



RACE >>>

BUILDING A **TERYX** OFF-ROAD RACE PROJECT *Part 1*



As the Teryx makes its splash into the Side X Side world, it's also making its splash into off-road racing. We were able to catch up with the first desert racing Teryx and bring you behind-the-scenes photos of what went into building it. Over the next three issues, we will take you from the teardown of the stock Teryx to the starting line of its first race. You'll see all the details that went into building the Pro Armor Kawasaki Teryx built by Wally and Dave of Side X Side Outfitterz of Apple Valley, CA.



Here's the Teryx in stock form just before it gets rolled in the shop and the destruction begins. It took four guys 3.5 hours to completely disassemble the Teryx to the frame rails so it could be sent to the blaster to remove the powder.



What a difference taking the bed, seats, and roll cage out makes. The bed has to be the single heaviest item. To be competitive and lightweight, we looked at every tube and part to see what we could do to save weight.



With all of the factory plastics removed it exposed the factory chassis and how stout Kawasaki built it. This thing is designed to take a beating and that's just what it will see in long-distance desert racing.



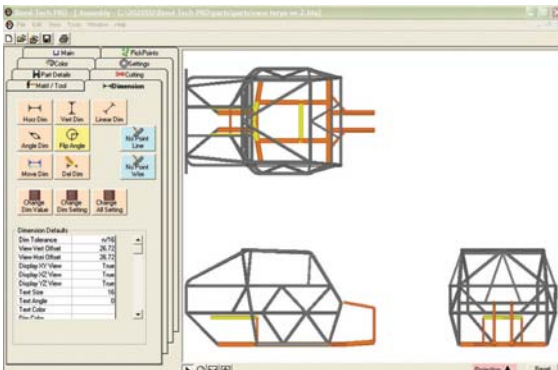
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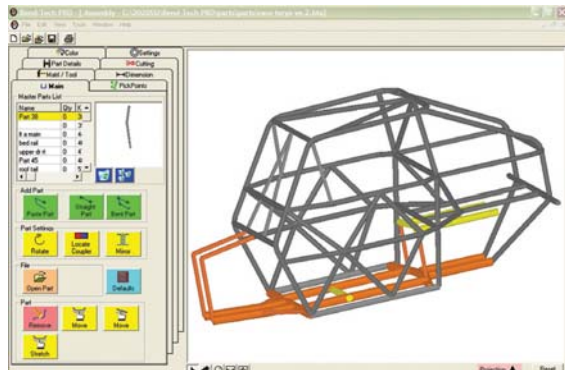
The motor is out! The last thing we did for the day was remove the motor. With nothing else left on the frame rails it was easy to lift the motor out of the top of the chassis and set it aside. Hopefully, it will go back in just as easy as it came out.



Here the chassis is just before it's loaded into the chamber and stripped to bare metal. It took four guys 3.5 hours to completely disassemble the Teryx to the frame rails so it could be sent to the blaster to remove the factory powdercoating.



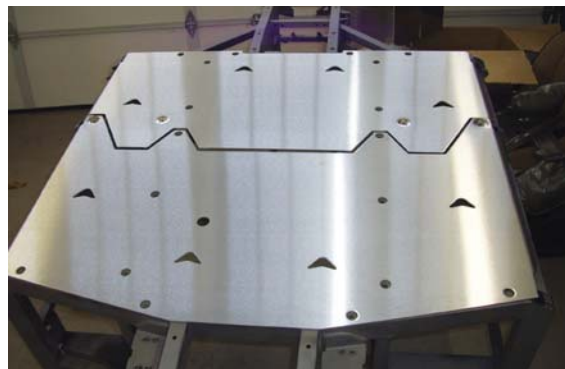
While the Chassis was at the stripper, Dave got busy with the Bend-Tech program and drafted the cage structure for the Teryx. What can seem like agonizing time wasted spent in front of the computer really pays off in the end limiting the number of mistakes.



If you notice the orange and yellow tubes, those are the factory frame rails that we will attach our cage to. The benefit of Bend-Tech is that you can visualize your project before you build it and know exactly what you need. With the info stored it makes repairs simple, too.



The Scrap Pile! After getting everything designed, we took the Plasma Cutter to the parts that we didn't need. The rules state that you must run the factory suspension points, frame rails, and motor mounts. The rest is up for discussion and that's just what we did.



The Pro Armor skid plates! We installed these first so that we had a reference for installing the tubes. When building a race car you want to make it as easy as possible and use parts off the shelf when you can. The cost of custom parts can add up over the year!



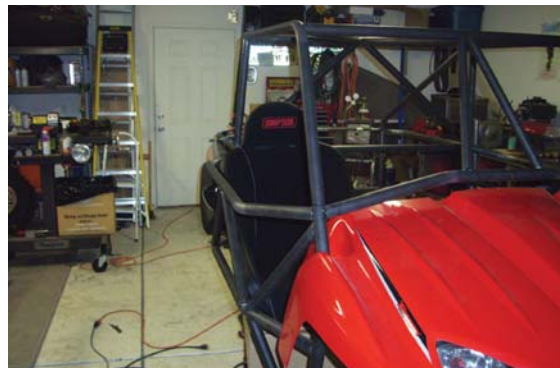
Our first tube is in place. It's all downhill from here. If you look closely, you will see that the tube is not butt-welded to the frame but gussets are used at each point that the frame intersects with the tubes on each side.



The roll cage is starting to take shape. Before a tube is fully welded, it is put in place and tack-welded. Ratchet straps can also be used to help keep the bars in alignment. You can see here that Dave started with the largest bars first, filling in the supports later.



Our temporary seat mount was the box our CST Suspension came in. It and a 1/2" piece of plywood were the perfect height for our seats during mock-up. We wanted to check the location for our Simpson Seats before we got too many bars in the car.



From this angle you can see the contour of the doors starting to take place. The doors will be 4" wider per side so that we can lower the height of the seats and keep the center of gravity low. Keeping the COG low helps the car handle better in the corners.



With the upper door bars in place and the rear fender in place, the Teryx is starting to come together. Dave's goal was to have it resemble a stock Teryx in styling. The rules state that there has to be good triangulation or latter bars in the doors to protect the occupants.



Stay tuned in the next issue as Dave and the Crew at Side X Side Outfitterz install the CST Suspension and Walker Evans Shocks. You can also visit www.sidex-sideaction.com/teryxbuild for more info and photos.