



A SHOT OF MOTORCYCLING //


ROYAL ENFIELD
HUNTER
350

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**A SHOT OF FUN
A SHOT OF STYLE
A SHOT OF TORQUE**

All the intense flavours of pure motorcycling —
packed into a fun, stylish new machine.



A NEW GEOMETRY FOR A NEW GEOGRAPHY

The Hunter's rider-first ergonomics, revised rake angle and low centre of gravity have been designed to let you effortlessly manoeuvre the streets of the world's coolest neighbourhoods. An intuitive throttle response guarantees unprecedented agility with every flick of the wrist.



MAXIMUM MOTORCYCLE PER SQUARE INCH

With a shorter wheelbase, lighter weight and tighter geometry, the Hunter's chunky frame is fitted with a set of super manoeuvrable 17" wheels, a hip retro-metro aesthetic and a 350cc J-engine that packs extra muscle for every hustle.



AGILITY WITHOUT FRAGILITY

At the heart of the Hunter beats a fuel-injected, long-stroke 350cc J-engine that delivers a smoother ride, higher RPM and dollops of torque. Paired with a steady downtube spine frame and grounded suspension, the Hunter 350 gives the right amount of power and precision, whether you're revving up the city streets or gunning down the motorway.

ALLOY WHEELS WITH TUBELESS TYRES

The Hunter 350 is the only Royal Enfield in production to feature super manoeuvrable 17" front and rear tyres, and striking cast alloy wheels. The tubeless tyres let you ride uninterrupted for as long as you want, minus the puncture paranoia.





ANALOG SWITCH CUBES

The Hunter's retro-inspired rotary switch cubes make powering up and taking off a tactile, hands-on experience designed to wake you up.



INTUITIVE ERGONOMICS

No matter who is on the seat, the Hunter's 790mm seat height, wide contours and excellent standover ergonomics make for easy handling and a comfortable riding experience, even while navigating stop-and-go traffic.

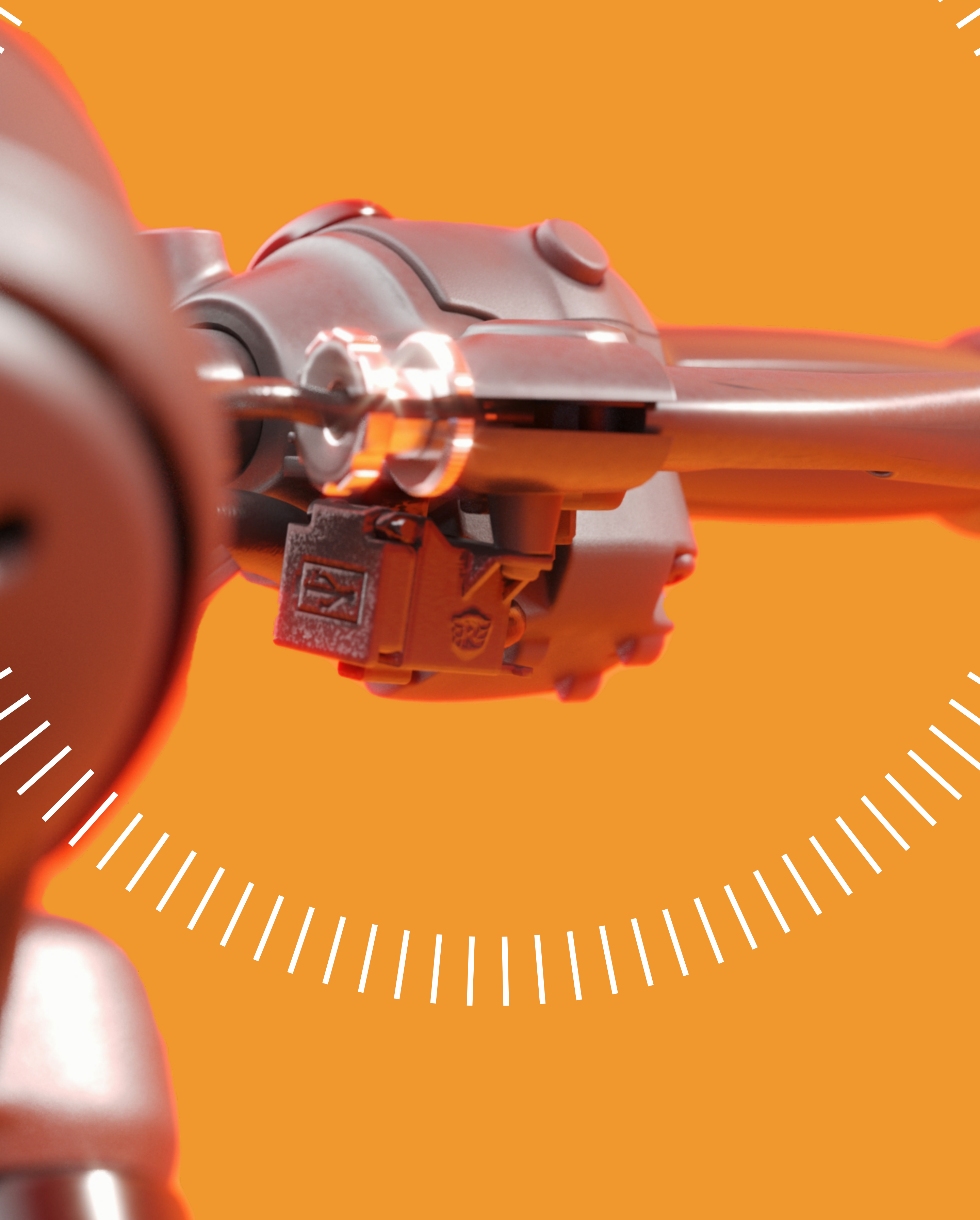


DUAL CHANNEL ABS

Built for unpredictable urban environments, the anti-lock braking system with 300mm front and 270mm rear discs bring you safely to a stop at even the shortest of distances, keeping you firmly in control.

ON-THE-GO CHARGING

The Hunter 350 comes equipped with a USB port so your devices stay online while you are on the prowl.



HUNTER VS. THE HERD



REBEL BLUE



DAPPER WHITE



REBEL BLACK



DAPPER ASH



REBEL RED



DAPPER GREY

SPECIFICATIONS

ENGINE/DRIVETRAIN

Capacity	349
Type	Single cylinder, 4-stroke
Fuel supply	Electronic fuel injection
Cam drive	SOHC
Cooling	Air-oil cooled
Bore (mm)	75
Stroke (mm)	85.8
Compression ratio	9.5:1
Valves	2
Power (kW)	15*
Max power RPM	6100*
Torque (nm)	27*
Max torque RPM	-
Max speed	114 km/h
Max RPM	7000*
Fuel economy (kmpl)	36.2*
Clutch type	Wet multiplate
Gears	5
Primary drive ratio	2.313
1st gear ratio	2.615
2nd gear ratio	1.706
3rd gear ratio	1.3
4th gear ratio	1.04
5th gear ratio	0.875
6th gear ratio	-
Final drive ratio	2.8

ELECTRICAL SYSTEM

System voltage (V)	12V
Battery rating (Ah)	8.0Ah

CHASSIS

Mass - wet (kg)	181
Mass - dry (kg) (Wet mass - fuel/battery)	-
Payload (kg)	179
GVW (kg)	360
Fuel capacity (L)	13
Seat height	790
Ground clearance (at static sag)	150.5
Rake/head angle (deg)	25 @ Full droop
Trail (mm)	96.4 @ Full droop
Steering lock (deg)	43
Wheelbase (mm)	1370
Tyre (Front)	Alloy wheel- 110/70-17" 100/80 - 17" - 52P (Tube Type)
Tyre (Rear)	Alloy wheel - 140/70 - 17" - 66P (tubeless type)
Frame	Twin downtube spine frame
Suspension (Front)	Telescopic, 41mm forks
Travel - (Front) (mm)	130
Suspension (Rear)	Twin tube emulsion shock absorbers with 6-step adjustable preload
Travel - (Rear) (mm)	102
Brakes (Front)	300 mm fixed disc with twin piston floating caliper
Brakes (Rear)	270 mm disc, single piston floating caliper
ABS	Type dual channel



GENUINE MOTORCYCLE ACCESSORIES

Our core philosophy of making simple, fun, accessible motorcycles has made our machines a canvas for personalisation and customisation for years, giving Royal Enfield riders a way to express themselves and their individuality through their motorcycles.



On all things Royal Enfield, reach us at www.royalenfield.com

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