CHAPTER – II
PROFILE OF THE COMPANY AND THE PRODUCTS
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ORGANISATION PROFILE

Background

The Hero group of the Munjals entered into a technical collaboration agreement with the world’s largest two-wheeler manufacturer Honda Motors of Japan to set up HHML. Munjals also have another company Majestic Auto Ltd. (MAL) which manufactures indigenous mopeds. Mal has entered into a technical agreement with BMW German for heavy-duty motorcycles. HHML has renewed the agreement with Honda in early 1995 for 10 years. The renewed agreement provides for a number of new contemporary Honda models to be manufactured at the new plant at Gurgaon, set up in FY97. Though Honda is planning to have a fully owned subsidiary after 2004. The relationship between Hero Group and Honda Motors is likely to continue beyond 2004 and the company will only be entering a formal renewal of technical agreement in 2004 and not the joint venture agreement.
Group

HHML belongs to the Munjal group. The group has been founded by Brijmohanlal Munjal and his tree brothers in 1951. HHML is a 26:26 JV between Hero Group and Japan’s Honda Motors. The remaining stake is held by FIs and public. It began operations with a manufacturing unit for bicycle components. Over the years, the group has become the largest manufacturer of bicycles in the world. Besides Hero Honda, there are 4 other major companies in the group, namely the following:

- **Hero Cycles** (1951), which is India’s leading bicycle manufacturer and exporter. The group worth Rs.60 bn is set to enter hospitality business with US – based $31 bn Carlson Hospitality by bidding for four properties of ITDC hotels in Delhi – Kanishka, Lodhi, Qutab and Yatri Niwas in order to explore the huge potential offered by the industry.


- **Majestic Auto** (1978), which is one of the leading manufacturer and exporter of mopeds. It has collaboration with Steyr Daimler Puch of Austria. It has also entered into a technical collaboration agreement with BMW Germany to manufacture heavy duty 650cc motor cycles.
Munjal – Showa (1985), which is one of the leading manufacturers of shock absorber, and other automotive component.

PLANT LOCATION

HHML had two plants one located at Dharuhera, Haryana near Delhi and the other at Gurgaon, 30kms away from the existing plant. The new plant had an installed capacity of 2 – mln unit pas on shift basis at each of the plant. The company had been taking initiatives to expand the existing capacity at each of it plant.

BUSINESS

Hero Honda is the largest player in the motorcycle segment. Focused on contemporary design and style, the company has a comprehensive range of bikes in its stable viz; CD – 100DX, CD – 100SS, Splendor, Street, Sleek, CBZ, Passion. However ‘Street’ failed to evoke market fancy while sporty ‘CBZ’ dropped down the popularity chart in early 90s. Hence the company continues to rely on urban – centric ‘Splendor’; its primary revenue spinner with the USP of fuel – efficiency, which accounts for over 60 – 70% of its sales. The “passion” launched in mid – Jan 2001 has had a resounding success contributing to 26% of total volumes and has not cannibalized the volumes of ‘Splendor’. With the sale
of over 1mn motorcycles in 2000 – 01, the company has also become the largest volume seller among all Honda Companies and ventures in the world.

The company has now shifted its focus towards launch of new product. HHML launched a 100cc motorcycle ‘Joy’ in FY2001 delivering 65 to 70 km per liter in city driving conditions. The company hopes to achieve a sale of 8,000 to 10,000 units of Joy per month. The company is also planning to launch motorcycles in 200cc - 300 cc category and is looking at the possibility of introducing a “luxury motorcycle” in the same category. HHML has planned an additional capacity of 105 mln unit’s pa at Dharuhera plant by investing Rs 3bh ($65mn) to meet the huge and increasing demand for motorcycles.

The Honda Motor Corporation of Japan has set the annual sales target of 1.75 mln 2 – wheelers (25% of worldwide target) for 2003 in India, to be contributed to the extent of 1.5 mln by HHML and the balance by its wholly owned subsidiary Honda Motorcycles & Scooters India Pvt. Ltd. HMSI launched ‘Activa’ the 4 stroke automatic medium – sized, 102 – cc scooter in July 2001 and is looking at volumes of about 50,000 from
its first product. It also plans to launch another scooter next year are also in the offing in order to increase the sales volumes to 1 Lakh units.

OUTLOOK

The company offers a good outlook in a long- term perspective. It is expected to emerge as the top corporate in creating value for shareholders by 2003 – 04 if it manages to sustain the volume growth rate in the near future. HHML has been included in the BSE Senses from Jan 2002 replacing M&M, Which is a reflection of its stranglehold on the domestic automobile market. HHML is set to follow a phased distribution and product strategy. The company being buoyed by the success of its ‘OM Project’ that has paid off by clocking sales of mln bikes last fiscal; has initiated a new programmed ‘Joy of Leadership’ for fiscal 2001 – 02 and will be complemented by customer relationship initiative called ‘Hero Honda Passport’ with a tagline of “Suhana Safar” across all its dealerships and service stations in the country. The scheme will allow the customers to avail of a host of privileges, benefits and exclusive rewards. It is promoted proactively through conventional media. The company has decided to tap the upcountry and semi-urban markets and about 30 – 35% of the rural base with a distinct product positioning. The company is aggressively cutting costs and are indigenising most of its manufacturing activities. In
the future there will be continued pressure on profitability and sustaining
the market share will be a daunting task.

Towards this end the company has to be consistent in launching
successful new products at regular intervals. It also remains to be seen if it
can prevent erosion in market share to new competitors such as Bajaj and
TVS Suzuki.

While the parent has set up a 100% subsidiary in the country, HMSI
will manufacture only scooters till 2004, while HHML will continue to
manufacture only motorcycles till the year 2004, after which the both the
companies will be free to foray into any 2 – wheeler segment. HHML has
technical collaboration with Japanese partner Honda motors till 2005, and
with the launch of new products the outgo in terms of promotional and
collaborator expenses will also rise thereby initially affecting the profit
margins. The company pays a royalty of Rs200 per motorcycle for product
range upto Splendor and also for the incremental technology introduced.
For other models the incremental royalty payments range form 3% to 5%
and are valid for a specific period.
FINANCIAL ANALYSIS

Net Sales have increased by 41.05% y-o-y in Financial Year 2001 to Rs31,686.5 million as against increase of 51.3% in Financial year 2000. Volumes increased by 35.1% to 1,029,510 million in Financial Year 2001 as compared to the increase by 43.6% in the corresponding period Financial Year 2000. The per unit realizations in motorcycle are lower by 1.7% than Financial Year 2000. PBIDT margin declined to 13.7% from 14.4% last year due to increase in raw material costs by 43.1% and administrative expenses by 43% during Financial Year 2000 – 01. The amount paid towards royalty has increased by 38.3% to Rs 247.4mn in Financial Year 2001 from Rs 178.9mn in Financial Year 2000. HHML has raised its ad budget for fiscal 2001 – 02 by 25% over Rs. 6.2million in Financial Year 2001, which it has been consistently enhancing since 1999 in line with its turnover growth.

Interest charges have been declining for the past four years and the company was successful in achieving the “Debt Free” status in Financial Year FY01 with the only debt component being the interest – free sales tax deferent loan of Rs.664.8mn from the Govt. of Haryana. This has rendered the Long – Term Debt / Equity ratio becomes nil as against 0.04 in Financial Year 2000. Interest charges declined by 46.3% from Rs47.1...
million to Rs 25.3 million in Financial Year 2001. Depreciation increased by 28% due to increased capex of Rs1.13 billion for enhancing production capacity from 9.5 lakhs motorcycles to 10 lakhs motorcycles. Net Profit increased by 28.5% from Rs1,920.8mn to Rs2,468.7 million in Financial Year 2001. This was after a robust 58.2% y-o-y growth in net profit in Financial Year 2000. The dividend payout stood at 26.7% in Financial Year FY01 as compared to 23.1% Financial Year 2000.

Cash profits showed an increase of 17.1% in Financial Year FY01 to Rs2.76bn. Investment portfolio increased by Rs1204.2mln as the company has invested in several mutual fund schemes. Turnover ratios improved during the year mainly due to higher net sales. The ROCE has not shown considerable improvement and the RONW has declined to 56.6% during Financial Year 2001 from 57.9% in Financial Year 2000. In a move towards deploying its huge cash reserves worth Rs.435 million, which have been affecting the ROCE AND RONW.

The company has declared a special interim dividend of 250% of the face value Rs 2 share during the Financial Year 2002 and is also evaluating other option like buyback or capital investment in a green field project to raise the capacity beyond 1.75mn by 2003 2004 mainly in Western or
Southern region which account for over 65% of the total sale. The Company had also planned to hike minimum limit for FII form current 20% to 40% of the paid up capital of the company to elevate the interest of foreign investor in the Indian market.

EXECUTIVE SUMMARY

Hero Honda Motors Ltd is one of the leading companies in the two-wheeler industry. At present, it is the market leader in the motorcycle segment with around 47% the market share during FY 2000 – 01. During the year, the company posted a 41.05% rise in turnover to Rs.31,686.5mn in motorcycles which was driven by a 35.17% rise in motorcycle sales volumes. The company has emerged as one of the most successful players, much ahead of its competitors an account of its superior and reliable product quality complemented with excellent marketing techniques. The company has been consistently addressing the growing demand for motorcycles and has a cumulative customer base of over 4 million customers which is expected to reach 5mln mark with the rural and semi-urban segment being the new class of consumers.

The Indian two-wheelers contributes the largest volumes amongst all the segments in automobile industry. Though the segment can be broadly categorized into 3 sub-segments viz; scooters, motorcycles and mopeds;
some categories introduced in the market are a combination of two or more segments E.g. 'scooterettes and step through'. The market primarily comprises five players in the two-wheeler segment with most of the companies having foreign collaborations with well-known Japanese firms earlier. But most of the companies are now planning 100% subsidiaries in India.

In the last four to five years, the two-wheeler market has witnessed a marked shift towards motorcycles at the expense of scooters. In the rural areas, consumers have come to prefer sturdier bikes to withstand the bad road conditions. In the process the share of motorcycle segment has grown from 48% to 58%, the share of scooters declined drastically from 33% to 25%, while that of mopeds declined by 2% from 19% to 17% during the year 2000-0. The Euro emission norms effective from April 2000 led to the existing players in the two-stroke segment to install catalytic converters. 4 – Stroke motorcycles are now replacing all the new models. Excise duty on motorcycles has been reduced from 32% to 24%, resulting in price reduction, which has aided in propelling the demand for motorcycles. Fierce competition has also forced players to; cut prices of certain models.
Hero Honda has been an early-entrant in the 4-stroke segment of the two-wheeler industry. With a right mix of product styling and pricing, the company helped garner a larger market chunk of the 4-Stroke market as compared to Bajaj Auto. A shifting consumer preference towards motorcycles also enabled the fast growth of the company in the last few years. Of the total motorcycle sales, HHML has a maximum of around 36.5% market share in the Western Zone and 28.6% in the Southern Zone, which has remained more or less consistent from FY2000 levels. In the Eastern Zone Hero Honda has a market share 12%. The company has reported a fall in sales volume to 3,29,900 units from 4,79,630 units in motorcycles for half-year ended September 2001 accompanied by decline in net sales by 2902% to Rs 10.38 million from Rs 14.67mn.

Competition has intensified over the last couple of years altering the dynamics in the motorcycle segment with various companies planning to cash in on this spurt in demand by calling off their JVs like Suzuki Motors planning to break-off with TVS. Recently, Honda Corporation of Japan announced its intentions to set up a 100% subsidiary to manufacture scooters and motorcycles. Other players in the two-wheeler Industry include Bajaj Auto Ltd, Kinetic Motor Co Ltd, LML and Escorts Yamaha.
Low-interest regime has helped in reducing cost of loans, which will help in boosting sales of 2-wheelers, since 80% of the two-wheelers are credit-stimulated.

HML, a part of the hero group, is a reputed name in the tow-wheeler sector and the management has a rich experience in the business. HML is a joint venture with Honda Corporation, Japan and over the years has been the most successful Indo-Japanese venture in two-wheelers. The company has invested in capex, in the past three years to cater to the increasing demand. The company has been cash-rich and has been effectively utilizing its surplus resources combined with prudent working capital management. Hero Honda has set a target of 20% volume growth and 25% turnover growth for the fiscal 2001-02. the company has also set a turnover target of Rs.200 million from spare parts business in fiscal 2001-02 up from Rs.145 million in 2000-01 and the business are expected grow faster than bike sales for the next 5 years. It has planned to bring in operational efficiencies with special focus on distribution, dealerships and pricing and the successful implementation of SAP R/3 (ERP- Program- “Project Synergy”) has enabled proper planning and company wide efficiency.
TABLE

SALES PERFORMANCE OF THE HERO HONDA MOTOR CYCLES

<table>
<thead>
<tr>
<th>SALES PERFORMANCE</th>
<th>SEP’04</th>
<th>SEP’05</th>
<th>APR’04-SEP’04</th>
<th>APR’05-SEP’05</th>
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<tr>
<td>Domestic</td>
<td>212228</td>
<td>257838</td>
<td>1197191</td>
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</tr>
<tr>
<td>Exports</td>
<td>5279</td>
<td>8233</td>
<td>26728</td>
<td>52874</td>
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</table>

Source: Secondary data

PRODUCTS AND THEIR TECHNICAL SPECIFICATION

SPLENDOR PLUS

The world’s best-selling motorcycle just got better. The Splendor Plus, a bike that will stop you right in your tracks. Both by its looks and performance. Consider its new, clear, bright multi-reflector head light and stylish graphic, which give it, its contemporary looks. Next, feel the ergonomics of it as you cruise along. A well-cushioned low-slung seat helps you rest and ride at the same time. Not to mention the suspension the works so well the you’ll probably never find out what happens between the and those bumpy roads. Needless to add, owning a The Splendor Plus
means a lot of others things too. Like getting admiring looks. Or the prides of riding a motorcycle that meets the pollution control standards of this decades. That’s the Splendor Plus. The new faces of trust.

SPECIFICATIONS:

Engine : 4 – Stroke, Single Cylinder Air – Cooled, OHC

Displacement : 97.2cc

Transmission : 4 – Speed constant mesh

Ignition : Electronic

Head light : 12V 35/35 W multi – reflector with halogen lamp

Frame : Tubular double cradle type

Suspension (front) : Telescopic hydraulic fork

Suspension (rear) : Hydraulic spring loaded type with both side action

Wheel base : 1230mm

Ground clearance : 159mm

Kerb weight : 109kgs
Tyre (rear) : 2.75*18-4PR

Type of break Front : Drum type (130mm diameter) Optional: Disc (240 mm diameter)

Max power : 7.5PS @ 8000 rpm/5.5KW @ 8000 rpm

Max speed : 85kmph

Fuel tank capacity : 10.5 litres (reserve 1.4 litres)

AVAILABLE THE FOLLOWING ATTRACTIVE COLOURS

- Black.
- High Performance Red.
- Blaze Blue (Metallic).
- Cloud Silver (Metallic).
- Chilli Green.
- Hi Granite Blue.
- Tornado Grey.
- Excellent Blue.
PASSION PLUS

The Passion Plus is a cosmetic upgrade to the passion involving two-tone colours, body coloured mirrors, white dial instrument cluster and a wider pillion grip. New bright multi-reflector headlight, taillight and indicators provide improved safety while the updated graphics provide a contemporary look to this proven performer. The Passion Plus also comes with an optional front disc brake for improved braking.

9 New two-tone body colours PLUS Body colour rear view mirror PLUS Aluminum die cast rear grip PLUS Heat protector on the muffler Plus two-tone front fender PLUS New dials on the instrument panel PLUS Headlight with halogen lamp PLUS Multi-reflector winkers. All this and much more to make the biker and his bike stay married forever.

SAFETY

1) Position Lamp.

2) Side Reflector.

3) Wider Wheel Base

CONVENIENCE

1) Large Storage Space with Locking Facility.
2) Helmet Holder.

3) Lockable Seat

COMFORT

1) Adjustable Rear Cushion.

2) Wide & Comfortable Seat.

3) Broad Rear Tyre.

SPECIFICATIONS:

Engine : 4 – Stroke, single cylinder Air – cooled, OHC

Displacement : 97.2cc

Maximum : 7.5PS at 8000 rpm / 5.5KW at 8000 rpm

Gear Box : 4 – Speed constant mesh

Max, Speed : 85kmp

Frame : Tubular Double Cradle

Suspension (Front) : Telescopic Hydraulic Fork

(Rear) : Swing Arm with 5 Step Adjustable Hydraulic Dampers
<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tyres (Front)</td>
<td>2.75 * 18 – 4 PR / 42 P</td>
</tr>
<tr>
<td>(Rear)</td>
<td>3.00 * 18 – 4 / 6 PR</td>
</tr>
<tr>
<td>Brakes (Front)</td>
<td>Internal Expanding Shoes Type (130 mm) / Hydraulic Disc Type (Optional)</td>
</tr>
<tr>
<td>(Rear)</td>
<td>Internal Expanding Shoes Type (130 mm)</td>
</tr>
<tr>
<td>Final Drive</td>
<td>Roller Chain</td>
</tr>
<tr>
<td>Battery</td>
<td>12 V – 2.5 Ah</td>
</tr>
<tr>
<td>Ignition</td>
<td>Electronic CDI</td>
</tr>
<tr>
<td>Starting</td>
<td>Kick Starter</td>
</tr>
<tr>
<td>Wheelbases</td>
<td>1235 mm</td>
</tr>
<tr>
<td>Ground Clearance</td>
<td>160 mm</td>
</tr>
<tr>
<td>Length</td>
<td>1980 mm</td>
</tr>
<tr>
<td>Width</td>
<td>720 mm</td>
</tr>
<tr>
<td>Height</td>
<td>1060 mm</td>
</tr>
<tr>
<td>Kerb Weight</td>
<td>116 kgs</td>
</tr>
</tbody>
</table>
Fuel Tank Capacity: 12.8 litres (Reserve 1.1 liters)

Headlight : Halogen Bulb 35 W / 35 W

Hero Honda Passion Plus complies with Bharath Stage – II norms.

COLOURS AVAILABLE

- Moon Yellow
- Cloud Silver
- Amranth Maroon
- Tornado Grey
- Tahitian Blue
- Black with Magna Red Stripes
- Black with Purple Stripes
- Candy Blazing Red
- Turquoise Blue
- Tasmanian Green
- Black with Orange Stripes
GLAMOUR

The all-new Hero Honda glamour with 'Neo ghg' styling, Aerodynamic 'Scoops, Path-breaking body graphics, Revolutionary 125cc QUANTUM CORE Engine and a breakthrough 3 year Warranty.

TECHNICAL SPECIFICATIONS

Type : Air Cooled, 4 Stroke, Single Cylinder, OHC

Displacement : 124.7cc

Maximum Power : 6.72 KW (BHP) @ 7000 rpm

Maximum Torque : 10.35 N·m @ 4000 rpm

Bore * Stroke : 52.4 * 57.8 mm

Compression Ratio : 9:1:1

Carburettor : Side Draft Variable Venturi (Piston)

Starting : Self Start / Kick Start

Idle Speed : 1400 ± 100 rpm

Clutch : AMI – Advanced Microprocessor Ignition System

Gear Box : 4 Speed Constant Mesh

Chassis Types : Tubular Double Cradle Type

Front Suspension : Telescopic Hydraulic Shock Absorbers
Rear Suspension: Swing Arm with Adjustable Hydraulic Shock Absorbers

Front Break Disc: Dia – 240 mm

Drum: Internal Expanding Shoe Type (130 mm)

Pad – Non Asbestos Type

Rear Break Drum: Internal Expanding Shoe Type (130 mm)

Tyres Size Front: 2.75 * 18 – 4 PR / 42 P

Rear: 3.00 * 18 – 6 PR /42 P

Battery: 12 V – 2.5 AH (Kick) / 5 AH (Self)

Head Lamp: 35 W / 35 W - Halogen Bulb (Multi – Reflector – Type)

Fuel Tank Capacity: 13.6 litres (Min)

Reserve: 1 liters (Usable reserve)

Length: 2005 mm

Width: 735 mm

Height: 1070 mm

Wheelbases: 1265 mm
Ground Clearance : 150 mm

Kerb Weight : 125 kgs (Kick) / 129 KG (Self)

COLOURS AVAILABLE

- Candy Blazing Re
- Cloud Silver Metallic
- Tornado Grey Metallic
- Impulse Orange Metallic
- Excellent Blue Metallic
- Vibrant Green Metallic
- Black (2 Colour Combinations)
- Forest Blue Metallic
- Palace Maroon Metallic

AVAILABLE IN THE FOLLOWING VARIANTS

1) Drum Kick

2) Drum Self
3) Disc Kick

4) Disc Self

SUPER SPLENDOR

This a new Vehicle in the market with a new technology engine the new QUANTUM CORE ENGINE at its heart, the new Super Splendor is destined to redefine all parameters of performance. A motorcycle that is capable of delivering mileage that is unmatched even by the legendary hero Honda standards, along with enhanced power. Ride it to find the perfect combination of everything that you ever wished for in a motorcycle.

SPECIFICATIONS:

<table>
<thead>
<tr>
<th>Engine</th>
<th>4 - Stroke, Single Cylinder Air - Cooled, OHC</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 * Stroke</td>
<td>52.7 * 57.8 mm</td>
</tr>
<tr>
<td>Displacement</td>
<td>124.7 cc</td>
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<tr>
<td>Compression Ratio</td>
<td>9:1:1</td>
</tr>
<tr>
<td>Extra Power</td>
<td>6.72 KW (9 BHP) @ 7000 rpm</td>
</tr>
<tr>
<td>Dark</td>
<td>10.35 Nm @ 4000 rpm</td>
</tr>
<tr>
<td>Maximum speed</td>
<td>90 Km per Hour</td>
</tr>
</tbody>
</table>
Clutch : Multi Plate Wet Type

Transmission : 4 – Speed Constant Mesh

Final Drive : Roller Chain

Ignition : Digital – CDI Ignition System

Microprocessor Ignition System

Starting : Self Start Kick Start (Your Suggestion)

Frame : Tubular Double Cradle Type

Back Swing Arm with Adjustable Hydraulic Shock Absorbers

Dimension (L*B*H): 1995 * 735 * 1095 mm

Wheel base : 1265 mm

Ground clearance : 150 mm

Kerb Weight : 117 kgs (Kick Starter Bike) 121 Kg (Self Starter Bike)

Tyre (Front) : 2.75 * 18 – 4 PR / 42 P

(Back) : 2.75 * 18 – 6 PR / 48 P

Break Front Drum : Internal Expanding Type - 130 mm Dia
Front Disc: Hydraulic Disc Type – 215 mm Dia (Your Suggestion)

Back: Internal Expanding Type - 130 mm Dia

Fuel tank capacity: 12 litres (Min)

Head Light: 12V 35 W / 35 W Multi Reflector Bulb AC – Type

COLOURS AVAILABLE

- Candy Blazing Red
- Black Orange Stripes
- Black Purple Stripes
- Candy Tahitian Blue
- Hi Granite Blue Metallic
- Cool Mint Metallic
- Sherry Gold Metallic
- Candy Amaranth Maroon
- Forest Blue Metallic
CD DELUXE

This is a new 100 cc motorcycle with a fuel efficiency guarantee. The vehicle is fuel efficiency, and ensured comfortable ride, with super suspension shock absorbers. This vehicle has tubular Double cradle frame for solid body structure.

SPECIFICATIONS:

<table>
<thead>
<tr>
<th>Engine</th>
<th>Air Cooled, 4 – Stroke, Single Cylinder OHC</th>
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<tbody>
<tr>
<td>Displacement</td>
<td>97.2 cc</td>
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<tr>
<td>High Power</td>
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<td>Dark</td>
<td>0.79 Kg – m @ 5000 rpm</td>
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<td>4 &amp; Stroke</td>
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<td>Compression Ratio</td>
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<td>Starting</td>
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<td>Maximum speed</td>
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<tr>
<td>Clutch</td>
<td>Multi Plate Wet Type</td>
</tr>
<tr>
<td>Transmission</td>
<td>4 – Speed Constant Mesh</td>
</tr>
</tbody>
</table>
Ignition : Capacitor Discharge Ignition

Final Driving : Roller Chain

Frame : Tubular Double Cradle Type

Suspension (Front) : Telescopic Hydraulic Fork

Suspension (Back) : Swing Arm, Hydraulic Shock Absorbers

Tyre (Front) : 2.75 * 18 – 6 PR

Tyre (Back) : 2.75 * 18 – 6 PR

Break (Front) : Internal Expanding Shoes Type - 130 mm Dia

Break (Back) : Internal Expanding Shoes Type - 110 mm Dia

Head Light : Rectangular Multi Focal

   Reflector 35 W / 35 W Halogen Bulb

Fuel tank capacity : 10.5 litres

Dimension (L*B*H): 1970 * 720 * 1045 mm

Wheel base : 1230 mm

Ground clearance : 159 mm
Kerb Weight : 108Kgs

COLOURS AVAILABLE

- Candy Blazing Red
- Candy Tahitian Blue
- Cool Mint Green
- Amaranth Maroon
- Blue with 2 different type of stripes.