

BikesMedia

Everything About Two Wheelers

Volume 2 Issue 1 August 2017

₹ 60



Husqvarna
Motorcycles
Coming To India



2017

Test
Ride
Review

KTM

Duke 390

INSIDE



TVS What We Can Expect
AKULA 310



Triumph
Street Triple S

VS



A
HEAD TO HEAD
COMPARISON

Kawasaki Z900

BikesMedia

Everything About Two Wheelers



youtube.com/bikesmedia



facebook.com/bikesmedia



twitter.com/bikesmedia



instagram.com/bikesmedia

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 Sambrano

Photo Journalist

Haroon Mohd. Khan

Sub-Editor

Aravind RB

Correspondent

Rishabh 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



4



6



12



10



14



20



22



24



25



26 Ducati Delivers First 1299 Superleggera In India

27 Husqvarna Motorcycles Coming To India



2017 **KTM Duke 390**
Test Ride Review

The madness and love for motorcycles can never end for anyone, so am I also a huge victim of the disease. And owning one of them is another pleasure. They say, owning a motorcycle is like having a girlfriend, easy to get but really hard to maintain. But frequent maintenance reduces the need to problems or breakups. I got my motorcycle when I was 20, I was confused between the TVS Apache RTR 180 ABS and the Yamaha R15 V2, but then I finally settled for the Yamaha R15 V2. It's been a year and 2 months since it has been with me, so I would like to share my ownership experience. I named the motorcycle 'Kyra' meaning baby moon.

In a year and 2 months time she has clocked about 11,000kms. I used it for everyday commute to my college which is about 30kms up and down from my house. And I also do rides frequently, maybe like 200-300kms max in a day. I've had a lot of experiences with her, let's find out what they are.

Ownership Report



R15

Version 2.0

What I like about her:

Something I like the most about the R15 is the refinement of the engine, the engine feels very smooth even without using fully synthetic oil. I really like how well the aerodynamics are maintained on the motorcycle when you properly crouch down, it does about 149kms, which is really awesome for a 150cc motorcycle. The next thing I love is the clutch and the gears, the clutch is very light when compared to so many other motorcycles, riding it in the traffic is really easy.

For a city like Chennai that is filled with traffic most of the time, the need to keep the legs down often is less, it was a pain in the older version of the R15, which many complained that the lower end torque is low so, it was hard to ride in the traffic conditions, this has been rectified in the R15 V2.

I must appreciate that I get a minimum of 41kmpl even if I rev it very hard. Once on a highway, I was lucky enough to get 50kmpl, which is the maximum I have got till date, average economy though is about 43kmpl. I don't fill the fuel in bits, I always do a full tank

and then let it run about 400kms and then fill it again, I find this method more effective to calculate the fuel economy, and there is no worry that the fuel level is less.

The motorcycle feels nice and easy to ride at the twists even for a beginner. The quality of the components used is phenomenal, especially the components in the engine. The power delivery is gradual making the ride experience a pleasurable one. The best part is that there is nil vibrations felt on the mirrors even at 120kmph. Heating issues are barely there.

What I don't like:

Sometimes I feel there is a lack of power during aggressive overtakes. The pillion comfort is nil, there is nothing for the co-rider to hold on to. And if the pillion is heavier than the rider, then the worst outcome is a heavy palm ache. Palm aches are also felt heavily under traffic conditions. Not all service centers are good, there are only 2/10 where in the mechanic exactly knows the problem the motorcycle causes. The radiator lacks a guard, small particles can damage the fins. Peak summers in Chennai heat up the metallic tank so much that it is so hard to ride the motorcycle if it stands under the sun even for 30 minutes.

Modifications I have done:

I'm a stock lover, I believe that the motorcycle will always be the same for years if it isn't disturbed from its natural characteristics. The only mod I have done is getting a bendable-adjustable brake and clutch lever.



Approximate cost spent till date for service:

Each general service costs about Rs 750-800. There are 4 services done till now summing up to an amount of rupees 3149. Apart from the general service, I got the front brake pads replaced. There was an issue with the rectifier, it costs about rupees 850, but the service center (Bikerz Yamaha - Alandhur) was genuine enough that they told me that the rectifier can be replaced under warranty, so even that was done at a free of cost.

Many people have asked me the question, why only Yamaha R15 when you get more powerful motorcycles at the same cost? My only answer to them is, own one and you will know about it.



Benelli TORNADO 302R

What To Expect



Benelli, a brand known to produce naked motorcycles and has proven to be victorious for decades doing so. Now Benelli have entered into the fully faired motorcycle market by bringing in the Tornado 302R concept in the year 2016. The Tornado 302R is the fully faired version of its naked sibling the TNT 300. Looks like Benelli wants to begin the game by launching the faired version first in the 300cc segment.



Benelli

TORNADO 302R

What To Expect

In June 2017, Benelli India officially announced that the booking for the Tornado 302R will be open with a booking amount of Rupees 30,000. The motorcycle is set to be launched in July 2017 in Pune, here is what all we can expect from the upcoming quarter liter 'Tornado'.

The Tornado 302 R is a completely different looking motorcycle, by different I mean when compared to the other motorcycles Benelli offer to us. In 302R, the front end gets a dual headlamp and the rear view mirrors are mounted to the visor. The motorcycle will also be getting clip-on handlebars for a more sporty riding experience and an aggressive seating posture.

The rear end gets a full LED taillight with clear indicators. Like the other motorcycles from Benelli, the trellis frame on the side profile is projected outside and is the best part of the whole motorcycle. Finally, a Benelli motorcycle gets a proper side mounted exhaust unlike the underbellies or the under seat exhausts. The side mounted exhaust gets a dual outlet to make the exhaust note sound more bassy. We cannot judge anything more than this unless we put the motorbike to a test.

The Tornado 302R is said to feature the same engine specifications of its sibling the TNT300. The motorcycle is powered by a 300cc liquid cooled parallel twin engine that produces 38BHP at 11,500 RPM and a peak torque of 26.5Nm at 10,000 RPM. The motorcycle has a Bore & Stroke ratio of 65mm X 54.2mm. The engine is mated to a 6-speed manual gearbox. Let us hope that the clutch on the motorcycle is better and lighter this time.

The instrument panel looks a bit different but still continues to have the digital-analog system. The instrument panel bags a speedometer, tachometer, temperature indicator, a clock, 2 trip meters, low battery indicator, ABS indicator, fuel gauge, low oil indicator, telltale indicators and more. The motorcycle must also get a dedicated switch for the hazard lights on the handlebars. The Tornado is said to have a 14-liter tank. The overall body dimensions is 2175mm in length, 746mm in width and 1146mm in height. The motorcycle weighs 180kgs dry.

The Benelli Tornado 302R is said to get ABS as standard. The front(110/70) and rear (150/70)ends gets Metzeler tires. The braking department is taken care by 260mm dual disc in the front and a 220 mm disc at the rear. The front suspension gets a 41mm Upside down telescopic fork and the rear gets a mono shock suspension.

These are only rough indications, or what we can expect from the motorcycle before it is launched. The Tornado 302R will rival against KTM RC 390, Yamaha R3, Kawasaki Ninja 300 and its biggest threat the most heard of and rumored motorcycle the upcoming TVS Akula.



SPECIFICATIONS

GENERAL:

Price	Rs. 3,48,000 (ex-showroom, Delhi)
Launched	Jul, 2017

ENGINE:

Engine Displacement	300 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	2
Valves Per Cylinder	4
Max Power	38.8 PS @11500 rpm
Max Torque	26.5 Nm @10000 rpm
Bore x Stroke	65.0 x 45.2 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-R17
Rear Tyre (Full Spec)	150/60-R17

BRAKES:

Front Brake Type	260 mm Double Disc
Rear Brake Type	240 mm Disc

SUSPENSION:

Suspension Front	41 mm upside-down fork
Suspension Rear	Rear swingarm with central shock absorber

DIMENSIONS:

Overall Length	2150 mm
Overall Width	745 mm
Overall Height	1115 mm
Wheelbase	1410 mm
Ground Clearance	150 mm
Kerb Weight	198 kg
Fuel Capacity	14.0 Litres

This motorcycle has been floating around the Internet for a very long time, it has been creating a lot of expectations from the enthusiasts who are longing for it to be launched. Yes, it's the TVS Akula 310. Initially, TVS showcased the prototype of the motorcycle at the Delhi Auto Expo and promised to make the production model almost similar to the prototype. The prototype motorcycle was made fully out of carbon fiber and looked very stunning and promising.

Down a few months, the tests began to take place in and around the South Indian regions. A lot of spy shots were taken and the test mule looked amazing. Slowly after the spy pictures, videos started coming out. Videos like the exhaust note of the motorcycle, instrument panel. Some pictures came out where the motorcycle had no coverings and purely looked like the production model.

TVS AKULA 310

What We Can Expect



A few people who I know have ridden the motorcycle and commented that it is one of the best 300cc motorcycles they have ridden till date. Then the pictures of the motorcycle being tested under Dynamo came out. Then we had a rider who owns a Bajaj Dominar 400 riding in a highway spots the TVS Akula and tried his best to chase down the test bike, and my God the video proves that the Akula can't even be chased down by the Dominar 400, questions started rising in the minds of the viewers, what more can the Akula do? Some say that it can top a speed of 175kmph. Rumors even say that the Akula has the ability to do a top speed higher than the KTM Duke 390.

The Akula looks stunning, the twin headlamps with the LED DRLs look marvelous, but I am not a huge fan of the big windshield that TVS has inculcated on it. The split tail lights look marvelous. TVS has been frequently delaying the launch of the motorcycle, just to make more improvements, because this is the first time TVS is launching a 300cc flagship motorcycle and they want to reign the market to the best of their abilities and they want to top the market no matter what it is.

As far the figures are known, it is said that the Akula will be powered by a 313cc single cylinder liquid cooled four stroke engine that produces 34BHP and 28Nm torque. But these are just rough figures.

The 313cc mill will be mated to a 6-speed gearbox. The engine will be similar to the magical engines that BMW produces. The brakes are supposed to be sourced from bybre, ABS from continental, suspensions from KYB and the ECU from Magneti Marelli.

The motorcycle will sport a Dual channel ABS, race spec seating position, clip on handlebars. The Akula will get USD forks for the front end and mono shocks for the rear end. The motorcycle is spotted in two colors, blue and black. The Akula is manufactured in TVS manufacturing unit at Hosur. The motorcycle is expected to give a fuel economy of about 25-35kmpl.

The TVS Akula is expected to be placed at a price tag of under 2 lakh rupees. It can be a strong competitor against the KTM RC 390, Kawasaki Ninja 300, Yamaha R3 and the much awaited first fully faired motorcycle from Benelli the Tornado 302R.

Difference Between Bajaj Pulsar NS200 And NS160

With the launch of the new Bajaj Pulsar NS160, the Pulsar 200 Naked Sport has got a new younger sibling. Though both the bikes bear the same name and branding, there are many differences to speak about. So here's an exclusive article where we discuss about the similarities and dissimilarities of the Pulsar NS200 and NS160.



BAJAJ
pulsar
NS200



Design And Looks

On the design front, both the Pulsar NS200 and NS160 look very similar to each other as there aren't much of any visible differences. But on a keen look we can differentiate the two motorcycles, as the 160 is on a paleo diet while the 200 is on a cheat day. The front forks, wheels, tyres, brakes and chassis are all a bit different for both. Another visual dissimilarity is the presence of a kick starter and rear drum brakes on the younger NS160. Apart from these both the motorcycles look macho, with the Wolf face headlight assembly and sharp lines doing justice to the overall design.

Engine And Performance

The Pulsar NS200 has a 199.5cc liquid cooled single cylinder engine which is derived from the KTM 200 engine, and churns out 23.5 PS at 9,500 rpm and 18.3 Nm of torque at 8,000 rpm. On the other hand, the Pulsar NS160 has a subtle 160.3cc oil cooled single cylinder mill which produces 15.5 PS at 8,500 rpm and 14.6 Nm of torque at 6,500 rpm. Both the bikes have class leading performance figures and are a great value for money, for the prices they are offered. The Pulsar NS200 has a six speed gearbox while the junior comes fitted with a five speed unit. Both motorcycles have electric starters while the NS160 has an additional kicker.

Brakes, Chassis And Suspensions

Both the bikes come with entirely different brakes and suspension, and the chassis is also made differently to suit them. The Pulsar NS200 gets a 280mm disc brake up front and a 230mm disc at the rear. The smaller naked Pulsar has a 240mm disc at the front and a conventional 130mm drum setup at the rear. Suspension duties are carried out by 37mm telescopic forks up front on the NS200, while the NS160 has a bit thinner telescopic forks and T stem. Both bikes come shod with Nitrox filled mono shock absorber with piggy back gas canister. Both bikes have steel perimeter frames, which provides high stiffness and low flex for better handling. The Pulsar NS200 comes with 100/80 - 17 52P and 130/70 - 17 62P dimension tyres, while the NS160 has leaner profile tyres at 80/100 - 17 46P and 110/80 - 17 57P respectively.

BAJAJ
pulsar
NS160



Kawasaki Z900

VS

Triumph Street Triple S

A head to head comparison

There would always be those two motorcycles from different manufacturers with similar characteristics or similar pricing or similar audience or under similar category. Not very often all these together apply for two different motorcycles, that too for Superbikes in a country like India. This has happened now with the Kawasaki Z900 and Triumph Street Triple S, being the two motorcycles.

Though everything looks similar, there are still loads of differences that can be discussed, which is why we bring you the exclusive head to head comparison. Here we compare the looks and styling, engine and performance, electronic package, brakes and suspension, and finally the pricing to come to a conclusion.



Looks And Styling

Both the Kawasaki Z900 and the Triumph Street Triple S are aggressive looking naked street fighters, built to take on daily commutes as well as a blast through the highways and canyons. The design of the Z900 is very much raw, following Kawasaki's Sukomi design philosophy. On the other hand the Street Triple S looks subtle, and has a much sophisticated presence.

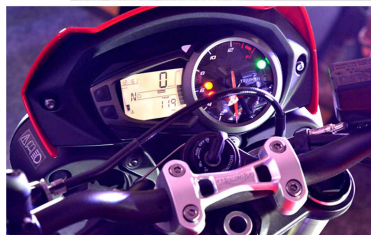
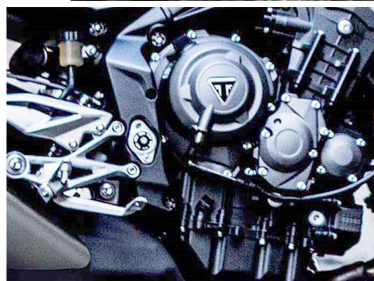
The Z900 flaunts all those aggressive curves and brawny exhaust canisters to give it an appealing look, whereas the Street Triple S does look compact with smooth curves and lines. The signature dual headlamps get a redesign from the previous generation and look much better in the latest Street Triple.

Engine And Performance

The Kawasaki Z900 has a 948cc liquid cooled inline four motor which produces 125 PS of power at 9,500 rpm and 98.6 Nm of torque at 7,700 rpm respectively. The Triumph Street Triple S has their signature liquid cooled inline three engine with a capacity of 765cc which churns out 113 PS of power at 11,250 rpm and 73 Nm torque at 10,421 rpm. What makes the Street Triple S engine special is the fact that, Triumph has signed as an Official engine supplier for the Moto2 class of racing with Dorna from 2019 and the same Street Triple engine forms the base of their project.

The Kawasaki is just a mere 52cc short of being a liter class naked, while the Triumph is literally a mid weight in terms of engine capacity. Triumph's engine is very advanced and also has a higher compression ratio, having a much higher power to cubic capacity ratio.

WINNER - Triumph Street Triple S



Electronic Package

The Street Triple S comes with a host of electronics while the Z900 is devoid of any modern rider aids. The Triumph has multi point sequential FI with electronic throttle control (read ride by wire), 2 different riding modes, switchable traction control system and ABS making it a great package. On the other hand, the Z900 has nothing but an ABS to keep the rider safe during braking. On the electronics department, the Street Triple S is miles ahead in the competition.

WINNER - Triumph Street Triple S



Chassis, Brakes And Suspensions

The Kawasaki Z900 now looks like the other new modern Kawasaki's (H2, H2R, Z650 etc...) with lightweight high tensile steel trellis frame. The Z900 now weighs at 208 kg, a whopping ~20 kg less than its predecessor, the Z800. The Street Triple S has a conventional front Aluminium beam twin spar frame which is a 2 piece high pressure die cast, and weighs 166 kg dry.

The Z900 has 41mm USD forks upfront with rebound damping and spring preload adjustability, and a horizontal back link suspension at the rear with rebound damping and spring preload adjustability. The Street Triple S has 41mm Showa USD separate function forks upfront, and a Showa piggyback reservoir monoshock with preload adjustability at the rear.

Braking duties are carried out by Nissin calipers on both the bikes, though the Z900 has better 4 piston calipers while the Street Triple S has bigger 310mm dual discs on the front end.

WINNER - 50:50, A TIE

Pricing And Final Verdict

The Kawasaki Z900 is priced at Rs. 9,00,000 (ex showroom Delhi) whereas the Street Triple S comes at Rs. 8,50,000 as an introductory price. Considering the number of features, equipment and the prices the motorcycles come at, we could easily come to a conclusion that the Triumph Street Triple S is an overall all-rounder. Yet there is something like riding a bike that actually feels like a big bike, adrenaline and affordable maintenance costs which all comes with the Z900. So, as a final verdict both the bikes score in the respective aspects and make a healthy competition for a highly conservative market like India.





Advantages Of Monoshock Suspension Over Dual Shocks

When was the last time you envied your friend's YAMAHA FZ and its monocross suspension? I bet it was just yesterday and the truth is that you should be, as because of that red color nitrox charge single shock setup the bike looks awesome. Besides the other article on BikesMedia titled "Monoshock suspension vs dual shocks" this one is just going to be all about the amazing cool dude personality the monoshock has and how it changes the way a bike performs on the road. So let's get started.

The monoshock suspension can be found at the center of the bike's chassis. At one end of the suspension is the swing arm and at its other end the chassis. During the early days, when Yamaha first used the monoshock suspension, it was directly connected to the swing arm, but nowadays it's connected to the swing arm via linkages. This enabled us to use small shock absorber with less travel.

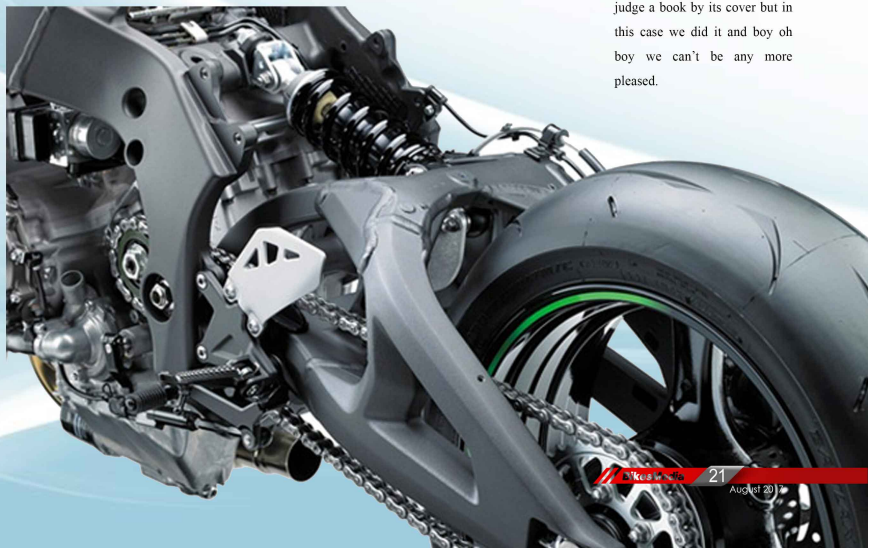
Advantages Of Monoshock

- The monoshock setup helps the bike in maneuverability; it improves the handling of the motorbike while going over potholes or bad roads as all the force is focused at one point load. This is also the same reason why bikes having a monoshock suspension are more stable at higher speeds than dual shocks.
- Just because of its position the mono-suspension has a serious advantage, it is placed ahead of the rear axle at the center of the bike, the movement of the swing arm in this case is not directly transferred to the suspension this allows a more stable ride experience, let us understand it through an example- If the bike goes over a pothole and there is a 100mm deflection in swing arm, then that same amount of upward stroke will be felt on the dual shock setup but since the monoshock suspension is placed away from rear axle, it will face lesser deflection. As a result the lifetime of the oil in the suspension unit automatically increases and even after a lot of hard riding the suspension will remain responsive.
- With the chance of unstable riding experience chances of suspension's alignment mismatch also goes outside the window and also the main reason why all of us fell in love with the monoshock even before knowing it has so much brain as well is of course because of its beauty. The sheer awesome look of a small suspension just peeking out from the center of the bike had us all hooked from its first sight. That freed up space over the fat tire of FZ made every kid feel like they too can have a superbike experience.

Today's Scenario

As the Indian motorcycle industry is evolving it is clear that more and more people are going to choose monoshock over dual shock suspension.

According to the recently leaked pictures of supposed TVS Apache RTR 160 manufacturers like TVS have already realized the importance of mono suspensions and have started updating even their smaller capacity Apaches with a monoshock setup. Not just the motorcycles but the riders too are evolving from a commuter focused squid to performance focused riders. People say don't judge a book by its cover but in this case we did it and boy oh boy we can't be any more pleased.

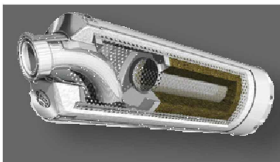




Motorcycle Free Flow Performance Exhaust All You Need To Know

We see some bikes on the road totting a custom exhaust making a huge amount of noise when they go. These make you feel that the bike is making so much of power and the bike must be going so much faster than usual. But seriously, get this myth out of your head that a bigger sound from the exhaust means the bike is going faster. Yes, the exhaust systems do have an impact on the bike's power and speed, but not as much as you feel or think. In fact if some bike's exhaust is making loads of sound, there is a bigger chance of the exhaust being broken than it making more power. But yes, bikes can make a bit more power by tuning the exhausts, and those are called free flow exhausts.

Understand one thing clearly here, free flow exhaust do not act like rocket boosters or thrusters to propel your bike forward, so that is absolutely not how they work. There is an entirely different mechanism that goes into it. If you take an average regular stock exhaust, you will find that it has certain components to it. At the beginning of it is the Header which is the one in contact with the combustion chamber and the exit valves. The header has a bend on it to allow the exhaust gases move out in the direction they are meant to move out.



After the header comes the Catalytic Converter. This is one of the most important parts of the exhaust from the environment point of view. The exhaust fumes that come out contain a lot of impurities and harmful gases. The catalytic converter converts these gases into a bit less environment harming and hence your PUC levels in check. After the catalytic converter comes the manifold which is generally a long pipe which carries the exhaust fumes outwards towards the final end of the exhaust which is the muffler. The muffler is actually the one which reduces the sound but it just does not absorb or make the noise disappear.

The muffler actually is a bigger pipe covering the smaller inner exhaust pipe. The inner pipe has a lot of tiny holes in it which lets the noise escape and the noise waves bounce back from the outside wall and collide with the other out coming waves causing them to negate each other. This creates a loss in the noise and hence the muffled effect or the silencer functioning. Also this is exactly what gives the bike's exhaust the noise that it gets. So if the bike's noise beat needs changing the muffler or the holes need changing and this will result in a different sound.

This is exactly the reason why some custom exhausts make a lot of noise, because the muffler is completely removed, hence the entire sound made in the combustion chamber comes out just as is. One of the best examples to give here is Royal Enfield bikes with the clear exhaust making an ear-splitting noise.

So finally coming to free flow exhaust, the reason to cover all this was to make sure there are no myths and misunderstandings in the mind of the readers as to how the stock exhaust is and how the free flow exhaust is different.

Now we saw the components present in the exhaust, so with free flow, as the name suggests, there are no components in between. The exhaust fumes exit the combustion chamber and head straight out without going through anything else and hence causing the huge amount of noise.

But the main impact that free flow exhaust causes on the performance is variable. In case of carbureted engines, the increase in performance is negligible, but one can expect a slight increase in the efficiency. This is because due to the exhaust outflow of gases, there is a bit of back pressure that is caused. But the outward momentum of the gases is enough to exit out and hence this creates a vacuum inside that cause the next batch of air to be sucked out to fill in the void. So when the gases exit from one end, there will definitely be some extra demand for air intake as well. This causes the air sucking action of the carburetor to work a little overtime and hence there is more air available for the fuel to burn which results in more efficient combustion and hence a small rise in fuel efficiency as well.

The reason there is no increase in power output is because there carburetor has a certain jetting of fuel set through its diaphragm. This does not allow excess fuel to pass through causing no increase in the fuel flow. Hence the power generated is no different than any other way. So there is the only ever so slight increase in power because of the free flow exhaust back-pressure and nothing else. If one really wants to increase the performance in this case, then he/she will have to get the carb up-jetted.

This though is not the case with FI engines. Fuel Injection is controlled by the ECU by measuring the air inflow through the sensor.

So when due to the Free Flow Exhaust, the air intake increases, the ECU regulates the fuel injection rate as well accordingly depending on the air flow sensor reading to keep up with the constant air-fuel mixture rate. This extra fuel when burns, creates the extra grunt and hence the resulting increase in performance. But it simple engine performance and tuning that takes the toss and no black magic on the increase of performance. But then it also means the ever so loss on efficiency due to the excess fuel being burnt. Also with the sound from the exhaust being such a music to many, people prefer riding the bike fast and not safely causing further decrease in the efficiency.

All this is fine in case of a single cylinder engine, but if this was the case in a multi-cylinder engine like in sports bikes and power cruisers, then in this case the exhaust pipes if they have their own individual cylinders to attend to, do not cause issues. But if the pipes funnel from multi to one; then in this case the pressure build up can be massive causing way too much back pressure and this could be harmful to the engine. Hence the piped in such case have to be tuned and bent and adjusted so that the exhaust from each cylinder should follow the other so that there is no overlapping and hence causing issues. This could get really dangerous in case of free flow exhausts.

So all in all, free flow exhausts do have their advantages and disadvantages, but then with it, you have to very well be prepared to have your PUC levels go for a toss. Also not to forget, the Free Flow exhausts are also available in stock noise or low noise muffled versions, so if you want to go for a Free Flow exhaust and do not want the extra unwanted sound, then even you got a choice here.

By: Pratik Patole

Bajaj Pulsar

NS160

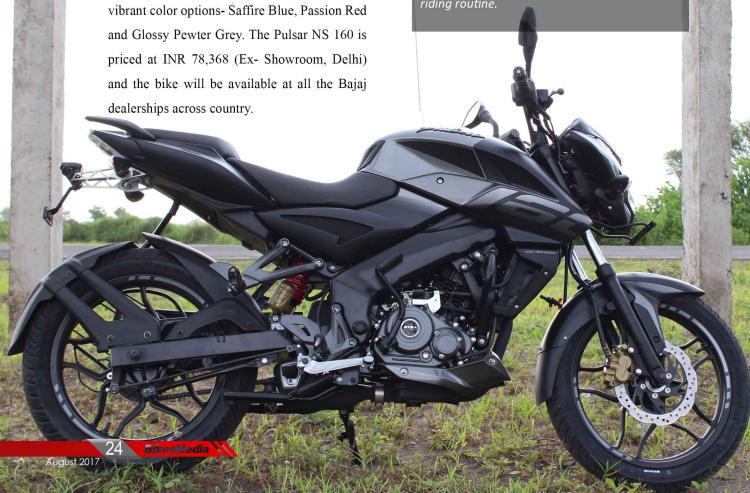
Launched In India

Bajaj Auto Ltd. (BAL) has launched the 160cc Naked Sportsbike 'Pulsar NS160'. The new Pulsar NS160 is strip-down version of the famous Pulsar NS200. The bike looks exactly similar to its elder sibling except few changes. The Pulsar NS 160 comes equipped with 160cc Oil cooled, DTSi engine with 4- valve setup. The bike is capable to produce 15.5 Ps at 8500 RPM and max torque of 14.6 Nm at 6500, making the new Pulsar a class leading motorcycle in the country.

The new Bajaj Pulsar NS160 comes in three vibrant color options- Saffire Blue, Passion Red and Glossy Pewter Grey. The Pulsar NS 160 is priced at INR 78,368 (Ex- Showroom, Delhi) and the bike will be available at all the Bajaj dealerships across country.

Commenting on the launch of new Pulsar NS160, Eric Vas, President – Motorcycles, Bajaj Auto Ltd said :

The new generation Pulsar NS160 offers a combination of raw power, aggressive styling and superior performance that no other bike in its segment can match. The bike is designed to cater to the young and dynamic motorcycle enthusiast who is evolved, restless and demands performance and style in his everyday riding routine.



Kawasaki Motorcycles after parting their ways with Bajaj Auto Ltd is firing all guns by launching entire updated series in the country. In the current spree Kawasaki has launched the 2017 Ninja 1000 at a very attractive price tag of Rs 9.98 Lakh.

Kawasaki could only be able to pull out the rabbit from the hat with the help of their SKD route, which they have chosen after getting separated from Bajaj and establishing their own manufacturing plant at Chakan.

The already impressive Kawasaki Ninja 1000 is now become even better with the inclusion of modern day gadgetries and world class features on board. The new 2017 Ninja 1000 now comes equipped with 1000cc BS-IV compliant engine capable of producing 142 PS of power and 111 Nm of torque. The bike is featured with Traction Control System, ABS and Kawasaki Corner Management Function (KCMF).

The new 2017 Kawasaki Ninja 1000 will be available in two color options- Black and Green. The bikes will be sold at the exclusive Kawasaki Motorcycles outlet across the country.

2017 Kawasaki NINJA 1000 Launched In India



Bajaj Auto Ltd. (BAL) has introduced one more color palette to their flagship product- Dominar 400. The Bajaj Dominar 400 now also comes in classic 'Matte Black' color option. With the additional Matte Black option the Dominar is now available in four colors- Matte Black, Moon White, Midnight Blue, and Twilight

Commenting on the occasion, Eric Vas, President - Motorcycle Business, Bajaj Auto Ltd said,

Since the launch of the Dominar, motorcycle aficionados across India have labelled the year 2017 as 1 AD – After Dominar. The Dominar 400 has redefined biking for India. With its massive presence coupled with superior performance, control and technology, the Dominar transforms any ride into a hyper-ride.



The Dominar 400 in new color option is now available at all Bajaj dealerships across the country and the price remains unchanged. The ABS variant is available at Rs 155,215 ex showroom Delhi, whereas the non ABS variant comes with price tag of Rs 141,045 (Ex- Showroom, Delhi).

Bajaj Dominar Now In Matte Black Edition

Ducati Delivers First 1299 Superleggera In India



On the occasion,
Vikram Oberoi, said,

Ducati make exceptional motorcycles and it's a privilege for me to be one of Ducati's customers in India. There is no better motorcycle manufacturer when it comes to performance bikes or bikes ridden on a racetrack.

Ducati Motorcycles India has delivered their first 1299 Superleggera in New Delhi. The Ducati 1299 Superleggera is known for its cutting edge technology and radical Italian engineering. The very first Ducati 1299 Superleggera has been handed over to motorcycle aficionado Vikram Oberoi. Vikram is a regular rider at the Buddh International Circuit (BIC) and he is a proud owner of Ducati 1299 Panigale S, a Ducati 916 and the Ducati 1098.

The Ducati 1299 Superleggera is the most technologically advanced Ducati motorcycle and it is among the first production motorcycles having a full carbon fiber monocoque body. The bike has trademark Single-sided swingarm, sturdy rear sub-frame, carbon fibre fairing and wheels along with aluminum hubs on board.

On the handover ceremony, Ravi Avalur, Managing Director of Ducati India Pvt. Ltd. said,

The 1299 Superleggera is one of the most exclusive motorcycles in the world, with only 500 units produced. Redefining the definition of the term "superbike", it offers unmatched technology in a limited edition targeting the true connoisseur. We are very proud to deliver the only 1299 Superleggera in India to Vikram.

The Ducati 1299 Superleggera produces 215 Bhp, weighs only 156 Kg (Dry) and is the most powerful factory twin-cylinder ever built. To keep this performance under control, Ducati has also included a full electronics package including Ducati Traction Control Evo (DTC EVO), Ducati Slide Control (DSC) and is also the first ever Ducati Superbike to be equipped with Ducati Power Launch (DPL) and also features the Engine Brake Control (EBC) seen on previous versions.

The Ducati 1299 Superleggera is as exclusive as it can get; with all 500 units sold out. The 1299 Superleggera is priced at INR 1,12,20,000 (ex-showroom Delhi) in India.

Husqvarna Motorcycles Coming To India

Stefan Pierer, CEO of KTM AG and Rajiv Bajaj, Managing Director of Bajaj Auto Ltd., decided to take Husqvarna Motorcycles brand global and scale up the business multiple times. The first model Vitpilen 401, Svartpilen 401 and Vitpilen 701 will be produced in Mattighofen, Austria, and launched in early 2018. Later in 2018, the Vitpilen 401 and Svartpilen 401 production for the global markets will be transferred to Bajaj's Chakan factory.

Husqvarna Motorcycles, founded in 1903 is the world's second oldest motorcycle brand, KTM has conquered a long term license agreement with Husqvarna from the year 2013. After it's new positioning the motorcycle sale is gone upto 30,000 units in the year 2016.

The enlargement of the cooperation to the Husqvarna Motorcycles brand will elevate the partnership between Bajaj and KTM to the next level. Increase of KTM and Husqvarna branded motorcycles, produced in India, from expected 100,000 in 2017 to over 200,000 units in the next years. Bajaj and KTM aim to sell Husqvarna similar



K

KTM the renowned international motorcycle brand entered the Indian market in the year 2012 with the collaboration of India's second largest motorcycle manufacturing brand Bajaj Auto and created a benchmark for other brands and made them think about their products to be stable in the market. Being an international brand and being collaborated with another renowned brand is absolutely an aggressive and dominating concept to rule over the market.

2017 KTM Duke 390

Test Ride Review



KTM has launched 7 of its products in India and gave the riders the feel of street racing by their powerful products. The Duke 200, Duke 390, RC 200, RC 390 Upgraded RC 390 and recently launched Duke 250 alongside updated Duke 390 are its consistently launched products that KTM has been serving to their Indian riders. We are going to throw our leg over the new KTM Duke 390, let us find out what new the riders are going to have in 2017 Duke 390.

2017 KTM Duke 390

Test Ride Review



The very first glance of the bike shows the aesthetic look and also the feel of a strong motorcycle due to its beautiful steel trellis frame. With the color combinations of, orange, black and white, the motorcycle absolutely looks stunning. Having the same color (orange) alloy wheels actually completes the bike and separates it from other motorcycles. These color combinations has actually become the sign of KTM motorcycles. Even a far sight of the motorcycle can make people know which motorcycle is coming.

Being a racing brand KTM never misses out anything to provide their riders the feel of a proper racing motorbike, the perfect aerodynamic build of the bike shows that.

From front to back it is completely an aerodynamic motorcycle which really helps the rider to pass through. The sharp headlight contains beautiful white DRLs LED lamps. Actually it has got 3 lamps, one which gets on as you switch on the ignition the other two are the upper and dipper which glows when you switch the engine on.

A beautiful LED taillight placed just below the rear seat. It too looks different from the previous KTMs, and so does the whole bike. The front side indicators are placed just below the digital meter console and above the headlamp. The whole motorcycle is too sharp and so do its indicators.

When you get over the bike it completely mesmerizes you because of its exotic style and the immense 13.5 Ltrs. fuel

tank. The tank looks huge with the sharp and aerodynamic air scoops, which actually gives the muscular look to the motorcycle. The 2017 Duke is different from its previous ones and so we can notice it by looking to the exhaust, previously launched Dukes were having underbelly exhaust system but the 2017 Duke 390 has got a beautiful, short and beefy exhaust which actually looks really cool and sporty.



Design & Looks

The new KTM Duke 390 has got a very beautiful 5 inches TFT digital display as the meter console, well just not the meter console it is, the whole new experience the rider is going to get because it has got the feature of the mobile connectivity. Yes you can connect your cell phone with your bike via RideMYKTM App and can easily know about the phone calls you are getting because it is going to display on your bike's meter console. You can easily make it out which call is to be answered and which is not. So your girlfriend is never gonna be mad at you for not receiving her call, you have to use the App to have a word with your loved ones even when you are riding. Though we should not talk over the phone while riding but yes this feature is helpful and at least we can make it out who has called us and so that we could call them later.

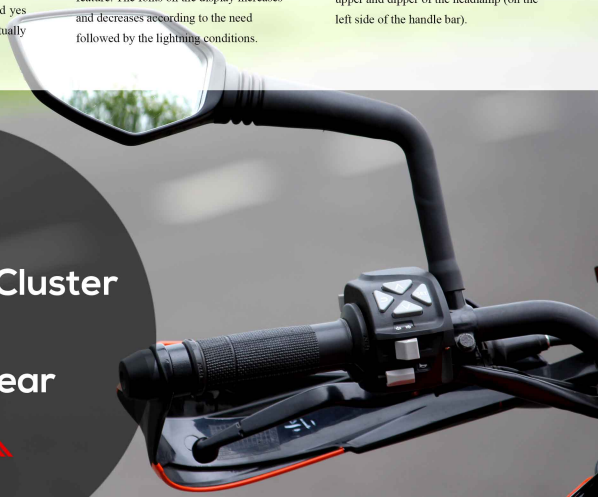
Also you can control the music by using the look alike remote buttons on the left side of the handle bar. Apart from this feature, several indicators are also there like, ABS on/off, Fuel gauge, Gear shiftings, Low engine oil indicator, Trip meter, Side stand indicator, Clock, Engine kill switch on/off indicator, Voltmeter for the battery, and yes Speedometer and Odometer that actually looks really cool.



The best and my favorite feature is yet to be discussed and that is the automatic adjustments of the brightness of digital meter, as we have tested the bike on a rainy day low light due to overcast gave us opportunity to experience this useful feature. The fonts on the display increases and decreases according to the need followed by the lightning conditions.

Apart from the display the Duke has got several switches on board like Engine Kill switch and the Self Start button (on the right side of the handle bar) and four buttons to operate the display, Horn switch, and Pass button has got the control of the upper and dipper of the headlamp (on the left side of the handle bar).

Instrument Cluster & Switchgear



2017 KTM Duke 390 Test Ride Review

Ergonomics

Being a legendary racing brand KTM always focuses on to provide its customers a perfect blend of racing experience and fun. And for that they has got a really effective idea, i.e. the lightweight motorcycle performs faster and optimum power can be experienced unilaterally. And so it is also known as the brand having motorbikes with the "Best Power To Weight Ratio". All together a light motorcycle having a kerb weight of 163 kg. when rolls over the road seems even lighter.

The single wide handlebar offers a sporty feel and is extremely comfortable, the level of comfort has also been increased by the soft split seat which actually looks small but can easily accommodate both rider and pillion. The foam of the seat is firm enough for trouble free ride.

The motorcycle is essentially a roadster but every enthusiast who dreams for long rides the 2017 Duke 390 can become perfect partner in their crime. The canteled and comfortable footpegs accommodate the boots with ease and help in shifting gears and applying brakes. Though the rubber seems a little hard but it was okay and I must say they are certainly better than the previous ones. The overall height of the bike is 1274 mm which makes it ride able for various size of riders.





Coming to another technology used in the 2017 Duke 390 is the EVAP system, let us go through what exactly the EVAP system is-



Discussing about the technical specifications the bike has got the same outgoing 373.2 CC single cylinder liquid cooled engine having 4 valves in it. Well the bike churns out the power of 43.5 PS @9000 RPM and 37 NM of torque @7000 RPM. Having a 6 speed manual gear transmission the 2017 Duke 390 has also got some outstanding features like, the Slipper Clutch technology and EVAP system. Slipper clutch technology is basically a technology which reduces the probability of wheel lock while shifting gears from higher one to the lower one. Also due to this technology the trouble of Throttle Whipping has been reduced considerably while downshifting.

Previously launched KTMs were not being liked for the exhaust sound they produce but the 2017 Duke 390 is a different story altogether. To comply the BS IV norms the bike has got a side slug exhaust which has actually changed the sound of the bike drastically and this is something where KTM should have worked long time ago. And now the new Duke is absolutely ready to gain the attention of the crowd due to its bassy sound.

The term EVAP stands for, Evaporative Emission Control System. Well it sounds little technical and a term that cannot be understood easily, but this is actually a technology that reduces the loss of the fuel from the motorcycle. Basically it is a technology used in cars since passed many decades but motorcycles have got this feature recently and is seriously a very helpful technology.

Now the question is that how it actually works? The answer of the question is hidden under the term itself, the Evaporative Emission Control System prevents the motorcycle's fuel to be lost due to evaporation from the fuel tank and from the hose pipes. Actually the fuel tanks (from inside) are coated with the Charcoal Canister which has capability to absorb the fumes generated underneath tank, and whenever we open the tank in order to fill the fuel those fumes get in contact with oxygen and evaporates which was seriously an unnoticeable loss till the date, according to the analyses 2-5% of fuel is being lost due to the same process.

KTM, along with the racing experience has also provided their riders this fuel efficient technology which is seriously a much needed feature. The countryside long and clear asphalt made the ride so mesmerizing and allowed me to get the most out of the bike and it seriously made me succumbed in front of it.



The lightweight midsize bikes like KTM Duke 390 got power with full galore and so the brands have to take care about the safety of the rider, the pillion as well as the bike and for that each manufacturer keeps on working to make its product more and more safer and so does KTM.

Disk brakes were known as the safest feature for every vehicle but now the time has got changed and ultimately more upgraded, more powerful motorcycles are ruling over the market therefore the immense power can not only be controlled just by the disk brakes. So a new technology has been introduced to make the bikes trust worthy in case of safety measures. Yes, we are talking about the ABS technology, the ABS (Anti Lock Braking System) is truly an overwhelming technology which has insured the safety to a great level.

Now a days ABS has become quite common, mostly it can be seen in the premium motorcycles. On the disk brakes there is a small ring placed which indicates that the bike is ABS equipped.

We have explained how the ABS works in our previous reviews, you can refer to our article "Dual Channel Motorcycle ABS Explained" for more insight.

The ABS actually prevents the bike's wheel to get locked under hard braking. This technology is extremely helpful for regular riders but not meant for the stunt riders.

The 2017 Duke 390 is equipped with dual channel ABS and it comes only in ABS variant.

2017 KTM Duke 390 Test Ride Review

Brakes And Suspension

This doesn't mean that the stunt riders cannot experience and play with it. The new Duke 390 comes equipped with Switchable ABS. So, we can say the best in class motorcycle has got the best in class features as well



so that no rider can miss out the experience of riding it.

Let's talk about the suspensions, the 2017 Duke 390 has got Upside-down 43 mm front suspension and at the rear it has got (the adjustable) WP Monoshock, the rider can adjust the height of the bike by adjusting the monoshock to a certain level. Going through a clear asphalt is always easy but when the potholes and off roads are concerned the bike must be having good suspensions. Even on the long corners, the monoshock really helped me to lean the bike with full confidence. KTM isn't just a racing brand but also known as the off road king due to its products so we can say the 2017 DUKE 390 is a complete package of experiences for the enthusiasts.

Engine And Performance



GENERAL

Price	Rs. 2,25,730 (ex-showroom, Delhi)
Launched	Feb, 2017

ENGINE

Engine Displacement	373.27 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	4
Max Power	43.5 PS @9000 rpm
Max Torque	37.0 Nm @7000 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	2002 mm
Overall Width	873 mm
Overall Height	1274 mm
Wheelbase	1357 mm
Ground Clearance	178 mm
Kerb Weight	163 kg
Fuel Capacity	13.5 Litres

Specifications



2017 KTM Duke 390

Test Ride Review

KTM entered the Indian market, a decade ago and had truly dominated the whole biking fraternity in most effective way. Having just 7 (new as well as upgraded) products, the KTM has been pleasuring its customers with its lightweight and powerful motorcycles. The KTM didn't only upgrade its old Duke 390 but also has upgraded the standards of riding in India.

The beautiful strong built, sporty color combinations, beautiful LEDs, immense power, upgraded technologies like ABS, EVAP, Slipper Clutch, and the most beautiful Meter console till the date has seriously changed and urged the level of biking.

Launching the bike at a price tag of INR 2,26,000/ ex-showroom KTM has seriously didn't leave any stone unturned. Everything the International racing brand KTM has provided to their customers at such an aggressive price point, I must say the bike is extremely gorgeous, powerful, efficient and value for money.



Verdict