

Published based on [2009 Bajaj Pulsar 180 Upgrade](#)

2009 Bajaj Pulsar 180 Upgrade



While enthusiasts are waiting for the [upgraded Pulsar 200](#) and the [upgraded Pulsar 220](#), Bajaj seems to give the Pulsar 180 preference and is planning to launch it before the other Pulsars. The reason can be quite obvious - [The TVS Apache 180](#). There is a very miniscule rise in power to 17.02PS @ 8500rpm compared to the earlier P180s power output of 16.51PS at the same rpm. Thanks to the borrowed swingarm from the 220/Avenger, the kerb weight has gone up to 147kgs from an earlier 143kgs. The wheelbase has also increased by 25mm to 1345mm. The bike no longer has kick-start and the rider will have to rely on battery power for ignition.

Visually, this bike looks strikingly similar to the Pulsar 200 but a trained eye can quickly spot the difference. Bajaj have once again mixed and matched a lot of components from its portfolio to make the 180 appear even more muscular. The exhaust styling remains unchanged though. The bike will be available across all Bajaj showrooms by the end of this week. It is likely to retail for around Rs.3,000 more than the previous 180 model. The upgrade Pulsar 180 is expected to be launched by end of this month.

Upgrades in the 2009 Pulsar 180 :-

Front Suspension:

The bike now gets the 37mm fork assembly from the Pulsar 220 and promises more stability in corners. The bottom pipes are finished in matte black unlike the silver used on the 220.

Steering Tee:

The steering tee is lifted straight from the 220's chasis again. The new 180 also gets the clip-ons from the 220 which should aid handling and wrist comfort to an extent.

Rear Suspension, Tyre and Sprockets:

The swingarm for the new 180 comes from the 220/Avenger and is finished in black. The rear sprocket and the O-ring chain come from the 200. The rear tyre is wider with a 120 section width similar to the 200/220.

Seating:

The outgoing models single step seat unit has been traded in for split seats from the 200/220. The pillion seat gets the same grabrails as the bigger Pulsars.

Body Panels:

While the majority of the body panels remain similar to the outgoing 180, the new bike gets the tank extensions from the 200. The 'Pulsar' monogram on the tank is more pronounced with a metallic finish unlike the rubberized one on the 200/220.

Seating:

The outgoing models single step seat unit has been traded in for split seats from the 200/220. The pillion seat gets th same grabrails as the bigger Pulsars.

Bajaj is also going to revamp the Pulsar 150 but the changes are purely cosmetic. The bike will merely receive the 'All Black' treatment for is engine and alloy wheels The tank extensions of the Pulsar 200 have also managed to find a place on the 2009 Pulsar 150.

Source - [Bike India](#)

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