



Bimota launches production version of highly acclaimed Kawasaki powered TESI H2

BIMOTA has announced that it will release production models of the radical and innovative TESI H2 on October 1st, 2020. The TESI H2 was first unveiled at the EICMA show in November 2019, and attracted worldwide media and enthusiast interest as the first machine in a revival of Italy's most traditional and much admired premium motorcycle brand.

The TESI H2 is a revolutionary motorcycle which incorporates advanced engineering and chassis elements first seen on the TESI 1D including BIMOTA's iconic hub steering technology coupled with Kawasaki's high performance supercharged engine first seen in the Ninja H2.

Underlining the brand tagline "Revolution Continues", BIMOTA is constantly pursuing innovation, as Pierluigi Marconi, designer of TESI H2, commented "Finally, my dream becomes reality. BIMOTA's innovative TESI philosophy has been dramatically enhanced with Kawasaki's high quality, performance and legendary engineering quality. In addition to various electronic control technologies brought by Kawasaki, the TESI H2 has a compact chassis that is composed of aluminum parts newly designed by BIMOTA. The weight of the machine is centered on the engine while the outstanding spread of power is delivered by the supercharged four-cylinder Ninja engine. Hub centre steering - which is a feature of TESI H2 - naturally suppresses the pitching of the motorcycle allowing riders to experience stable, controllable riding-. Bimota would like discerning customers all over the world to enjoy innovative motorcycles the like of which they have never experienced before.

The Bimota TESI H2 will be released to the European market from October 1st. Following this, sales will be gradually expanded. Manufacturing of The TESI H2 will take place at BIMOTA's famous Rimini factory in Italy with a planned Limited Edition of 250 units, each with a unique serial number plate.

Model Concept:

"The Revolution Continues"

Bimota creates a further revolution in motorcycle history mating a Tesi chassis with the Kawasaki Ninja H2 supercharged engine. The powerful engine is connected directly to the front and rear wheels with machined aluminium bonded swing arms and to the rider via carbon body work. These remarkable features enable outstandingly short braking distances and fast and controllable acceleration allied to strong traction. In summary, the Tesi H2 has been conceived to create amazing riding experiences.

Design:

Every component centres on functionality. Excitement and functionality are the guiding principles for the design.

-Exclusive:

Exclusive appearance; yes it's a motorcycle but immediately recognizable. In fact it can only be the Bimota Tesi H2

-High Quality:

Aluminium machined parts abound, carbon body parts clothe the form, forged wheels are selected and craftsman applied paint and graphics are featured; every single screw or small component is part of an overall aesthetic that you can enjoy just by viewing

-Functional:

Try it and feel the dynamic differences - between the Bimota Tesi H2 and another motorcycle

-Italian artistic sensitivity and craftsmanship:

Feel the exclusive Italian artistic sensitivity and exclusive contemporary product design

Riding:

- Breathtakingly powerful and sharp acceleration -- courtesy of a supercharged 998c.c. In-Line four Engine plus outstanding handling and braking performance, thanks to Hub Centre Steering. The support offered by the swinging arm is highly rigid to the left and right. Even if the vehicle body pitches, the change in the angle with respect to the ground is small, so there is little effect on the steering characteristics. Moreover, the action which suppresses the pitching at the time of braking works by making the pivot part of the swing arm lower than the position of the center of gravity of the vehicle body.

Setting/suspension:

By rotating just one eccentric you can modify the height of motorcycle by 20mm to adjust the ergonomics to your desired configuration. Same for footrests, moving only one eccentric allows the rider to finely adjust the foot position. The rider can just choose a setting rotating the new suspension adjuster knobs which make it easier to make changes on the fly with or without tools, -to suit riding and ergonomic preference.

Model Detail:

The "Tesi" chassis with the latest evolution of the hub steering system and the "Supercharged" engine designed by Kawasaki motorcycle engine designers – harnessing the collective strength of the entire Kawasaki Group complement a High-Quality component package that is reinforced by Brembo "Stylema" brake calipers featuring a pair of massive $\varnothing 330$ mm semi-floating discs with a thickness of 5.5 mm. To facilitate smooth, quick shifting, a dog-ring type transmission was selected and developed with feedback from the KRT (Kawasaki Racing Team), the intake "Ram-air" system ensures that sufficient air is available even at the highest speed. In the interest of keeping the engine compact and simple, a single lubrication system provides cooling oil for the engine components, supercharger and transmission.

The Bimota Tesi H2 bodywork and fairing are constructed in highly rigid, lightweight CFRP (carbon-fibre reinforced polymer), as well as the front swingarm arm-connection which holds the complete billet alloy suspension bonded with - aeronautical materials. The complete billet alloy rear swingarm includes the housing of both Öhlins Ttx shock absorbers. The Tesi H2 height can be easily adjusted (+/- 10mm) with an eccentric system without affecting the frame geometry. Even the footrests position can be adjusted by an eccentric system to obtain a bespoke riding position.

The Tesi H2 is equipped with all the last generation electronic devices:

- ABS (Anti-lock Brake System)
- KIBS (Kawasaki Intelligent anti-lock Brake System)
- IMU Bosch (6 DOF Inertial Measurement Unit)
- KCMF (Kawasaki Cornering Management Function)
- KEBC (Kawasaki Engine Brake Control)
- KQS (Kawasaki Quick Shifter) up- and downshifts
- KLCM (Kawasaki Launch Control Mode)
- KTRC (Kawasaki Traction Control) 3 – MODE, 9 - LEVELS
- Electronic Throttle Valves
- Assist & Slipper Clutch
- Economical Riding Indicator
- Full LED Lighting Equipment
- Colour TFT Instrument Dash
- Öhlins Electronic Steering Damper

Bimota Tesi History

The Tesi concept was born in 1984 - with first project realised using a 550cc Kawasaki engine.

After that the first Tesi 1d project arrived – on the market equipped with V-twin engine in 1991.

In respect of the first project where engine was the main heart of frame, the TESI 1d project quite different because the main frame was not only engine but was supported by two aluminium plates that helped the engine to be part of the chassis.

Now, 30 years later, Tesi will be available to discerning customers incorporating the original design frame with the engine at the heart of the frame like the very first prototype designed and equipped with a Kawasaki engine.

Centralised mass, adjustable rider position, steering separated from the suspension; all the main features of the innovative Tesi concept are - incorporated into the new project Tesi H2 without any compromise following the central concept phrase “only what we need will stay”



SPECIFICATIONS

<u>Model name:</u>	Tesi H2
<u>Frame type:</u>	Aluminum alloy plates billet machined, with rear swingarm mounting plate
<u>Engine type / Valve system:</u>	4stroke, 4-cyl, DOHC, W/C, supercharged / 4-valve
<u>Displacement:</u>	998cm ³
<u>Bore x Stroke:</u>	76.0mm×55.0mm
<u>Compression ratio:</u>	8.5 : 1
<u>Max. power:</u>	170kW(231PS)/11,500rpm (with Ram Air) 178kW(242PS)/11,500rpm
<u>Max. torque:</u>	141N · m(14.4kgf · m)/11,000rpm
<u>Lubrication system:</u>	Forced Lubrication (wet sump)
<u>Engine oil capacity:</u>	5.0L
<u>Fuel system DFI®:</u>	50mm throttle bodies (4) with dual injection, Euro-4
<u>Transmission:</u>	6-speed, return, dog-ring, constant mesh
<u>Clutch type:</u>	Wet, multi-disc
<u>Gear ratio:</u>	1st 3.188(51/16); 2nd 2.526(48/19); 3rd 2.045(45/22); 4th 1.727(38/22); 5th 1.524(32/21); 6th 1.348(31/23)
<u>Primary reduction ratio:</u>	1.551 (76/49)
<u>Final reduction ratio:</u>	2.444 (44/18)
<u>Gasoline type:</u>	Unleaded premium
<u>Fuel capacity:</u>	17L
<u>Overall length:</u>	2,074mm
<u>Overall Width:</u>	770mm
<u>Overall Height:</u>	1,155mm
<u>Wheelbase:</u>	1,445mm
<u>Ground clearance:</u>	140mm
<u>Seat height:</u>	840mm (+ / - 10mm)
<u>Rake angle/Trail:</u>	21.3°/ 117mm
<u>Front Suspension:</u>	Aluminum alloy Swingarm billet
<u>Front wheel travel:</u>	100mm
<u>Rear Suspension:</u>	Aluminum alloy Swingarm billet
<u>Rear wheel travel:</u>	130mm
<u>Front tire size:</u>	120/70ZR17
<u>Front wheel size:</u>	J17M/C×MT3.50
<u>Rear tire size:</u>	200/55ZR17
<u>Rear Wheel size:</u>	J17M/C×MT6.00
<u>Front:</u>	Dual disc 330mm
<u>Rear:</u>	Single disc 220mm
<u>Dry weight:</u>	207kg
<u>Suggested retail price (in Italy):</u>	EUR 64.000 incl. VAT 22%
<u>Start of sales:</u>	October 2020