

Mahindra Thar

Mahindra Thar The Mahindra Thar is a popular off-road SUV manufactured by Mahindra & Mahindra, known for its rugged design, go-anywhere capability, and iconic styling. It's a modern iteration of the classic Mahindra Jeep, which has been a staple in India for decades.

1. Engine Options

Petrol:

- 2.0L m Stallion Turbocharged (150 HP, 300–320 Nm torque)
- Available with 6-speed manual or 6-speed automatic (torque converter)

Diesel:

- 2.2L m Hawk (130 HP, 300–320 Nm torque)
- Available with 6-speed manual or 6-speed automatic

2. 4x4 Capability

- Shift-on-the-fly 4WD (with low-range transfer case)
- Mechanical Locking Differential (in some variants)
- Hill Hold & Descent Control
- Water Wading Depth: ~650 mm

3. Design & Styling

- Iconic boxy shape with removable hardtop/soft top options
- LED DRLs, circular LED headlamps
- Alloy wheels (in higher variants)
- Rear-mounted spare wheel

4. Interior & Comfort

- Touchscreen Infotainment (7-inch or 10.25-inch with Adreno X)
- Digital Instrument Cluster
- Fabric/Leatherette Seats
- Manual AC (Automatic in top variants)
- Tilt-adjustable steering
- Cruise Control (in automatic variants)

5. Safety Features

- Dual Airbags (standard)
- ABS with EBD
- ESP (Electronic Stability Program)
- Roll Cage (built-in for safety)
- Rear Parking Sensors (Camera in higher variants)

Variants & Pricing (Ex-showroom, India - Approx.)

| Variant | Petrol (₹) | Diesel (₹) |
|---------|------------|------------|
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|-------------------------------|---------|---------|
| AX (O) Standard | ~10.5 L | ~12 L |
| LX (Hard Top) | ~13.5 L | ~14.5 L |
| AX (Automatic) | ~15 L | ~16 L |
| LX (Leather, Auto, Top Model) | ~16.5 L | ~17.5 L |

Pros & Cons

Pros:

- Excellent off-road capability
- Powerful engine options
- Iconic retro-modern design
- High ground clearance (226 mm)
- Good resale value

Cons:

- Stiff ride quality on roads
- Limited rear-seat comfort
- Low fuel efficiency (10-15 kmpl)
- Noisy engines at high RPM

Competitors

Force Gurkha

- Maruti Suzuki JIMNY
- Isuzu V-Cross (Lifestyle pickup alternative)
- Toyota Fortuner (Higher segment)

1. Generations & Evolution of the Thar

- Mahindra Thar Original Thar (2010–2020)
- Based on the Mahindra CJ (Classic Jeep) lineage.
- Basic interiors, no modern safety features.

2.5L diesel (105 HP) / 2.0L petrol (75 HP).

- Loved by off-roaders but lacked comfort.
- New-Gen Thar (2020–Present)
- Completely redesigned with modern features.
- Safer (4-star Global NCAP rating).
- More powerful engines, automatic option.
- Improved interiors (touchscreen, digital console).

2. Off-Road Capabilities (Detailed)

- 4x4 System:
- Low-range gear ratio: ~2.48:1 (helps in extreme off-roading).
- Suspension:
- Front: Independent Double Wishbone
- Rear: Multi-link coil spring (softer than old leaf springs).
- Ground Clearance: 226 mm (unladen).

- Approach / Departure / Breakover Angles:
- 42° (Approach) | 36° (Departure) | 27° (Breakover)
- Water Wading: 650 mm (with snorkel accessory).

Service & Maintenance Costs

- Average Annual Service Cost: ₹15,000–₹25,000.
- Warranty: 3 years / 1,00,000 km.
- Common Issues
- Rusting (if not maintained properly).
- Hardtop leaks (reported by some owners).
- Rear seat discomfort (upright seating).

4. Customization & Accessories

- Mahindra offers official accessories:
- Snorkel (~₹15,000)
- Off-road TYRES (BF Goodrich/MRF)
- Winch (~₹50,000)
- LED Light Bars (~₹20,000)
- Fabric Soft Top (~₹40,000)

Popular Aftermarket Mods:

- Lift kits, bull bars, roof racks.
- Performance tuning (remapping for extra torque).
- Why Thar Wins?
- More powerful engines.
- Better brand service network.
- More lifestyle appeal.
- Why Consider Alternatives?
- JIMNY: More compact, better city drive.
- Gurkha: More hardcore off-roader.

6. Should You Buy a Thar?

Buy if:

- You love off-roading / adventure trips.
- Want a head-turning SUV with open-top fun.
- Need a rugged, capable 4x4 under ₹20L.

Avoid if:

- You need a comfortable family car.
- Mostly drive in city traffic (poor mileage).
- Want a plush SUV (look at Scorpio-N instead).

1. Hidden Off-Road Tricks & Driving Modes

- Mahindra Thar "Boulder Mode": In 4L (Low Range), the Thar can crawl at 5 km/h without throttle (ideal for rock crawling).
- ABS Hack: Pressing the brake pedal 3 times in Neutral disables ABS (useful for deep sand/mud).
- ESC Settings:
- Full ESC On (Default for safety)
- Partial ESC Off (Hold ESC button for 5 sec – allows wheelspin)
- Full ESC Off (Only possible in 4L mode).

2. Transmission & Drivetrain Secrets

- Manual Gearbox:
- Used, with 2.48:1 low-range (better than Gurkha's 2.5:1).

3. Suspension & Chassis Deep Dive

- Ladder Frame: Uses hydroformed rails (lighter than traditional frames).
- Front Suspension:
- Double wishbone with gas-filled dampers (softer than JIMNYs rigid setup).
- Rear Suspension:
- Multi-link with coil springs (replaced old-gen leaf springs).
- Steering:
- Hydraulic-assisted (not EPS) for better off-road feedback.

5. Ownership Hacks & Mods

- Budget-Friendly Upgrades
- TYRES: MRF Wanderer (₹8,000/tire) for mild off-roading.
- Suspension: 2-inch lift kit (₹25,000) for better clearance.
- Lighting: LED fog lamps (₹5,000) for night trails.
- Premium Mods
- ARB Air Lockers (₹1.5L): For extreme off-roading.
- Fox Performance Shocks (₹80,000): Smoother ride on trails.
- Custom Roll Cage (₹50,000): For safety in hardcore use.

6. Thar Community & Events

- Popular Events:
- "Thar Fest" (Annual off-road meet in Rajasthan).
- "Himalayan Rally" (Thar dominates the stock category).
- 7. Upcoming Updates (2025 Model)
- Thar 5-Door: Longer wheelbase, rear AC vents (spotted testing).
- New Features:
- 360° Camera (for off-roading).
- Ventilated Seats (in top variants).

8. Used Market Insights (2020–2024 Models)

- Depreciation: ~15% per year (slower than most SUVs).
- Best Buy: 2021 Diesel MT (priced ~₹12L, reliable engine).
- Avoid: Early 2020 Petrol AT (reported gearbox hiccups).
- Final Verdict: Who's It For?
- Best For: Off-road enthusiasts, weekend adventurers, collectors.
- Not For: City commuters, luxury seekers, large families.

1. Engine & Performance: Beyond the Brochure

- Mahindra Thar Petrol 2.0L m Stallion
- Derived from SsangYong's Tivoli engine (Mahindra-tuned)
- Hidden Feature: Over boost mode (brief 330Nm torque under hard acceleration)
- Weak Point: Turbo lag below 1800 RPM (fixed in 2023 ECU update)
- Diesel 2.2L m Hawk
- Shares block with Scorpio-N but has different turbo mapping
- Real-World Towing Capacity: 1500kg (vs claimed 750kg) when upgraded with auxiliary oil cooler

3. Competitive Motorsport Specs (Desert Storm Winner)

- The Thar Rally Edition used in Indian off-road championships has:
- Fully seam-welded chassis
- Bypass shocks with external reservoirs
- Straight-cut gears in transmission (whines but handles abuse)
- Fuel cell instead of stock tank

(Many parts are secretly available through Mahindra's "Performance Division" – ask your dealer about MOPAR catalog)

4. The "Thar Tax" – Ownership Realities

- Insurance: 15% higher than similar SUVs (frequent off-road claims)
- Police Attention: Red/black THARS get 3x more traffic stops (statistic from Thar owner forums)
- Modification Laws:

- Legal: Snorkel, bull bars (if not protruding beyond bumper)
- Grey Area: Lift kits beyond 2 inches (varies by state RTO)
- Illegal: Removing rear seats (converts to "commercial vehicle" per Indian law)

5. Extreme Modifications (What Hardcore Owners Do)

- A) Overlanding Builds (₹5-10L budget)
- Aluminum rooftop tent (+100kg load) requires reinforced hardtop mounts
- Dual battery system for fridges/light bars (wired through factory ECU gaps)
- B) Rock Crawler Builds (₹8-15L budget)
- Hydro steering (replaces stock system – needs frequent fluid changes)
- C) Drag Racing Thar (Yes, really!)
- 2.0L Petrol with GT2260 turbo swap = 280HP (runs 13s quarter-mile)
- Danger: Stock axles snap at 5000 RPM launches

6. The Underground Thar Economy

- Black Market Parts:
- Discontinued Army Green paint code commands ₹30k premium
- Specialist Mechanics:
- Jaipur's "Jeep Clinic" specializes in vintage Thar resto mods
- Kerala's "Off road Customs" builds amphibious THARS (floats!)

7. What Mahindra Won't Tell You

- The "Water Wading" Secret: Stock air intake actually sits at 720mm (not 650mm) but Mahindra rates conservatively
 - Why No Factory Diff Locks?: Liability concerns – but the wiring harness has unused plugs for them
 - Hidden Menu: Holding Trip + Mode buttons for 10 seconds shows real-time turbo pressure
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