

Force Gurkha Xtreme: Top 5 changes you should know about

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The ardent off-roading enthusiasts in India now have another viable option in the form of a new top-spec Force Gurkha Xtreme. As the name suggests, the Xtreme trim packs new features and more tech than the Explorer or Expedition version. Here are the top five changes over the regular version you should know about.

1. More powerful engine

The RFC winning Gurkhas have been powered with a Mercedes-sourced 2.2-litre OM611 engine since 2014. Now the same engine has made its way under the hood of this Xtreme. This mill produces 138bhp of power and 321Nm of peak torque, which is 54bhp and 91Nm more than the 2.6-litre diesel motor powering the other Gurkha trims.

2. New gearbox

Force Motors has equipped the new engine with a dual-mass flywheel to lower NVH levels and is mated to a five-speed manual gearbox. It drives the rear wheel when not in off-road mode.

3. Additional off-road hardware

And apart from the German-sourced engine, the Xtreme variant also gets a new transfer case and a rigid live axle at the front with coil spring suspension. Furthermore, it also gets locking differential on both axles. This is where the Gurkha now commands an upper hand over its prime competitor, the Mahindra Thar, which still gets a rear locking differential only.

4. Steering

In addition, the steering is now a recirculating ball type unit rather than the traditional rack and pinion setup seen on the Explorer and the Expedition.

5. Enhanced capability

The Explorer version is very capable, but the Xtreme has gone one step further now. It has approach and departure angles of 44 and 40 degrees respectively, more than the Explorer's 39 and 27 degrees, respectively. Also, the track is wider by 40mm. All this tech and new features overall should help add more flair to its off-roading prowess.