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Dtsi Engine Ug 4 Pulsar 150 DTSi UG4 is the fourth generation of the Pulsar series, the "wolf eyed head lamp" and the tail assembly is being carry forwarded from its former third generation sibling. The 150cc DTS-si engine is further tweaked to produce 15.06 Ps of power at

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Bajaj Pulsar 150 Ownership Review (UG 4.5) By Sakib. Saleh Md. Hassan July 15, 2014. Two wheeler's have always been stolen lots of guy's heart and I'm not the exception. In fact my obsession for a motorbike ignited back when I was a little kid and used to see Motogp on TV.

Bajaj Pulsar 150 Ownership Review (UG 4.5) By Sakib - BikeBD

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Bajaj Pulsar 150 UG 4.5 Review by Aravind. By. Deepak - March 12, 2011. ... Pulsar 150 UG4.5 comes with 149.1 cc air-cooled DTSi engine pumping out 15.10 ps. This power rating will make the Pulsar 150 the most powerful 150cc motorcycle around apart from the Yamaha R15 of course. Moreover it comes loaded with big UCD 29 carburetor same as Pulsar ...

Bajaj Pulsar 150 UG 4.5 Review by Aravind - BikeAdvice.in

Pulsar 150 DTSi UG4 is the fourth generation of the Pulsar series, the "wolf eyed head lamp" and the tail assembly is being carry forwarded from its former third generation sibling. The 150cc DTS-si engine is further tweaked to produce 15.06 Ps of power at 9000 Rpm. Bikes related to Bajaj Pulsar 150 DTSi UG4. Pulsar NS160; Pulsar AS 200

Bajaj Pulsar 150 DTSi UG4 Price, Images, Colours, Mileage ...

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The Bajaj Pulsar is a motorcycle brand owned by Bajaj Auto in India. The two wheeler was developed by the product engineering division of Bajaj Auto in association with Tokyo R&D, and later with motorcycle designer Glynn Kerr. Currently there are six variants available, with engine capacities of 135 cc, 150 cc, 180 cc, 200 cc, 220 cc and 400 cc (Renamed Dominar before release).

Bajaj Pulsar - Wikipedia

The Pulsar 180 DTSi UG4 is a fourth generation Pulsar after the launch of "Pulsar

Classic". The bike has 178.6cc air cooled 4-stroke DTS-i engine delivering 17.02 Ps of power at 8500 Rpm. The Pulsar 180 DTSi UG4 has wider rear tubeless tyre with dual split seat and only electric start (without kick starter).

Bajaj Pulsar 180 DTSi UG4 Price, Images, Colours, Mileage ...

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4. Servicing and maintenance: low maintenance cost, service available anywhere. 5. Pros and cons: very much comfortable, no problem in long drive, technically very much good but only one drawback is that tyre performance is a bit low. Tips for Bajaj Pulsar 150. Change engine oil after 2500km and always use disc brake at the same time with rear ...

User Review of Pulsar 150 by Rahul Paul - Review on pulsar ...

Hello everyone, this is Sachin from Davangere, a small city in Karnataka. I'm a student & a hardcore bike lover. I own a Bajaj Pulsar UG4 which has done over 2300 KM. I have done a review on the bike, my experiences with it and its pros and cons. Initially I used to ride my [...]

Bajaj Pulsar 180 DTSi UG4 Review by Sachin | BikeAdvice.in

4 Stroke, Air Cooled 178.6 cc 63.5 x 56.4 9.5+0.5: 1 2 scrapper , valves SOHC 16 (11.77kW) at 8000 rpm 14.72 Nm at 6500 rpm Electricand Ki 5 speed Dual spark Pulsar DTS.i Advantages 1st Company to introduce vertical engine concept in 4 Stroke Japnies M/Cs latter followed by others. Higher comparison ratio for better thermal

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