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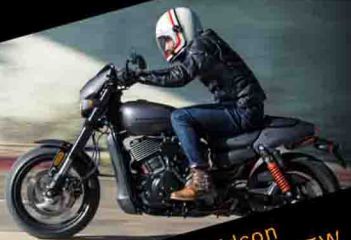
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New YAMAHA FZ25
First Ride Review



New Harley Davidson
STREET ROD 750 - OVERVIEW



Kawasaki India Launches
Z900



Triumph Motorcycles Launches
BONNEVILLE BOBBER



Shootout

BENELLI TNT 300

VS

MAHINDRA MOJO

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New Yamaha FZ25

First Ride Review

There is an old saying that says, don't trust anything unless you witness it, initially I wasn't very impressed with the Yamaha FZ25's looks that were shooting up on the Internet, but the whole impression changes when I saw the motorcycle in flesh standing in the showroom. It was the Ballistic Blue color and trust me it looked gorgeous. Yamaha had been keenly observing the Indian market's progress towards bigger capacity motorcycles and so they decided to bring in their first 250cc naked motorcycle exclusively for our nation. The eagerness started to grow more and more as the demand for the motorcycle started to increase in a flash, the people wanted to witness the motorcycle for its killer pricing and reliability simply because it is a Yamaha. So we at BikesIndia got our hands on the Yamaha FZ25 and here's how it surprised us.

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Looks and Styling



The Yamaha FZ-25 looks manly upfront, Yamaha has managed to make it look like a mini superbike similar to the MT series that is produced. The split headlamps feature an all time running while LED. With the lower portion acting as the housing for the high beam light. The indicators are bulky like the other Yamaha motorcycles and sadly aren't LED. The chiseled tank gives the motorcycle a macho look and makes it look humongous.



The review unit we had was white in color and had a black protection strip in the middle of the tank. 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. Moving to the side profile, it looks very similar to the current FZ-16 and FZ-S models. The canister shaped exhaust looks neat and simple and sounds fabulous. Moving to the back, it gets all LED tail lamps that again look similar to the MT range of motorcycles. The FZ25 gets a grab rail which is a good addition.

Instrument Cluster and Switchgear

Ah! The instrument cluster is a 50-50, some may like it some may not because it looks very simple and outdated at times. When the motorcycle is turned off it just looks like a toy. I wasn't really a fan of it, in days where motorcycles like TVS Apache 200, Bajaj RS200 get modern instrument clusters, the Yamaha FZ 25 lacks it by a fair bit. 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. The switches feel nice and premium, the integration of the passing light along with the high beam switch is a smart move by Yamaha.



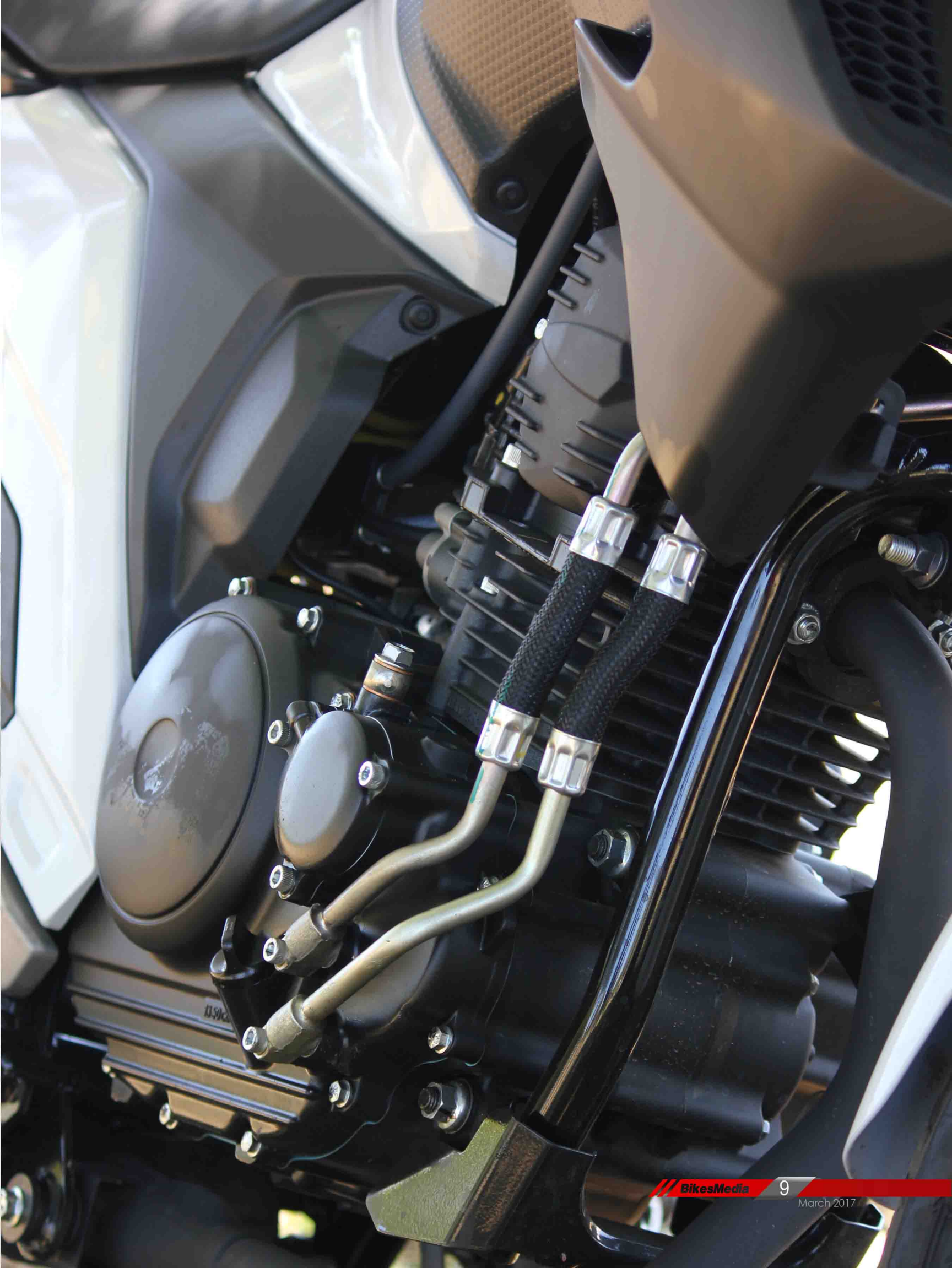


Out of the whole motorcycle, we are surprised by the outstanding performance that the FZ25 delivered, a punchy low end and a mid range, just make the motorcycle feel that it is unbelievably quick for a 250cc, 20bhp machine. Surprising figures were obtained for the 0-60 and 0-100. It felt punchier and quicker than the KTM Duke 200 and TVS Apache 200. 3 digit figures were achieved sooner than the KTM Duke200 and TVS Apache 200. The part where the FZ lacked was the retention of the same punch at the top end.

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. The engine feels smooth and refined like every other Yamaha in the market. 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. And trust me the exhaust note sounds macho and bassy. It's sad that Yamaha has included only 5 gears, the inclusion of the 6th gear could have changed the whole scenario. Vibrations are felt a fair bit at the tank and the mirrors, and when it is revved to its maximum limit it is felt at the foot pegs too. Yamaha promise that the motorcycle will return a fuel economy of 43 Kmpl in the city, which is a major takeover to the economy that the KTM Duke 200 and TVS Apache 200 provide.

Engine and Performance







Ergonomics

The center set foot pegs and upright handlebars make the city rides nice and comfortable. The new FZ25 made me surprised while cutting the corners, even on the hairpin corners it felt stable and tackled the corner with utmost ease. The seats feel nice and soft and never gave the butt an ache under heavy traffic conditions. The motorcycle flickers and maneuvers without any effort or pains. There was a minimal ache in the palms too in the traffic. The motorcycle measures 2015mm in length, 770mm in width, 1075 mm in height with a seat height of 795mm. The motorcycle will suit a rider of any kind and size.

Braking and Suspension

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 front brakes have a good bite and feedback, the rear brakes feel slow and progressive and lack that bite and feel that the front brakes provided, anyways it is always safer to have 70:30 ratio for braking. It carries the same 100/80-17 and 140/70-17 tires with decent grip and stopping power. The FZ25 is featured with telescopic fork suspensions up front and the rear gets a mono shock suspension. The suspension is a major plus point the ride feels soft and plush, the suspensions seamlessly absorb all the potholes and bumps on the roads.



Verdict



Yamaha has made a great move in bringing in the FZ25, but they should have done this earlier. It is still a great product from Yamaha that is valuable for every single penny that is paid. If you are looking for a motorcycle under 1.5 lakhs On-road with great performance and reliability just close your eyes and go for the Yamaha FZ25.

Pros:

1. Smooth and refined engine.
2. Superb low end and mid range torque.
3. The inclusion of a center stand.
4. Easy to ride and maneuver.
5. Total value for money.

Cons:

1. Mirror vibrations.
2. Lack of 6th gear.
3. Rear brakes can be improved.

Yamaha FZ25 Specifications

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	20.7 PS @8000 rpm
Max Torque	20.4 Nm @6000 rpm
Bore x Stroke	N/A
Fuel Type	Petrol
Starter	Electric

TRANSMISSION

Transmission Type	Manual
Number Of Gears	5
Final Drive	Chain

WHEELS & TYRES

Front Tyre (Full Spec)	100/80-17 M/C 52P Tubeless
Rear Tyre (Full Spec)	140/70-17 M/C 66S Tubeless

BRAKES

Front Brake Type	282 mm Disc
Rear Brake Type	220 mm Disc

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



YES!YAMAHA


**RIDE THE
FORCE
WITHIN**



FZ25
FUEL INJECTION

BikesMedia

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March 2017

STREET ROD®

Overview



New Harley Davidson Street Rod 750

Harley Davidson recently launched the new Street Rod 750 globally, while having India as primary market. The bike is mostly based on the outgoing Street 750. There are three colour options available, namely - Olive Gold, Charcoal Denim and Vivid Black. The bike is launched with a price tag of Rs. 5,86,000 (ex showroom Delhi). Below is a detailed overview of the all new Street Rod 750.

Design & Looks

The design of the bike is sporty yet subtle like any other Harley. Harley quotes that the bike is designed to meet the demands of navigating urban landscapes. The small nose fairing, thin fuel tank and chiseled seats makes the bike look aggressive and stripped down. The tank and fenders are made of high quality Milwaukee steel while the whole bike has a premium paint job. The engine looks massive on the bike, donning a black shade. The motorcycle has bar end mirrors with flat handlebars, bringing in the retro style quotient. The exhaust is also designed in such a way that it gels well with the overall design of the motorcycle. The overall length and wheelbase is reduced to 2130mm and 1510mm, from 2215mm and 1520mm of Street 750. The rake and trail is also reduced at 27° and 99mm respectively. The motorcycle tips the scale at 229 kg dry.



Engine & Performance

Street Rod 750 has a high output version of the Revolution X engine, which is a tuned Street 750 engine. As usual Harley Davidson has only quoted the torque figure of the bike, leaving of the peak power. The 749cc V-twin High-output Revolution X™ engine makes a maximum of 62 Nm torque at a pretty low 4000 rpm. The redline of the engine is set at 9,000 rpm which is a bit high considering this to be a bike from the Harley Davidson stable. Higher compression ratio than the Street 750 engine makes it produce slightly higher amount of torque. From 11.0:1, the ratio is increased to 12.0:1. The bore and stroke sizes remain the same at 85mm and 66mm respectively. Fueling is done by Mikuni twin port fuel injection systems, with a 42mm bore size. The motorcycle has a six speed transmission.



Components & Features

The chassis of the bike is straight away borrowed from the Street 750. The Street Rod comes with standard 17 inch black 7-split open spoke cast aluminium on both ends, while the Street 750 had a smaller 15 inch rear wheel. The front tyre is of 120/70 R17 M/C 58H size and the rear tyre is of 160/60 R17 M/C 69H, both ends having fatter rubbers than the Street 750. The suspension duties are carried out by thick 43mm USD telescopic forks up front while the rear has got red coloured twin shock absorbers. The braking duties are carried out by double discs at the front and a single disc at the rear with a single piston caliper. The instrument cluster is very basic with a speedometer, trip meter and odometer like any other Harley, yet does the required job.



Impression

The motorcycle as an overall package looks pretty good, at the price point it is being offered. The bike locks the horns with Triumph Bonneville and Street twin models. This new Street Rod 750 with stock double disc brakes would give a better bite, as the Street 750 owners faced a lot of problems on their front brakes. Finally we expect the sales of Harley Davidson to become better with the launch of this budget friendly motorcycle.





Harley Davidson Street ROD Specifications

GENERAL

Price	Rs. 5,86,000 (ex-showroom, Delhi)
Launched	Mar, 2017

ENGINE

Engine Displacement	749 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	2
Valves Per Cylinder	4
Max Power	N/A
Max Torque	62.0 Nm @4000 rpm
Bore x Stroke	85.0 x 66.0 mm
Fuel Type	Petrol
Starter	Electric

TRANSMISSION

Transmission Type	Manual
Number Of Gears	6
Final Drive	Belt

WHEELS & TYRES

Front Tyre (Full Spec)	120/70 R17 M/C 58H
Rear Tyre (Full Spec)	160/60 R17 M/C 69H

BRAKES

Front Brake Type	. mm Double Disc
Rear Brake Type	. mm Disc

SUSPENSION

Suspension Front	Up-Side Down (USD)
Suspension Rear	Gas Charged Twin Suspensions

DIMENSIONS

Overall Length	2130 mm
Overall Width	N/A
Overall Height	N/A
Wheelbase	1510 mm
Ground Clearance	205 mm
Kerb Weight	238 kg
Fuel Capacity	13.1 Litres

Bajaj Dominar Scrambler Rendered- BI Exclusive

BAJAJ DOMINAR Scrambler 200



The Dominar has laid the strong foundation for Bajaj Auto Ltd (BAL) to come up with different variants in different styles under the same brand name.

If rumors are to be believed, Bajaj is planning to introduce the Scrambler version of the Dominar. Based on the feedback from the company it is also believed that a strip down version of the Dominar can be expected in near future. Considering the above mentioned points the "Dominar 200" makes more sense. The 200cc engine used on the Pulsar NS200 and AS/RS200 can be utilized under the brand name- Dominar.

Our Graphic Designer "Rahil Khan" has come up speculative rendering of the Scrambler avatar of the Dominar. Considering the underpinnings of the model same as Dominar, if Bajaj decides to create the Scrambler version of the existing Dominar it would look like much of the rendering.

If such motorcycle ever be produced by Bajaj in near future would you buy one? Do you think they should come up with this kind of motorcycle in 200cc? let us know about your opinion in the comment section below.



Here we are, bring you an all new series listing out the Superbikes (mid-weights and above) on sale in India. To make it easier, the series of articles will go on manufacturer wise. Here comes Kawasaki, the manufacturer that sells the most numbers in terms of Superbikes.



Kawasaki Superbikes On Sale In India



Faired Superbikes



1. Kawasaki Ninja H2R

You read that right. The non homologated track only machine is for sale in India and currently Kawasaki imports the bike on order basis. The supercharged motorcycle has a 998cc liquid cooled 4 stroke inline four cylinder heart making a humongous 310 PS (326 PS with RAM Air Intake) of raw power at 14,000 rpm along with 165 Nm of torque at 14,000 rpm. The H2R and H2 were designed in collaboration with Kawasaki's Gas turbine and Aerospace companies. The Kawasaki H2R recently made into the record books by literally flying at 400 kmph. One more speciality of the motorcycle is that, the paint actually contains Silver which makes it shine like a mirror.

The motorcycle is all yours at a sky high Rs. 69,80,000 (ex showroom Delhi).



2. Kawasaki Ninja H2

This is a bit calmed down homologated sibling of the mighty H2R. Though both motorcycles share the same engine, the state of tune differs making it a practical road going machine. The motorcycle makes 200 PS of peak power at 11,000 rpm and 133.5 Nm of torque at 11,000 rpm. This bike has all the road going elements like headlights, indicators, rear view mirrors, catalytic convertors et al. It retails at Rs. 33,30,000 (ex showroom Delhi).



3. Kawasaki Ninja ZX-14R

The once World's fastest accelerating motorcycle Kawasaki ZX-14R is on sale at Rs. 17,90,000 (ex showroom Delhi). It produces 200 PS (210 PS with RAM Air intake) of peak power at 10,000 rpm and 158.2 Nm of torque at 7,500 rpm. The 1441cc monster is Kawasaki's most powerful naturally aspirated engine.



4. Kawasaki Ninja ZX-10R

The full on litre class sports bike with improved components is available at Rs. 16,40,000 (ex showroom Delhi). The motorcycle has every other latest electronic rider aid. You name it and the ZX-10R has it. The engine is grunty and makes 200PS (210 PS with RAM air intake) of power at 13,000 rpm and 113.5 Nm torque at 11,500 rpm. To add a special note, the new ZX-10R comes with a special front suspension developed for WSBK in collaboration with Showa.



5. Kawasaki Ninja 1000

The Ninja 1000 is a litre class sports tourer that offers power along with great comfort for long rides. The engine is a 1043cc inline four liquid cooled unit, which makes 142 PS of power at 10,000 rpm and 111 Nm torque at a pretty low 7,300 rpm. The motorcycle retails at Rs. 12,65,000 (ex showroom Delhi).



6. Ninja 650

This is the least powerful faired superbike in this lot, yet does the job pretty well. The motorcycle is powered by a 649cc liquid cooled parallel twin cylinder engine. It makes 72 PS of power at 8,500 rpm and 64 Nm torque at 7,000 rpm. The Ninja 650 has been updated for 2017 with entirely different design, and the Indian launch should follow in the coming days. The bike comes at a price point of Rs. 4,97,000 (ex showroom Delhi), making it the cheapest faired superbike by Kawasaki.

Naked Superbikes



1. Kawasaki Z1000

The Kawasaki Z1000 (often termed as "The Alien") is a one of its kind motorcycle that has a unique Sugomi design, which makes it one of the best looking Naked bikes ever made. The motorcycle has exactly the same engine, chassis, swingarm and brakes as the Ninja 1000. There is no Traction control or power modes, which makes it a Adrenaline pumping machine to ride. The bike retails at Rs. 12,65,000 (ex showroom Delhi).



2. Kawasaki Z800

The Kawasaki Z800 is the cheapest inline four engine offering by Kawasaki at Rs. 7,60,000 (ex showroom Delhi). The bike has a 806cc liquid cooled inline four engine that makes 113 PS at 10,200 rpm and 83Nm torque at 8,000 rpm. The motorcycle is a mix of old school and modern technology with only ABS and no other electronic aids. An updated Z900 has been launched, and will be available soon in India



3. Kawasaki ER-6N

The Kawasaki ER-6N shares its engine, chassis, brakes etc with the Ninja 650, the only change being that the fairing getting replaced by a conventional headlamp unit. The power and torque figures remain the same as Ninja 650. It is the most affordable superbike by Kawasaki at Rs. 5,50,000.

Adventure Bikes



1. Kawasaki Versys 1000

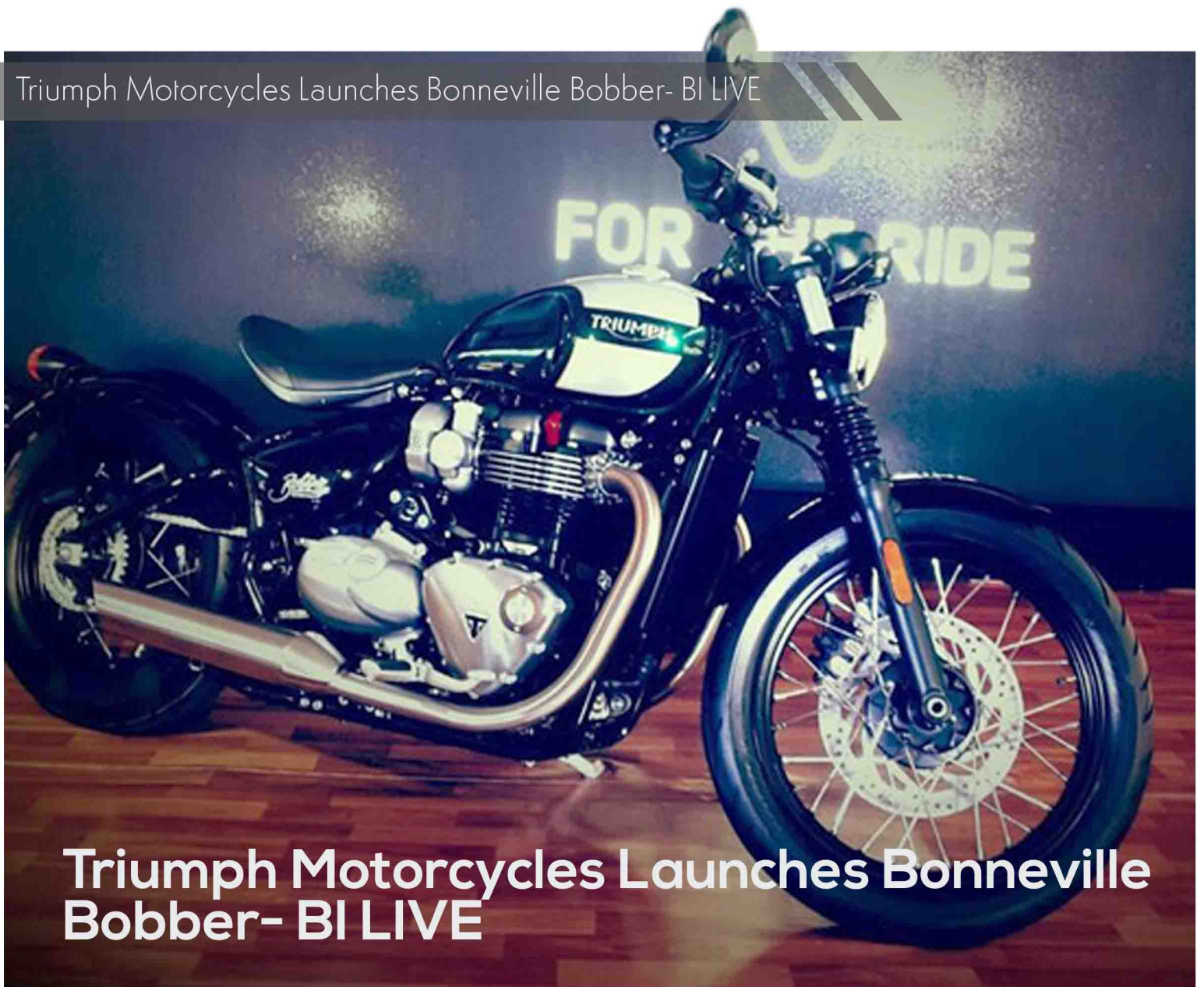
The Kawasaki Versys 1000 is a very comfortable, plush motorcycle for munching miles in style with ease. This motorcycle again shares the engine, chassis, brakes with the Z1000 and Ninja 1000, except that the engine is in a different state of tune to match the character of the bike. It makes 120 PS of power at 9,000 rpm and 102 Nm torque at 7,500 rpm. The bike comes at a price of Rs. 13,28,000 (ex showroom Delhi).



2. Kawasaki Versys 650

The Kawasaki Versys 650 has the same engine as in Ninja 650 and ER-6N, but in a different state of tune. The bike has a long travel front and rear suspension, along with facilities to mount panniers. The 649cc engine makes 69 PS at 8,500 rpm and 64 Nm torque at 7,000 rpm. The Versys 650 is all yours at Rs. 6,60,000 (ex showroom Delhi).





Triumph Motorcycles Launches Bonneville Bobber- BI LIVE

Triumph motorcycles, the British iconic motorcycle maker have launched classic Bonneville Bobber today at a launch event organized in Delhi. The Bonneville Bobber is been teased by the company as #BrutalBeauty is indeed a beautiful master crafted motorcycle. The Bonneville Bobber is probably first ever “Bobber” officially launched by any motorcycle manufacturer in India.

The newly launched Triumph Bonneville Bobber was recently witnessed by BikesIndia when we had covered the prestigious ‘Irish Motorbike Show’ at Dublin, Ireland. The bike is finally made to our shores via as usual CBU route. Our Correspondent Haroon Mohd Khan is bringing live updates from the launch venue. The newly launched Triumph Bobber is featured with authentic Bobber style clean lines and low stance body. The bike is featured with single seat, flat handlebar and a hard tail look for that perfect classic look.

The new Triumph Bonneville Bobber has minimal sculpted fuel tank with signature knee pad recesses. It is also equipped with wired spoke wheels for classic silhouette. Company has focused on the detailing of the bike, the fuel tank is branded with the locking fuel cap, and there has been classic bar end mirrors featured on the handlebar.

The new Triumph Bonneville Bobber is been priced at Rs 9,09,000/- (Ex-showroom, Delhi). Stay tuned to BikesIndia as we will bring you more updates on details of the bike and high definition pictures.



Bargy Design To Render Graphics For Steelbird Helmets

Steelbird India has undergone a tie-up with renowned helmet graphic design company-Bargy Design. The European graphic designing company is famous for their helmet designs, they have been designing the helmets for some of the big brands and imminent personalities. Bargy Design was founded in 1987 and now they have been associated with motorcycle brands like Honda, Ducati, MV Agusta and Yamaha. The design company is also known for customizing helmet designs of some of the imminent motoGp racers like Max Biaggi, Loris Capirossi, Andrea Dovizioso.

Speaking about the tie-up, Shailendra Jain, Global Group Head, Sales & Marketing, Steelbird Hi-Tech India Ltd. said,

Steelbird is constantly upgrading and in sync with the international standard and design. We are proud to add a whole new range by adding designer variants to the existing Air series, therefore expanding the option horizon for the riders. While committing to meet the protection needs we are now laying emphasis on the style as it is meant for the youth. With our tie up and the launch of the designer range our motive is to cover complete business pyramid that is mass customer to premium customer. The pricing of the designer range will start from Rs. 2499/- .

The Indian two wheeler market is moving forward from a small capacity to larger ones for a better ride quality, feel, and the supreme feeling of riding more powerful motorcycles. Most of the manufacturers keenly observed this progress and started bringing in motorcycles with larger capacities. And yes the market started loving it, as they say never believe anything unless you see it, for this scenario it means never believe anything unless you ride it.

This shootout is mainly done to compare the Italian Benelli TNT 300 and the Indian Mahindra Mojo, sometimes I feel proud to say that the Indian manufacturers are taking up initiatives to step into competition with foreign manufacturers at cheaper rates and good quality. Let's see how the Indian squares off against the Italian.



Benelli TNT 300 Vs Mahindra Mojo Shootout





Design and Style

Mahindra Mojo

I love the way the Mojo's headlamp is designed, it says MOJO when you keenly observe the design, so innovative by Mahindra. upfront the bulky circular headlights, the eyebrow like shaped LED DRL's give the Mojo a very beefy look. It is a design that some may like and some may not, so it's up to the buyer, but honestly even I didn't like it the first time I saw it, but as I started looking at it, the looks started growing on me, now I just love it a lot. The twin exhaust and the sculpted tank gives the Mojo the look of a perfect touring motorcycle. Everything in the motorcycle looks huge except the tail lamp, which is tiny and looks adorable.

Benelli TNT 300

The TNT 300, on the other hand, looks proportional from all sides, the black paint with the red trellis frame give the motorcycle an appealing look that can simply grow on anyone at any instance. The tail section looks a bit shabby, though, but the other parts can compensate the tail section. My most favorite part of the motorcycle is its indicator, just looks neat and posh. The welds on the trellis frame could have been done more neatly. The muscular sculpted tank, inverted front shocks, dual front discs, the underbelly exhaust make the TNT300 look sporty. The TNT is designed in Italy, manufactured in China and assembled in India and believe me Benelli have used top notch quality materials in all their motorcycles be it the TNT300 or TNT899.



Instrument Cluster

Mahindra Mojo

The Mojo's instrument cluster looks pretty neat and simple, the best part is the tachometer, where the needle's movement is assisted by a small light that moves up along with the needle and gradually comes down, it simply looks cute.

The instrument cluster gets 2 trip meters, a clock, speedometer, neutral position indicator and rev-limit indicator.

The quality of the plastics could have been better, hope Mahindra make it better in the next version.

Benelli TNT 300

The instrument panel bags a speedometer, tachometer, fuel level indicator, gear shift indicator, a clock and a trip meter. The flip keys that Benelli offer on all their motorcycles is very distinctive and feel up-market. The grips feel nice and soft. The switches feel premium and Benelli have managed to provide a hazard light which is very useful for highway rides.





Engine and Performance

Benelli TNT 300

The Mojo produces a very pleasing exhaust note, until the DB killers are removed, after which the motorcycle sounds manic! Mahindra suggests in getting the ECU remapped in case you stick on to riding the motorcycle without the DB killers. The Mojo is equipped with a 275cc single cylinder, liquid cooled engine that churns out a maximum power of 27BHP and 30Nm torque. The Mojo is a very calm and composed motorcycle that has a beautiful feeling of torque at the mid range, keep the bike within 4500-6500RPM, you will just love riding it in and around the city roads as well.

Shift down and burst open the throttle, you can feel the ease in the delivery of the torque for overtakes. The top end is a bit disappointing but is manageable. The heat levels too are kept low, which doesn't make city rides a very tedious process. The motorcycle weighs over 180kgs, it is a bit tiresome under traffic conditions, else the motorcycle feels like a hot knife through butter, that soft and smooth to ride on a straight road. Fuel is supplied to the engine by a fuel injector from a humongous 21-liter tank

Mahindra Mojo

The bassy exhaust note is what separates the TNT from most of the common motorcycles and its rivals. Turn on the engine and you are going to fall in love with its exhaust note. Start riding it, it's going to get even better. The TNT300 is powered by a 298cc two-cylinder engine, this is where the TNT has the edge over the Mojo with an extra cylinder. The engine churns out 37 bhp (27 kW) at 11,500 rpm and 27 Nm (2.75 kgm) at 9000 rpm.

The motorcycle feels smooth to ride, but vibrations are evidently seen on the mirrors post 80kmph, vehicles behind are barely seen. The clutch is a major drawback, it feels extremely heavy to damp. Benelli must do something in the upcoming models to rectify this issue. I love the way the TNT rides in the city, very calm and composed, past 8000RPM, the whole scenario changes, burst open the throttle and you feel a surge of power coming out. This type of engine will be loved by a few and not by a few, it feels utterly smooth to ride this engine in city traffic conditions. The motorcycle weighs 196kgs kerb, it feels easy to ride it in spite of its weight, it is barely felt once the motorcycle starts moving. Fuel is supplied to the engine by a fuel injector from a 16-liter tank.



Verdict

The comparo went on amazing where both the motorcycles were neck and neck under each aspect. But there's always one winner, and the winner for the shootout is the Mahindra Mojo simply because it is priced over a lakh lesser than the TNT 300, but loses out only at one point which is the lack of a second cylinder, but still compensates in its price tag.

Mahindra Mojo

When it comes to the braking department, the Mojo isn't very impressive and is the major drawback of the Mojo (personal opinion). The front end receives a 320mm petal disc and the rear gets a 240mm petal disc. The front brakes feel progressive and lack the required bite. The rear brakes have more bite and lock up pretty often. The braking should be improved at least in the upcoming ABS model. The suspension quality of the Mojo is fantastic, they do their work perfectly in absorbing the potholes and bumps. The front gets a telescopic inverted USD and the rear gets a gas charged mono shock suspension.

Braking and Suspensions

Benelli TNT 300

The front wheel gets 260 mm double disc and the rear wheel gets a 240 mm disc that offers ample amount of feedback and stopping power. Benelli offers the premium Pirelli tires that provide extra road grip and ultimate stopping power. The front end receives an inverted telescopic fork and the rear receives an offset hydraulic mono shock absorber which gives decent damping of shocks on large potholes

Kawasaki Motorcycles has updated the current lineup of their offerings in India with 2017 Ninja 300, Ninja 650 and Versys 650. Along with the two new product launches- Z650 and Z900, Kawasaki has also introduced the updated Ninja 300, Ninja 650 and Versys 650. All the three bikes have already been launched in other pan Asian markets by the Japanese giants. Now, in India also after being separated from Bajaj, Kawasaki has upgraded their lineup with 2017 variant of these three models.



Z650



Z900



Ninja 300

The 2017 Ninja 300 comes with compact 296cc parallel twin cylinder engine, mated to 6-speed transmission gear. Slipper clutch comes standard with the 2017 Kawasaki Ninja 300. The bike comes featured with new color and livery and priced at Rs. 3.64 Lacs (Ex-Showroom, Delhi).



Ninja 650

The 2017 Ninja 650 comes equipped with 649cc twin cylinder liquid cooled DOHC engine. The stylish new 2017 Ninja 650 looks extremely 'Ninja' in green livery. New Ninja 650 is been priced at Rs 5.69 Lacs (Ex-showroom, Delhi).



Versys 650

The 2017 Kawasaki Versys 650 is featured in new color option and it looks really good in that. Long travel suspensions at both the ends along with 17 inch set of alloy wheels make the new Versys 650 a potent tourer in its segment. The new Versys 650 is tagged with price Rs 6.60 Lacs (Ex-showroom, Delhi).



Harley Davidson India Announces Price Hike

The iconic motorcycle brand Harley Davidson has announced price revision for their current product lineup in India. The American brand has established itself in India with a profound motorcycle lineup of over 13 different models on sale. The price hike announced on Harley Davidson motorcycles is up to 1.5% and it is restricted to 9 models including the best seller of the maker- Street 750. New prices will be applicable from 1st of April '17

Street 750- Rs. 498,000
 IRON 883- Rs. 811,000
 FORTY-EIGHT- Rs. 965,000
 1200 CUSTOM- Rs. 943,000
 ROADSTER- Rs. 985,000
 ROAD KING- Rs. 2,685,000
 STREET GLIDE SPECIAL- Rs. 3,170, 000
 ROAD GLIDE SPECIAL- Rs. 3,333,000
 CVO™ LIMITED- Rs. 5,135,000

*** All Prices Ex-Showroom, Delhi.

