

# BikesMedia

Everything About Two Wheelers

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DUCATI 1299 Panigale  
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New BAJAJ V12  
First Ride Review



Royal Enfield HIMALAYAN  
Test Ride Review



## NEW BAJAJ V12 FIRST RIDE REVIEW

**BikesMedia**

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In the second month of the previous year Bajaj had launched their one of the most incredible motorcycles also called "The War Hero" and named it Bajaj V15- "The Invincible". It was called invincible because Bajaj has utilized the metal of INS Vikrant aircraft carrier to built it. Recently Bajaj has silently launched the stripped down version of the same V15 motorcycle and this time named it V12. It looks incredibly a "Little War Hero" as the previously launched V15 and recently launched V12 are the two sides of the same coin. Let's find out what mettle the junior V15 is made of.



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## New Bajaj V12 First Ride Review



### First Impression:

The very first look at the new V12 can deceive anyone as it's completely built like V15, from front to rear and from right to left side, the motorcycle looks absolutely similar to V15. However, there are multiple things that are present on the new V12 which on taking a closer look can tell you that it's different bike and not V15.

The major alteration received by the new Bajaj V12 is its engine, which is now 125cc air cooled Dts-i, twin spark engine used probably from the Discover 125. The alloy wheels and tyres are also different from its bigger sibling, now the new V12 is featured with regular 5-spoke alloy wheels which are used in other commuter bikes from Bajaj. The tyre profile is also changed and the V12 comes shod with front 2.75-18 tyre and 100/90-16 tyre at rear wheel. Both the tyres are tube type opposite to the tubeless tyres featured on V15.

The Suspension setup is also changed and the front telescopic suspension is not that meatier as the 33mm telescopic shock absorbers at V15. There are rubber boots also given on the front suspension to complement the all black front fascia of the bike, which gets completed with black colored front fender given on the bike.







## The Ride and Feel:

Looking forward to the ride, V12 is truly comfortable, the wide seat increases the level of comfort while riding. The high set and wide handlebar provides the upright sitting posture and gives comfortable ride in both city and fairly long rides. The bigger front wheel and the wider but relatively smaller rear tyres provide smooth and flawless ride in all kinds of riding situation be it twist or turns or straight road.

However, the new V12 is equipped with 125 cc single cylinder engine but the good amount of torque in hand made us felt like we were riding a little bigger capacity engine motorcycle than a 125cc. The 5-speed gear transmission felt a little notchy but may be we are expecting too much from the brand new bike. This is especially because we've been witnessing a good amount of improvement in Bajaj products and their gear-box is one of those things that have received real upgrade.

The telescopic front suspensions and Nitrox filled beefy rear suspensions made the ride much easy on the roads filled with potholes. To address the riding comfort the company has also given good quality of hand grips made up of soft rubber. Even the foot pegs are also featured with soft and grippy Rubber, including the foot brake paddle.

As far as brakes are concerned the new V12 comes only with drum brakes and there is no option available for the front disc brake. The front 130 mm drum brake felt insufficient and very spongy in feel, however the same sized rear drum brake works perfectly.



## New Bajaj V12 First Ride Review



### Meter Console:

The meter console has been borrowed from the bigger sibling and is featured with big dial speedometer along with Odometer. On the other side the fuel gauge is present along with the other tell tale lights. The switchgear are made up of good quality plastic and have also been carried forward from other Bajaj models. The beautiful looking and muscular exhaust provides bassy sound which also makes the ride more pleasing to the ears.





## Verdict:

The new Bajaj V12, a motorcycle that is truly relevant to its own product V15 which was not much liked by many people in the beginning but later on its dynamic looks have attracted many riders. In the segment of 125 cc motorcycles V12 may also become the rider's choice due to its incredible looks and fluent performance. And not to forget the pricing of the product alongside the fuel efficiency of a 125cc motorbike.

Stay tuned to BikesIndia for a comprehensive Road Test Review of the newly launched V15 where we will put some more light on its real road performance, actual fuel efficiency and comfort level.



### GENERAL:

Price	Rs. 56,283 (ex-showroom, Delhi)
Launched	Jan, 2017

### ENGINE:

Engine Displacement	124.5 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	10.7 PS @7500 rpm
Max Torque	11.0 Nm @5500 rpm
Bore x Stroke	N/A
Fuel Type	Petrol
Starter	Electric-Kick

### TRANSMISSION:

Transmission Type	Manual
Number Of Gears	5
Final Drive	Chain

### WHEELS & TYRES:

Front Tyre (Full Spec)	2.75-18, Tube type
Rear Tyre (Full Spec)	100/90-16, Tube type

### BRAKES:

Front Brake Type	130 mm Drum
Rear Brake Type	130 mm Drum

### SUSPENSION:

Suspension Front	Telescopic 110 mm fork travel
Suspension Rear	Twin shocks, Nitrox (Gas filled)

### DIMENSIONS:

Overall Length	2040 mm
Overall Width	785 mm
Overall Height	1066 mm
Wheelbase	1315 mm
Ground Clearance	165 mm
Kerb Weight	N/A
Fuel Capacity	13.0 Litres



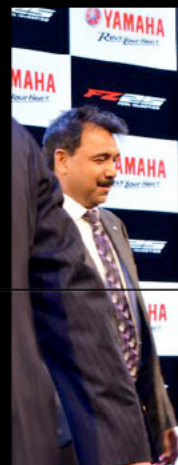
Yamaha India Launches New FZ-25



# YAMAHA INDIA LAUNCHES NEW FZ-25



January 2017 **BikesMedia**







**T**oday in a launch event organized at the capital city, Yamaha Motor India has launched their brand new 250cc naked roadster from their 'FZ' series- FZ-25. The bike looks strikingly similar to the younger sibling, FZ-V2.0. Yamaha has continued with the same design element as it was seen in other FZ series motorbikes. The chiseled fuel tank, muscular shrouds and almost similar kind of exhaust canister, nearly every detail of the motorcycle screams about its identity. Yamaha has highlighted the new offering as 'New Age Macho'.

Yamaha has introduced a brand new 250cc single cylinder, oil cooled engine equipped with patented 'Blue Core' technology. The oil cooled engine is capable of producing 20 Bhp of power and impressive 20.4 Nm of torque, which is ample of torque for a lightweight roadster to be called a 'New Age Macho'. The bike is also featured with split seat, big air scoops, new tail tidy, bigger rear tyre with tyre hugger, small but aggressive headlamp assembly like we have seen on M-Slazer (resembles to the one featured on TVS RTR 200 4V).

The new Yamaha FZ25 will be available in three color options- Black, White and Blue. Yamaha has priced the new stud at Rs 1,19,500 (Ex-Showroom, Delhi).

By: Haroon Mohd. Khan





New Yamaha FZ25- Overview

# New Yamaha FZ25 Overview





**Y**amaha has always been on the top of the market, simply because the motorcycles are extremely durable and they provide amazing ride quality. With the iconic bikes like the RX100 and the king of 2-strokes the RD350, Yamaha was devastating the Indian market back in the 1990's and 2000's. Then they had to eliminate the 2 stroke engines due to emission issues. Then Yamaha wasn't undergoing a good reign until they launched the YZF R15, something that rocked the Indian market.

And then came the FZ16, people loved it because it was a good performer in the city and gave good fuel economy, something that the Indian market wants. Yamaha updated the FZ to the FZ V2.0, in 2014, where the size of the engine was reduced; fuel injection system was introduced for a great economy and smoothness in performance and Yamaha have kept up this promise until date.

A few months ago a test mule was spotted, people were confused whether it was the MT-03, or whether the FZ-16 got an update. But then it was finally revealed that it is the 'FZ25' a super demand was created ever since the truth was known. People were awaiting its launch ever since then. Yes, it is the FZ-25. The Yamaha FZ25 launched on 24-01-2017, is looking to set a benchmark in the 250cc segment. The motorcycle is launched at an attractive price tag of INR 1,19,500 (Ex-showroom Delhi). The beefy looking motorcycle is placed in between the R15 and the R3. The FZ comes bagged with loads of features over the outgoing FZ 2.0 and FZ-S models.





## Looks and Styling:

The motorcycle looks meaty in nature with a muscular tank set up with neatly laid body lines. The headlamp looks similar to its younger and older siblings. The tail section looks similar to the outgoing FZ16 and FZ-S models. The headlamp and tail lamp use LED lights to enhance the vision for longer distances reducing the strain for the rider. The exhaust canister is neatly laid out and it looks strikingly similar to what comes on FZ-V2.0.

Yamaha has installed air scoops on both the sides of the motorcycle to improve aesthetics and also to help the engine cool down sooner, Yamaha calls it the Iconic silhouette. The front indicators are neatly placed above the headlight. Most of the parts used are similar to what is used in its younger siblings, the FZ16 and FZ-S. The motorcycle is available in 3 shades namely, Knight Black, Ballistic Blue and Warrior White.







## Engine:

The engine on the new FZ25 is a 249cc, single cylinder, SOCH, 4-stroke unit that is oil-cooled, and fuel injected. It comes with 4-row core oil cooler. The engine produces a maximum power output of 20.69Ps at 8,000RPM and 20Nm torque at 6,000RPM. The engine is mated to a 5-speed gearbox. Yamaha claims a wet weight 148kg which is 13kgs heavier than the FZ16. Yamaha has used the same technology used in the MT models called successive chamber expansions to provide a crisp exhaust note, enhancing the riding pleasure.





# Brakes and Suspension:

A major component that is missing in the FZ25 is the ABS, while its rival the TVS Apache RTR 200 comes equipped with optional ABS. The motorcycle gets disc brakes for both the wheels. The front end receives a 282mm disc brake and the rear wheel has a 220mm disc brake. The new FZ25 is featured with telescopic fork suspensions at front and the rear gets a monoshock suspension. The motorcycle measures 2015mm in length, 770mm in width, 1075 mm in height with a seat height of 795mm. It has a wheelbase of 1360mm. It carries the same 100/80-17 and 140/70-17 tires as it's younger siblings the FZ16 and FZ-S. The motorcycle is said to receive a fuel tank capacity of 14 liters.





## Instrument Cluster & Fuel Economy:

The FZ25 gets a fully digital meter console which includes- Speedometer, Tachometer, Fuel gauge, Odometer, two Trip meters, Fuel Reserve Trip meter, Clock, Instant fuel economy and Average fuel economy indicator. What the FZ25 lacks are the side stand and gear shift indicators. Yamaha has promised that the FZ25 will be returning a fuel economy of 43kmpl since it is purely designed to set the Indian roads on fire.



## Rivals:

The FZ25 is set to roll out in the market facing various rivals, the most important rivals that the FZ25 must fear are, KTM Duke 200, TVS Apache 200, Benelli TNT 25 and other bikes around the 2 lakh price segment like the Bajaj RS 200, Royal Enfield Classic 350 and the Honda CBR 250R. We loved all its rivals, let us see whether the FZ25 will creep over us like the venom in spider-man.

Stay tuned as we will bring you the first ride review of the new Yamaha FZ25 only at BikesIndia soon, we are equally eager to do the first ride review of the motorcycle to see how it squares off against its rivals- A winner or a runner, only time will tell.





#### GENERAL:

Price	Rs. 1,19,500 (ex-showroom, Delhi)
Launched	Jan, 2017

#### ENGINE:

Engine Displacement	249 CC
Engine Type	Oil cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	8.4 PS @8000 rpm
Max Torque	8.3 Nm @6500 rpm
Bore x Stroke	N/A
Fuel Type	Petrol
Starter	Electric

#### TRANSMISSION:

Transmission Type	Manual
Number Of Speed Gears	5
Final Drive	Chain

#### WHEELS & TYRES:

Front Tyre (Full Spec)	100/80-17 M/C 52P Tubeless
Rear Tyre (Full Spec)	40/70-17 M/C 66S Tubeless

#### BRAKES:

Front Brake Type	282 mm Drum
Rear Brake Type	220 mm Drum

#### SUSPENSION:

Suspension Front	Telescopic fork
Suspension Rear	Monoshock

#### DIMENSIONS:

Overall Length	2015 mm
Overall Width	770 mm
Overall Height	1075 mm
Wheelbase	1360 mm
Ground Clearance	160 mm
Kerb Weight	148 kg
Fuel Capacity	14 Litres





## DUCATI 1299 PANIGALE SUPERLEGGERA

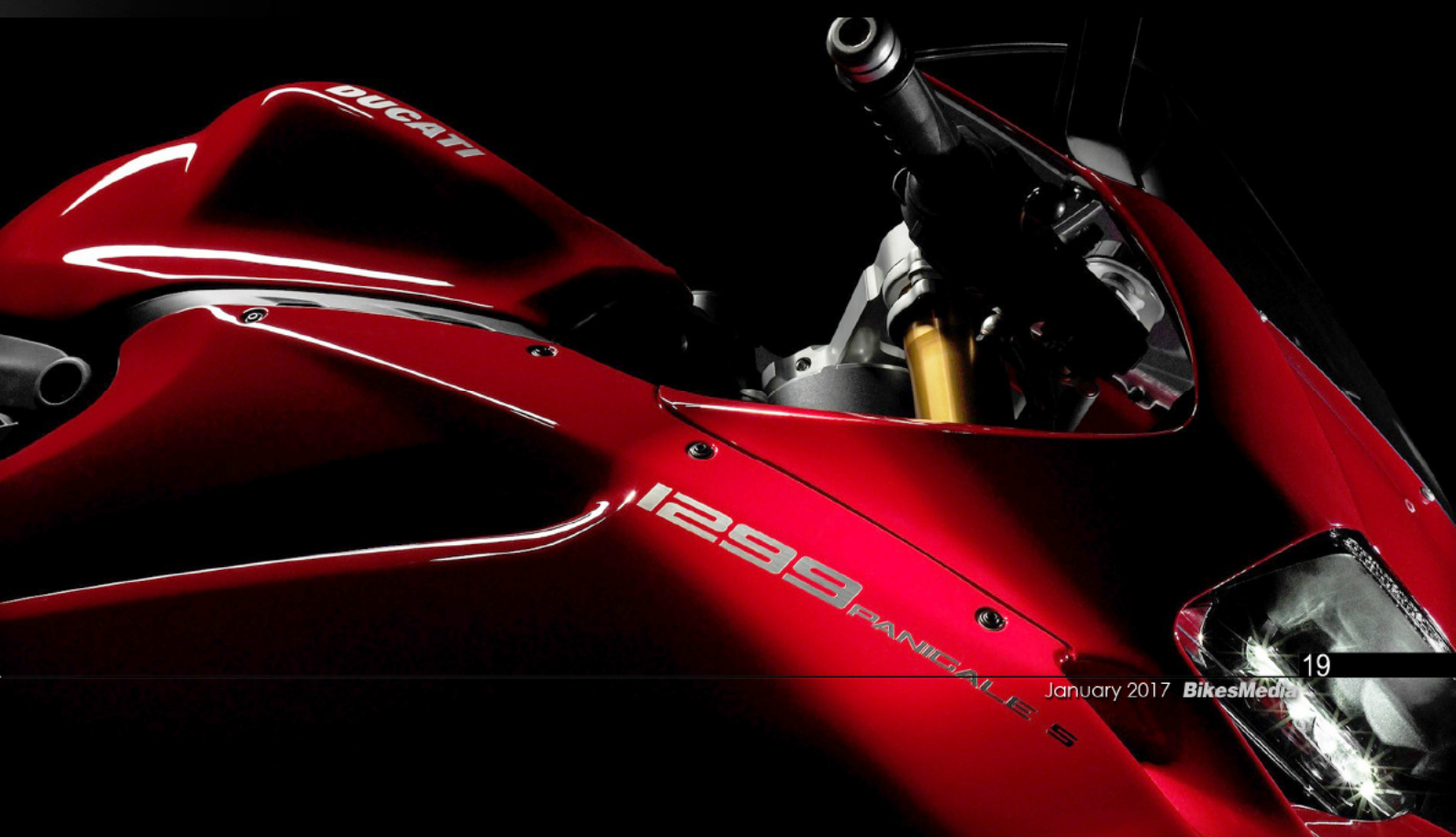
### WSBK For The Road

"The Ferrari on two wheels"- Ducati has unveiled its most powerful Road legal twin cylinder bike in the form of 1299 Panigale Superleggera. What makes this bike so special is that, it's almost same as the bike ridden by Chaz Davies in the WSBK Championship. Ducati claims this to be the most technologically advanced production Superbike, thanks to the WSBK Homologation regulations. Only 500 of it will be ever produced and Ducati India has officially launched the motorcycle here, which will be built on orderly basis. The motorcycle retails at a sky high Rs. 1.12 crore (ex showroom) in India.



## Design & Bodywork:

**T**hough the bike resembles almost similar to the 1299 Panigale except the exclusive Red-White livery and WSBK style Akropovic exhaust canisters, what all matters is the internal components it is made of. The 1299 Superleggera has a high strength Carbon fibre monocoque frame and swingarm making it almost 4 kgs lighter in weight compared to the standard 1299 Panigale. The carbon fibre chassis and swingarm has about 7075 aluminium inserts which is co-laminated as a single piece structure. Even the complete bodywork, sub frame and alloys of the bike has been constructed using high tensile carbon fibre. The Braking duties are taken care of by two 320mm semi floating discs and radially mounted Brembo monobloc EVO M50 4 piston calipers up front and a 245mm disc with 2 piston calipers at the rear.







## Engine:

The Superleggera has a completely reworked 1285cc engine with 116 x 60.8mm bore and stroke measurements. The compression ratio is increased from 12.6:1 to 13.0:1, thanks to aluminium cylinder liners and titanium valves. The Desmodromic valves too get special treatments, as both intake and exhaust valves are larger (48mm intake and 39.5mm exhaust). The camshafts have better profiles and the lift is increased for smooth working. The cylinder and head is almost 4 kgs lighter than the normal Panigale 1299S.



The bottom portion of the engine has a slip/assist clutch made up of aluminium, for better riding ability. The Superleggera has a super light tungsten balanced crankshaft, titanium connecting rods and a lighter fly wheel. Putting everything together the Superleggera is 23 pounds lighter than the 1299 Panigale, and produces an astounding 215 hp at 11,000 rpm. The motorcycle tips the scale at just 156 kgs dry.





## Ducati 1299 Panigale Superleggera- WSBK For The Road



### Electronic Package:

Controlling all the power is a host of Electronics developed by Ducati. It has a 6 axis Bosch Inertial Measurement Unit (IMU) to gather all the data and the electronic features include multi level Ducati Traction Control, Ducati Power Launch, Ducati Slide Control, Ducati Wheelie Control, Ducati Engine brake control, up/down Ducati Quickshifter, Ducati Data analyzer with GPS and a Bosch cornering sensitive ABS. The Bosch Cornering ABS has been recalibrated for the 1299 Superleggera with new operating logics. The Ducati Slide control and Power Launch are the two new features in the Superleggera. The Slide control has been developed with Ducati Corse WSBK and also controls the torque using the slide angle.





**GENERAL:**

Price	1,12,00,000 (ex-showroom, Delhi)
Launched	Jan, 2017

**ENGINE:**

Engine Displacement	1285 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	2
Valves Per Cylinder	4
Max Power	215.0 PS @11000 rpm
Max Torque	146.5 Nm @9000 rpm
Bore x Stroke	116 x 60.8 mm
Fuel Type	Petrol
Starter	Electric

**TRANSMISSION:**

Transmission Type	Manual
Number Of Gears	6
Final Drive	Chain

**WHEELS & TYRES:**

Front Tyre (Full Spec)	120/70 ZR17
Rear Tyre (Full Spec)	200/55 ZR17

**BRAKES:**

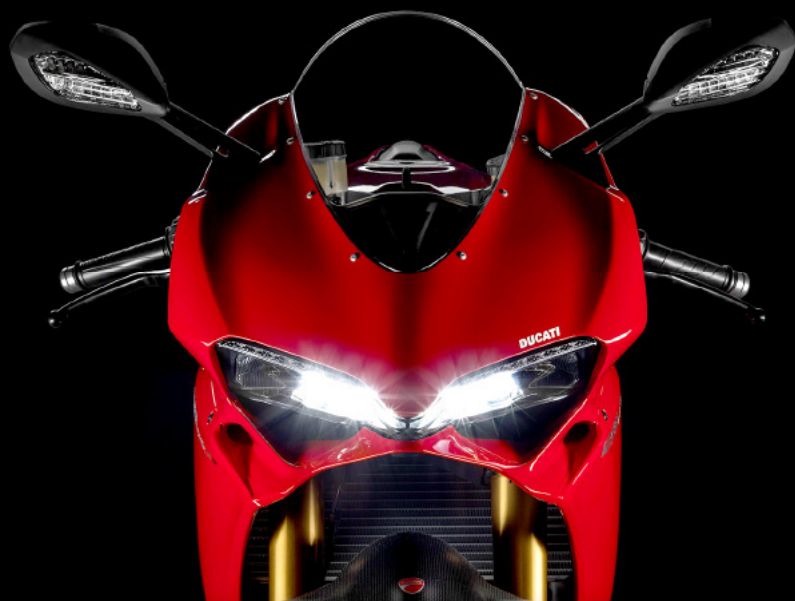
Front Brake Type	330 mm Double Disc
Rear Brake Type	245 mm Disc

**SUSPENSION:**

Suspension Front	43mm USD Öhlins
Suspension Rear	Adjustable Mono Öhlins TTX36

**DIMENSIONS:**

Overall Length	N/A
Overall Width	N/A
Overall Height	N/A
Wheelbase	1456 mm
Ground Clearance	N/A
Kerb Weight	167 kg
Fuel Capacity	17.0 Litres







**S**uzuki Motorcycle India Pvt Ltd (SMIPL), is going to export their made in India 150cc Gixxer to Japan. The Gixxer is going to be Suzuki's first ever India-built motorcycle that will be sold in Suzuki Motor Corporation's home market- Japan. The first consignment of made in India Gixxer motorcycles has already been dispatched from our country and left for Japanese shores. The first shipment of Gixxer motorcycles includes 720 units that have already sets sail to Japan.



Commenting on the accomplishment, Satoshi Uchida, Managing Director, SM IPL, said,

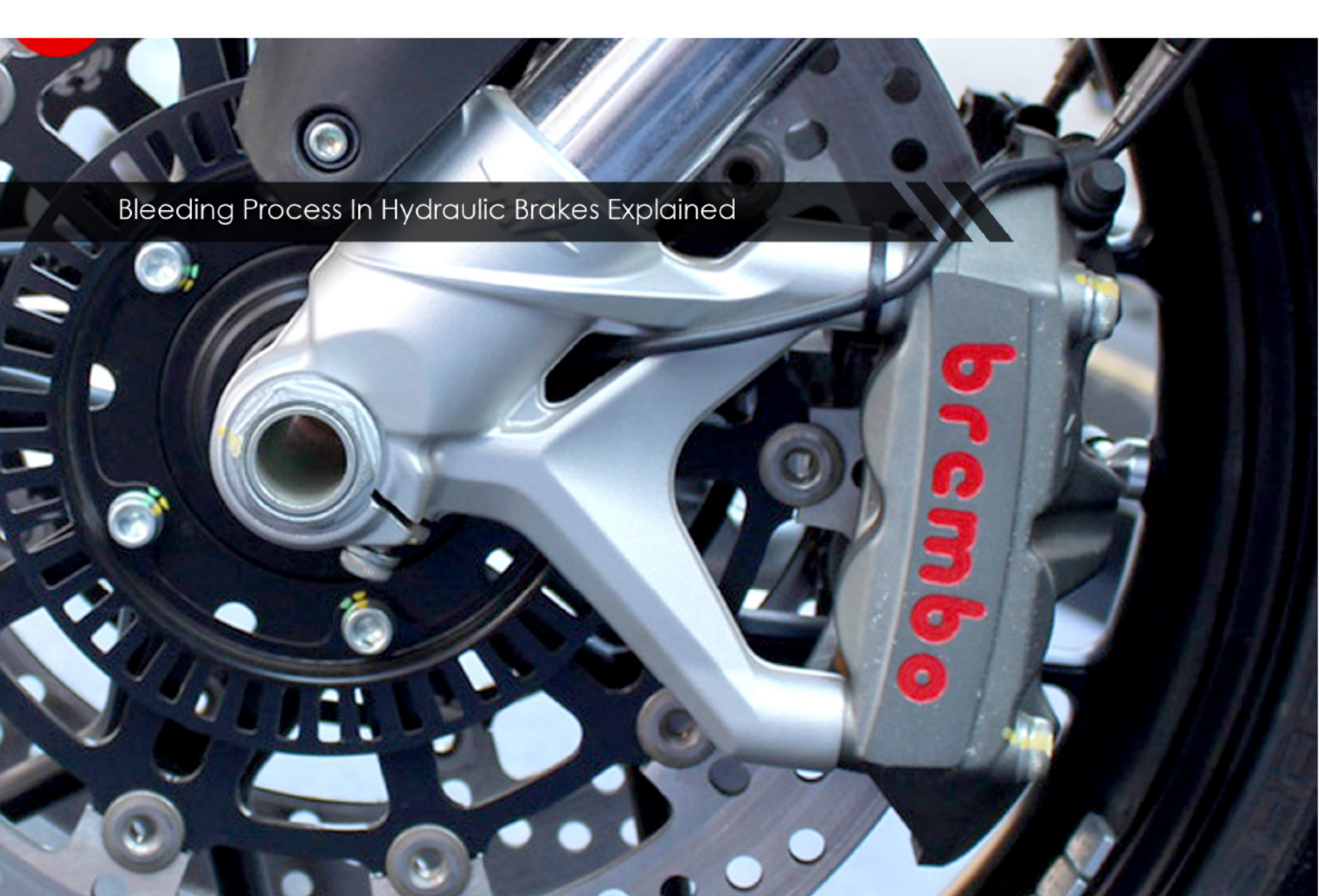
*It is a very proud moment for all of us as we send off our Indian flagship motorcycle Gixxer to Japan. We are already exporting Gixxer to other countries like Latin America and some surrounding countries. The export of made in India vehicles to Japan denotes the high quality benchmarks established by SM IPL and its expanding global role.*

By: Farhan Kashif



## MADE IN INDIA SUZUKI GIXXER TO BE EXPORTED TO JAPAN





## Bleeding Process In Hydraulic Brakes Explained

## Bleeding Process In Hydraulic Brakes Explained

**B**rakes are very essential components used in every automobile be it a car or motorcycle or a truck. Various automobiles use various types of braking systems. The braking systems have evolved up to a great extent ensuring at most safety. The most common braking system used is called the hydraulic brakes. We all love to keep our brakes clean and sharp so that they help us during jeopardy. When we get our brake pads replaced, there is a small process called bleeding that has to be carried out, it is done in order to prevent the entry of air or removing the air bubbles into the hydraulic system.

### What is Bleeding?

**I**n hydraulic brakes care must be taken that not even small quantity of air enter into the braking system. The air being a compressible compound goes into the brake lining when it is pressed. The result is that fluid pressure is not transmitted to the brakes which, as a consequence is not actuated.

The procedure of driving air out of the braking system is called Bleeding. A special bleeding valve is provided for this purpose on the brake caliper. For the bleeding process the master cylinder is topped up fully with the brake fluid (DOT 3 or DOT 4 are most commonly used brake fluids) and a pipe is connected to the bleeding valve nipple. The other end of the pipe is dipped into a waste box or a jar. With the help of another person, pressing the brake lever the fluid is drained out by opening the bleeder valve with the help of a spanner.



Few air bubbles will also come out of the pipe along with the brake fluid and escape into the atmosphere. The bleeder valve is now closed and the brake lever is released, and then pressed again after which more air bubbles will come out through the bleeder valve and escape into the atmosphere. This procedure is repeated until no more noticeable air-bubbles are noted with the lever set back to the piston and the bleeder valve is closed. The reservoir is then topped up again with fresh fluid. This is repeated if the motorcycle is equipped with rear disc brakes too.

After completing the bleeding process put the rubber nipple or the vacuum cap over the bleeding valve to protect the same from rusting and also preventing the dirt from entering into the system. If you do not have a helper to help you for opening and closing the bleeding valves, you may depend on the gravity to let the fluid to flow from the reservoir to the wheels, it will relatively take more time and you will have to monitor the fluid level in the reservoir making sure that you top it up regularly to prevent the level from going too low, otherwise the air would be sucked in and all the hard work done would go as a waste. For motorcycles equipped with ABS a separate system is required to carry out the bleeding process that we will address through separate article.

Another useful tool that will help in bleeding process is called a speed bleeder. These bleeders have an internal one way check valve that allows the fluid to go out preventing the entry of air. Speed bleeders replace the factory bleeder screws and can be mounted easily.

## Pros Of Hydraulic Brakes-

- The fluid exerts equal pressure everywhere.
- The system is simple in construction, due to absence of brake rods, joints, etc.
- Due to absence of joints, the wear level is very less.
- The system is mostly self lubricating.

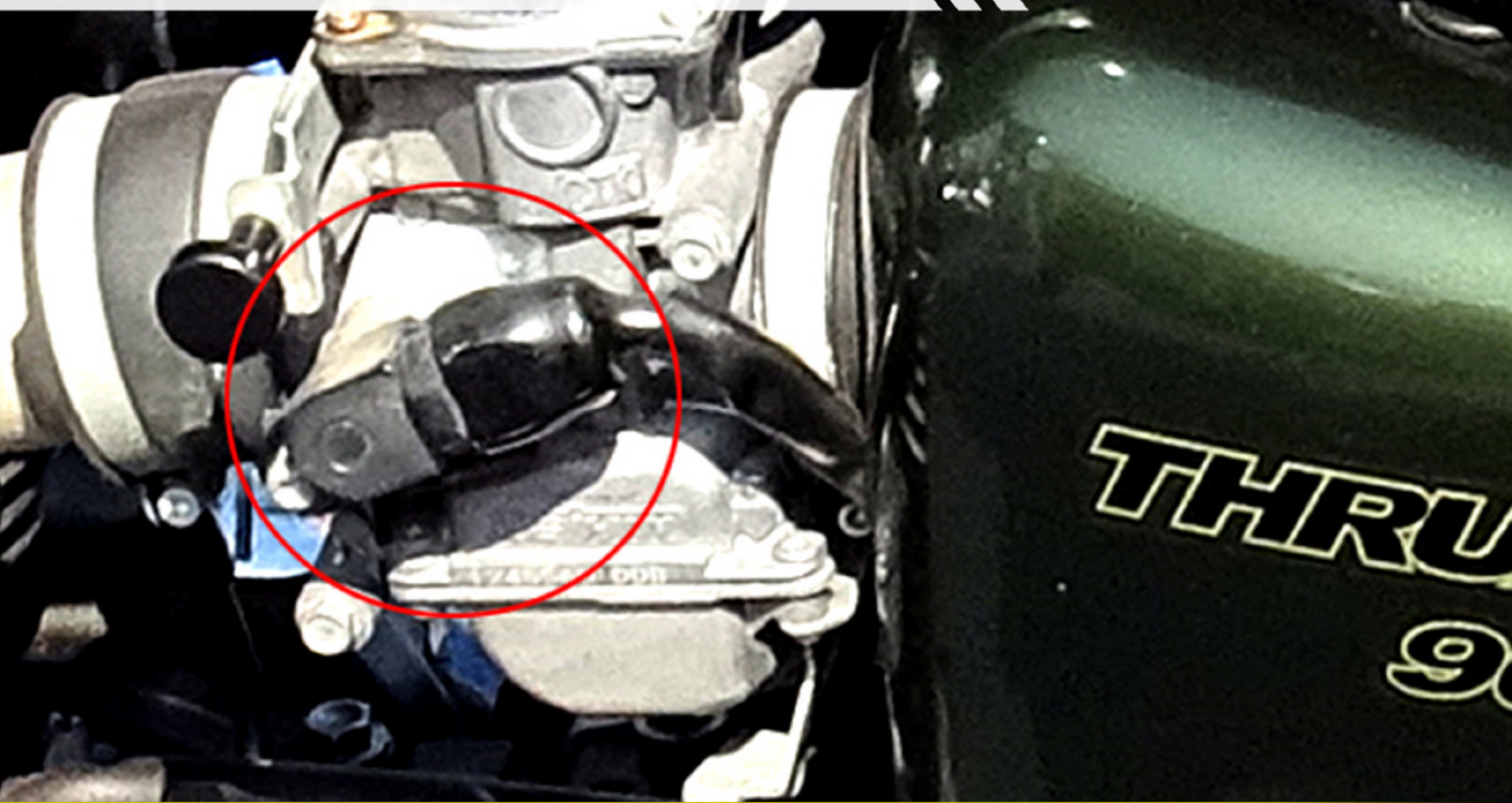
## Cons Of Hydraulic Brakes-

- Even a slight leakage of air into the braking system makes it useless.
- Leakage of the brake oil can damage the motorcycle, since it loves the paint and is commonly called a paint eater.

By: Rishath Suresh



## What Is Throttle Position Sensor And How It Works



## WHAT IS THROTTLE POSITION SENSOR AND HOW IT WORKS

**M**ost of the modern motorcycles are equipped with the Electronic Fuel Injection system also called EFI. The EFI is found in most of the bikes in India above one lakh rupee price range. Most of the people have started to go with the Electronic Fuel Injection system because it performs well and is more responsive than the carburetor. The components of the Electronic Fuel Injection system are very reliable and failing parts can only be nit picked. One of those components that could fail is called the 'Throttle Position Sensor'.

The Throttle Position Sensor is the part of the vehicle Fuel Management System that helps us to ensure that the engine is getting the right amount of air-fuel mixture at every moment. The TPS provides direct digital signals to the fuel injection system. The throttle position sensor signal is measured and combined many times per second with other data such as air temperature, engine RPM, mass flow rate and how quickly the throttle position changes. These data determine exactly how quickly and how much amount of fuel has to be injected by the injector for the next few seconds. This is done multiple times per second.

If the Throttle Position Sensor and the other buddy sensors work properly together, then the vehicle will deliver the performance as the rider expects it to do, it also measures the angle of the throttle valve in the petrol engines. The signal of the throttle position sensor is used to more precisely calculate the fuel injection quantity.



The TPS tells the ECM where the intake butterflies are in their travel from fully closed to wide open. The information, combined with other data from the other sensors, allow the ECM to correctly meter the fuel being sprayed from the injectors. The main reason for the throttle position sensor to fail is due to its wear and tear. As we twist open the throttle, it eventually begins to wear out. The throttle position sensor can fail in multiple ways, all which result in poor performance. The sensor can fail gradually or can fail suddenly too. In most of the cases, the Check engine light turns on as a warning when the throttle position sensor failure is detected.

The throttle position sensor has two main parts, a traveling contact also called the Wiper and the Surface that it moves along. This Surface has a conductive base with an overlaid variable resistance coating that is applied in a linearly decreasing manner from high resistance to low resistance as the closed throttle point to the low point where the throttle is fully open. As the throttle opens, the Wiper moves along the coating and sends signals to the ECM. The voltage rises as the throttle opens when the voltage starts it remains lesser than a volt and rises to a maximum up to 5 volts.

Once the Throttle Position Sensor begins to fail, even partially, it must be replaced right away. Replacing the throttle position sensor will include clearing off the relevant faulty codes and may require software reprogramming, so it is always advisable to get it replaced by a professional.

## **Symptoms that are shown when the Throttle Position Sensor (TPS) begins to fail:**

- \* The vehicle won't accelerate as it will do normally. The acceleration can be smooth but it will just lack the power that it must possess. Sometimes the motorcycle might just accelerate itself even when the throttle is twisted partially. If these problems occur, then the sensor must be replaced as soon as possible.
- \* If the engine begins to misfire, have bad idling issues, such as very low idling or roughness or stalling issues, then consider it's time to get the sensor replaced.
- \* Another major issue caused due to the Throttle Position Sensor failure is that the motor cycle tends to accelerate but won't be able to accelerate or shift after a certain limit. This can become a major issue.
- \* The engine warning light can come into an aid when the Throttle Position Sensor fails, but why wait for so long? If any of the symptoms mentioned above begin to occur, it is good to get it checked by a technician.
- \* It is always better to get the Throttle Position Sensor replaced rather than getting it cleaned because cleaning can come into handy for a few days, but over the long run, it may fail at any time. So make sure you get it replaced and not cleaned.



# Royal Enfield Himalayan Test Ride Review



Royal Enfield Himalayan





Royal Enfield one of the oldest and the most loved manufactures in our nation, is known to produce motorcycles like the classic Bullet. These bikes had more resale value as they started getting old simply because of their cult and hardcore fan following. After decades of limited success with these motorcycles, RE came up with the Thunderbird motorcycle featured with new UCE engine and whole new looks to it. It is still one of the most preferred bikes for cruising in India.

RE wanted to make something new to their supremacy, so they came up with an off-roader motorcycle called the HIMALAYAN. The Himalayan was tested on the mountainous roads of the Himalayas before it was launched. In 2016, the RE lovers witnessed the beginning of the Himalayan era. A motorcycle purely designed to take down the hills, mountains and mostly the normal Indian roads even as a daily commuter.



## Royal Enfield Himalayan Test Ride Review



### Styling:

Upfront the Himalayan looks like a pure off-roader with a tall skeleton character. The circular headlamp is continued like all other RE motorcycles. The small windshield is put above the headlamp and a beak that extends out make it look like a bird. The headlamp doesn't get any LED bulb but provides a fair visibility. The indicators look rugged and bulky. The LED tail lamp looks something similar to what we have seen on its sibling the RE Thunderbird. The upswept exhaust is something different that RE has brought in the Himalayan. The Himalayan sports a 21-inch front wheel and a 17 inch rear wheel that adds up to the bikes adventurous characteristics.





## Instrument Cluster:

The Instrument console on the whole bags more features when compared to the other RE bikes. The speedometer cluster includes a tachometer, gear indicator, compass, two trip meters, average fuel meter, side stand indicators, hazard lights, neutral position indicator, service interval, a clock, distance in kilometers or miles, tail light indicator, high beam indicator and the battery indicator too. The inclusion of the hazard lights is a very smart move by RE.



## Engine and Performance:


Turn on the engine, you hear a little different exhaust note, not very similar to the regular RE motorcycles. The exhaust sounds pleasing with popping noise (clangs) that it makes often. RE have fitted a new engine called the LS410, LS meaning long stroke and 410 stands to its cubic capacity. The Himalayan is powered by a 411cc, single cylinder, air cooled engine that delivers 24.5 BHP at 6500 RPM and 32Nm of torque at 4000 RPM. The engine has a 78 mm stroke length and 86 mm bore length with 2 valves per cylinder. The mill is mated to a 5-speed constant mesh gearbox.

Fuel is supplied to the engine through a carburetor with a throttle position sensor. The motorcycle has good torque in the lower end range. 0-80 kmph mark was reached easily without any major lags. The windshield also helped in providing ample amount of air resistance. The clutch felt pretty heavy, it was very much noticeable under traffic conditions. It revs a bit easier than the other RE motorcycles.



The gearbox felt a bit notchy at times to click into its position. The best feel of riding the motorcycle is between the 4000-5500 RPM mark after which the vibrations begin to kick in slowly on the handle bars, windshield and foot pegs. The engine isn't very refined but feels pleasing to ride it under 6000 RPM, after which it just feels like you are over-revving the engine. Keep it under 100 kmph, it rides really well.





## Royal Enfield Himalayan Test Ride Review

### Ergonomics:

The low rider seat and the upright handlebar provide a neutral riding position. Being 6-foot tall I felt it a bit hard to get off the bike. But the riding position was comfortable. The best part of the Himalayan is the handling it provides, just give the handlebar a light movement and it beautifully flickers under moving traffic conditions without any hassle or heaviness. It weighs 182kgs and had a ground clearance of 220mm, the weight isn't felt when the motorcycle is ridden, however, under non-moving traffic conditions the weight is felt. The pillion seat feels comfortable even for long distances. The motorcycle's short turning radius helps a lot in making U-turns.



## Brakes and Suspensions:

The front wheel gets a 300mm disc and the rear gets a 240mm disc that provides decent stopping power. Some pressure must be applied on the brake lever to get that bite and feedback. The Himalayan lacks ABS, a switchable ABS would have supported city and highway roads. The suspensions are the best part of the Himalayan, the long travel suspension soaks up all the bumps and potholes. Miss a speed breaker? No issues the Himalayan takes care of it. The front end gets a 41mm telescopic fork with 200mm travel. The rear gets a mono shock suspension with 180mm travel, being the first RE to get the mono-shock suspension system.



### Pros:

- Superb suspension.
- Supports all riding conditions.
- Good engine torque.
- Raw built look, just made to serve its purpose.

### Cons:

- Lack of kick starter being a carburetor engine.
- Flimsy mirrors and windshield.
- Finishing on the exhaust.

## Verdict:

Being RE's first off-roader motorcycle, we must appreciate their efforts in doing this much. Keeping in mind a few niggles and customer complaints, we are hoping that RE will come up with an even better Himalayan in the near future.



## KTM India Launches Updated RC 390 & 200

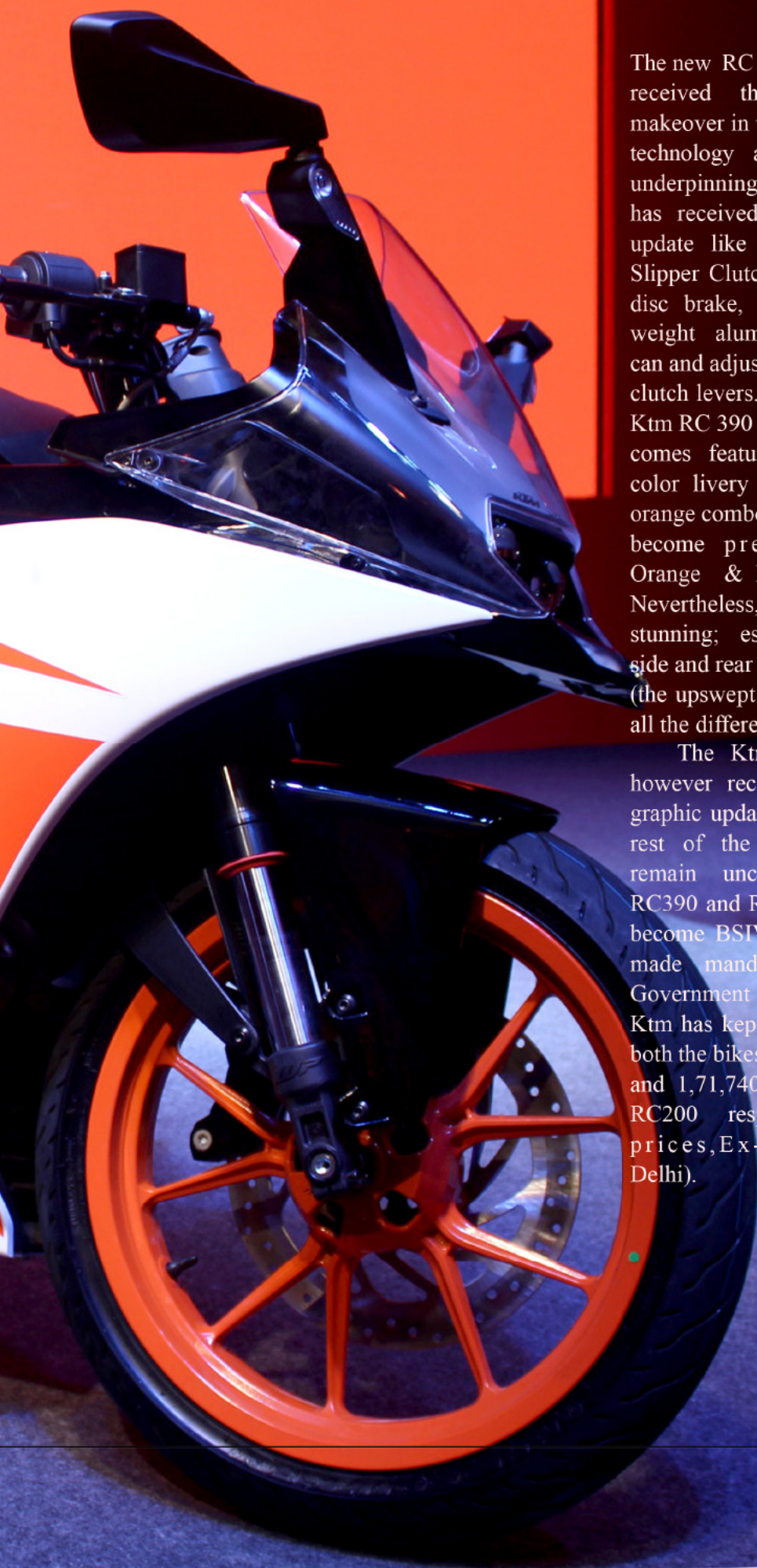
**T**oday KTM India has launched the updated 2017 RC 390 and RC 200 in a launch event organized at Pune. The updated Ktm RC series bikes (RC 125,200,390) had already launched in Europe last year after being showcased at EICMA motor show in 2015. The Made In India RC 390 and 200 is finally launched in our country after being introduced in exotic market first.

At the launch event held at Pune, Amit Nandi, President- Probiking, Bajaj Auto Ltd and Rajiv Bajaj, MD- Bajaj Auto Ltd. were present. Rajiv Bajaj addressed to the media and shared his views on the new product and Bajaj-Ktm future plans.



# KTM India Launches Updated **RC 390 & 200**





The new RC 390 has received the major makeover in terms of technology and other underpinnings. The bike has received technology update like Ride-By-Wire, Slipper Clutch, bigger front disc brake, upswept light-weight aluminum exhaust can and adjustable brake and clutch levers. The new 2017 Ktm RC 390 now also comes featured with new color livery and the white orange combo has become predominantly Orange & Black. Nevertheless, the bike looks stunning; especially from side and rear end (the upswept exhaust makes all the difference).

The Ktm RC 200 is however received color & graphic update only and the rest of the underpinnings remain unchanged. Both RC390 and RC200 has now become BSIV compliant as made mandatory by the Government authorities. Ktm has kept the pricing of both the bikes at Rs 2,25,300 and 1,71,740, RC 390 and RC200 respectively (all prices, Ex-Showroom, Delhi).





## Updated 2017 Royal Enfield Continental GT With ABS- Spied



Royal Enfield one of the most recognized brands in the motorcycle industry has finally planned up on giving their flagship café racer motorcycle the Continental GT a small change over. The test mule was spotted in Spain. The motorcycle looks refreshing and is expected to have the Anti-Lock Braking System equipped in it for improved braking and safety. ABS technology equipped in motorcycles has proved to help the rider in almost all jeopardy situations be it wet or dry.

The Continental GT will be the first bike from Royal Enfield to receive an ABS. The test mule spotted is found to sport a dual or single channel ABS, however, it will most likely receive a dual channel ABS. the updated version of the motorcycle will supposedly get engine updates too that will meet the BS-IV emission standards for India.

The Continental GT is the largest capacity RE from the existing product lineup, with a 535cc UCE engine the GT breaths out 29BHP of peak power and 44Nm of peak torque. With the updated engine meeting up the BS-IV standards, it is assured that the engine will become a lot cleaner and is also expected to gain more frugality. The motorcycle sports top notch bits, such as Pirelli Sport Demon tires and Paioli suspension to get the best blend of grip, ride, and comfort, retaining the old school café racer feeling.

The Continental GT is a beefy motorcycle offered by Royal Enfield from the export point of view with its retro café racing style; the motorcycle has built a lot of fans overseas. The Continental was launched in 2013 in India, even though it's a pretty decent motorcycle, it was not able to attract much of crowd like its sibling the Royal Enfield Classic 500, let us hope that this update will help the Continental GT overcome the supremacy of the Classic 500.

Picture Courtesy: MCN