BAJAJ DOMINAR 400

**Most powerful Bajaj Ever:**The motor, whose power figures are being guessed since Jurassic periods by us, journalists, is finally here. The 373.3cc, single cylinder, liquid-cooled motor is good for 35PS of power at 8000rpm, while its torque stands at 35Nm at an even lower 6500rpm. Clearly, the rev-limit is docile (as compared to Duke 390's 7000rpm) and so will be very helpful in cruising and negotiating stop-go city traffic conditions. The motor is bestowed with Bajaj’s triple spark DTS-I technology with closed fuel injection and four valves.

**Gearbox and Clutch:** Power is transmitted to a beefy 150/60-17 radial rear tyre (the front features a 110/70-17) via a 6-speed gearbox which is equipped with a slipper clutch. Though we haven't ridden the bike yet, we can safely assume that the first three gears will be shorter, while the latter three would be taller to offer a very usable gear-band for city roads and highways.

**Performance Check:** Thanks to the motor, the bike can achieve 0-100kmph in just 8.23 seconds, whereas 100-0kmph will require just 46.19 meters of tarmac. Furthermore, Bajaj has also listed the altitude the bike can operate at; 18380 feet above sea level, and the top speed is pinned at 148kmph.

**Digital Delight:** The Dominar gets not one but two instrument clusters, whose layout seems very closely related to the Ducati Diavel’s. The first (primary) instrument console is a wide-flat unit with an ice blue layout. It displays the rev-counter, the ODO meter, time, fuel level and more. On the other side, the secondary cluster carries the engine heating light, the ABS light and the battery lights. This cluster is mounted neatly on the 13-litre fuel tank. In addition, the switchgear on the handlebars is backlit, a signature Bajaj feature.

**The ABS and the brakes:** The power cruiser, as Bajaj calls it, gets a massive 320mm front disc and a commendable 230mm disc at the back. Adding to the safety and value of the bike is the dual-channel ABS system in the top end variant, which is priced at a humble Rs 1.50 lakh for the top end. As for the base variant, it is deprived of ABS, contributing to its low price.

**Suspension system:** The front end features 43mm telescopic suspensions with a fixed handlebar, adjustable for reach and height. The USD suspension, which were present on the CS400 Concept are given a miss for the sake of a competitive price. The rear end features a fat mono shock unit with a step-adjust mechanism.

**Chassis:** The Dominar features a beam type steel perimeter frame chassis, which will lend the bike added stiffness over a normal frame. This type of chassis is also ideal for soaking up the vibrations in a better manner. However, to keep the cost low, Bajaj has avoided using lightweight materials in the chassis and it reflects in the kerb weight which stands at 182kg.

**Let there be light:**You might have already noticed the headlamps and the tail lamps of the Dominar. The way the setup of these is done is quite impressive, however, what's more, is that all the light bulb are LED. The headlamp bulbs emit white light and are far more efficient than equivalent halogen ones, as seen on many other bikes including the Duke 390.

**Other important specifications and features:** The bike is 2156mm long, 813mm wide and 1113mm tall (front visor height), whereas the wheels are 1453mm apart. The bike sits 153mm above the ground and flaunts diamond cut alloy wheels that are wrapped with the MRF REVZ-C1 at the back and REVZ-FC1 at the front. The exhaust unit complies with Bharat Stage IV and the stubby muffler is expected to make some pretty savage sound.