MARK EMBLEM**

ENGINE

Delivering 250 horsepower and 146.2 lb-ft of torque, the Kawasaki-engineered 999cc liquid-cooled, 4-stroke in-line 4-cylinder supercharged engine redefines performance benchmarks in the Super Sport Vehicle (SSV) category. Engineered for high-output applications, this powerplant enables the Teryx4/5 H2 to achieve rapid acceleration and reach significantly higher top-end speeds compared to other models in the Teryx® lineup. The Teryx4 H2 Deluxe boasts 250 horsepower and an estimated dry weight of 2,363 lbs**, resulting in an impressive power-to-weight ratio of approximately 9.4 lb/hp.

The Teryx4/5 H2 is powered by a 999cc supercharged engine featuring a bore and stroke of 73.4 x 59.0 mm. With a redline of 9,500 rpm—higher than most side x sides on the market—this high-revving in-line 4-cylinder engine is built to deliver top-tier performance. Unlike a turbocharger that relies on exhaust gases, the supercharger of the Teryx4/5 H2 is mechanically driven by the engine, eliminating turbo lag and offering instant throttle response. Acceleration builds smoothly and linearly from idle to the engine's peak power at 9,000 rpm, enhancing drivability and control. Low engine vibration further contributes to a refined ride feel. Dual snorkel intakes, one for the engine and one for the CVT, are mounted behind the rear passenger doors. Their recessed positioning, based on CFD analysis, helps direct dust past the openings. Pre-filters at each entrance provide a first line of defense, while a Donaldson air filter downstream ensures superior dust capture for the engine intake.

The Teryx4/5 H2 side x sides feature a high-efficiency supercharger modeled after units found on the Ninja H2® hypersport motorcycle. Kawasaki's centrifugal-type unit delivers consistent, high-performance boost across a broad range of engine and vehicle speeds, giving you strong, immediate acceleration throughout the powerband. Housed in cast aluminum and mounted centrally behind the cylinder bank, the supercharger delivers compressed air evenly to all four cylinders for balanced power output. It's driven by a robust planetary gear train connected to the crankshaft via an idler gear and chain, ensuring reliable and responsive boost with minimal heat gain, keeping the power strong without sacrificing efficiency.

To match the Teryx4/5 H2 engine performance range, Kawasaki engineered a gear train that spins the supercharger's impeller at 13.6 times the crankshaft speed (1.70x step gear x 8x planetary gear). This means that at 9,500 rpm (maximum engine speed), the impeller shaft is spinning at almost 130,000 rpm. The impeller itself is a mirrored version of the one used on the Ninja H2 SX, customized to spin in the opposite direction. Precision-crafted from a forged aluminum block using a 5-axis CNC machining center, this 2.72-inch diameter impeller features six outer blades expanding to 12 at the base, with micro-grooves etched into the blade surfaces to guide airflow more effectively. This compact but powerful unit can move over seven cubic feet of air per second at atmospheric pressure, pushing intake air speeds up to 223 mph and increasing pressure to as much as 2.4 times atmospheric, and delivering immediate power on demand.

After leaving the supercharger, the high-pressure intake air in the Teryx4/5 H2 is routed through an intercooler, a key feature that sets it apart from Kawasaki's flagship motorcycles. While the advanced supercharger already minimizes heat buildup, cooling the intake air further increases air density, allowing more volume to enter the engine and boosting performance. The intercooler is strategically placed between the rear seats and the rear cargo area, close to the engine, to reduce pressure loss. Its raised position enables air-cooling through a red mesh-covered intake, and a dedicated electric fan beneath it kicks in at 3,000 rpm. Under certain conditions, this fan enhances heat dissipation by up to 40%, ensuring consistent power even when the ride heats up.

The Teryx4/5 H2 features an aluminum intake chamber that is shaped to maximize efficiency and power output. Made from high-strength aluminum, the chamber offers two key benefits: its excellent heat-dissipating properties help keep the intake air cool, and its rigid structure maintains a tight seal under the supercharged air pressure. As air flows into the intake chamber, it first passes through a diffuser, which improves the supercharger's efficiency, prevents engine knock, and enhances both performance and fuel economy. A net at the end of the diffuser helps smooth the airflow.

An electronically controlled blow-off valve, managed by the ECU, regulates intake chamber pressure by releasing excess boost when the throttle is abruptly closed, protecting the supercharger's impeller from surge. Electronic Throttle Valves allow the ECU to precisely regulate both air and fuel delivery for optimal combustion, ensuring smooth throttle response and consistent performance. Instead of relying on a single throttle body like most side x-sides, this system uses four individual 40mm throttle bodies, one per cylinder, to maximize airflow and engine efficiency.

The fuel injection system utilizes two sets of injectors to meet the engine's high-performance demands. A pair of 12-hole downstream injectors, positioned near the throttle bodies, deliver precise, responsive fueling for off-idle smoothness and low-rpm control. Complementing them are 10-hole upstream injectors, which activate above 5,000 rpm and gradually take over as engine speed

increases. This dual-injector setup ensures the engine receives the right amount of fuel across the rev range. While the downstream injectors handle immediate throttle response, the upstream injectors support high-rpm power by allowing the fuel-air mixture more time to cool before combustion, enhancing performance and efficiency on the top end.

The crankshaft, camshafts, pistons, and connecting rods were all designed to withstand the intense power output and elevated temperatures produced by a supercharged engine. To further optimize performance, both the intake and exhaust ports were tuned for high-flow efficiency. Long-duration, high-lift camshafts (featuring 270° duration and 8.7mm lift on the intake side, and 260° duration with 8.0 mm lift on the exhaust) ensure that large volumes of air move rapidly through the combustion chamber. The high lift and wide overlap allow fresh intake air to help push out the spent fuel-air mixture, improving cylinder scavenging and overall engine performance.

A two-stage machining process is used to shape the cylinder head's intake port throats for optimal airflow. This involves boring the valve seat area twice, once along the same path as the throat, and a second time specifically for the valve seats, resulting in smoother airflow, reduced intake losses, and improved engine performance. The engine is equipped with large 29mm intake valves made of heat-resistant steel and 24mm exhaust valves crafted from Inconel†, a high-strength nickel-chromium alloy engineered to withstand the extreme temperatures generated by a supercharged engine's high-temperature exhaust gases.

Long-reach iridium spark plugs with platinum tips are used to ensure strong, consistent ignition performance, while their extended design improves contact with the cooling jacket to help prevent engine knock. The pistons are cast rather than forged, as cast pistons provide greater strength under the extreme temperatures generated by a high-performance supercharged engine. Each piston features a thick crown for added durability, but to avoid excessive weight, engineers performed a rigidity balance analysis to optimize load distribution. The piston crown is also shaped to maintain ideal spacing from the spark plug, promoting efficient flame propagation and complete combustion.

Each cylinder of the Teryx4/5 H2 engine is cooled by a dual oil jet system designed for high-performance reliability. One nozzle sprays oil across the entire underside of the piston, while the other targets the exhaust side (the hottest area) to ensure consistent, effective cooling where it's needed most. To handle the extreme pressures and heat generated by the supercharged engine, the Teryx4 H2 features forged steel alloy connecting rods with reinforced 18mm small ends for added strength. A high-strength steel crankshaft was also engineered specifically to manage the intense loads of this high-output engine.

The exhaust system of the Teryx4/5 H2 is designed with a 4-2-1 pre-chamber-silencer layout, with pipe length optimized to complement the high-output engine. The catalyzer is strategically placed in the pre-chamber on the right side of the vehicle, contributing to improved performance. Made from stainless steel, the exhaust system offers exceptional durability and heat resistance, ensuring long-lasting reliability. By concentrating heat-generating components like the exhaust at the rear of the vehicle, efficient cooling is facilitated, keeping the engine running at optimal temperatures.

The Teryx4/5 H2 features tandem radiators under the front hood behind the front grill to cool the high-performance supercharged engine. The first radiator measures 11 x 13 inches, followed by a second radiator at 15.75 x 15.75 inches. Designed with careful airflow analysis, this layout provides

efficient cooling while maintaining a compact size. In addition to the tandem radiators, an 18-row liquid-cooled oil cooler is positioned below the front of the engine, further enhancing cooling performance and ensuring the engine operates at optimal temperatures even under extreme conditions.

Continuously Variable Transmission (CVT)

The use of a continuously variable transmission (CVT) was key in achieving the smooth, linear power and acceleration of the Teryx4/5 H2. The CVT is designed to keep the engine within its optimal performance range, ensuring consistent power delivery without the power dips typically associated with shifting. Every press of the accelerator results in an immediate, lag-free response. Through careful refinement, a high-capacity rubber-belt CVT was developed to handle the high horsepower and RPM of the supercharged engine. Key elements such as an optimized cooling system, enhanced belt shape, thickness, and durability all contribute to efficiently transferring the immense power from the engine to the wheels.

The CVT in the Teryx4/5 H2 is perfectly suited to its mission of dominating dune and desert terrain, offering a direct connection between the accelerator pedal and the wheels for both control and responsiveness. A light touch on the accelerator provides smooth, manageable power, while full throttle delivers exhilarating supercharged power delivery. While other Teryx models use a centrifugal clutch for enhanced low-speed control while tackling challenging, technical terrain, the Teryx4/5 H2 prioritizes a hesitation-free response from a CVT-only setup. This design reduces inertial mass for quicker response and eliminates the power drops that come with shifting gears in a standard transmission. As a result, the engine's supercharged output is transmitted smoothly and continuously, with engine speed quickly ramping up to the powerband, maintaining seamless acceleration as vehicle speed increases.

Unlike a standard transmission with fixed gear ratios, the CVT continuously adjusts the belt converter ratio to keep the engine operating in its optimal performance range. Even during steady cruising, the CVT is tuned to maintain engine speed in the sweet spot for maximum performance from the supercharged engine. An idle collar on the shaft of the primary clutch helps eliminate belt flutter and reduces belt slack to contribute to acceleration.

Several innovations allow the CVT to effectively harness the 250-horsepower supercharged engine output. Drawing on Kawasaki’s engineering expertise, the system uses a 17.6mm rubber belt and features an inner cog design that enhances flexibility, improving both strength and heat resistance, balancing the belt’s life and ability to transmit the engine’s massive power.

Airflow analysis was used to optimize the CVT’s intake duct and internal flow paths, resulting in double the cooling air volume compared to the Teryx KRX® 1000 side x side. This significantly improves belt life, even in dusty conditions, supported by a larger pre-filter to handle the increased flow. The pulley angles were also carefully engineered to deliver the ideal balance of acceleration and top speed within the available space, while enhanced CVT cooling reduces power-robbing heat loss. Tuned CVT settings also deliver ultra-smooth belt engagement and disengagement, while refined engine braking characteristics, which are especially noticeable in Low gear, offer added control on technical descents without getting in the way of fast-paced desert runs.

Drivers can keep an eye on things thanks to a CVT temperature sensor, which displays real-time readings on the instrument panel.

Gear Selection

A gate-style shift lever allows drivers to easily choose between Forward High, Forward Low, and Reverse, with gear ratios specifically optimized to match the impressive top speed of the Teryx4/5 H2. With the supercharged engine delivering significantly more power and speed, the transmission faces greater loads and increased heat generation. To address this, Kawasaki engineers placed a strong emphasis on cooling. Louvres integrated into the under guard, along with fins on the secondary clutch, help channel a steady stream of cooling air, maintaining optimal transmission performance even under the most demanding conditions.

Robust Driveshaft Strength

In order to reliably transmit the power of the 250-horsepower supercharged engine, all drivetrain components, from the driveshaft to the CV joints, were designed with robust strength.

Power Mode Selection

The Teryx4/5 H2 offers selectable Full, Mid, and Low Power modes, giving drivers the flexibility to tailor engine performance to their riding style or terrain. Easily controlled via a dashboard-mounted rocker switch, these modes adjust engine output to match the moment and can be switched while driving. Full Power mode unleashes the supercharged engine's complete potential for maximum performance, while Mid and Low Power modes progressively reduce output to approximately 80% and 60%, respectively. These reduced-output modes enhance drivability and control, especially during casual cruising or low-speed maneuvers like loading and unloading from a trailer. Still, even in Full Power mode, the engine's smooth, linear response makes it easy to manage with light throttle input.

On-the-Fly Electrically Selectable 4WD & Front Differential Lock

Electrically selectable 4WD with front differential lock allows drivers to quickly and seamlessly adapt to changing terrain while on the move. Three drive modes are available: 2WD offers the lightest steering feel, 4WD enhances traction while maintaining easy steering, and 4WD with the front differential locked delivers maximum traction in demanding conditions. Once the driver selects a mode using the dashboard switch, the system engages quickly and smoothly, ensuring immediate response. In the fully locked 4WD mode, all four wheels are mechanically coupled to prevent wheel spin in low-traction situations or when one or more wheels are lifted off the ground. Combined with reinforced shaft strength, this configuration ensures confident performance in the most challenging off-road environments.

Sound Tuning

Alongside the exhilarating howl of an in-line 4-cylinder engine, the driver and passengers of the Teryx4/5 H2 experience two distinct and adrenaline-pumping sounds that are signature traits of a supercharged engine. Like the Ninja H2, this machine has that same chirp when you suddenly let off the throttle at high rpm caused by the supercharger's impeller rapidly slowing down as it falls out of sync with the incoming air. Unique to the Teryx4/5 H2, while moving at low speeds a low, growling sound can be heard as a result of the back-pressure pulses hitting the impeller. That growl signals that serious power is ready to be unleashed with a press of the throttle. Inside the cockpit, engine sound has been tuned for balance; quiet enough to be comfortable but rising naturally with speed. The result

is a driving experience where the sound builds with the revs, adding to the excitement without misrepresenting how fast you're going.

CHASSIS

Highly Rigid Frame with Integrated ROPS

Designed using Kawasaki's advanced dynamic rigidity analysis, the frame incorporates the Rollover Protection Structure (ROPS) as a structural component. The structure achieves a balance of a low-profile silhouette and sufficient headroom.

The wheels are positioned as far apart as possible, giving the Teryx4/5 H2 a wide stance that contributes to both its performance and ride quality. A long 126-inch wheelbase, paired with long wheel travel, helps deliver composed handling and comfort, while the wide tread, 65 inches at the front and 64 inches at the rear, supports stability and helps the vehicle hold its line in corners, especially at higher speeds. With the wheels pushed out to the four corners of the vehicle, the tires extend beyond the bodywork. Combined with approach and departure angles of over 90 degrees, the tires are the first to encounter obstacles, aiding in off-road performance. A 34-degree ramp breakover angle and an 8-degree caster angle further contribute to its off-road capability and straight-line stability.

The frame's sturdy construction was developed using advanced dynamic rigidity analysis to achieve maximum strength with minimal weight. This detailed analysis resulted in an optimized frame design that requires very few gussets, including at the top of the A-pillars to maximize the driver's visibility. Thicker wall tubing reinforces key areas like the engine and suspension mounts, along with other high-stress points. An angled underbody design works with the generous 16.1 inches of ground clearance to help minimize the risk of bottoming out on obstacles, while careful designing of the rear frame adds an extra half-inch of clearance at the rear.

The undercarriage is shielded by heavy-duty steel skid plates, with additional steel guards protecting critical components to boost driver confidence. Extra steel plating behind the front fenders helps protect the vehicle against rocks and other flying debris. The ROPS is constructed from high-tensile steel, with the B-, C-, and D-pillars set wide to maximize interior space. Viewed from the front, its hexagonal shape along with the angled pillars help distribute stress more effectively

Overall Dimensions

The Teryx4/5 H2 has a length of 159.4 inches and a width of 74.0 inches. The height of the base model is 71.5 inches, while the Teryx4/5 H2 Deluxe model stands at 78.5 inches, or 73.8 inches with the antenna removed. The light overall weight of the vehicle contributes to its impressive power-to-weight ratio. The dry mass for the base model is 2,291 pounds, while the Teryx4 H2 Deluxe model weighs 2,362 pounds and 2,373 pounds for the Teryx5 H2 Deluxe.

Long-Travel Suspension

Complementing the long suspension arms, large FOX 3.0 Internal Bypass shocks absorb any obstacle, contributing to a smoother and more composed ride in difficult terrain. The suspension's

ability to keep consistent terrain contact with all four wheels ensures the Teryx4/5 H2 keeps moving forward, even over challenging terrain. The double wishbone front suspension provides 23.2 inches of travel. The longer upper and lower A-arms are made with reinforced, high-strength molded construction to deliver the rigidity required for the wide 74-inch stance, enhancing high-speed control and supporting strong, responsive braking.

At the rear, the beefy 4-link trailing-arm suspension features reinforced, high-strength molded construction to handle the high-speed performance of the Teryx4/5 H2. With 24 inches of wheel travel, this rear suspension design minimizes changes in toe during suspension movement, enhancing straight-line stability and helping maintain composure when tackling disturbances during high-speed cornering. In addition to off-road capability, the suspension's ability to absorb bumps with minimal impact on the cockpit contributes to a smoother, more comfortable ride. The combination of long wheel travel and independent suspension movement results in impressive articulation, a crucial factor in a vehicle’s ability to tackle challenging terrain.

The base mechanical components are essential to suspension feel. The Teryx4 H2 is equipped with high-performance FOX 3.0 Internal Bypass shock units. FOX's unique Internal Bypass damping system offers position-sensitive damping, meaning the damping characteristics change based on the suspension's position in the stroke, resulting in a plush and predictable ride. In the central "Ride Zone," a system of bypass valves and bleed holes allows fluid to bypass the damping piston, enabling smooth movement for a high level of comfort. When the suspension enters the "Bump Zone" under compression, fluid is forced through the compression valves, providing firm damping to prevent bottoming out. During shock extension, as the suspension enters the "Catch Zone," fluid is directed through the rebound valves, creating the necessary firmness to avoid harsh top-out.

KECS with Acceleration Sensors (Equipped on Deluxe Models)

Suspension performance is enhanced on the Teryx4 H2 Deluxe and Teryx5 H2 Deluxe models with Kawasaki Electronically Controlled Suspension (KECS). The FOX 3.0 Live Valve Internal Bypass shocks add electronically controlled compression damping to deliver superior composure and enhanced performance across a wide range of riding situations. Acceleration sensors mounted on the suspension and trailing arm, just below each shock, help the system enable more rapid sensing of changes in terrain. These sensors send data that allows the suspension to adjust damping more quickly, helping the wheels stay connected to the terrain while keeping the cockpit stable. Sensing time with acceleration sensors is up to 40% quicker than a vehicle without acceleration sensors.

Drivers can easily adjust the suspension on the fly using switches on the steering wheel, choosing from three clearly defined modes based on passenger load or personal preference. Normal mode strikes a balance between comfort and firm damping, making it suitable for everything from casual cruising to more spirited driving. Soft mode emphasizes ride comfort, with gentler settings that allow more suspension movement over rough terrain like whoops, especially at lower speeds. Firm mode is tuned for high-speed, sporty driving, offering tighter damping that minimizes body roll and keeps the vehicle composed, even during aggressive maneuvers.

FOX Live Valve technology complements the inherent performance and comfort offered by the Internal Bypass design, using a semi-active damping valve to instantly adapt to any terrain by adjusting compression damping in real time to maximize comfort, handling and bottom-out resistance. The acceleration sensors, used for the first time on a Kawasaki side x side equipped with KECS, play a key role in helping the suspension stay planted. Mounted below the shocks, they can detect changes in the

terrain faster than the 6-DOF (degree of freedom) Bosch IMU (Inertial Measurement Unit) in the cockpit.

Damping is first set based on the selected Suspension Mode: Soft, Normal, or Firm. From there, input from multiple sources helps fine-tune the response: four acceleration sensors, the IMU (Roll, pitch, yaw, and acceleration along the front-to-back, side-to-side, and up-and-down axes), the engine ECU (vehicle speed, gear position, and throttle position), and a steering angle sensor, the SDC (semi-active damping control) ECU adjusts to the terrain in real time to deliver the ideal damping, ensuring optimal suspension performance and maintaining stability during sporty riding.

Large-Diameter Hydraulic Disc Brakes

The Teryx4/5 H2 is equipped with four large diameter 270mm petal disc brakes that provide strong and reliable braking force. The front brakes are gripped by three-piston calipers with 34-38-34mm pistons, while the rear brakes are managed by twin-piston calipers with 38mm pistons. The steel rotors, with a thickness of 7.5mm, offer high rigidity and enhance the overall brake feel. As the driver presses the brake pedal, the rear brakes engage first, followed by the front brakes, creating a smooth, linear brake feel that allows for precise control over brake force. Additionally, the parking brake lever, conveniently located between the front seats, activates the rear brakes.

33-in Tires with 16-in Aluminum Wheels

The Teryx4/5 H2 has excellent capability thanks to its large-diameter tires and 16-inch aluminum wheels. The 33-inch MAXXIS Carnivore Plus tires, developed in conjunction with the all-new Teryx4/5 H2 to meet the demanding needs of this high-speed side x side, feature a larger diameter that allows them to navigate small obstacles more easily than smaller tires, helping maintain forward momentum. These all-terrain tires offer an excellent balance of grip, slide control, and traction. Their off-road pattern excels in high-speed desert runs, providing optimal front and rear traction for precise cornering, while the high rear-wheel slide control makes steering from the rear more effective. Compared to the standard Carnivore tires, the Carnivore Plus tires are larger and rated for a higher-speed range, offering improved off-road and high-speed performance. The 16-inch aluminum flow-formed wheels are both lightweight and strong, and their 5-lug design adds to the vehicle's sporty appearance. On the Teryx4 H2 Deluxe and Teryx5 H2 Deluxe models, the wheels come with bead-lock rims, which secure the tire beads in place during off-road riding, further enhancing both functionality and the vehicle's high-grade, sporty looks.

Electric Power Steering

Kawasaki's high-grade electric power steering (EPS) system works best when you need it most: at low speeds or when stopped. When turning the wheel, a signal is sent to the EPS ECU, which then determines the appropriate amount of steering assistance based on inputs from a vehicle speed sensor and a torque sensor. The system provides the most assistance at low speeds or when stationary, gradually decreasing assistance as speed increases, ensuring responsive steering. The EPS system helps improve ride quality and control by acting as a damping mechanism, reducing kickback to the steering wheel caused by shocks to the wheels.

Tilt Steering

The steering wheel features a tilt function, allowing drivers to adjust its position for comfort and lift it out of the way for easy entry and exit, offering a 43° range of adjustability. The high-quality, D-shaped steering wheel provides a firm grip and enhances the premium feel of the Teryx4/5 H2. Its sporty design is accentuated by a 3D Kawasaki River Mark emblem and silver-colored decorative accents. On the Teryx4 H2 Deluxe and Teryx5 H2 Deluxe models, the steering wheel includes controls for the KECS (left) and audio (right). The Teryx4/5 H2 features quick-steering handling, with the wheels reaching full lock in less than one rotation, improving handling performance.

High-Impact Styling

As Kawasaki's new Teryx® flagship, the Teryx4/5 H2 was designed to make a strong visual statement. Its sleek, low-profile design, wide stance, and aggressive front-end are complemented by the luxuriously painted bodywork, creating a head-turning combination that highlights both its performance capabilities and high-quality build. The striking Lime Green accents on the Teryx4 H2 Deluxe and Teryx5 H2 Deluxe models draw attention to the functional beauty of the suspension. Additional design elements, such as the Kawasaki River Mark on the front hood, the red intercooler cover behind the rear seats, and the dual-exit exhaust, all contribute to setting the Teryx4/5 H2 apart from other side x sides.

With its sleek, low-profile silhouette, it is easy to imagine the Teryx4/5 H2 flying across the desert sand. Design highlights that rise towards the rear create a forward-leaning image—like a crouching sprinter, ready to explode out of the starting blocks. In contrast to the flowing surfaces of the fenders and other body panels, the front end's numerous parts, including the large blacked-out grille and sculpted 3D louvres, create a high-density design that draws the eye. Flanking the grille, aggressive LED accent lights slope back diagonally, following the line of the fender, while compact LED headlights give the Teryx4/5 H2 a fierce expression. Each of the accent lights is made up of 27 LED elements. An inner lens diffuses their light, creating a uniformly lit surface, while an outer lens creates a 3D light-emitting surface. The accent lights were purposely separated from the headlights to make them the primary source of attention. The LED headlights include both low and high beams, and their compact design helps keep the focus on the accent lights.

The Kawasaki River Mark emblem is proudly displayed on the front hood, an indication that the Teryx4/5 H2 is the flagship of the Teryx Series and a reflection of the high level of performance, control, and quality it offers. The hood's large intake scoop, which helps direct cooling air to the tandem radiators, adds to the sporty design and emphasizes its high level of performance. The downward slope of the hood also takes forward visibility into account when cresting hills. On the standard model, the hood is finished in high-quality Lime Green paint, while the Teryx4 H2 Deluxe and Teryx5 H2 Deluxe models feature a sporty, flat-black stripe down the center.

From the front, the wide stance of the long suspension arms, which are highly visible on Deluxe models because of their Lime Green paint, along with massive shocks and tires, reinforces the aggressive, sporty image. The large wheel gap created by the high fenders shows off the shocks and their long travel, reminding viewers of the superb off-road capabilities of the Teryx4/5 H2. A negative (downward-facing) surface creates an edge where the fenders meet the ROPS A-pillars. The gently curved shape creates shadows in the area, adding an elegant touch. The angled design of the underbody emphasizes the high ground clearance.

Bodywork flows seamlessly from the front fenders to the tail section, creating a uniform surface. The hood, front fenders, door panels, and side covers are finished with high-quality paint. Careful attention to the joints between painted pieces creates a uniform image, adding to the high-grade fit and finish. Vividly painted upper portions of the doors are contrasted by black plastic lower portions, adding to the quick-looking, low-profile impression of the Teryx4/5 H2. The cut line between the painted and plastic parts adds to the dynamic design. On Teryx4 H2 Deluxe and Teryx5 H2 Deluxe models, painted covers on the ROPS D-pillars are color-matched to the bodywork.

Like the front A-arms, the rear suspension components on Deluxe models are painted in Lime Green. The round control arms contrast with the highly rigid square trailing arms, creating a visual expression of the highly capable off-road performance of the Teryx4/5 H2. Slim, widely spaced taillights add to the aggressive design of the rear. The distinctive dual-exit exhaust serves as a visual cue that this is no ordinary side-by-side.

Adding a touch of class, the rear bumper features an embossed Kawasaki logo. The cover for the intercooler opening located behind the rear seat is painted in eye-catching red, and it includes a “Supercharged” logo—a reminder that this flagship machine is powered by a supercharged engine.

Roomy, Automotive-Style Interior

The roomy interior was designed with leg, knee, and shoulder room in mind. In addition to a pair of high-backed bucket seats up front, two more high-backed bucket seats (Teryx4 H2) or a high-backed three-person contoured bench seat (Teryx5 H2) in the rear allows plenty of room for friends and family.

The Teryx4/5 H2 features four doors for easy entry and exit, each equipped with automotive-style handles inside and out to enhance the high level of fit and finish, while the concave interior door design contributes to the spacious feel of the cockpit. Sliding behind the high-grade D-shaped steering wheel of the Teryx4/5 H2, drivers will be impressed by the high-quality automotive-style dashboard and controls, further enhanced by premium fit and finish details like floor lighting, backlit switches, and decorative components. The ignition key, which slides into a slot on the dashboard to the right of the steering wheel, is embossed with the Kawasaki River Mark—another high-grade touch. All controls are positioned within easy reach of the driver, and a gate-style shift lever contributes to sure shifting.

On the Teryx5 H2, the high-backed three-person contoured bench seat is positioned 50 mm (2.0 in) further forward than the rear bucket seats on the Teryx4 H2, which allows more lateral room—making the bench 50 mm (2.0 in) wider on each side. The middle seat is also offset, with the seat back set 50 mm (2.0 in) forward and the seat bottom 25 mm (1.0 in) higher to help create more shoulder and hip space.

The wide body of the Teryx4/5 H2 allows the left and right seats to be spaced further apart contributing to the cockpit’s roomy feeling. Form-fitting bucket seats are slightly reclined and feature thick bolsters on the seat backs, enhancing hold performance during sport riding. Wide flat portions accommodate larger passengers. Slip-resistant seat material in the hip area also contributes to holding performance, while smoother material at the front of the seat bottom and around the shoulder area offers greater freedom of movement for added comfort. The materials' superb elasticity, regardless of weather conditions, and carefully selected texture contribute to a luxurious, high-quality feel.

Both front seats are lever-adjustable with a superior total forward-rearward range of 150 mm (6.0 in), adjustable in 12.5 mm (0.5 in) increments. Rear seats on the Teryx4 H2 are positioned only 15 mm (0.59 in) higher than the front seats, helping to achieve the vehicle's low-profile silhouette. The distance from the back of the front seats to the front of the rear seats measures 250–400 mm (9.8 – 15.7 in), depending on front seat position, providing a taller passenger enough legroom to sit comfortably in the rear. Rear console height was set to avoid disturbing passengers' knees, and a carefully considered layout ensures ample foot space, both adding to rear passenger comfort.

All seats, including those on the contoured sport seat of the Teryx5 H2, feature 4-point seatbelts. These belts offer smooth action for easy adjustability and stress-free operation and retract into the seat backs for a tidy appearance.

Wide, adjustable T-handle grip contributes to front passenger comfort. For the rear passengers, a grab bar extends across the rear of the front seats.

Well-designed backrests on the front seats contribute to the high-grade interior.

On the Teryx4 H2 Deluxe and Teryx5 H2 Deluxe models, a plastic roof comes standard to help shelter passengers from harsh weather and sun.

TFT Color Instrumentation

Mounted on the steering column behind the steering wheel, the large 7-inch high-quality full-color TFT display offers multiple modes, providing the driver with essential information at a glance. The advanced instrumentation also includes a camera mode that works with accessory front and rear cameras. When in camera mode with accessory cameras installed, the screen automatically switches to the rear camera view when the vehicle is shifted into Reverse, while a jog-dial controller— located on the dashboard to the left of the steering wheel—allows easy navigation of the instrument panel and can also be used to operate the zoom function in camera mode.

On Teryx4 H2 Deluxe and Teryx5 H2 Deluxe models, drivers can also monitor KECS operation through the suspension mode.

Two selectable display modes allow drivers to select how they want their information presented. The screen background can also be set to black or white to suit driver preference.

Screen brightness adjusts automatically to suit available light, contributing to the instrument's high legibility. Brightness can also be set manually to suit driver preference. TFT bonding technology allows the screen to be positioned close to its glass covering, helping to minimize glare for high clarity. Drivers can choose between two selectable display modes to customize how their information is shown. The screen background can be set to either black or white based on personal preference.

The screen display offers a range of functions, giving drivers access to key vehicle information at a glance. Core functions include a speedometer, tachometer, fuel gauge, gear indicator (L, H, N, R), clock, CVT temperature, and boost pressure. Driving Mode (2WD/4WD/4WD with Differential Lock) and Power Mode (Full/Mid/Low) are also shown, along with Suspension Mode settings (Soft/Normal/Firm) on Deluxe models. A selectable display allows for even more detailed information, such as a digital tachometer, odometer, dual trip meters, total and trip time, average speed, engine temperature, intake

air temperature, and battery voltage. Additional indicators include a Connected indicator, an Economical Riding Indicator, and two driver-selectable maintenance reminders.

Surrounding the screen, a number of indicator lamps provide at-a-glance updates on vehicle functions. These include the neutral and reverse indicators, headlight high-beam indicator, and warning lamps for the battery, EPS (Electric Power Steering), CVT belt, seatbelt, parking brake, oil, engine temperature, and general engine check.

10” Garmin Tread® Infotainment Display (Equipped on Deluxe Models)

A 10” Garmin Tread off-road navigation system comes standard on the Teryx4 H2 Deluxe and Teryx5 H2 Deluxe and includes group ride radio and audio system capability. The large-screen display, built into the center console, offers a range of display options. Vehicle running information, such as speed and power mode, is visible from the passenger seats, allowing everyone to share in the excitement during spirited rides.

The touch-screen control allows easy navigation through the Garmin Tread’s functions and display modes. The large screen offers four main display modes: *Map*, which shows the current location on a large, easy-to-see map using GPS built into the Garmin Tread, along with vehicle speed, travel time, heading, and elevation; *Vehicle*, which provides two versions of vehicle information: the first shows a large tachometer and digital speedometer, complemented by engine temperature and fuel gauges, along with user-selectable information such as location coordinates, elevation, average speed, trip A/B, odometer, engine temperature, heading, sunrise/sunset, etc.; the second version displays the vehicle's front/rear inclination, heading, left/right inclination, engine temperature, battery voltage, and fuel gauge; *Media*, which allows audio playback when linked to a smartphone with play and skip functions available on the screen; and *Phone*, which displays mail and telephone notifications when linked to a smartphone.

When stopped, a number of apps pre-installed on the Garmin Tread can be accessed. Shortcuts can be set up on the display screen to more easily pull up frequently used apps.

Audio playback is supported by four speakers (140 W in total), with one speaker built into each door. The 6.5” IP67-rated front speakers are complemented by a pair of 2” IP67-rated tweeters integrated into the dashboard. The 6.5” IP67-rated coaxial rear speakers also integrated tweeters. These speakers are dustproof and waterproof. For enhanced sound performance, a 10” 170 W IP65-rated accessory subwoofer can be installed under the front-right passenger seat.

Smartphone Connectivity

Unique technology built into the instrumentation enables drivers to connect to their side x side wirelessly. Using the smartphone application “RIDEOLOGY THE APP POWERSPORTS,” information from the instrument panel can be accessed, contributing to an enhanced off-roading experience.

The RIDEOLOGY THE APP POWERSPORTS* offers a variety of functions to enhance the riding experience. Under the *TRIP* category, users can record GPS route information as well as vehicle running details, which can be easily accessed through the smartphone app. Additionally, rider profiles and past trip recordings can be shared with other app users. The *GROUP* feature allows riders to see the location of other members in their group, making it easier to track friends during a ride. For *VEHICLE MANAGEMENT*, the app provides access to important information such as fuel gauge status, mileage, running time, and battery voltage. Kawasaki models compatible with the app can also be

registered. Under *MAINTENANCE*, users can record details of periodic maintenance, including oil changes, parts replacements, and inspections, while past maintenance notes can be reviewed in chronological order. For more detailed function information and feature updates, users are encouraged to refer to the RIDEOLOGY THE APP POWERSPORTS App Info.

Storage & Convenience

In addition to the rear carrier, the interior of the vehicle offers several convenient storage spaces and pockets. A lidded compartment built into the dashboard above the center console includes two USB-C charging ports for easy access.

The passenger-side glovebox provides additional closed storage, and a DC socket inside the glovebox offers a power supply (up to 120 W) for accessories or personal devices. On the Teryx4 H2 model, a large pocket in the center console provides additional storage, while on the Teryx4 H2 Deluxe and Teryx5 H2 Deluxe models, this space is occupied by the Garmin Tread display.

Another easy-access pocket is located below the switches in the center console. Accessory storage nets can be installed inside the front doors, and storage nets on the backs of the front seats provide space for rear-seat passengers.

There are a total of four cup holders for front-seat passengers: one at either end of the dashboard and two at the bottom of the dashboard center console, and all feature stoppers. For rear-seat passengers, two cup holders are built into the rear doors, one on each side. The Teryx4 H2 also includes two more cup holders in the armrest console, while the Teryx5 H2, which lacks a rear-seat armrest console, features a single cup holder in front of the center seat to ensure each passenger has at least one.

A centrally located DC socket is available to provide a power supply for rear-seat passengers. The rear carrier has a load capacity of 300 lbs (136 kg) , and its recessed bottom (approximately 14.6 x 33.1 x 9.1 inches) helps prevent a cooler box or other cargo from shifting during transit. Four D-rings built into the carrier’s bottom offer secure tie-down points for cargo

Abundant Accessories

A full range of accessories is available for the Teryx4/5 H2. To safeguard your vehicle from rough terrain, a variety of protection options is offered, including the sport front and rear bumpers, taillight guards, and HMW (High-Molecular Weight) skid plates. Additional protective accessories such as the HMW front A-arm guard set, HMW trailing arm guard set, nerf bars, rock sliders, and intrusion bar ensure your vehicle is equipped for the toughest environments. A towable storage cover is also available for protection during transport. For a more premium finish, aluminum sport bumpers and wide fender flare kits are offered, along with mud flaps for added protection.

Several comfort-oriented accessories are available, including the KQR sport roof, KQR polycarbonate roof, and the KQR full glass or vented poly windshield options, all with quick release capabilities. For enhanced ventilation, the KQR half poly windshield and soft rear panels are available, with both poly and mesh versions to suit your needs. Other comfort features include the windshield wiper/washer, soft upper doors, and a cockpit seal kit for added weather protection.

For better organization and cargo management, accessories such as the rear cargo/tire rack, low-profile rear storage box, and KQR tail box provide ample storage space and secure carrying solutions

for your gear.

Convenience accessories include the spare tire Y-strap, door storage net, and tow hook, which enhance both functionality and ease of use for various tasks.

To elevate your riding experience, an audio system is available for the Teryx4 H2, with a Stage 2 audio upgrade that includes a subwoofer for enhanced sound quality.

For a custom look, a range of lighting accessories is offered, such as a 45" roof-mounted lightbar, 3-zone LED pod lights, and a 12" LED lightbar. Installation kits will be available for the roof- mounted lightbar, A-Pillar, front bumper and rear cargo bed. Each install kit will include the new backlit controller.

For improved drivability, the WARN~® VRX® 45 and VRX® 45®-S winch kits are available, providing enhanced recovery and pulling power when needed.

Additional accessories include a spare tire assembly, dual battery kit, front and rear camera kits, and a side mirror set-premium for better visibility. A rearview mirror and a lighted wide-angle rearview mirror are also available for added convenience and safety.

2026 Model Variations

The Teryx4 H2 is available in three trim levels, the base model Teryx4 H2 which has an MSRP of $37,199. The Teryx4 H2 Deluxe has an MSRP of $43,199 and the Teryx5 H2 Deluxe has an MSRP of $43,699. Models will be available in dealerships starting in August 2025.

Kawasaki Teryx®4 H2
Colors: Lime Green
MSRP: $37,199

Kawasaki Teryx®5 H2 Deluxe
Colors: Lime Green
MSRP: $43,699

Kawasaki Teryx®4 H2 Deluxe
Colors: Lime Green
MSRP: $43,199

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**RIDEOLOGY THE APP POWERSPORTS is not intended for use during vehicle operation. Only use RIDEOLOGY THE APP POWERSPORTS when the vehicle is not being operated, and it is safe to do so.*

***Dry weight does not include all necessary materials and fluids to operate correctly, full tank of fuel (more than 90 percent capacity) and tool kit (if supplied).*

[1]This vehicle's HP was measured according to ISO standard 4106. This ISO standard measures HP differently than the SAE standards by which the horsepower of many cars is measured, and as a result the referenced HP measurement may be higher than if it were measured by an SAE standard.

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ABOUT KAWASAKI

Kawasaki 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 Motors, Ltd. is committed to maintaining and furthering these strengths which will surely give birth to new legends.

Kawasaki Motors Corp., U.S.A. markets and distributes Kawasaki motorcycles, ATVs, side x sides, NAV PTV 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. Kawasaki and its affiliates employ nearly 3,100 people in the United States, with approximately 260 of them located at Kawasaki'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.