

# BikesMedia

Everything About Two Wheelers

Volume 1 Issue 12 July 2017

₹60

## INSIDE

### HOW TO BUY A SECOND-HAND BIKE

5 POINTS TO CONSIDER  
BEFORE BUYING A USED BIKE



**HONDA  
LAUNCHES**

**CLIQ**

**MOTORCYCLE  
EVAP  
SYSTEM**

All you need to know about  
Motorcycle EVAP System



2017 KTM RC 390 **Review**

## Ducati MONSTER 797

Now In India

## OVERVIEWS



Street Triple S



Dorsoduro 900



Shiver 900





# Contents

## BikesMedia

372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001  
www.bikesmedia.in  
Email us at: contact@bikesmedia.in

### MANAGING EDITOR

Farhan Kashif Siddiqui

### Editor

Pratik Patole

### Correspondent

Sharjeel Khan

### Overseas Correspondent

Rituraj Sambharao

### Photo Journalist

Haroon Mohd. Khan

### Sub-Editor

Aravind Rb

### Correspondent

Rishath Suresh

### Graphic Designer

Rahil Khan

### PUBLISHER

Farhan Kashif Siddiqui

Published by Farhan Kashif Siddiqui, 372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001. Printed by Farhan Kashif Siddiqui, 372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001. Printed at Lucky Offset, 267, Pragati nagar, Shahansha Garden, Bhopal - 462001. Published at 372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001.

## BikesMedia



Page 4



8

2017 Triumph Street Triple S Overview



12



18



20



22



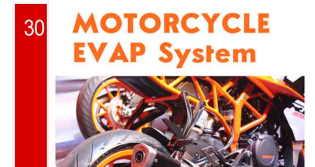
24



26



28



30



32



34



42



## SHIVER 900

### Overview

**A**prilia launched the Shiver 900 alongside the Dorsoduro 900 in India, with an introductory price tag of Rs. 11,99,000 (ex showroom Pune). The Shiver 900 is a naked Street fighter motorcycle, that adds up to the list of already increasing Naked bikes. The new updated bike is now light in weight and has more performance, thanks to an all new engine. Here is a quick overview of the Aprilia Shiver

## Design And Looks

**T**he Aprilia Shiver 900 has an all new naked Street fighter design, thanks to its beefy front fork, engine and a minimal headlight assembly. The tank is very large with a sculpted extension panel with air intakes. The rear end has a sleek tail lamp with a pair of meaty under seat exhaust canisters. There is a small belly cover to protect the exhaust pipe from mud and gravel.





## Engine And Performance

The bike has a 896cc liquid cooled V twin engine which is capable of producing 95 HP at 8,750 rpm and 90 Nm of torque at 6,600 rpm. The engine has a wet multi-plate clutch unit and a standard 6 speed manual transmission.

## Brakes, Wheels And Suspension

The Shiver 900 has large 320mm dual discs up front with Brembo four piston calipers and a single 240mm disc at the rear with a Brembo single piston caliper. Suspension duties are carried out by a 43mm USD fork at the front and a single offset mono shock absorber at the rear.

## Electronics Package

The Aprilia Shiver 900 has various electronic aids like dual channel ABS, switchable traction control, Ride by wire and three riding modes as a part of the standard package. The Shiver 900 also has Bluetooth connectivity just like the Dorso-duro 900, along with a 4.3" TFT display.

## Specifications

### GENERAL:

Price	11,99,000 (ex-showroom, Delhi)
Launched	May, 2017

### ENGINE:

Engine Displacement	896.1 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	2
Valves Per Cylinder	4
Max Power	95.2 PS @8750 rpm
Max Torque	90.0 Nm @6500 rpm
Bore x Stroke	92.0 x 56.4 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 - ZR 17
Rear Tyre (Full Spec)	180/55 - ZR 17

### BRAKES:

Front Brake Type	320 mm Double Disc
Rear Brake Type	240 mm Disc

### SUSPENSION:

Suspension Front	USD Fork
Suspension Rear	Monoshock

### DIMENSIONS:

Overall Length	N/A
Overall Width	N/A
Overall Height	N/A
Wheelbase	N/A
Ground Clearance	N/A
Kerb Weight	N/A
Fuel Capacity	15.0 Litres

Yet another excellent naked bike in the Indian market takes the Superbike scenario to a whole new level. Priced at Rs. 11,99,000 (ex showroom Pune), makes it a good deal for customers as they get a high quality motorcycle on our shores. The Shiver 900 will lock horns with Kawasaki Z900, Yamaha MT-09 and Ducati Monster 797.

## Final Impression







## DORSODURO 900

### Overview

**A**prilia unveiled the new Dorsoduro 900 and Shiver 900 recently in India. With the launch of these two motorcycles, Aprilia now has motorcycles across all the ranges for Indian market. The stable now has liter class race bikes, liter class nakeds, Adventure bike, Supermoto and a street fighter. Though the Dorsoduro 1200 is already on sale in India, the younger sibling would be much affordable to a wide audience. Here is an overview of the newly launched Aprilia Dorsoduro 900.

## Design And Looks

**T**he 2017 Dorsoduro 900 is developed by keeping the Supermoto design in mind. The bike looks compact and nimble at the first glance. It basically looks like a moto-cross bike with street tyres, brakes, et al. The design philosophy followed is very minimalistic, yet does the job perfectly. The tank is sculpted with a pair of small extensions on both sides. The rear of the motorcycle is also very narrow with pointed tail lamp and chiseled twin under seat exhausts. The bike is bolted on a small, light-weight steel trellis frame with an aluminium subframe making it easier to handle.



## Engine And Performance

**A**prilia Dorsoduro 900 has a 896cc liquid cooled V twin engine which is capable of churning out 95 HP at 8,750 rpm and 90 Nm of torque at 6,600 rpm. The engine has a wet multiplate clutch unit and a standard 6 speed manual transmission. The brand new V90 engine is almost 150cc bigger than the engine featured on the same ongoing models.

## Brakes, Wheels And Suspension

The Dorsoduro 900 has large 320mm dual discs up front with four piston calipers and a single 240mm disc at the rear with a single piston caliper. Suspension duties are carried out by a 41mm Kayaba long travel USD forks at the front and a single mono shock absorber at the back. The motorcycle comes shod with fat Dunlop Sportmax Qualifier rubbers at both ends with profiles 120/70 ZR17 and 180/55 ZR17 respectively.

## Electronics Package

**T**he Dorsoduro 900 comes with a host of electronics like dual channel ABS, multi level traction control, Ride by wire and three riding modes as a part of the standard package. There is also Bluetooth connectivity to control multimedia and other functions coupled with a 4.3" TFT display.

## Specifications

### GENERAL:

Price	12,50,000 (ex-showroom, Delhi)
Launched	May, 2017

### ENGINE:

Engine Displacement	896.1 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	2
Valves Per Cylinder	4
Max Power	95.2 PS @8750 rpm
Max Torque	90.0 Nm @6500 rpm
Bore x Stroke	92.0 x 56.4 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 - ZR 17
Rear Tyre (Full Spec)	180/55 - ZR 17

### BRAKES:

Front Brake Type	320 mm Double Disc
Rear Brake Type	240 mm Disc

### SUSPENSION:

Suspension Front	Telescopic Upside Down (USD) Fork
Suspension Rear	Offset Mono suspension

### DIMENSIONS:

Overall Length	N/A
Overall Width	N/A
Overall Height	N/A
Wheelbase	N/A
Ground Clearance	N/A
Kerb Weight	N/A
Fuel Capacity	12.0 Litres



**T**he Aprilia Dorsoduro 900 is a welcome addition to the Italian stable, which joins the very limited list of Supermoto bikes in India. The motorcycle being priced at an introductory Rs. 12,50,000 (Ex show-room Pune) would attract more number of potential buyers, given that Aprilia is known for its quality and brand value.

## Final Impression





# 2017 Triumph Street Triple S

## Overview

**J**une 12 2017, our nation witnessed one of the most beautiful naked motorcycles in the world, the Triumph Street S 765. The Street Triple which is already a great looking motorcycle just got upgraded to something that looks stunning. I was a huge fan of the Triumph Street Triple ever since it was launched in Britain and was eagerly waiting for Triumph to launch the motorcycle in India. Finally, the nation can witness the beauty. The Street was globally launched with three variants, the S, R and RS out of which the RS is the most powerful variant. Sadly, Triumph launched only the S variant for now and is expected to launch the other two variants by the end of the year.

The 2017 Street Triple S 765 is launched at a killer price tag of INR 8.5 lakh (Ex-showroom Delhi). It was a pleasure for BikesMedia to attend the live launch event and witness the motorcycle face to face. Let us introduce you with the newcomer through the overview-





## Overview



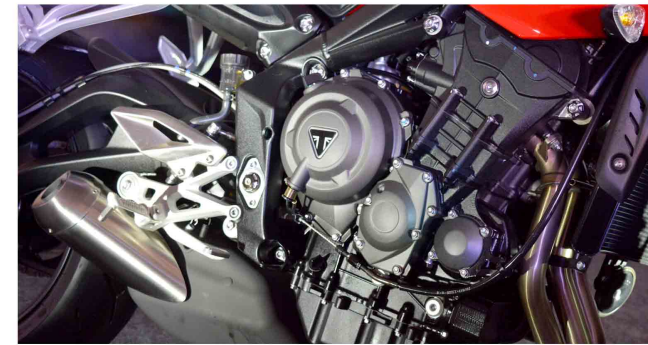
## Design and Looks

As mentioned above the Triumph Street 765S is one of the most beautiful naked motorcycles in the world. The split headlamps look fabulous and are designed to look sharper and meaner than the previous model. The illuminated LEDs lights are said to have 28 times more brightness than the standard unit. The windshield is neatly integrated and has the color of the motorcycle in it. The side profile of the motorcycle remains the same as its predecessor.

The tail lamp also looks similar, Triumph has removed the older grab rails. The motorcycle gets a redesigned swingarm and mounting points to reduce air compression and more lateral stiffness. Triumph claim that stability has been drastically increased on the motorcycle. The motorcycle is offered in two colors the Phantom Black and Diablo Red.

## Instrument Cluster and Switchgear

Now comes the most disappointing part of the 'S' variant of Street Triple, unlike the 'R' and 'RS' variants the 'S' comes equipped with digital cum analog meter console. The instrument cluster features different type of speedometer, analog tachometer, gear shift indicators, clocks, fuel level indicator, 2 trip meters, and so much more. But on the other hand the top variant RS and R come featured with all new 5 inch TFT screen which looks gorgeous. The TFT display is loaded with a bunch of information, the rider can select between three different styles, the display adjusts itself according to the weather. It is bagged with 5 different riding modes such as rain, sport, road, and rider adjustable.



## Engine, Transmission, and Braking

The Street Triple 765-S is featured by a 765cc liquid cooled, four stroke, three-cylinder engine that punches out a power of 113BHP at 11250 RPM and a maximum torque of 73Nm at 7100 RPM. Triumph have derived the same Daytona 675 engine and have tuned it for a better performance and a better exhaust note. The engine is mated to a 6-speed manual transmission gearbox.

The motorcycle gets a Ride by Wire, ABS with switchable Traction Control, Showa front, and rear suspensions.





## Overview

The front end gets a 120/70ZR17 and the rear gets an 180/55R17 tire set up. The front gets a dual 310mm floating disc sourced by Nissin and the rear gets a 220mm disc brake sourced by Brembo. The motorcycle weighs 166kgs dry and has a fuel capacity of 17.4 liters. The seat height is 810mm and the wheelbase is 1410mm. The new motorcycle is said to be lighter than its predecessor to offer better riding dynamics on the roads and especially on the tracks.



## Street Triple S (2017) Specifications

## Competition

The Triumph Street S will rival against the Kawasaki Z900 and the Ducati Monster 797 which is to be launched in a couple of days. Kawasaki has set a benchmark for their refinement levels and Ducati lead the market for the quality of motorcycles they produce. Now it is in the hands of Triumph Street Triple S to barge through all these factors and emerge as the top naked motorcycle.



For a killer price tag of INR 8.5 lakhs, the Triumph Street S can make a great companion for any kind of rider.

### GENERAL

Price	8,50,000 (ex-showroom, Delhi)
Launched	Jun, 2017

### ENGINE

Engine Displacement	765CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	3
Valves Per Cylinder	4
Max Power	113.0 PS @11250 rpm
Max Torque	73.0 Nm @9100 rpm
Bore x Stroke	77.99 x 53.38 mm
Fuel Type	Petrol
Starter	Electric

### TRANSMISSION

Transmission Type	Manual
Number Of Gears	6
Final Drive	Chain

### WHEELS & TYRES

Front Tyre (Full Spec)	120/70ZR17
Rear Tyre (Full Spec)	180/55ZR17

### BRAKES

Front Brake Type	310 mm Double Disc
Rear Brake Type	220 mm Disc

### SUSPENSION

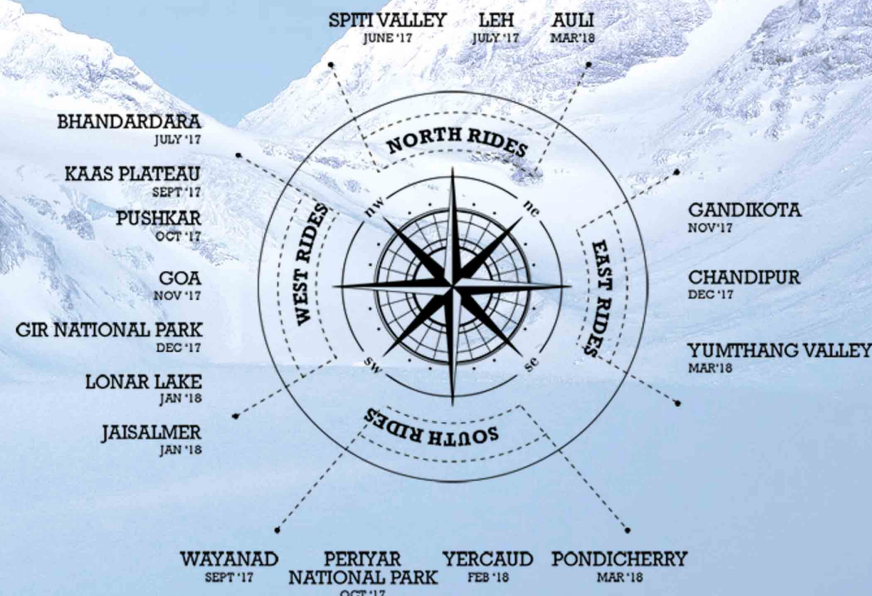
Suspension Front	Showa Upside Down Fork
Suspension Rear	Showa Piggyback Monoshock

### DIMENSIONS

Overall Length	N/A
Overall Width	735 mm
Overall Height	1060 mm
Wheelbase	1410 mm
Ground Clearance	N/A
Kerb Weight	180 kg
Fuel Capacity	17.4 Litres



## CRUISING SEASON 2017-18



**B**ajaj Auto Ltd (BAL) announced the 'Avenger FLG Rides' (FLG stands for Feel like God), cruising session 2017-2018 a pan-India riding community for all the Avenger owners. The Avenger rides initiated in 2016 received a great response so Bajaj initiated a move to continue a cruising ride session in 2017.

In this session, there will be 40 rides hosted to 17 divine destinations covering more than 20,000 km. The first ride is scheduled for 24th June to Spiti Valley and will be hosted further to scenic destinations like Leh, Yercaud, Goa and much more. The rides will include, paragliding, elephant rides, bird watching and more depending on the destination.

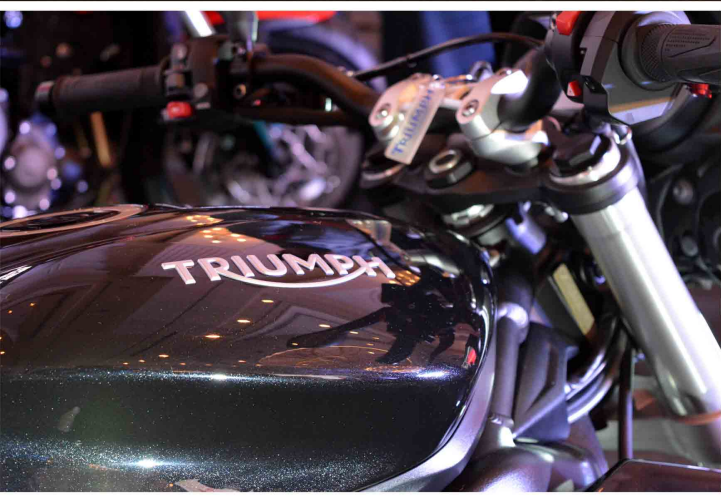
Bajaj focuses on safety and security so each ride will be provided with a support vehicle and paramedics. Also to ensure rider alertness, no night rides is allowed, with a maximum cap on the number of riding hours per day.



Commenting on the occasion, Sumeet Narang, Vice President, (Marketing), Bajaj Auto said,

*Long distance group riding has gained tremendous momentum in recent years across India. Avenger brand embodies 'Liberation' and these FLG rides symbolize that value in the best way possible. It further helps the riders to get the best experience out of their Avengers. With Avenger FLG Rides, we want to encourage our valuable customers to experience the feeling of liberation in riding to the most breathtaking destinations. Avenger FLG has been uniquely designed with resources and infrastructure that promotes group riding in a safe and professional manner.*





# TRIUMPH



Stay tuned to BikesMedia for more updates on the launch as we bring you the HD images, videos of the new bike and more.

## Triumph India Launches 2017 Street Triple S 765

**T**riumph Motorcycles India has launched the updated 2017 Street Triple S 765. Today at an event organized in New Delhi the British iconic motorcycle company has introduced the new Street Triple S from their Street Triple range of motorcycles. The updated Street Triple 765 range is already available on sale in the exotic market; the company has now introduced their new product to the Indian market.

The 2017 Triumph Street Triple S comes equipped with brand new 765cc triple cylinder DOHC liquid cooled engine. The re-bored engine of new Street Triple is both bigger and better than its predecessor. The new Street Triple S carries its design cues from the elder sibling- Speed Triple, beautiful twin headlamps with LED DRLs look absolutely stunning. The clean lines all over the new Street Triple accentuate premium feel of the bike. New design and new engine are not the only

update on the 2017 Triumph Street Triple, along with better performance the new Street Triple S also comes featured with better handling- thanks to new swingarm, bigger profile rear tyre and better electronics. Features like Ride by Wire, ABS, Multiple Riding modes and Quick Shifter makes the package complete along with 16 plus new features.

The new Street Triple S comes in two color options and Triumph has priced the bike very aggressively at Rs 8.5 Lakh (EX, Showroom, Delhi).





The iconic motorcycle manufacturer from Italy- Ducati has launched all new Multistrada 950 from their adventure series and the naked Monster 797 in India. Today in a launch event organized at the capital city of the country the Italian motorcycle maker has introduced two new motorbikes from their arsenal- The Ducati Multistrada 950 and Monster 797.

**DUCATI**

**LAUNCHES**

# MULTISTRADA 950, MONSTER 797 IN INDIA

The Multistrada 950 is the smallest adventure bike from Ducati's Multistrada series. The 950 is equipped with 937cc liquid cooled Testastretta V-twin engine. The mill is capable to produce 113 PS of power output with 96 NM of torque. The Multistrada 950 is also featured with standard equipments like ABS and multiple riding mode options. Ride by Wire is also given to the smallest Multistrada for that crisp throttle response which makes the ride even more delightful.

The other motorcycle that has been launched together with the Multistrada 950 is the naked Monster 797. The Monster 797 comes equipped with 803cc Desmodue, air cooled L-twin engine. The new Ducati Monster is claimed to be more agile and powerful than its predecessor. The Desmodue engine produces 75 PS of power and 69 Nm of torque and the mill is mated to a 6-speed transmission gear assisted with APTC

wet clutch. Ducati has launched both Multistrada 950 and Monster 797 in India with a price tag of Rs 12,60,000 and Rs 7,77,000 (Ex-showroom, Delhi) respectively.



## MULTISTRADA 950



## Monster 797





## 2017 Italian GP Race Report

# Dovizioso wins his home Grandprix

**A**ndrea Dovizioso wins his third ever MotoGP race in his home circuit at Autodromo Internazionale del Mugello. Championship leader Maverick Viñales scores a second place, further extending his lead. Danilo Petrucci impressed everyone with a ride of his life, marking his first visit to the podium under dry conditions. It was the first time since 2008, that three Italians have won races in all three classes.

After scintillating Moto3 and Moto2 races, it was time for the big boys to get on action in the Italian GP. As the lights went off, it was home hero Valentino Rossi who got the holeshot into the first corner. Pole man Maverick Viñales was behind Rossi into turn 1, while Lorenzo had a great start from 7th. Lorenzo had an incredible drive through the corners, as he overtook both the Yamaha riders. Andrea Dovizioso also had a good start who overtook Rossi, to get sandwiched between the Yamahas.



Danilo Petrucci starting behind from P9 caught up with the front group in just a few laps. Meanwhile Dovizioso took over at the front from Maverick, using the top speed grunt of his Ducati. It was Dovi, Maverick, Rossi and Petrucci for many laps then after. With the race coming about to an end, Petrucci found himself in front of Rossi who actually lost his pace due to a probable pain following his motocross crash. Dovizioso crossed the chequered flag first, 1.281 seconds in front of Maverick Viñales. Danilo Petrucci and Valentino Rossi followed the top group at P3 and P4. Alvaro Bautista finished in front of Marc Marquez at P5, which was a great feat.



Monster Yamaha Tech 3 rider Johann Zarco completed the race at P7. Lorenzo dropped off like a stone from P1 and finally finished at P8. Michele Pirro and Andrea Iannone complete the top 10 of the points table. In the last lap, Dani Pedrosa took off Cal Crutchlow along with him when he made an attempt to overtake, making Crutchlow furious then after. Aleix Espargaro made a jump start which resulted in a ride through penalty, after which the rider retired. Brother Pol Espargaro also retired from the race, due to a probable electronic failure.

At the end of the Italian GP, Maverick Viñales still leads the Championship with 105 points. Andrea Dovizioso is now up at second place in the World standing with his fresh win at Mugello. Valentino Rossi is at third position followed by Marc Marquez. The next race is scheduled on June 11th at Circuit de Barcelona - Catalunya. Stay tuned to BikesMedia for further updates on the MotoGP World Championship.





## 2017 Catalan GP Race Report

**A**ndrea Dovizioso continued his Italian GP

form heading in to the Catalan GP, as

he took a dominating win at Circuit de Barcelona. Marc Marquez seemed very content with a second place finish, as he suffered 4 crashes this race weekend. Pole setter Dani Pedrosa finished the race at P3, dropping off from the lead.

As the lights went off, Jorge Lorenzo got the holeshot leading the race for a good handful of laps, only to drop behind later on. Pedrosa soon hammered down on Lorenzo to re take his starting position at the front. Marc Marquez also fought his way to the front making some aggressive moves on fellow Spaniard Lorenzo. Valentino Rossi soon recovered 5 positions starting from thirteenth, who finished at P8 as the chequered flag was out.

Jorge Lorenzo crossed the line at P4, which marked his second best result on the Italian machine. Monster Yamaha Tech3 teammates put down a tough fight for P5, though the flying French man Johann Zarco held his nerves to finish in front of Jonas Folger. Alvaro Bautista had yet another great day, as he finished at P7 on the previous gen Ducati.

It was a disaster for the Movistar Yamaha MotoGP garage, as both Valentino Rossi and Maverick Viñales suffered a lot ending the race at P8 and P10 respectively. Hector Barbera scored some important points, as he finished at P9. Cal Crutchlow also had a disastrous weekend as he was seen crossing the line at P12. Loris Baz, Scott Redding, Karel Abraham and Tito Rabat complete the top 15 of the points table.

Front row starter Danilo Petrucci also suffered a disaster as he slid out of the podium contention. Jack Miller had yet another crash, while Aleix Espargaro had a mechanical failure on his Aprilia RS-GP. Maverick Viñales still leads the Championship with 111 points, while Dovizioso retains his second position with 104 points to his name. Valentino Rossi drops down to fifth place, as Marquez and Pedrosa are in between. The next race is scheduled in two weeks time on June 25th at the TT Circuit Assen. Meanwhile stay tuned to BikesMedia for further updates on the 2017 MotoGP World Championship.

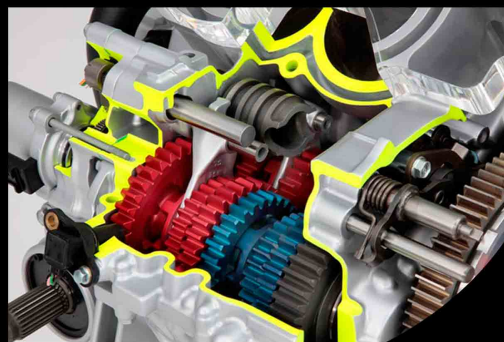
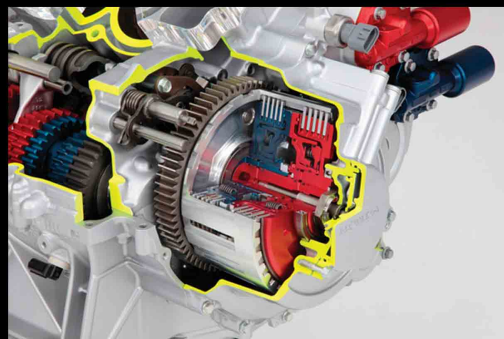
## Andrea Dovizioso takes a scintillating second win in a row





# DUAL CLUTCH TRANSMISSION (DCT)

## All you need to know



**H**onda Motorcycle and Scooter India (HMSI) recently launched its much awaited Africa Twin CRF 1000L, as a DCT variant. The DCT has been the talk since then and that's the sole reason behind this write up. Here's all you need to know about the history, working and advantages of a Dual clutch transmission.

## History

**T**he DCT was first conceptualized in the early 1980's at Automotive Products by Henry Webster, with prototypes on different cars. They couldn't further continue their work, and Volkswagen came into the scene as they started to develop a DCT for cars among their subsidiary Porsche and Audi. Honda also used their own version of the DCT in their Acura ILX, TLX and NSX race car. As times rolled on, the Volkswagen group saw the largest sales of DCT cars in the year 2009.

## DCT On Motorcycles

**H**onda were the first motorcycle manufacturer to roll out a DCT on their sports tourer VFR 1200F. The VFR 1200F is a mammoth 1237cc motorcycle with a V4 engine producing around 150 bhp, so Honda offered DCT as an option. Later on DCT was available in many other International models from Honda, like the NC700, CTX700 DCT and the present Africa Twin CFR 1000L.

## Working Of DCT

**H**ow do they work? the name itself almost explains the working of the DCT. There are actually two sets of clutches housed inside a single unit where one set is used for odd gears and the other for even gears, both used simultaneously. The outer clutch is large and is used for the odd gears while the inner clutch is relatively smaller and is used for even gears.

The clutch actually is a part of a fully automatic unit, but due to the growth of electronics one can manually engage gears just like a manual transmission but without using the clutch. For example, if anyone has ever driven a car using paddle shifters would get this whole point easily. When one gear is engaged in the odd clutch unit and by the time there is a requirement for a shift, the clutch responsible for the even gear is already supplied with torque from the engine. This aforementioned method does perfect shifts without interrupting the supply of power to the rear wheel, thereby partially eliminating the time lag in between shifts.

- \* Hassle free as you now no need to worry about the heavy clutch issues.
- \* A piece of cake to ride a 1200cc beast in neck to neck traffic.
- \* Faster shifts when compared to the time taken for a manual gear shift.
- \* Much reliable, as there won't be any broken gearbox due to unwanted mis shifts.

## Advantages



It is great when we grow, bigger and better; and as BikesIndia has turned a new leaf towards a new era as BikesMedia, I feel proud to have been a proud contributor in whichever small way that was possible. It is my bad luck that I have not been able to contribute to BikesMedia as actively as before, but you can never take a member out of a family just because they missed some moments. And with the same enthusiasm, I am back with some more biking “gyaan” for our avid readers, bikers, and fans.

I had covered the launch of the new BSIV and updated range of the KTM Duke and RC series of bikes and one very prominent feature in all the new bikes was an EVAP system which did catch my eye. It was a very small contribution for a large impact for the environment and the bikes. So I felt like sharing my thoughts and some information about the EVAP system and its functioning in bikes.

# MOTORCYCLE EVAP System

## Explained

EVAP is an abbreviation which stands for Evaporative Emission Control System; yes, the name doesn't really match the abbreviation, but sometimes you have to go with things the way they are. Anyway, the main role of the EVAP system is to ensure zero fuel loss from the bikes through evaporation either from the fuel tanks or the fuel lines. It is bad enough with the rising fuel prices that you have to pay more for fuel and your bike is drinking it all to run, but losing more to evaporation, hurts even more. It is estimated that a bike loses about 2-5% of its entire fuel load over a period of a month if kept idle. Now do not hold me on those numbers, but it is a pretty rough estimate.

What I do know is that the bikes should not lose that as fuel when evaporated has the potential to cause greater harm as it can contain nearly 150 different types of compounds in it such as Benzene, Toluene, among others. Here is where the EVAP system comes handy. In an EVAP system, greater care is taken to make the fuel tank lid airtight, and the fuel lines absolutely leak proof. This way, if there are any fuel fumes that might form in the fuel tank, they get routed towards a charcoal canister which has the capacity to absorb the fumes and store them until necessary. This system is actually present in cars since the 1970s; bikes have received them recently, but better late than never. The EVAP system does add weight to the bike, but this is one weight that one can live with.



Not only does the EVAP system restrain the fumes from escaping, but overtime, the fumes from the charcoal canister can also be reused back to burn. This provides improved fuel efficiency for the bikes, though not by much, but every drop counts. And if you calculate the overall savings from the EVAP over a period of say a year, it is quite substantial, especially if you are a medium to heavy bike user.

Now coming to the maintenance of the EVAP system, this is the best part;

they are virtually maintenance free. There is no regular maintenance or cleaning of the charcoal canisters required. Moreover, the cost of changing the charcoal canisters is not that high, the owner would not even feel that much of a pinch either consider the large interval of change. So all in all, it is a win-win situation for the bike owner and the environment as well.

And that is the wrap on EVAP; small things like these have large real world impacts which we take for

granted. With the new BSIV emission laws being enforced in India, EVAP system has been made mandatory on bikes. This is expected to drive up weight and cost of the bikes, but in the long term, it is going to pay for itself through fuel savings and improved vehicle efficiency.



**H**onda Motorcycle & Scooter India Pvt Ltd (HMSI) has launched another unique product like its NAVI. As a surprise launch the Japanese automaker has introduced another scooter based on the same 110cc Activa and NAVi platform- Cliq. The Honda Cliq looks distinct and majority of the underpinnings have been shared with NAVi. Honda has developed and manufactured the new scooter at its Tapukara plant, the new product is again targeted towards youth.

The new scooter 'Cliq' looks extremely different and it also seems to be inspired by Dio from its front fascia. Centrally located angular headlamp looks direct lift from Honda Dio with amalgamation of various design elements from Navi and Activa. The scooter looks pretty rugged especially with deep groove block pattern tyres. Company claims that new Cliq is featured with bigger footboard and larger under seat capacity for better utility.

The new Honda Cliq will be available in four different color options and the company will start delivering the scooter in Rajasthan first, where the Cliq is being manufactured. Honda has introduced the new 110cc scooter Cliq at a price tag of Rs 42,499 (Ex- Showroom, Delhi).

HONDA LAUNCHES

**CLIQ**

110CC SCOOTER



T

he KTM RC 390 is a motorcycle that has set a benchmark in the Indian market for its power, price, looks and so much more. The RC 390 was initially launched a couple of years ago. The motorcycle has become a mandatory motorcycle for most of the enthusiasts for the race track use. It has set its own benchmark in the Indian industry. So KTM in November 2016 showcased the updated version of the RC 390, which they launched on 19th January 2017 in India. The motorcycle hasn't received major updates as far as the looks are concerned, but KTM have to give it some minor updates, let's find out what KTM has got in store for us.



# 2017 KTM RC 390

## Test Ride Review

As far as the looks are concerned, there is not much of a major update apart from the paint job. The most noticeable change is the addition of the side mounted exhaust to meet the Euro IV emissions norms. Every time I see RC390 I get reminded of the Transformers characters, it just looks so familiar to them. The split projector headlamps and the LED DRLs give it a nice and aggressive look and I must agree they do a fabulous job as far as the visibility is concerned.

Coming to the side profile, as I said the most noticeable change is the side mounted exhaust. The motorcycle also gets a new belly pan. My personal favorite part of the motorcycle is the trellis frame that extends up to the rear seat. The rear section of the motorcycle remains the same. The RC390 now gets a new gloss paint job that includes black, white and orange colors. I somehow like this paint scheme more than the old one.



The 2017 KTM RC 390 is powered by a 373.2cc single cylinder, four stroke, liquid cooled engine that churns out a power of 44BHP and 35Nm of torque. The engine is mated to a 6-speed gearbox and KTM has managed to add on the Slipper Clutch on to the new RC 390 which it was lacking. The smoothest ride and the feel of the Slipper clutch was amazingly felt as I started to ride the motorcycle.

Crank the engine and the motorcycle sounds totally different, some may like the exhaust and some may not, but I did like it when I rode the motorcycle and wasn't a huge fan of it when I was the spectator. Shifting of the gears I must say feel ultimately smooth nowhere there any lockups during aggressive downshifts. The engine feels a bit more smooth and refined after it met the new norms. The RC390 always has loads of power for the rider even at higher gears and lower RPM, which is the reason most of them love the machine.

Vibrations are incident on the motorcycle, they are felt on the foot pegs and handlebars. Heating too is an issue in traffic conditions as the radiator frequently turns on. The throttle responds better and smoother, I'm happy that the fueling too has been improved thanks to the Ride by Wire. The side mounted exhaust has come into aid for the riders who take up aggressive corners and also from the huge speed breakers. When we compare it to the old RC the changes aren't seen much.





KTM have fairly increased the seat height to 820 mm with more cushioning and comfort. The motorcycle weighs 147kg kerb and has a fuel tank capacity of 10 liter. KTM have provided wider mirrors that function better, the riding position feels very aggressive and can be painful in the city rides. Finally, the RC gets an adjustable brake lever. KTM also say that the oil seal has been replaced to avoid the spill of the oil.



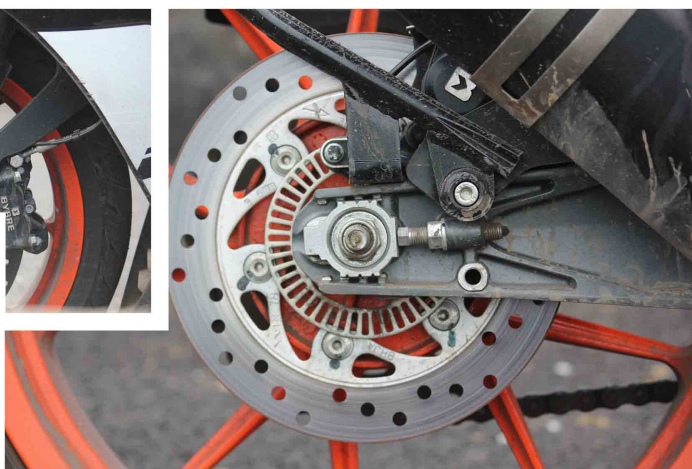
The switch for the headlamps is gone to meet the rules stated by the government. The fit and finish of the buttons are almost similar to every other KTM motorcycle in our nation. The instrument panel is loaded with hell lot of features such as a Speedometer, Tachometer, Gear shift indicator, trip, average fuel economy, clock, trip meter, ABS light indicator and so much more which will need a separate article for me to finish. KTM have also added loads of sensors to the motorcycle like, Lean Angle sensor, stand sensor, the motorcycle doesn't turn on in first gear if the stand is on and a huge list of sensors too.





The brakes of the new RC have been drastically improved, the pattern of the disc brake has been changed to provide a better heat dissipation, the bigger disc come with larger holes too. The front end gets a 320mm disc brake and the rear gets a 230mm disc with a better master cylinder piston travel to improve braking. KTM also provide ABS that function really well when compared to the old RC, I am very happy that the braking has been improved a lot.

The new RC gets (110/70 ZR17- front and 150/60-ZR17 -rear) the super sticky Metzeler tires that improve the riders confidence on the tight corners. The suspension set up is pretty decent it can actually be improved to give the rider a softer riding feel on the city roads. The front suspension gets an Upside fork with a travel of 125mm and the rear gets a mono shock suspension with a travel of 150mm.



## Verdict

The RC 390 is a great companion for the rider and has been the king of the segment ever since its launch. The motorcycle can just out power its rivals like the Yamaha R3 and the Kawasaki Ninja 300. Now that Benelli has promised the launch of the Tornado 302 in a month's time, we must wait and watch how it competes against the RC390.

## Specifications

### GENERAL

Price	2,25,300 (ex-showroom, Delhi)
Launched	Jun, 2017

### ENGINE

Engine Displacement	373.2 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	4
Max Power	43.5 PS @9500 rpm
Max Torque	35.0 Nm @7250 rpm
Bore x Stroke	89.0 x 60.0 mm
Fuel Type	Petrol
Starter	Electric

### TRANSMISSION

Transmission Type	Manual
Number Of Gears	6
Final Drive	Chain

### WHEELS & TYRES

Front Tyre (Full Spec)	110/70 - ZR 17 M/C
Rear Tyre (Full Spec)	150/60 - ZR 17 M/C

### BRAKES

Front Brake Type	320 mm Disc
Rear Brake Type	230 mm Disc

### SUSPENSION

Suspension Front	WP upside-down Ø 43 mm
Suspension Rear	WP monoshock

### DIMENSIONS

Overall Length	N/A
Overall Width	N/A
Overall Height	N/A
Wheelbase	1340 mm
Ground Clearance	178.5 mm
Kerb Weight	155 kg
Fuel Capacity	10.0 Litres





# 5 Points To Consider Before Buying A Second-hand Bike

Buying used motorcycle is not an easy task, it's not like buying a new motorcycle that you go to showroom, put your cash on table and you are ready to zoom. Buying a nice used motorcycle has a lot of benefits such as you get your desired machine by paying less amount of money, further it saves your money when you are bored with the machine and want to sell it further so, it saves you from regretting about huge loss of money which you face by buying a brand new motorcycle and sell it off afterwards. Here is a 5 step simple guide to follow before buying a second-hand motorcycle.



## 1. Make a list of bikes of your interest

This is an easy task, you just need to make a list about your requirements and the bikes which are fulfilling it. For example, you want a motorcycle which offers a mileage of 40-45 kmpl with decent power and should be comfortable, in this case you will need a 150cc motorcycle with comfortable riding position and then you can list out the motorcycles. Once you are done with this, it will be easier for you to search the motorcycle in the market.

## 2. Going for second-hand motorcycle dealer or motorcycle owner directly?

Both ways have some advantages and disadvantages. If you buy from a dealer you are more likely to get a nice machine and the reason is second-hand motorcycle dealer checks the motorcycle before buying as he has to further sell it off and secondly he must be having some good knowledge about motorcycles because he deals and earns from it. Be sure to head towards a good dealer who has some good reputation in selling used motorcycles. One more benefit you get is that you can clear all your doubts from the dealer.

Buying from the owner directly involves a bit of risk but if you have some experience and knowledge, you can get a good deal and at a lesser price as you are buying directly from the owner and the amount which dealer gulps is not involved. If you know the owner and his motorcycle, like he serviced properly in time, takes good care of his ride etc, you can start bargaining.

## 3. Take a Test Ride

Take a test ride of motorcycle which you are planning to buy as it will give you a clear idea about how it was maintained, if you are not so expert, go to your regular mechanic and ask him to take a test ride and look for any problems or defects in the machine. Now you can look for any visible scratches, it will help you to negotiate for it or else leave the motorcycle if you can't live with it. Taking a test ride is a very important step which can convey very useful information, so never buy it before taking a test ride or inspecting it, you may have to regret after a week, month or year for your wrong purchase.

## 4. Inspect the motorcycle and its papers

Now after the test ride you need to check some important things like sprocket, drive chain, brakes, clutch lever, frame, brake fluid oil, suspension, battery, rust, leaks and tires, all these things can give you a clear idea of how the owner maintained the bike and if the motorcycle has met any accident or not. If you are not that expert, ask your mechanic to check all these things carefully. If you see any damage on frame just don't buy it and always try to buy a motorcycle which is stock, avoid bikes with after market parts. After you have done this, ask the owner or dealer for the papers and check it thoroughly. Check the insurance whether it is first-party or third-party, match the engine number and Chassis number with the blue book etc, make sure the motorcycle is not stolen and all the papers are correct.





5. Negotiate with seller  
but not with your Heart  
on bike

If the bike is perfect in every manner, so the time has come to test your negotiating skills. By now you know the condition of the motorcycle so offer him the amount according to that, don't loose your mind and offer more amount to get the bike anyway. After the negotiations, pay the amount to him and try to register the vehicle in your name as soon as possible. Take the key and you are ready to roll.

Hope, it will help you to buy a used motorcycle. Please give your valuable suggestions and let us know if we missed out anything in the comments section below.

# BikesMedia

Everything About Two Wheelers



[youtube.com/bikesmedia](https://youtube.com/bikesmedia)



[facebook.com/bikesmedia](https://facebook.com/bikesmedia)



[twitter.com/bikesindiaorg](https://twitter.com/bikesindiaorg)



[instagram.com/bikesmedia](https://instagram.com/bikesmedia)