

News monitored for: Royal Enfield

**ROAD TEST HYUNDAI EXTER VS TATA PUNCH DRIVEN NISSAN X-TRAIL** 

JULY 2024

# AutoToday

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## **DRIVEN LAMBORGHINI REVUELTO**

FLAGSHIP BULL NOW GETS A WEAPONISED V12 HYBRID



**DRIVEN MERCEDES-BENZ EQA**



**RIDDEN ROYAL ENFIELD GUERRILLA 450**  
HIMALAYAN BASED ROADSTER



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**First Ride**

Over the past few years, Royal Enfield has been experimenting with many new genres for its motorcycles. A few years back the company launched the Hunter 350, a roadster. Now though it's back in the market with another one called the Guerrilla 450. So what has the Guerrilla 450 brought to the war zone?

The Guerrilla 450 comes in as a fresh design from Royal Enfield. The front end is dominated by fat 17-inch Ceat tyres which feature a knobby pattern. There are alloy wheels offered as well across the range. The headlamp is an LED unit and is borrowed from the Himalayan. As far as instrumentation goes, the higher variants get the 4-inch, all-digital single-pod instrument panel from the Himalayan. There is a small USB charging port added to the handlebar. To use it though, one has to install a mobile holder to the handlebar. The switchgear too is shared with other Royal Enfield motorcycles and feels solid to operate. The Guerrilla 450 comes with an 11-litre fuel tank with an offset fuel tank cap. Graphics will depend on the colours and variants chosen. While most of them feature stickers, the Brava Blue will be special as the graphics are hand-painted. The seat is a single-piece unit and seat height is set at 780mm. The GMA (Genuine Motorcycle Accessories) division will also offer additional options to increase the seat height. The tail section of the Royal Enfield Guerrilla 450 reminds one of the Himalayan.

The Guerrilla 450 uses the same en-

gine as found on the Himalayan 450. Hence, one can see the same 452cc liquid-cooled engine here. Power and torque outputs remain the same at 40bhp and 40Nm, respectively. However, the engine has been retuned to suit the needs of the roadster category. Power is sent to the rear wheels using a 6-speed gearbox. Fuel efficiency is expected to be around 29kmpl. Royal Enfield has also endowed the Guerrilla 450 with multiple ride modes but unlike the Himalayan, ABS cannot be switched off.

When it comes to the chassis, things have changed quite a bit. Up front, the Guerrilla 450 features a tighter rake angle and everything from beyond the rear sub-frame has been reworked. The chassis at



The 452cc engine is derived from the Himalayan and features liquid cooling. The power and torque outputs remain same



84 ■ Auto Today | July 2024 ■

THE ENGINE IS A RATHER TRACTABLE ONE AND ACCELERATION IS BRISK TOO. ONE CAN FEEL THE TUG THROUGH THE GEARS



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**Royal Enfield Guerrilla 450**

RE Guerrilla 450 Flash

- Engine**  
452cc, liquid-cooled, single-cyl
- Power**  
40bhp@8,000rpm
- Torque**  
40Nm@5,500rpm
- Gearbox**  
6-speed

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- Wheelbase**  
1,440mm
- Kerb weight**  
185kg

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- Fuel capacity**  
11 litres
- Seat height**  
780mm

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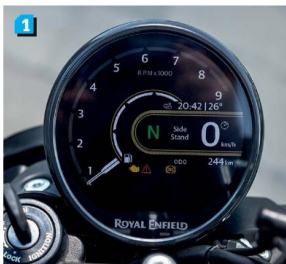
- Price** ₹ Rs 2.54 lakh (ex-showroom)
- On sale** Now

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▮▮ WHEN IT COMES TO THE CHASSIS, THE BIKE FEATURES A TIGHTER RAKE AND THE REAR SUBFRAME IS NEW TOO

1. The 4-inch digital cluster offers Bluetooth connectivity and Google Maps integration as well. The unit is rather user-friendly. 2. The swing arm on the bike is shorter than the Himalayan and sprocketing has been reworked as well. 3. The flat seat is long enough but is a bit soft for longer rides. 4. 17-inch alloys come standard across the range. No spoke wheel option offered on any variant



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**Royal Enfield Guerrilla 450**

the back is narrower too. It is only the middle section where the engine is mounted that remains the same as the Himalayan. The foot-pegs too have been repositioned and are now a little bit rear-set. But nothing substantial to be a hindrance during long rides. The Guerrilla 450 comes with a 43mm telescopic fork which offers 140mm travel and a monoshock at the back which offers 150mm of travel. As far as brakes are concerned, the Guerrilla 450 gets a 310mm disc up front and a 270mm unit at the back. Dual channel ABS is also in the offering. It will also be apt to mention that the company has chosen to equip the bike with a chunky 160/70 R17 tyre at the back and a 120/70 R17 unit up front. But what is surprising is the fact that these Ceat tyres feature a block pattern which is generally reserved for scramblers rather than roadsters.

Swing a leg over and one feels rather comfortable on the bike. The seat height is comfortable and will suit most Indian frames. The handlebar falls to hand easily and the rear set pegs add to the feel but do not add to the discomfort. The seat, though, felt a bit on the softer side and after a long day's riding, we would have preferred to have the

The base variant

Royal Enfield is offering an entry-level variant called Analogue. But contrary to expectation, it is not heavily de-specced. It gets alloy wheels and all the other bells and whistles as seen in the higher trims. The only change comes in the form of the instrument panel which is an analogue unit with a digital readout in the middle, and a different set of colours. Customers can also add the Tripper Navigation unit to this bike.



**Likes**  
Engine, performance, handling

**Dislikes**  
Seat comfort, price



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**First Ride**



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touring seat that the company offers in most of the other bikes it sells. Start up the bike and the noise is a familiar one and the exhaust note rorty. Especially beyond the 5,000rpm mark and on the move, the noise penetrates through the helmet and adds to the aural experience. The engine is a rather tractable one and acceleration is brisk too. One can feel the tug through the gears. Moreover, there is ample torque through the range to negate the need for frequent downshifts. This makes the Guerrilla 450 a pleasure to ride through city streets and on the highway. The bike also can cruise at higher speeds effortlessly. A glance at the speedo and we were surprised to see three-digit numbers and even then the motor had more to offer. However, beyond the 5,000rpm mark, vibrations do creep in and are felt prominently. But is it a deal breaker? No, it is not.

Our ride route encompassed riding some rather scenic mountain roads around Barcelona in Spain. We were told that we were riding on the

road which was once a track called the Montjuïc Circuit where road races were held between 1933 and 1986. This also meant that the route featured some lovely corners and tarmac was pristine as well. Around these bends, the Guerrilla 450 showcased good handling abilities. The bike leans in with relative ease and offers confidence to the rider. The only hindrance comes in the form of the weight which at 185kg is on the higher side. So is it as agile as the scalpel? No, it is not, but it is by far one of the best Royal Enfields as far as handling is concerned. The other cause of concern for us was the tyres. Even on superb tarmac, the block patterns somehow did not offer as much confidence as we would have liked. As far as ride quality is concerned, the Guerrilla 450 felt on the stiffer side. But to be honest, the roads were too good to judge this attribute. So we will hang on to that till we get the bike here in India to assess how it deals with the roads in our country. 🇨🇪

**COMPETITION CHECK**



**Harley-Davidson X 440 S**  
Engine 440cc  
Power 27bhp Torque 38Nm  
Price ₹ 2.80 lakh (ex-showroom)



**Hero Mavrick 440 Top**  
Engine 440cc  
Power 27bhp Torque 36Nm  
Price ₹ 2.24 lakh (ex-showroom)



**Triumph Speed 400**  
Engine 398cc  
Power 40bhp Torque 37.5Nm  
Price ₹ 2.24 lakh (ex-showroom)

**VERDICT**

With this bike, Royal Enfield is trying to move away from the traditional buyer. The Guerrilla 450 sure is a bike endowed with a plethora of features. It offers all the modern tech and is a bike that offers ample power and good handling abilities. Now what we need to see is if the customer wants a faster roadster from this brand or not.



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