

2017

KTM MODEL HIGHLIGHTS
Media Information **INTERMOT**



KTM 2017:
GLOBAL GROWTH AND NEW CHALLENGES

Even though the year is not over yet, it is already a certainty that 2016 will be another good year for KTM. The company keeps expanding: more production, more sales. Things are looking very much as though it were to become the sixth year of records in a row.

There is no guaranteed recipe for success, but one thing is for certain: KTM's growth is built on teamwork. No KTM employee simply goes to work here, every single one at KTM is committed to success with all the passion he or she can muster. On the workbench, on the computer or in the seat of a KTM, everybody gives their all as though this were about a Dakar win. Which, by the way, was achieved by Toby Price in 2016, winning the 15th title in succession for KTM at the world's toughest rally after an emphatic race. A similar success was achieved by Ryan Dungey, once again bringing home the 450 SX World Championship title at the AMA Supercross series for KTM. Not to mention the thousands of race wins big and small at sports events of every level all over the world.

Factory riders, development engineers, workers on the production line and the people out in the sales trenches: What connects all of them with riders and fans of the brand are their passion for motorcycles and motorsport in general, as well as the iconic bikes from Austria in particular. Fascination with the extraordinary.

Unquenchable curiosity. Getting excited about adventures on two wheels. And that continuous pursuit of perfection, expressed in every new and advanced model generation as well as every new title in a rich history of racing success.

MX bikes and Enduros remain a core focal point of KTM's product portfolio, as once again evidenced by the launch of the latest Enduro generation for model year 2017. But for many years now, KTM's business success has been tied to street bikes to a similar degree. And the ADVENTURE Travel Enduros play a very special role in this mix. Looking at the latest ADVENTURE generation, launched here at the INTERMOT in Cologne, this trend can be expected to continue in 2017 with some confidence. For model year 2017, KTM is now expanding its ADVENTURE family to five models, launching its widest range of ADVENTURE models to date: KTM 1090 ADVENTURE, KTM 1090 ADVENTURE R, KTM 1290 SUPER ADVENTURE S, KTM 1290 SUPER ADVENTURE R and KTM 1290 SUPER ADVENTURE T.

For these five models, the KTM development section has pulled all the stops in order to extend the lead enjoyed by the Travel Enduros from Austria and be able to satisfy absolutely any conceivable requirement regarding performance, riding assistance and equipment levels.

At the same time, KTM is now eagerly anticipating its biggest racing challenge ever. In 2017, the time has come for the company to finally face the top tier of road racing, competing in the MotoGP World Championship with a V4 racer developed to 100% at home in Austria. And KTM already has fans and supporters even in this arena. Everybody in Mattighofen will do their utmost in order to fulfill their expectations!

WELCOME

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KTM 1290 SUPER ADVENTURE R

For all those tempted by experiences far off the beaten track, KTM has put the new KTM 1290 SUPER ADVENTURE R onto its large, 18 and 21 inch laced wheels. The highest-performing fully offroad capable Travel Enduro on the market at 160 hp (118 kW), it is ready to back up the promise of its breathtaking KISKA design and authentic rally looks at any time. Wherever the tarmac ends, the 1290 SUPER ADVENTURE R becomes the quickest connection between two places. That is ensured by plenty of suspension travel, a fully adjustable WP Suspension chassis and tubeless enduro tires. At the same time, the most sophisticated electronic assistance package on the market, the Motorcycle Stability Control (MSC) with lean-angle sensitive ABS and traction control, delivers maximum safety and perfect control in any riding situation. A new 6.5" TFT display takes care of optimum rider information, and thanks to the new LED headlights with electronically controlled LED cornering lights, riders will never lack visibility even in the darkest night.

KTM 1090 ADVENTURE R

The adventure bike for all who refuse to stop just because the tarmac ends, and thus have the highest requirements regarding the cross-country mobility of their Travel Enduro. At 125 hp (92 kW), the new KTM 1090 ADVENTURE R has long stroked, fully adjustable suspension components by WP Suspension, laced wheels in the enduro dimensions of 18 and 21 inches, and a chassis fully supporting unrestrained offroad riding. Roads may end, but the riding fun on the "R" goes on – thanks to multi-mode ABS, traction control and four KTM ride modes. It can be so easy to escape the daily grind.

KTM 1290 SUPER ADVENTURE S

In the same way the 1190 ADVENTURE re-defined the standards of riding dynamics in 2013 in the Travel Enduro segment, the new KTM 1290 SUPER ADVENTURE S is all set to raise the bar once again by quite a bit. It packs a seminal package of riding assistance systems and comprehensive levels of high-tech, from the large TFT display to the LED headlights with electronically controlled LED cornering lights. At 160 hp (118 kW) of maximum power, with a semi-active suspension and the Motorcycle Stability Control (MSC) with lean-angle sensitive ABS and traction control, it offers an unrivaled combination of performance and active safety to make it the ne plus ultra in every respect. Especially on the road, the 1290 SUPER ADVENTURE S will introduce its riders to a new dimension of riding experience.

KTM 1090 ADVENTURE

The perfect entry to the exciting world of KTM Travel Enduros. Cut from the same cloth as its bigger sisters and ready for any adventure. Agile as you please and exceedingly easy to ride, but with an ample 125 hp (92 kW) of power. The new KTM 1090 ADVENTURE stands for exciting dynamism, combined with the versatility and quality of a typical KTM Travel Enduro: Handlebar and footpegs are just as perfectly adjustable as the hand levers and windshield. Cutting edge electronics and rider assistance systems support that unique brand of cornering fun only delivered by a burly LC8 V2 in a KTM trellis frame tricked out with absolutely top tier components.

HIGHLIGHTS 2017

MOTOGP – THE TOP CLASS IS CALLING

The time has come: After plenty of success in the previous 125 and 250 classes, as well as two rider's and three manufacturer's world championship titles in Moto3, KTM finally rises to the ultimate road racing challenge in 2017, joining the illustrious circle of racing motorcycle manufacturers at the very top.

MotoGP – the cream of the crop. Where the world's fastest road racers meet. Where everybody is watching. The KTM racing prototype named RC16 is 100 % designed and made in Austria. The only bike in the field with a super lightweight welded steel trellis frame – typically KTM. Because in part, racing has always been about technology transfer for the Austrians. The sport ensures progress for the company, and it ensures the production bikes keep getting better.

Specially developed for the RC16, the new V4 engine sports many technical highlights that KTM customers are already quite familiar with – from the ride by wire to sophisticated control and assistance systems, to the high-tech DLC coating for highly stressed engine components. And sooner or later, some of the MotoGP innovations that need to be kept confidential for now will also find their way into series production. Guaranteed.

Because KTM is **READY TO RACE**, and not by accident.





KTM 1290 SUPER ADVENTURE R

THE MOST POWERFUL OFFROAD TRAVEL ENDURO

SUPER ADVENTURE

KTM 1290 SUPER ADVENTURE R

The new KTM 1290 SUPER ADVENTURE R manages to pull off a feat that did not seem possible: It combines 160 hp (118 kW) of engine power with genuine cross-country mobility. What might sound suspiciously like the design parameters of a hardcore, dedicated rally racer is in fact the most potent Travel Enduro to date, for riders with the highest performance expectations – riders who need to remain in control even in heavy terrain, but also wish for comprehensive levels of state-of-the-art safety, comfort and traveling equipment.

For many years, the Salzburg based KISKA design agency has been responsible for the styling of KTM motorcycles. The 1290 SUPER ADVENTURE R is a prime example of Gerald Kiska's signature style, as well as proof that the close co-operation between KTM and KISKA increasingly extends to technological and conceptual design work through the unique integration of form with functionality. For example, the "face" of the 1290 SUPER ADVENTURE R with its distinctive KISKA looks was created in an especially close collaboration with the KTM engineers. At its core: A central aluminum carrier for the new LED lights which at the same time acts as a heat sink. Integrated into the lower part of the headlights, the LED cornering lights ensure perfect road illumination at all times, based on the data of the MSC lean angle sensor.

And from the rider's seat, the new generation is recognized at the first glance by the sophisticated new dashboard with its bright, large TFT color display.

Large laced wheels in 21 inches front and 18 inches on the rear open up a wide range of tire choices to the rider beside the OEM Continental Trail Attack II or Continental TKC 80, all the way up to very knobby offroad treads. At the same time, the patented wheels with air-tight rims combine all the advantages of tubeless tires with the extreme ruggedness indispensable for tough offroad duty. As standard, the Tire Pressure Monitoring System (TPMS) checks the tires, automatically warning the rider in case of pressure loss.

Offroad, the rider can also rely on especially rugged and fully adjustable cross-country suspension by WP with a full 220 mm of travel front and rear. Stiffer springs in the WP upside-down front forks and a progressively damped PDS shock absorber ensure the chassis can take whatever is dished out – pure racing technology.

Extra mobility is delivered by the one-piece offroad seat. At the same time, its cutting edge 3D foam cushions combine outstanding long range comfort with a great feel for what goes on beneath those wheels. Crash bars coated in orange to match the "R" trellis frame and handguards round off the offroad hardware package.

KTM 1290 SUPER ADVENTURE R



SUPER ADVENTURE

KTM 1290 SUPER ADVENTURE R

Within the rigid steel trellis frame of the KTM 1290 SUPER ADVENTURE R, there is a 1,301 cc, 75° V twin based on the engine of the 1290 SUPER DUKE R, otherwise known as the “Beast”. Straight from Formula 1, super lightweight forged box pistons with an extremely hard-wearing grafal coating make it highly resilient with a fantastic response. Compared to the KTM 1290 SUPER ADVENTURE of MY 2016, its intake has gained newly developed expansion chambers for even more refinement and smoother power delivery especially in the low and mid range.

160 hp (118 kW) and a dry weight of only 216 kg mean the new ADVENTURE bike offers breathtaking dynamism. Many riders will consider the torque delivery even more crucial: Already at 2,500 rpm, 108 of the maximum 140 Nm are available, a figure unsurpassed by any other Travel Enduro which at the same delivers this kind of cross-country mobility.

The riding assistance and comfort equipment of the 1290 SUPER ADVENTURE R also leaves nothing to be desired. Its core highlight is without a doubt the Bosch MSC package in its top specification with integrated, lean-angle sensitive C-ABS (combined ABS). For absolute top levels of safe deceleration, it always automatically includes the rear brake whenever the 320 mm twin Brembo front discs in the front wheel are used.

The system delivers maximum deceleration on the very limit of what is physically possible even at extreme lean angles. The perfect complement to that is the Motorcycle Traction Control (MTC) which directly controls the engine's power delivery, also with respect to the current lean angle. In addition, there is the KTM ride mode technology with different power delivery characteristics to choose from.

Besides the well-known modes “Sport”, “Street”, “Rain” and “Off”, the 1290 SUPER ADVENTURE R is equipped as standard with the “Offroad Pack” for these electronic systems. In offroad mode, the ABS will allow locking up the rear wheel at will for controlled slides on loose surfaces. The ABS function on the front wheel is retained and controlled to a special set of parameters tuned to offroad riding. On the other side of the envelope, the Motorcycle Traction Control (MTC) will allow up to 100 % of rear wheel slippage for well-controlled drifting.

In addition, the new KTM 1290 SUPER ADVENTURE R also has a convenient standard cruise control. And with the cutting-edge KTM race on system, the electronic ignition key never needs to leave the rider's pocket. Options include the “Travel Pack”, among others with the Hill Hold Control (HHC), the Motor Slip Regulation (MSR) and the quick shift+ for up and down shifting. Also included the “KTM MY RIDE” allows to receive incoming calls on the go as well as listening to music via an audio player function.



ENGINE 2-CYLINDER, 4-STROKE, V 75° | DISPLACEMENT 1,301 CC
118 KW (160 HP) @ 8,750 U/MIN | TRANSMISSION 6 GEARS
FUEL CAPACITY APPROX. 23 L | DRY WEIGHT APPROX. 217 KG



KTM 1290 SUPER ADVENTURE R

- Highly developed LC8 V-Twin with newly developed intake expansion chambers
- Max. output: 118 kW/160 hp, max. torque: 140 Nm, Emissions: Euro 4
- Fully adjustable 48 mm PDS shock absorber and upside-down front forks by WP Suspension with 220 mm of travel
- Brembo braking system with radial 4-cylinder calipers on two 320 mm brake discs front, 267 mm rear disc brake
- Integrated baggage carrier and case carrier for KTM luggage system
- Motorcycle Stability Control (MSC), multi-mode, lean-angle sensitive combined ABS, ride mode technology with three three street modes and one offroad mode, multi-mode, lean-angle sensitive Motorcycle Traction Control (MTC), cruise control, Tire Pressure Monitoring System (TPMS)
- Standard orange crash bars and matching orange coated frame
- Optional KTM “Travel Pack” with Hill Hold Control (HHC), Motor Slip Regulation (MSR), quick shift+, KTM MY RIDE (hands-free kit and audio player)
- High strength wire laced wheels in 21” front and 18” rear, tubeless type Continental TKC 80 enduro tires for USA, CAN, AUS, ARG, COL and ZAF. Continental Trail Attack II tires for the remaining countries.
- **New:** Race on system
- **New:** LED headlights with integrated LED cornering lights
- **New:** Multi-functional dashboard with 6.5” TFT color display made of bonded glass with protective coating, illuminated menu switch
- **New:** Waterproof mobile phone compartment with USB charger



KTM 1090 ADVENTURE R

THE PUREST OFFROAD TRAVEL ENDURO

KTM 1090 ADVENTURE R

No matter if desert, Tierra del Fuego or Enduromania – those who love to leave paved roads far behind on occasion to escape the daily grind on gravel tracks, gain an especially exciting new KTM Travel Enduro option in model year 2017. The new KTM 1090 ADVENTURE R is made for purists who crave that elementary style of riding enjoyment delivered by a genuine, rugged adventure bike.

The latest getaway vehicle from Austria is easily distinguished from its sister model 1090 ADVENTURE at the first glance by laced wheels in the enduro dimensions of 18 and 21 inches, knobby tires, extra suspension travel and the powder coating of the trellis frame in the brand's typical orange, matching the standard crash bar that protects components like the tank and radiators from the falls that are basically unavoidable in offroad use.

The extremely rugged wire spoke wheels are fitted with knobby Continental TKC 80 Twinduro tires as OEM. In addition, tire sizes of 90/90-21 and 150/70-18 ensure owners can choose from a wide range of available specialized street and offroad treads, allowing them to perfectly match the bike to the intended field of use.

The fully adjustable WP suspension components with a full 220 mm of travel front and rear will reliably out even the roughest of bumps. In addition, stiffer springs equip the massive 48 mm WP upside-down front forks with extra reserves. Similar to KTM's racing enduros, the progressively damped PDS shock absorber by WP Suspension. It also offers comprehensive adjustments for pre-load, compression and rebound, as do the forks.

KTM 1090 ADVENTURE R



KTM 1090 ADVENTURE R

The KTM 1090 ADVENTURE R also relies on the new 1,050 cc 75° V2 with a maximum output of 125 hp/92 kW for powerful propulsion, and perfectly controlled in any situation thanks to the sophisticated ride by wire system. At the same time, buyers of the “R” receive the same cutting edge technology like the slipper clutch, multi-mode ABS and traction control with KTM ride mode technology.

The powerful braking system with dual 320 mm Brembo front discs, radial 4-cylinder calipers and a radial master cylinder remains unchanged for very good reasons. The Bosch 9M+ two channel antilock braking system stands for extremely short braking distances and optimum vehicle control. With its intelligent braking pressure modulation, it prevents the wheels from locking up while minimizing the endo tendency in emergency braking on grippy and changing surfaces. In addition to the option of fully disengaging the ABS, the “R” has a standard offroad mode allowing the rider to lock up the rear wheel as desired – an important prerequisite for committed offroad riding and well-directed drifting. On the front wheel, the ABS remains active in offroad mode.

When accelerating, the rider of the 1090 ADVENTURE R benefits from the Traction Control (TC) with KTM ride mode technology. An important part of the safety equip-

ment package, it utilizes the quick reaction times of the ride by wire system to reduce power to safe levels, ensuring sporty but fully controlled propulsion on any surface. Depending on the selected mode, the traction control allows different amounts of slippage on the rear wheel. A highly intuitive operation and setup of these systems is ensured by the clear VDO dashboard with dual LCD displays in combination with the handy menu switch on the handlebar.

But despite all the fascinating high-tech solutions, you keep coming back to the well thought out details that turn a good motorcycle into a fantastic KTM adventure bike. Details like the comprehensive adjustments for the ergonomics, allowing to easily configure the bike to fit riders with different preferences and physiques. For example, the windshield is adjustable, as are the handlebar, footpegs and hand levers. Subtly integrated into the rear, mountings for the practical KTM luggage system allow fitting the “R” with highly functional side cases and a top case in a jiffy. And the one-piece seat, specially shaped to provide the rider with extra mobility in offroad duty, also shines with superior long distance comfort and transparent feedback, thanks to a cutting edge 3D foam cushion.



ENGINE 2-CYLINDER, 4-STROKE, V 75° | DISPLACEMENT 1,050 CC
92 KW (125 HP) @ 8,500 RPM | TRANSMISSION 6 GEARS
FUEL CAPACITY APPROX. 23 L | DRY WEIGHT APPROX. 207 KG

KTM 1090 ADVENTURE R

- Highly developed LC8 V-Twin with dual-plug ignition, innovative Keihin engine management, electronic fuel injection and slipper clutch
- Max. output: 92 kW/125 hp, max. torque: 109 Nm, emissions: Euro 4
- Strong trellis frame made from highly resilient chrome-molybdenum steel
- Fully adjustable 48 mm upside-down front forks by WP Suspension with 220 mm of travel
- Fully adjustable PDS shock absorber by WP Suspension with 220 mm of travel
- Brembo braking system with radial 4-cylinder calipers on two 320 mm brake discs front, radial master cylinder, 267 mm rear disc brake
- Aluminum handlebars, tapered and ball-burnished
- Multi-functional dashboard with two LCD displays, analog-style tachometer with adjustable shift light
- Integrated baggage carrier and case carrier for KTM luggage system
- Disengageable ABS with offroad mode
- Traction Control (TC) with ride mode technology and 4 modes: Sport, Street, Rain and Offroad
- High strength wire laced wheels in 21” front and 18” rear, Continental TKC 80 Twinduro enduro tires
- Adjustable footpegs, handlebar and windshield
- Standard orange crash bars and matching orange coated frame



KTM 1290 SUPER ADVENTURE S

**UNMATCHED
SPORTINESS
WITH UNRIVALED
PERFORMANCE**

SUPER ADVENTURE

KTM 1290 SUPER ADVENTURE S

Three years after the launch of the groundbreaking KTM 1190 ADVENTURE, a veritable nemesis for sport bikes and the first motorcycle with lean-angle sensitive cornering ABS, the Austrians now deliver the next bike to massively shift the performance benchmark of Travel Enduros on tarmac – the new KTM 1290 SUPER ADVENTURE S. At 160 hp (118 kW), with a semi-active suspension and Motorcycle Stability Control (MSC), it has all you need to completely eclipse sportmotorcycles of any description.

The generational change becomes apparent at the first glance, mainly because of the 1290 SUPER ADVENTURE S's striking new front. Once again, the KISKA design team has proven that exceptional, highly functional shapes and technical solutions must be expected to emerge from Salzburg at any time. The breathtaking design with new air intakes and tank spoiler only became possible by developing a multifunctional aluminum structure to carry the LED headlights and cornering lights, which at the same time adopts the function of a heat sink.

Integrated into the fairing, there is a sophisticated new dashboard with a large, full-color, 6.5" (16.5 cm) TFT display, allowing an even more comfortable and intuitive operation and configuration of the comprehensive electronic equipment and assistance systems via the new, illuminated menu switch on the handlebar. Behind the windshield – which has gained a new adjustment mechanism even easier to operate – the instrument made of bonded, anti-glare glass is protected from fingerprints by a special coating, while its tilt can be adjusted for a perfect read-out.

On the go, the rider's mobile phone is kept safe within a waterproof compartment with USB charger. The 1290 SUPER ADVENTURE S not only shares the 1,301 cc 75° V-Twin with 160 hp (118 hp) with the "R" model but also the comprehensive assistance package with MSC and MTC as well as convenient features like the cruise control and the KTM race on system. However, sporty cast aluminum wheels in 19" front and 17" on the rear as well as a suspension travel slightly shortened to a still ample 200 mm lend the "S" a lower center of gravity for extra cornering dynamism. A core highlight of the new KTM 1290 SUPER ADVENTURE S is the standard, semi-active WP semi-active suspension, allowing to select any of the "Comfort", "Street", "Sport" and „Offroad" damping settings for the front forks and the shock absorber via a handlebar switch, even on the go. At the same time, for a perfect chassis geometry at any load, the spring rate of the rear suspension is also easily adjusted electronically in four stages. And even fast motorway rides are taken into account. The pre-installed mountings for the tight-fitting KTM luggage system are now floating, to make the ADVENTURE even more stable. As an option, buyers of the 1290 SUPER ADVENTURE S may also specify the "Travel Pack", among others with the Hill Hold Control (HHC), the Motor Slip Regulation (MSR) and the quick shift+ for up and down shifting. Also included, the "KTM MY RIDE" features a hands-free kit to receive incoming calls on the go as well as an audio player function.



ENGINE 2-CYLINDER, 4-STROKE, V 75° | DISPLACEMENT 1,301 CC
118 KW (160 HP) @ 8,750 U/MIN | TRANSMISSION 6 GEARS
FUEL CAPACITY APPROX. 23 L | DRY WEIGHT APPROX. 215 KG

KTM 1290 SUPER ADVENTURE S

- Highly developed LC8 V-Twin with newly developed intake expansion chambers
- Max. output: 118 kW/160 hp, max. torque: 140 Nm, Emissions: Euro 4
- Semi-active chassis by WP Suspension: 48 mm upside-down front forks, WP shock absorber with 200 mm of travel, four damping modes, electronically adjustable spring pre-load
- Brembo braking system with radial 4-cylinder calipers on two 320 mm brake discs front, 267 mm rear disc brake
- Motorcycle Stability Control (MSC), multi-mode, lean-angle sensitive combined ABS, ride mode technology with three street modes and one offroad mode, multi-mode, lean-angle sensitive Motorcycle Traction Control (MTC), cruise control, Tire Pressure Monitoring System (TPMS)
- Pirelli Scorpion Trail II tires with the dimensions 120/70 R 19 and 170/60 R 17
- LED indicators with automatic reset (ATIR)
- **New:** LED headlights with integrated LED cornering lights
- **New:** Multi-functional dashboard with 6.5" TFT color display made of bonded glass with protective coating, illuminated menu switch
- **New:** Waterproof mobile phone compartment with USB charger
- **New:** Floating luggage system with integrated baggage and case carriers
- **New:** Race on system
- **New:** Optional KTM "Travel Pack" with Hill Hold Control (HHC), Motor Slip Regulation (MSR), quick shift+, KTM MY RIDE (hands-free kit and audio player)

1090

ADVENTURE

KTM 1090 ADVENTURE

THE PUREST DAILY ADVENTURER

KTM 1090 ADVENTURE

The daily commute, a weekend trip to the hills or an extended vacation in one of the world's nicest motorcycling districts – the compact and lightweight KTM 1090 ADVENTURE is ready for any adventure. The strong KTM steel trellis frame, top quality WP Suspension all around and twin 320 mm Brembo brake discs up front with radial 4-cylinder calipers leave no doubt – what you get is a genuine, fully fledged KTM Travel Enduro with some great equipment. Quite simply, pure and unadulterated KTM ADVENTURE.

Extremely lightweight box pistons with a hard-wearing grafal coating, twin spark ignition, many DLC coated components and a multitude of other sophisticated details like the slipper clutch against rear wheel chatter make clear that the 1,050 cc powertrain contains similar levels of innovative technology as the 1290 SUPER ADVENTURE models. Power that guarantees great performance in any situation with a sporting 125 hp (92 kW) at just 205 kg of dry weight.

Electronic goodies like traction control and ABS with different modes as well as the KTM ride mode technology are also among its standard features. In addition, the optional "Offroad Pack" adds special offroad modes. Thanks to a contemporary VDO dashboard with two LCD displays and a handlebar-mounted menu switch, the electronics and riding assistance systems are easily configured and intuitive to operate.

The hardware is just as well thought-out. Example: The large side bags and top case from the KTM PowerParts range cling on extra tight, using nearly invisible integrated mounting points, with no extra hardware necessary. Highly ergonomic: Handlebar, footpegs, levers and windshield can be adjusted in several positions, tuning the ergonomics to riders of different statures.

The lightweight 1090 ADVENTURE is as much at home in the twisties as on gravel or dirt tracks. At 185 mm suspension travel up front and 190 mm in the rear, it has plenty of reserves to cope with bumpy back roads. Mounted on sporty cast alloy wheels, the OEM Metzeler Tourance Next tires in the sizes 110/70 R 19 front and 150/70 R 17 rear deliver maximum riding fun.

Still, despite all the performance, the 1090 ADVENTURE remains an unassuming motorcycle, which also means low ownership costs. Those who want to save on insurance premiums can also get it with 95 hp (70 kW) of power. For those on an A2 learner's license, KTM offers a 1090 ADVENTURE with 95 hp (70 kW) whose performance can be reduced to 48 hp (35 kW).



ENGINE 2-CYLINDER, 4-STROKE, V 75° | DISPLACEMENT 1,050 CC
92 KW (125 HP) @ 8,500 RPM | TRANSMISSION 6 GEARS
FUEL CAPACITY APPROX. 23 L | DRY WEIGHT APPROX. 205 KG

KTM 1090 ADVENTURE

- 95 hp (70 kW) whose performance can be reduced to 48 hp (35 kW)
- Highly developed LC8 V-Twin with dual-plug ignition, innovative Keihin engine management, electronic fuel injection and slipper clutch
- Max. output: 92 kW/125 hp, emissions max. torque: 109 Nm, optional 70 kW/95 hp, emissions: Euro 4
- Strong trellis frame made from highly resilient chrome-molybdenum steel
- High-end, 43 mm upside-down front forks made by WP Suspension with 185 mm of travel
- WP shock absorber with 190 mm of travel, adjustable preload adjuster and rebound damping
- Brembo braking system with radial 4-cylinder calipers on two 320 mm brake discs front, radial master cylinder, 267 mm rear disc brake
- Aluminum handlebar, tapered and ball-burnished
- Multi-functional dashboard with two LCD displays, analog-style tachometer with adjustable shift light
- Integrated baggage carrier and case carrier for KTM luggage system
- Disengageable ABS, ride mode technology with three modes, multi-mode Traction Control (TC)
- Optional "Offroad Pack" with special offroad modes for ABS, traction control and performance characteristics
- Tubeless Travel Enduro tires Metzeler Tourance Next on cast aluminum wheels in 19" front and 17" rear
- Adjustable footpegs, handlebar and windshield



MOTOGP – RC16

READY
TO»
RACE

MOTOGP – RC16

MotoGP. The pinnacle of two-wheeled motorsport on asphalt. Pure prototype racing. The forefront of technology and development. High stakes. Big pressure. For motorcycling, this is the biggest show on earth.

Every world championship or major event that KTM has gone racing with as a factory, we have won at. This is not egotism, but a simple fact reflected by a trophy cabinet bursting with over 260 world titles. We like to win and racing makes our company and our products better. This has and always will be our approach – READY TO RACE.

Although KTM is no stranger to Grand Prix racing, the move to the top class represents our most ambitious goal to date, but one that we are ready to embrace when we ‘step up’ with the RC16 in 2017.

THE NEXT MILESTONE

KTM is the READY TO RACE brand. It is the core of everything we do. As a brand, we go racing to better ourselves. The addictive thirst of victory is what motivates everyone in our company each and every day; always pushing us to improve and discovering new ways to be faster.

In the past few years KTM has become Europe's biggest motorcycle manufacturer. Of course we are immensely proud of this, but we keep pushing forward for more. If we want to be globally perceived as a full-range sport motorcycle manufacturer, then to do that we must go racing at the very top level – and not doing this at the back of the grid.

Everyone is looking at MotoGP and the time is right for KTM to step into this arena. On a sporting and technical side, it will be our biggest test to date, but one that everyone within the company more than welcomes.

See you on the start line very soon...

Stefan Pierer
CEO KTM Group



MOTOGP – RC16

MOTOGP – RC16

IN DETAIL

Designed and built in Austria, the RC16 will challenge MotoGP's toughest combatants across the world over 18 rounds in 2017. The bar is set. The level is high.

The regulations set out for MotoGP racing are clear; rules are rules. But the premier class of prototype motorcycle racing still allows the technicians at KTM the ability to interpret them in our true READY TO RACE style; pushing their engineering skills to the limit so that our riders can do the same with this creation.

THE ENGINE

KTM is known for its experience in creating versatile and powerful V-Twin motors and building the strongest single-cylinder engines in street and offroad racing, e.g. with its successful DUKE range of Naked Bike machines.

For MotoGP – a 4-stroke class – there is a capacity limit of 1,000 cc and a maximum of four cylinders permitted. For this new challenge, KTM has adopted this in V4 configuration; with two cylinders facing forward towards the front wheel and two facing up.

DISPLACEMENT	1,000 ccm, Type V4-Cylinder
VALVE TRAIN	Pneumatic
TRANSMISSION	Seamless shift
POWER	250 hp + @ 19,000 rpm
LUBRICATION	Motorex
EXHAUST	Akrapovič 4-in-2, titanium
ELECTRONICS SYSTEM	Magneti Marelli
ELECTRONICS STRATEGIES	drive by wire, engine braking, traction control, wheelie control, quick shift+



MOTOGP – RC16

THE CHASSIS

When the RC16 lines up on the grid, it will be the only machine to run a steel tubular trellis frame. Why? KTM does not follow or copy, but translates the rules and matches them against their own experiences and knowledge.

Steel tubular trellis frames not only win races for KTM in Moto3, Motocross, Enduro and Rally, but they also win the daily races of our customers – no matter the ride.

MAIN FRAME	STEEL TUBULAR TRELLIS
SWINGARM	ALUMINUM
WHEELBASE	1,400 MM
HEIGHT	700 MM
MINIMUM WEIGHT	157 KG
FUEL CAPACITY	22 LITERS
SUSPENSION	WP
FRONT/REAR	
BRAKE	BREMBO
TIRES	MICHELIN, 17"
	FRONT/BACK
BODYWORK	Wethje Carbon Composites

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