

MOTORCYCLE LAUNCHES OF
THE QUARTER

AUGUST-
SEPTEMBER
2025

ISSUE 005

INLINE4[®] NEWS

WWW.INLINE4NEWS.COM

**2025 KAWASAKI
Z900**

MRP 99/-

INLINE4[®] NEWS

TABLE OF CONTENTS

KTM 390 ENDURO R (INTERNATIONAL SPEC): SMALL BIKE, BIG TERRAIN	05
HONDA CB125 HORNET: A COMPACT STING WITH BIG ASPIRATIONS	06
TRIUMPH THRUXTON 400: RETRO CAFÉ RACER CHARM IN A COMPACT PACKAGE	07
KTM DUKE 160: THE SHARPEST NEW STREETFIGHTER IN TOWN	08
BAJAJ PULSAR NS400Z: THE BIGGEST PULSAR GETS SHARPER	09
THE BIG BOYS FROM JAPAN	10



THE BIG BOYS FROM JAPAN



100
COUNTRIES





EDITOR-IN-CHIEF

MOTO ZOH

MANAGING EDITOR

VIKAS RACHAMALLA

HEAD OF MARKETING

HEMDEV NARAYAN

ART DIRECTION

MOTO ZOH

TEAM INLINE4NEWS

INLINE4 PRODUCTIONS

PHOTOGRAPHERS

ANIRBAN | 7K_RPM



WWW.INLINE4NEWS.COM

FROM THE EDITOR

Motorcycling, at its core, has always been about freedom—freedom to explore, to push boundaries, and to connect with machines that stir emotion every time we twist the throttle. As we step into 2025, it is remarkable to see how manufacturers are shaping that freedom with motorcycles that are not only faster and more powerful, but also smarter, safer, and more versatile than ever before.

This issue celebrates that evolution. From Honda's all-new XL750 Transalp, which blends long-distance touring comfort with true off-road grit, to Kawasaki's refreshed Z900 that continues to define the naked streetfighter category, we are witnessing machines that embody both heritage and innovation. Suzuki's V-Strom 800DE, with its rugged adventure DNA, further highlights how the middleweight segment is becoming the sweet spot for riders worldwide—powerful enough to thrill, yet manageable enough for everyday usability.

What excites me most is how these motorcycles reflect the changing needs of riders. Today's enthusiasts are demanding versatility: bikes that can commute during the week, tour on weekends, and still deliver adrenaline when the roads get twisty. Brands are responding with designs that respect tradition while embracing technology—ride-by-wire systems, multiple riding modes, and advanced electronics that make big-bike performance more approachable than ever.

As editors, riders, and fans of two wheels, our goal remains simple: to bring you the stories, insights, and reviews that fuel your passion. Whether you are a seasoned motorcyclist chasing the next upgrade, or a new rider dreaming of your first machine, this issue is dedicated to you. Because at the end of the day, it's not just about the bikes—it's about the journeys they inspire.

Ride safe, ride free.



Moto Zoh
EDITOR-IN-CHIEF

KTM 390 ENDURO R (INTERNATIONAL SPEC): SMALL BIKE, BIG TERRAIN

KTM has finally brought a true entry-level dual-sport to its global lineup—the 390 Enduro R. Positioned between lightweight trail bikes and bigger ADV machines, this motorcycle promises real off-road capability without sacrificing everyday practicality. But one important detail stands out: the international-spec 390 Enduro R is notably different from the version offered in India.

At the heart of both bikes lies KTM's latest 399 cc liquid-cooled single-cylinder LC4c engine, delivering a healthy 44 hp and 39 Nm of torque. Compact and efficient, the motor is paired with a six-speed gearbox, a slipper/assist clutch, and an optional quickshifter. Smooth at low revs yet lively at the top, the engine is tuned to handle both rugged trails and highway cruising.

The key differences emerge in the chassis and suspension setup. The international-spec Enduro R rides on a two-piece steel trellis frame with a bolt-on subframe and is equipped with WP APEX 43 mm open-cartridge forks up front and a WP APEX monoshock at the rear. Both ends deliver a generous 230 mm of fully adjustable travel, allowing riders to tailor suspension for varied terrain. Combined with 21-inch front and 18-inch rear spoked wheels, wrapped in dual-sport rubber, and a towering 253 mm of ground clearance, this is a motorcycle designed to tackle serious off-road challenges.

In comparison, the India-spec version is more restrained. Suspension travel is shorter, ground clearance sits lower at about 220 mm, and wheel sizes drop to 19 inches front and 17 inches rear, making it more suitable for mixed urban, highway, and light off-road riding. Electronics play a central role in both versions, with Bosch dual-channel ABS, Off-Road ABS, and the ability to fully disengage ABS. Traction control, ride-by-wire throttle, and a crisp 5-inch TFT display enhance usability. The ergonomics are rally-inspired—flat seat, upright stance, wide footpegs—though the international bike's 860 mm seat height makes it more imposing than its Indian counterpart.

Weighing around 159 kg dry with a 9-liter fuel tank, the Enduro R remains lightweight and nimble. Internationally, it is priced around \$5,499, competing with the Honda CRF300L and Kawasaki KLX300, while the India-spec model retails at ₹3.54 lakh.

The verdict? The international-spec KTM 390 Enduro R is a genuine small-capacity dual-sport with long-travel suspension and serious off-road intent. The India-spec bike, meanwhile, strikes a balance for riders who want adventure flavor in a more road-friendly package.

Why India Deserves the International-Spec 390 Enduro R

India is one of the fastest-growing adventure motorcycling markets in the world. From Ladakh's high-altitude passes to the sandy trails of Rajasthan and the forest routes of the Northeast, the country offers terrain that truly demands a motorcycle with long-travel suspension, high ground clearance, and spoked wheels. While the India-spec 390 Enduro R addresses commuting and mixed-use practicality, it falls short of delivering the same hardcore off-road capability that KTM has engineered into the international model.

Riders here have repeatedly shown their appetite for serious adventure machines—be it through the popularity of the Himalayan, Xpulse, or the increasing number of large-capacity ADVs on Indian roads. What's missing is a globally homologated, small-capacity dual-sport that combines KTM's racing pedigree with accessibility for everyday enthusiasts.

Launching the international-spec 390 Enduro R in India would also close the gap for riders who aspire to upgrade to bigger machines like the 690 Enduro R or 890 Adventure but want to start small. It would give India's growing off-road community the right tool to train, explore, and compete.

In short, India doesn't just need another adventure-styled motorcycle—it needs the real Enduro R. KTM has the opportunity to set a new benchmark in the sub-400 cc segment by giving Indian riders the same motorcycle their global counterparts enjoy.



HONDA CB125 HORNET: A COMPACT STING WITH BIG ASPIRATIONS

Honda's iconic Hornet badge, known for its sharp styling and spirited performance, has now extended its reach into the entry-level segment with the launch of the Honda CB125 Hornet. Positioned as a gateway motorcycle for young riders and urban commuters, the CB125 Hornet blends modern styling cues, practicality, and everyday usability in a compact package.

Design: Mini-Hornet with Streetfighter DNA
At first glance, the CB125 Hornet looks every bit like its larger siblings. The design philosophy borrows heavily from the CB750 Hornet, featuring an aggressive streetfighter stance with angular tank shrouds, sharp LED headlamp, muscular fuel tank, and a tidy tail section. The upright handlebars, sculpted seat, and compact proportions immediately signal that this is a machine built to dominate the urban jungle. Despite being a 125 cc, the Hornet's styling ensures it never looks out of place next to bigger capacity motorcycles.

Engine and Performance

Powering the CB125 Hornet is a 124.7 cc liquid-cooled, single-cylinder, DOHC engine, producing around 14.7 hp at 10,000 rpm and 11.6 Nm of torque at 8,000 rpm. This puts it right at the top of the 125 cc performance charts in Europe, where it is aimed squarely at beginner riders holding an A1 license. The engine is paired with a six-speed gearbox, offering refined gear shifts and efficient power delivery. Honda claims excellent fuel economy, making it as frugal as it is fun.

The DOHC setup ensures smooth revving and crisp throttle response, giving the CB125 Hornet an energetic character that encourages new riders without overwhelming them. Its top speed of around 110 km/h makes it more than capable of handling fast-moving city traffic and light highway stints.

Chassis and Handling

Honda has equipped the CB125 Hornet with a steel diamond frame, designed for both stability and agility. The bike features 41 mm Showa SFF-BP USD forks at the front and a monoshock at the rear, tuned to offer a balance between comfort and sporty feedback. With a seat height of 795 mm and a kerb weight of just 140 kg, the Hornet is approachable for shorter riders while still offering confidence-inspiring stability. The motorcycle rolls on 17-inch alloy wheels wrapped in 110/70 (front) and 140/70 (rear) tyres, providing ample grip. Braking duties are handled by a 296 mm disc up front and 220 mm disc at the rear, supported by dual-channel ABS as standard. Honda's focus on rider safety and confidence shines through, making the CB125 Hornet one of the best-equipped motorcycles in its class.

Features and Technology

Honda has not compromised on modern features. The CB125 Hornet comes with a full LED lighting system, a negative LCD instrument cluster with gear position indicator, shift light, fuel gauge, and trip computer. Riders also benefit from Honda's build quality and reliability, hallmarks that ensure hassle-free ownership and low running costs.

While it doesn't get advanced electronic rider aids like traction control—common on larger Hornets—the CB125 doesn't really need them. Its balanced performance, ABS, and smooth power delivery already provide ample rider confidence.

Market Positioning

The CB125 Hornet is primarily aimed at European and international markets, where 125 cc motorcycles are the first step into motorcycling for 17-year-olds. In countries like the UK, France, Spain, and Italy, it directly competes with rivals such as the Yamaha MT-125, KTM Duke 125, and Suzuki GSX-S125. Honda's approach focuses on offering a bike that is stylish enough to appeal to young riders, practical enough for daily commutes, and fun enough to keep them engaged as they build experience.

Pricing is expected to be competitive, with Honda banking on its global reputation for durability and dealer network support. For young enthusiasts, it represents a motorcycle that doesn't just look like a "starter bike" but carries the design language and prestige of the Hornet family.

Why It Matters

The CB125 Hornet's launch marks Honda's renewed push in the entry-level naked streetfighter segment. For new riders, it promises the confidence of a forgiving engine, the thrill of Hornet-inspired styling, and the practicality of a commuter. For Honda, it strengthens their foothold in the competitive 125 cc segment while carrying forward the Hornet legacy to the next generation of riders.

In essence, the Honda CB125 Hornet may be small in displacement, but it packs a punch in style, usability, and performance. It's a motorcycle that proves even the smallest Hornet still has a sting.



TRIUMPH THRUXTON 400: RETRO CAFÉ RACER CHARM IN A COMPACT PACKAGE

Triumph Motorcycles has expanded its modern-classic range with the launch of the Triumph Thruxton 400, a café racer-inspired machine that blends retro design with everyday usability. Positioned below the Thruxton 1200, this new entrant aims to deliver the spirit of café racing to riders looking for a lighter, more accessible motorcycle without compromising on style or character.

Design: Classic Racer DNA

The Thruxton 400 stays true to the heritage of the Thruxton line, drawing inspiration from the café racer culture of the 1960s. Its rounded fuel tank, clip-on handlebars, rear-set footpegs, and seat cowl create an authentic café racer silhouette. Details such as the round LED headlamp, sculpted tank with knee recesses, and brushed metal finishes further reinforce the retro styling.

Despite its vintage looks, Triumph has ensured the Thruxton 400 feels modern in fit and finish. The motorcycle has clean lines, premium paintwork, and meticulous detailing, giving it an upscale presence even in the smaller-capacity segment.

Engine and Performance

At the heart of the Thruxton 400 lies a 398 cc liquid-cooled, single-cylinder engine, developed under Triumph's partnership with Bajaj. It produces a healthy 40 hp at 8,000 rpm and 37.5 Nm of torque at 6,500 rpm, making it one of the most powerful motorcycles in its class.

The engine is paired with a six-speed gearbox and equipped with a slipper clutch for smoother downshifts. While the bike is tuned for everyday rideability, Triumph has engineered it to provide the kind of punchy mid-range performance that makes it fun in urban conditions and engaging on twisty roads.

Chassis and Handling

Built on a tubular steel frame, the Thruxton 400 uses a 41 mm USD fork at the front and a gas-charged monoshock at the rear. This setup strikes a balance between classic looks and modern handling dynamics. Its relatively low seat height of 790 mm ensures accessibility for riders of different statures, while a dry weight of around 170 kg makes it manageable in city traffic.

Braking performance comes from a 300 mm front disc with four-piston caliper and a 230 mm rear disc, assisted by dual-channel ABS. The 17-inch alloy wheels, wrapped in road-biased tyres, complement the café racer stance and provide confidence in corners.

Features and Technology

Although retro in style, the Thruxton 400 is modern in equipment. The bike comes with all-LED lighting, a semi-digital twin-pod console displaying gear position, fuel gauge, and trip information, and ride-by-wire throttle for precise control. Safety is further enhanced with ABS, while the slipper clutch and well-spaced gearing make it forgiving for new riders yet rewarding for experienced ones.

Unlike larger-capacity Triumphs, the Thruxton 400 keeps electronic rider aids minimal, sticking to the essence of pure motorcycling. The focus is on offering an unfiltered riding experience wrapped in an authentic café racer form. The Triumph Thruxton 400 enters a niche yet growing segment of retro-inspired mid-capacity motorcycles. It appeals to riders who admire the café racer aesthetic but do not want the intimidating size or cost of a larger Thruxton 1200. Priced competitively to target younger buyers and retro enthusiasts alike, it positions itself as a stylish yet practical daily motorcycle.

In international markets, it will go head-to-head with rivals like the Royal Enfield Continental GT 650 (albeit at a higher displacement) and Honda's CB350 RS in terms of styling appeal. Its combination of heritage branding, strong performance, and daily usability makes it a compelling option.

Why It Matters

The launch of the Thruxton 400 demonstrates Triumph's strategy to make its modern-classic range more accessible. By offering a café racer in the 400 cc class, Triumph opens the door for riders who may be new to big-brand ownership but still want a motorcycle with genuine character and premium appeal.

For Triumph, it also strengthens the Bajaj-Triumph collaboration by expanding the portfolio beyond roadsters like the Speed 400, showing the partnership's versatility. For riders, it means they can now enjoy the iconic Thruxton styling in a more practical, affordable, and approachable package. In short, the Triumph Thruxton 400 distills the essence of a café racer into a lightweight, manageable form. It carries the soul of the 1960s Thruxton racers while catering to the needs of today's urban riders. Retro charm, modern engineering, and the prestige of Triumph branding make this café racer a motorcycle that punches well above its weight.

To book, head over to



KTM DUKE 160: THE SHARPEST NEW STREETFIGHTER IN TOWN



KTM has further expanded its popular Duke line-up with the all-new Duke 160, a lightweight streetfighter designed to offer big-bike looks and sporty performance in a compact, accessible package. Positioned below the Duke 200, this motorcycle is aimed at younger riders, urban commuters, and enthusiasts seeking the aggressive KTM experience at a more affordable price point.

Design: Mini-Beast Styling

In true KTM fashion, the Duke 160 carries the sharp, angular design language that has defined the Duke family worldwide. Its sculpted tank extensions, aggressive LED headlamp, and exposed trellis frame give it the same bold, naked streetfighter identity as its bigger siblings. The ergonomics are rider-focused, with a slightly aggressive stance thanks to upright handlebars, a compact tail section, and split seats. Even though this is the entry-level model, KTM has ensured the Duke 160 looks premium, with high-quality plastics, layered bodywork, and a fit and finish that feels a step above other bikes in its class.

Engine and Performance

At the core of the Duke 160 sits a single-cylinder, liquid-cooled 164 cc engine, derived from KTM's experience in compact performance motorcycles. It produces around 15 hp at 8,500 rpm and 14.5 Nm of torque at 6,500 rpm, placing it in the sweet spot for urban performance.

The engine is paired with a 6-speed gearbox, ensuring better flexibility compared to many rivals that use a 5-speed unit. KTM has tuned it for quick throttle response and high-revving character, making it enjoyable for spirited city rides and short weekend sprints. Despite being a smaller-capacity engine, the refinement levels are impressive, and vibrations are well-contained.

Chassis and Handling

Like every Duke, handling is at the heart of the 160's personality. Built on a lightweight split-trellis steel frame, the bike feels nimble and planted. Suspension duties are handled by a WP USD fork at the front and a monoshock at the rear, rare to see in this segment. Weighing just ~150 kg (kerb), the Duke 160 is easy to flick through traffic and confidence-inspiring in corners. A seat height of around 800 mm makes it accessible to most riders, while the narrow profile aids maneuverability in city conditions.

Braking performance is delivered through a front 300 mm disc with dual-piston caliper and a rear 230 mm disc, supported by dual-channel ABS. This ensures safety without sacrificing the sharp, sporty braking feel KTM is known for.

Features and Technology

Despite being the smallest Duke, KTM has equipped the 160 generously. It features all-LED lighting, a fully-digital LCD console with gear indicator, fuel gauge, and trip data, and dual-channel ABS as standard. The inclusion of ride-by-wire throttle makes it one of the most advanced motorcycles in its category.

The KTM Duke 160 enters the competitive entry-level performance commuter segment, where buyers seek a mix of style, efficiency, and fun. Its rivals include the Yamaha MT-15, Bajaj Pulsar NS160, and TVS Apache RTR 160 4V. However, what sets the Duke apart is its unique combination of premium hardware, aggressive styling, and KTM's racing DNA.

Priced competitively, the Duke 160 is clearly targeted at young riders who want a motorcycle that makes a statement both in traffic and at weekend hangouts. It is not just about commuting – it is about experiencing the thrill of motorcycling every single day.

Why It Matters

The Duke 160 is an important addition to KTM's line-up, especially in markets like India and Southeast Asia, where affordability and efficiency matter as much as performance. It allows first-time buyers to enter the KTM world without stretching their budget, while still experiencing the brand's premium engineering and sharp styling.

For KTM, it also helps in bridging the gap between commuter-friendly motorcycles and higher-performance models like the Duke 200 and Duke 250. This makes the Duke 160 a stepping stone for riders who may eventually move up the ladder to larger-capacity KTMs.

BAJAJ PULSAR NS400Z: THE BIGGEST PULSAR GETS SHARPER

Bajaj Auto has refined its flagship streetfighter, the Pulsar NS400Z, with a set of meaningful updates that make the most powerful Pulsar yet sharper, more versatile, and better equipped to handle today's competitive motorcycle market.

Design and Styling

The NS400Z builds on the familiar muscular streetfighter design of the Pulsar NS range but now carries a refreshed look. The LED projector headlamp with signature lightning-bolt DRLs is the most striking change, offering both style and improved illumination. The sculpted fuel tank, sharp extensions, and chiselled side panels enhance its aggressive stance, while revised graphics and new color schemes give it a modern identity. The rear section has been cleaned up, adding to its sporty appeal.

Engine and Performance

The motorcycle continues with the proven 373 cc, liquid-cooled, single-cylinder engine derived from the KTM 390 platform. It produces 39.5 hp and 35 Nm of torque, ensuring a strong performance both in the city and on highways. A 6-speed gearbox with a slipper clutch makes gearshifts smoother, while ride-by-wire technology improves throttle precision. Bajaj has reworked the ECU for sharper mid-range delivery, making the bike more responsive in traffic while still delivering exhilarating acceleration.

The NS400Z also introduces four riding modes—Road, Rain, Sport, and Off-Road—that adjust throttle response and ABS sensitivity. This feature pushes the Pulsar into premium territory, offering adaptability to varied riding conditions.

Handling and Dynamics

Built on a perimeter frame, the NS400Z remains true to its reputation for balanced handling. USD forks at the front and a rear monoshock ensure a confident ride over mixed road conditions. Weighing around 174 kg (kerb), it feels lighter than many rivals in its class, contributing to nimble city manners and enjoyable cornering ability.

Braking is handled by a 320 mm front disc and 230 mm rear disc, with dual-channel ABS offering better progression and control. The system has been fine-tuned to intervene smoothly, especially useful during aggressive riding or in wet conditions.

Features and Tech

Modern riders will appreciate the fully digital LCD console with Bluetooth connectivity, which supports call alerts, SMS notifications, and turn-by-turn navigation prompts. Switchgear quality has been improved, adding to the premium feel. LED lighting across the motorcycle enhances safety and styling.

Market Positioning

The Pulsar NS400Z sits as Bajaj's answer to riders wanting big-bike appeal without premium price tags. Positioned below the KTM Duke 390 and Triumph Speed 400, it offers a compelling package of performance, features, and value. Rivals such as the TVS Apache RTR 310 and Honda CB300R provide stiff competition, but Bajaj's blend of affordability and reliability remains its strongest weapon.

Conclusion

With sharper styling, refined performance, and the addition of modern tech, the Bajaj Pulsar NS400Z proves that the Pulsar brand continues to evolve. For enthusiasts wanting a motorcycle that can handle daily commutes and spirited weekend rides alike, the updated NS400Z makes a strong case as one of the most versatile streetfighters in the 400 cc segment.

The Bajaj Pulsar NS400Z faces strong competition in the mid-capacity streetfighter segment. Its primary rivals include the TVS Apache RTR 310, known for sharp styling and advanced features, the KTM Duke 390, offering aggressive performance and premium hardware, and the Triumph Speed 400, blending neo-classic charm with modern dynamics. The Honda CB300R also competes with its lightweight handling and refinement, making the NS400Z's value-for-money positioning its biggest edge.



THE 2025 EDITION NS400Z APEX PREDATOR



pulsar
DEFINITELY DARING

HONDA CB1000 HORNET SP: PURE NAKED POWER, REFINED

Honda has unleashed its most aggressive naked bike yet—the CB1000 Hornet SP. This litre-class streetfighter merges superbike DNA with street sensibilities, creating a ride that's both razor-sharp and rider-friendly. Exclusively launched in India under Honda's premium BigWing Topline network, it stands out in a market dominated by established rivals.

Raw Performance in Refined Wrapping

Under the sculpted bodywork lies a detuned version of the 2017 CBR1000RR inline-four engine. It churns out an impressive 157 hp at 11,000 rpm and 107 Nm at 9,000 rpm, delivering blistering acceleration with a strong mid-range punch. A six-speed gearbox with a bi-directional quickshifter ensures blisteringly smooth shifts. Honda has optimized the engine for responsive throttle feel—perfect for weaving through urban traffic or opening the taps when opportunity allows.

Premium Hardware for Real-World Riding

The Hornet SP is built for performance, not show. Its two-channel ABS is backed by five riding modes—Sport, Standard, Rain, and two customizable user settings—allowing riders to tailor power delivery and traction control to their preference. Showa SFF-BP inverted front forks and a fully adjustable Öhlins TTX36 rear shock inject high-end suspension feel, making the bike confident and composed across varied road conditions.

Braking is managed with authority by dual 310 mm discs up front held in check by radial-mount Brembo calipers, while a single 240 mm rear disc completes the setup. Feedback is strong, controlled, and reassuring, adding to the Hornet's performance credentials.

Tech Meets Style

A five-inch full-colour TFT display anchors the cockpit, seamlessly integrating calls, music, and navigation through Honda's RoadSync app. Controls are intuitive, with a four-way toggle and mode button that remain usable even with gloves. LED projector headlamps, a muscular fuel tank, narrow tail section, and aggressive streetfighter lines preserve the Hornet's commanding street presence.

Despite these upgrades, Honda maintains a sense of purity. There's no IMU-based lean-sensitive ABS or fancy electronics—what you see is what you ride. And it works—this is a bike for riders who want raw engagement, not digital distraction.



Exclusivity with Value

Launched at ₹12.36 lakh (ex-showroom, Gurugram) in India, the Hornet SP undercuts rivals like the Suzuki Katana and Ducati Monster SP, while offering more performance and better features. It rides exclusively through Honda's BigWing Topline dealers and deliveries began in June, signaling Honda's increasing focus on high-performance segments.

Why It Matters

The CB1000 Hornet SP is more than a naked bike—it's a statement. It fills a gap in the market for a no-nonsense, high-output naked machine with premium parts but without the premium price tag. For riders seeking unrestricted street performance, Lexus-like refinement, and Honda's impeccable engineering, the Hornet SP is a potent choice.

Whether carving through mountain roads or attacking the city streets, the Hornet SP delivers with bold styling, ruthlessly sharp performance, and technological precision—without sacrificing soul.

The litre-class naked bike segment is a battlefield of precision engineering and raw aggression, and the Honda CB1000 Hornet SP enters with a strong hand.

Its closest Japanese rival, the Suzuki Katana, offers a 999 cc inline-four with slightly higher peak power, but the Hornet SP strikes a better balance with smoother throttle mapping and everyday usability. Where the Katana leans toward nostalgia with retro-inspired design, Honda's Hornet feels more futuristic and muscular, catering to riders who prefer a sharp, modern identity.

Next is the Ducati Monster SP, renowned for its Italian flair and electronics suite. The Monster boasts cornering ABS, wheelie control, and a lighter frame, but it comes at a significantly higher price point. The Hornet SP counters with Honda's reliability, lower maintenance costs, and equally premium hardware like Öhlins suspension and Brembo brakes, making it a more practical long-term companion.

The Kawasaki Z900 remains the most accessible rival in terms of pricing, delivering raw thrills with its powerful inline-four. However, it lacks the premium suspension and electronic finesse of the Hornet SP. For riders willing to invest a little more, Honda offers a refined, feature-rich experience without compromising excitement.

KAWASAKI Z900 (2025): SUPER NAKED, SHARPER AND SMARTER

Kawasaki has officially launched the 2025 Z900, bringing fresh updates to one of the most popular middleweight naked motorcycles in the world. Known for its thrilling performance, aggressive design, and everyday usability, the Z900 has long been a benchmark in the streetfighter segment. The 2025 model refines this winning formula with updated styling, enhanced electronics, and a sharper focus on rider engagement.

Design and Styling

The Z900 has always embodied Kawasaki's "Sugomi" design language, and the 2025 version takes it further. The bike looks sharper, leaner, and more menacing, with reworked LED headlights, aggressive tank shrouds, and new color schemes that emphasize its streetfighter identity. The muscular stance remains intact, but the bike now feels even more premium with subtle detailing around the frame and exhaust. A TFT display with Bluetooth connectivity adds modern functionality, ensuring the Z900 looks as advanced as it rides.

Engine and Performance

Powering the 2025 Z900 is the familiar 948 cc inline-four engine, tuned to deliver an exhilarating blend of performance and smoothness. It produces around 123 hp and 98 Nm of torque, figures that place it comfortably ahead of many rivals in the segment. Kawasaki's engineers have worked on refining throttle response for smoother delivery, making the bike easier to manage in city traffic without compromising its explosive character on highways or twisty backroads.

The 6-speed gearbox continues with an assist-and-slipper clutch, ensuring quick, precise shifts while reducing wheel hop during aggressive downshifting. For 2025, the Z900 also receives subtle ECU updates aimed at improving efficiency and rideability, along with compliance to the latest emission norms.

Electronics Package

One of the most significant upgrades to the new Z900 lies in its electronics. The bike now comes with Kawasaki Traction Control (KTRC), multiple riding modes, and switchable ABS as standard. Riders can toggle between Sport, Road, Rain, and a customizable Rider mode, tailoring the bike's behavior to different conditions.

The TFT console not only displays vital information clearly but also integrates with Kawasaki's Rideology app, allowing riders to track ride data, service intervals, and notifications. These updates bring the Z900 on par with more premium offerings, ensuring it appeals to tech-savvy riders.

Chassis and Handling

The Z900 retains its steel trellis frame, a design that balances rigidity with flexibility for excellent handling. Kawasaki has fine-tuned the suspension setup, with adjustable 41 mm USD front forks and a horizontal back-link rear shock. Together, they provide a comfortable yet sporty ride, capable of tackling pothole-ridden city roads as easily as weekend corner carving.

Stopping power comes from dual 300 mm discs up front with four-piston calipers and a 250 mm rear disc, now paired with a refined ABS system. The combination ensures confident braking even under hard riding conditions. With a kerb weight of around 212 kg, the Z900 feels light on its feet for a four-cylinder machine, further enhancing its agility.

Rider Comfort and Ergonomics

Despite its aggressive design, the Z900 remains surprisingly comfortable. The slightly upright riding position, wide handlebars, and supportive seat ensure it can handle long-distance rides without tiring the rider. For 2025, Kawasaki has introduced a revised seat foam for improved comfort, along with minor tweaks to footpeg placement for better ergonomics.

Competition

The 2025 Z900 continues to battle against strong rivals like the Yamaha MT-09, Triumph Street Triple 765, and Honda CB1000 Hornet. While the MT-09 offers a torquey triple and the Street Triple shines on track, the Z900 strikes a unique balance of affordability, four-cylinder refinement, and daily usability. Against the CB1000 Hornet, the Z900 undercuts significantly on price while offering comparable performance, making it a highly attractive option for riders looking for value.

Why It Still Stands Out

What makes the Z900 special is its ability to blend big-bike performance with practicality. It's a motorcycle that can handle commuting, weekend rides, and track sessions with equal ease. The updates for 2025 ensure it doesn't just keep up with competitors but continues to lead in areas that matter most to riders: reliability, ride quality, and raw riding fun.

For enthusiasts stepping into the world of litre-class motorcycles or those seeking an upgrade from smaller naked, the Kawasaki Z900 remains a natural choice. It's aggressive without being intimidating, fast without being impractical, and premium without being overpriced.

Final Word

With its latest updates, the 2025 Kawasaki Z900 proves why it remains a cornerstone of the naked bike category. It's sharper in design, smarter in technology, and smoother in performance, all while retaining the thrilling character that riders have come to love.



2025 KAWASAKI NINJA 300: THE BABY NINJA EVOLVES WITH NEW UPDATES

The Kawasaki Ninja 300 has been one of the most recognizable entry-level sportbikes across the globe. Ever since its debut, it has introduced thousands of riders to the world of sport motorcycling with its perfect mix of performance, refinement, and styling. For 2025, Kawasaki has given the Ninja 300 a meaningful update, ensuring it remains relevant in the highly competitive entry-level sports segment. The new model brings sharper looks, improved electronics, and better rider comfort, while still retaining the signature character that earned it the "Baby Ninja" reputation.

Styling and Design

The 2025 Ninja 300 continues to embody Kawasaki's aggressive supersport-inspired design language, borrowing cues from its bigger siblings in the Ninja family. The bike features a sharper front fascia with redesigned LED headlights, sleeker fairings, and more aerodynamic bodywork. The muscular fuel tank, sculpted side panels, and split-seat setup contribute to its big-bike appeal, making it hard to mistake the Ninja 300 for an entry-level machine.

Kawasaki has introduced new color options and graphics for 2025, which not only enhance its road presence but also align it visually with the more premium Ninja 400 and Ninja ZX models. The refined styling ensures that the Ninja 300 continues to be one of the most striking motorcycles in the 300 cc segment.

Engine and Performance- At its heart, the 2025 Ninja 300 retains the 296 cc parallel-twin liquid-cooled engine, but Kawasaki has reworked the motor to comply with the latest global emission standards. Despite these changes, the bike still delivers an impressive 39 hp and 27 Nm of torque, ensuring it remains one of the smoothest and most engaging motorcycles in its class.

The engine is paired with a 6-speed gearbox and an assist-and-slipper clutch, which provides effortless gearshifts and prevents wheel hop during aggressive downshifting. The twin-cylinder setup gives it a refinement and linear power delivery that single-cylinder rivals struggle to match, making the Ninja 300 a joy to ride both in the city and on the highway.

Kawasaki has also fine-tuned the throttle response for smoother low-speed performance, making it more beginner-friendly without taking away the fun factor that experienced riders expect.

Chassis and Handling

The Ninja 300 has always been praised for its balance between agility and stability, and the 2025 model builds on that reputation. The diamond-type steel frame continues to offer excellent rigidity, while the 41 mm telescopic front forks and a preload-adjustable rear monoshock provide a well-rounded suspension setup.

This combination ensures confident handling around corners, stable high-speed performance, and enough comfort for everyday commutes. The lightweight chassis, along with a kerb weight of around 179 kg, makes the bike accessible for new riders while still offering enough performance to satisfy seasoned enthusiasts.

Braking duties are handled by a single 290 mm front disc with a dual-piston caliper and a 220 mm rear disc. For 2025, Kawasaki has updated the ABS system for quicker and more precise intervention, improving safety without compromising rider confidence.

Electronics and Features

The 2025 Kawasaki Ninja 300 gets a noticeable electronics update. It now comes equipped with dual-channel ABS, refined fuel injection mapping, and a semi-digital instrument cluster that includes a gear position indicator, fuel efficiency readout, and trip meters.

While it doesn't pack advanced electronic rider aids like traction control or riding modes (seen on bigger bikes), Kawasaki has kept the package simple and effective, focusing on reliability and ease of use. The semi-digital console offers a clear balance between analog charm and digital functionality, aligning with the Ninja 300's positioning as a practical sportbike.

Rider Comfort and Ergonomics

Despite its sporty appearance, the Ninja 300 remains a surprisingly comfortable motorcycle. The slightly leaned-forward riding position, low 785 mm seat height, and well-placed handlebars make it suitable for a wide range of riders. The split-seat design ensures comfort for both rider and pillion, while the improved cushioning for 2025 makes long-distance rides more enjoyable. Heat management has also been refined, with Kawasaki adjusting the fairing design to better channel hot air away from the rider's legs—a small but welcome improvement for daily use.

Competition

The 2025 Ninja 300 competes against motorcycles like the KTM RC 390, Yamaha R3, and TVS Apache RR 310. While the KTM offers sharper handling and more aggressive performance, the Ninja 300's twin-cylinder smoothness and everyday usability give it a strong advantage. The Yamaha R3, often considered its closest rival, matches it in refinement but typically comes at a higher price point. Meanwhile, the Apache RR 310 brings strong value and features but lacks the twin-cylinder charm that defines the Ninja.

Why It Still Matters

The Kawasaki Ninja 300 continues to be an ideal stepping stone for riders aspiring to enter the sportbike world. It strikes a unique balance between performance, comfort, and styling, making it suitable for beginners who want a forgiving yet capable machine, as well as experienced riders looking for a reliable everyday sportbike.

For 2025, the updates ensure it feels modern, competitive, and in tune with rider expectations. The Baby Ninja formula—lightweight, stylish, refined, and fun—remains intact, proving that some classics never go out of style.

Final Word

With its 2025 update, the Kawasaki Ninja 300 cements its position as one of the most approachable and enjoyable entry-level sportbikes in the market. It may not overwhelm riders with excessive power or electronic wizardry, but what it offers is a pure, engaging, and reliable motorcycling experience. For those who want their first true sportbike or simply a versatile machine that can handle city streets, weekend rides, and occasional highway stretches, the 2025 Ninja 300 continues to be a top choice. Kawasaki has ensured the legend of the Baby Ninja lives on—sharper, smoother, and more refined than ever.



2025 SUZUKI V-STROM 800DE: THE MIDDLEWEIGHT ADVENTURE BIKE WITH BIG POTENTIAL

Suzuki's V-Strom lineup has long been associated with reliable adventure touring motorcycles that balance comfort, performance, and everyday usability. With the arrival of the V-Strom 800DE, Suzuki has taken a bold step forward in the middleweight adventure segment. Positioned between the smaller V-Strom 650 and the heavyweight V-Strom 1050, the 800DE offers a sweet spot for riders who want genuine adventure capabilities without the heft of a full-sized ADV.

The 2025 Suzuki V-Strom 800DE stands out for its rugged build, capable engine, and a design that blends on-road touring comfort with serious off-road readiness.

Design and Styling

The V-Strom 800DE features a purposeful adventure design with tall proportions, aggressive bodywork, and a sharp beak-style front end that pays homage to Suzuki's rally heritage. Its upright stance, large windscreen, and long-travel suspension instantly signal its dual-purpose DNA. The bike's slim midsection makes it easier to grip while standing on the pegs during off-road rides, while the wide handlebar gives great leverage for both trail and highway riding.

Suzuki has introduced bold new colors and updated graphics for 2025, further aligning the 800DE with its adventure-ready image. From pannier mounting points to a robust skid plate, the motorcycle is well-prepared for touring and trail challenges alike.

Engine and Performance

At the heart of the V-Strom 800DE lies an 776 cc parallel-twin engine, part of Suzuki's latest middleweight platform. This liquid-cooled, DOHC motor produces around 83 horsepower and 78 Nm of torque, tuned to deliver a broad and usable powerband.

The engine's 270-degree crank design mimics the feel of a V-twin, offering strong low- and mid-range torque with a characterful exhaust note. Whether cruising on the highway or navigating technical trails, the motor provides smooth, predictable power that builds rider confidence.

Paired with a 6-speed gearbox and a bi-directional quickshifter, the V-Strom 800DE ensures seamless gear changes. The assist-and-slipper clutch reduces lever effort while also preventing wheel hop during aggressive downshifts, making both road touring and trail descents more manageable.



Chassis and Suspension

Suzuki designed the 800DE with serious adventure riding in mind. It is built on a steel frame that emphasizes strength and durability while maintaining agility. The standout feature is its long-travel Showa suspension: a 220 mm inverted fork at the front and a 220 mm link-type rear monoshock with preload adjustment.

This suspension setup, combined with a generous 220 mm of ground clearance, allows the V-Strom 800DE to tackle ruts, rocks, and uneven trails with confidence. The 21-inch front wheel and 17-inch rear wheel, fitted with semi-knobby tires, underline its off-road intent while still offering excellent road manners.

Braking is handled by dual 310 mm front discs with radial-mount calipers and a 260 mm rear disc. The brakes are paired with switchable ABS, allowing riders to turn off rear ABS when riding off-road.

Electronics and Rider Aids

The 2025 V-Strom 800DE comes with a comprehensive electronics package. Key highlights include:

- Suzuki Drive Mode Selector (SDMS): Three riding modes that adjust throttle response to suit conditions.
- Suzuki Traction Control System (STCS): Five levels of traction control, including a gravel mode for dirt tracks.
- Switchable ABS: Adjustable to suit both on-road and off-road situations.
- Bi-directional Quickshifter: Smooth clutchless upshifts and downshifts.

A full-color 5-inch TFT display provides all vital information, including gear position, trip data, and riding mode indicators. The screen is clear, bright, and easy to read under varying light conditions.



Rider Comfort and Touring Capability

Adventure motorcycles are designed for long hours in the saddle, and the V-Strom 800DE does not disappoint. The upright riding posture, roomy ergonomics, and well-padded seat make it ideal for covering hundreds of kilometers in a day. The adjustable windscreen helps reduce wind fatigue on highways, while wide footpegs with removable rubber inserts provide comfort for both road and trail use.

With a 20-liter fuel tank, the 800DE promises excellent range, further supporting its touring credentials. Suzuki also offers a range of official accessories such as panniers, crash protection, and heated grips, allowing riders to tailor the bike for their adventures.

Competition

The middleweight ADV segment is crowded with strong contenders such as the Yamaha Tenere 700, Honda Transalp 750, and KTM 890 Adventure. While the KTM emphasizes aggressive off-road performance and the Yamaha focuses on simplicity, the Suzuki V-Strom 800DE strikes a balance by offering a blend of road touring comfort and genuine off-road potential.

Final Thoughts

The 2025 Suzuki V-Strom 800DE is a motorcycle built for riders who want one bike to handle everything—from weekday commuting to cross-country tours and weekend off-road escapades. Its refined parallel-twin engine, robust suspension, and advanced electronics make it an attractive package in the middleweight adventure market.

By offering a motorcycle that is both approachable for new ADV riders and capable enough for seasoned explorers, Suzuki has crafted a machine that lives up to the V-Strom legacy while carving its own identity.

2025 HONDA XL750 TRANSALP: THE MIDDLEWEIGHT ADVENTURE REVIVAL

Honda's adventure motorcycle heritage is legendary, and the Transalp name carries with it decades of respect among touring riders and explorers. First launched in the late 1980s, the original Transalp was known for being versatile, reliable, and perfectly suited for long-distance travel. After a long hiatus, Honda brought back the Transalp name in recent years, and for 2025, the Honda XL750 Transalp has been refined further to meet the growing demand for mid-capacity adventure bikes.

This motorcycle sits between the entry-level CB500X and the flagship Africa Twin, offering riders a balance of performance, comfort, and affordability. Positioned as a global adventure tourer, the new Transalp competes directly against the Yamaha Tenere 700, Suzuki V-Strom 800DE, and KTM 890 Adventure.

Styling and Design

The 2025 XL750 Transalp inherits Honda's clean and purposeful design ethos. It carries an adventure-ready silhouette with a tall stance, a sharp front beak, a compact windscreen, and fairings designed for aerodynamics and wind protection. Compared to the Africa Twin, the Transalp looks slimmer and more approachable, which makes it appealing to riders who prefer a lighter, more manageable motorcycle. The seat is slim in the front for easier ground reach, while the rear is broad enough to provide long-distance comfort. Its ergonomics have been designed to allow both seated and standing riding positions, important for riders who spend time off-road. Honda has also introduced new color schemes for 2025, giving it a modern yet rugged identity.

Engine and Performance

Powering the XL750 Transalp is Honda's 755 cc parallel-twin engine, part of the company's new-generation Unicam design platform. It produces around 91 horsepower and 75 Nm of torque, tuned for a wide spread of usable power. The 270-degree crankshaft gives it a character similar to a V-twin, offering smooth yet punchy torque delivery.



The motor is liquid-cooled, efficient, and Euro 5+ compliant, making it suitable for long-distance touring with a mix of highway, city, and trail riding. Whether tackling twisty mountain passes or cruising on the open highway, the engine delivers both refinement and excitement.

A 6-speed gearbox comes standard, with Honda's assist-and-slipper clutch ensuring light lever feel and smooth downshifts. Riders can also opt for the Honda Quickshifter, available as an accessory, which enables clutchless upshifts and downshifts.

Chassis and Handling

The steel diamond frame of the Transalp is designed to be lightweight yet durable. It offers a good balance of stability on highways and agility on trails. Suspension duties are handled by a Showa 43 mm Separate Function Fork Cartridge (SFF-CA) with 200 mm of travel at the front and a rear monoshock offering 190 mm of travel.

The 21-inch front wheel and 18-inch rear wheel configuration highlight its adventure intentions, while spoked rims add strength for rough terrain. Ground clearance of around 210 mm allows the bike to clear obstacles with ease, and the long wheelbase contributes to stability during high-speed touring.

Braking is managed by dual front discs with radial-mounted calipers and a single rear disc, supported by two-channel ABS that can be partially disengaged for off-road riding.

Electronics and Rider Aids

Honda has equipped the 2025 XL750 Transalp with a modern electronics suite aimed at making the motorcycle versatile for both new and experienced riders. The bike features:

- Throttle-by-Wire system with five riding modes: Sport, Standard, Rain, Gravel, and User (customizable).
- Honda Selectable Torque Control (HSTC): Adjustable traction control with wheelie control integration.
- ABS modes: On-road and off-road ABS settings.
- Full-color 5-inch TFT display with Bluetooth smartphone connectivity for calls, messages, and navigation.
- All-LED lighting for better visibility and efficiency.

This package ensures that the Transalp remains competitive in a segment where electronic rider aids are becoming increasingly standard.

Touring Comfort and Practicality

As a true adventure touring machine, the Transalp emphasizes rider comfort. The upright seating position, wide handlebars, and adjustable windscreen reduce fatigue during long journeys. The bike comes with a standard 18.8-liter fuel tank, giving it excellent range for touring.

The seat height is accessible at around 850 mm, making it more manageable than taller rivals like the Africa Twin or KTM 890 Adventure R. Honda also offers a low seat option, expanding its appeal to shorter riders.

Practicality is enhanced through Honda's official accessory range, which includes panniers, top cases, crash bars, heated grips, and touring windshields. These additions make the Transalp easily adaptable for everything from daily commuting to transcontinental rides.

Performance on and off the Road

The 2025 Transalp is designed to handle a variety of conditions. On highways, it delivers stable and comfortable cruising with smooth acceleration and minimal vibrations. In city traffic, its manageable weight and slim profile make it relatively easy to maneuver compared to larger adventure motorcycles. Off-road, the long-travel suspension, spoked wheels, and gravel mode electronics inspire confidence on dirt trails, forest roads, and light technical sections. While it may not match the hardcore off-road focus of the KTM 890 Adventure R, it offers enough capability for the average adventure rider without feeling intimidating.

Competition

The Transalp enters a fiercely competitive middleweight ADV segment. The Yamaha Tenere 700 is loved for its simplicity and ruggedness, while the KTM 890 Adventure prioritizes extreme off-road performance. The Suzuki V-Strom 800DE strikes a balance between touring comfort and trail ability.

Honda's edge lies in its refinement, reliability, and accessibility. The Transalp may not outgun rivals in outright performance, but it offers a well-rounded package that works brilliantly for a broad spectrum of riders.

Final Thoughts

The 2025 Honda XL750 Transalp represents the evolution of a legendary nameplate, reimagined for today's adventure motorcycling landscape. It offers a harmonious blend of performance, practicality, and accessibility, making it an excellent choice for riders looking for one motorcycle that can truly do it all. By delivering a motorcycle that is easy to live with, capable across diverse terrains, and equipped with modern technology, Honda has positioned the XL750 Transalp as one of the most appealing mid-size ADVs on the market. Whether carving through mountain passes, commuting in the city, or venturing into the wilderness, the Transalp proves that the spirit of adventure is alive and well.

