

Photos: R. Schedl, H. Mitterbauer

# ADVENTURE

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# FROM NEWCOMER TO TRENDSETTER IN JUST TEN YEARS

With the launch of the KTM 950 ADVENTURE more than a decade ago, a new era started for KTM as an international motorcycle manufacturer. A formidable machine to this day, this cult-bike was not only the first KTM with a two-cylinder engine, it also bridged the decisive gap between dirt and street for the world's leading manufacturer in the offroad competition segment. And in the end, that first ADVENTURE established a range of legendary models distinguished by the DNA of the very KTM racing bike that won the notorious Dakar Rally no less than thirteen times in a row.

Today, KTM is as successful on paved surfaces as it is offroad and has risen to Europe's largest motorcycle manufacturer. This unique ascent within just over ten years is the result of a long-term development initiative, immense investments focused on research and the expansion of capacities, and not the least of a successful employee and customer retention through high competence and a strong emotional bond. Innovations and the highest standards in development are key priorities. The KTM 1290 SUPER DUKE R, as unprecedented as it is successful, is a convincing example that KTM has long since become a trendsetter even with its street models – just as technical innovations like the motorcycle stability control MSC with cornering ABS, launched by KTM as a global first.

The ADVENTURE range has been playing a decisive role in this success story: thanks to an immense effort, these models have matured from newcomers to trailblazers in the travel enduro segment within only a single decade – and this type of motorcycle became ever more popular and important in the international motorcycle business in just this very same decade. At the apex of this development so far are the KTM 1190 ADVENTURE and KTM 1190 ADVENTURE R, launched in 2013, setting new standards in every respect with their versatility without giving up even an inch with regard to performance.

Today, the ADVENTURE models cultivate traditional KTM values with their unbeatably low weight, their compelling riding dynamics and their exemplary safety, combining great long-distance travel capabilities, an incredible versatility and cutting-edge precision in a way that means they have to fear no competitor. In 2015, the successful range is once again expanded with two brand new models, the KTM 1290 SUPER ADVENTURE and the KTM 1050 ADVENTURE.

# 1290 SUPER ADVENTURE 1050 ADVENTURE

## THE PERFECT COMBINATION OF TRAVEL ENDURO AND LUXURY SPORT TOURER: 1290 SUPER ADVENTURE

The „SUPER“ in the name 1290 SUPER ADVENTURE says it all: the new model embodies technical superlatives in every aspect, aiming at the segment of travel enduros with its power, comfort and equipment. In a way, this is new territory for the brand, although the new model of course does come with the pronounced sporty touch of a genuine KTM. The new travel flagship has a uniquely comprehensive equipment package including the motorcycle stability control MSC, the motorcycle traction control MTC, the WP semi-active suspension, cruise control and cornering light. In addition, another global first by KTM may be selected as an option for the super travel enduro: the electronic hill hold control HHC.

In the KTM lingo, the 1290 SUPER ADVENTURE is also on the pole position in the luxury sport tourer segment thanks to its superior characteristics in terms of riding dynamics, comfort, luxury and innovative technology. It combines all a motorcyclist could wish for in terms of comfort, long distance capabilities and riding enjoyment.

## A GREAT FIRST STEP INTO THE FASCINATING WORLD OF HIGH-END TRAVEL ENDUROS: 1050 ADVENTURE

The new KTM 1050 ADVENTURE is a motorcycle tailored perfectly to the requirements of those who love dynamic travel enduros and emphasize reasonable purchase and ownership costs but neither want to miss out on powerful propulsion nor top levels of advanced equipment. Based on the same, top quality platform as its sister models, the KTM 1050 ADVENTURE simply has a less comprehensive equipment and a V2 power pack that may have less displacement and output but has lost nothing of its refinement and rugged punch thanks to extensive adaptations. Key features like ABS and traction control are of course standard with the new 1050 ADVENTURE as well.

In short: the KTM 1050 ADVENTURE has everything you need for adventures and travelling at an attractive price, top useability and very favourable costs of ownership.

# 1190 ADVENTURE 1190 ADVENTURE R

## THE UNDISPUTED BENCHMARK OF DYNAMIC TRAVEL ENDUROS: 1190 ADVENTURE

As the best seller of the ADVENTURE range, the KTM 1190 ADVENTURE is distinguished more than ever by versatile talents and maximum dynamism in model year 2015. Until today, there is no competitor in its segment to boast a better power-to-weight ratio. The powerful, refined engine offers a choice between relaxed cruising and aggressive cornering. The chassis adds an outstanding geometry and fantastic suspension components to the light weight. Ample equipment with riding assistance systems makes the 1190 ADVENTURE one of the safest motorcycles.

The KTM 1190 ADVENTURE is still the most versatile and for sure the fastest travel enduro on the market, defining the standards of dynamism in all terrains and every discipline. No sports oriented enduro traveller gets past its dynamic qualities.

## THE MOST CROSS-COUNTRY MOBILE TRAVEL ENDURO IN THE WORLD: 1190 ADVENTURE R

Once again, the KTM 1190 ADVENTURE R is the travel enduro that basically has no alternative in 2015 – at least not where rider and machine prefer to move outside concrete habitats and metalled roads. With its rugged character and its pronounced cross-country mobility, the „R“ is the model that comes closest to the spirit of the original ADVENTURE by KTM. It has the large wheels and tires needed for maximum offroad performance, as well as truly huge ground clearance and extra-long suspension travel. In addition, it has by no means fewer assistance systems than the 1190 ADVENTURE and is also among the safest motorcycles that money can buy.

The KTM 1190 ADVENTURE R once again remains the ultimate adventure bike for those who like to turn off the tarmac where others prefer sticking to the black top. It is the ideal bike for a ride to the end of the world.



**KTM 1050 ADVENTURE**

**BINGO: THE SIMPLEST AND BEST FORMULA OF A HIGH-CLASS, DYNAMIC, SAFE AND REASONABLE TRAVEL ENDURO.**



**KTM 1190 ADVENTURE**

**EXPRESS ADDITION: STILL THE ONLY POSSIBLE CHOICE WHEN IT COMES TO SUPERIOR TRAVEL ENDURO DYNAMICS.**



**KTM 1290 SUPER ADVENTURE**

**MORE IS MORE: REPRESENTING HIGHTECH AND INNOVATION, IT IS THE WORLD'S ONLY LUXURY AND SPORTING TRAVEL ENDURO.**



**KTM 1190 ADVENTURE R**

**BIG HEART, BIG WHEELS, BIG ADVENTURE: ADVENTURE AND KTM AT ITS FINEST. ON ANY SURFACE.**



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1290 SUPER ADVENTURE

1050 ADVENTURE

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TECHNICAL DATA

PG & A

# THE LUXURY TRAVEL ENDURO

With the KTM 1290 SUPER ADVENTURE, KTM launches the new flagship model of its successful ADVENTURE range, once again raising the bar in the large displacement travel enduro segment. The new top model not only boasts numerous technical highlights but also ventures into top-class super tourer territory regarding power, comfort, equipment and safety. This creates a refreshing perspective for the rider, with plenty of power, maximum comfort, optimum safety, competent vehicle handling and high travelling speeds even fully loaded. And there is more: off the motorways and highways, the new KTM 1290 SUPER ADVENTURE delivers the dynamism, high accuracy and nearly playful agility typical of KTM. With this new travel enduro, KTM manages to prove that more luxury and comfort does not have to mean less riding fun, as it is a well established fact that enjoyment increases inversely proportionate to the amount of weight that needs lugging around from one turn into the next. In this respect, the KTM 1290 SUPER ADVENTURE is exceedingly conservative at a curb weight of not quite 250kg – another unusual bit of luxury for spoilt touring riders.

For plenty of grunt and authoritative in-gear acceleration, the engineers in Mattighofen helped themselves to the high-end sport engine of the KTM 1290 SUPER DUKE R. This powerful V2 with a full 1301cc of displacement was systematically re-engineered for duty in the 1290 SUPER ADVENTURE. New cylinder heads and a new crankshaft with a greater flywheel mass and a modified engine management deliver a luscious 160hp, an extremely wide power band and silky-smooth refinement. On the 1290 SUPER ADVENTURE, heaps of torque are always at the ready, and a bold twist of the wrist will quickly awaken the thumping heart of this power pack.

With increasing power and the respective speeds, wind protection becomes increasingly important to ensure maximum riding comfort on extended journeys. Therefore, the new, manually adjustable windscreen is just as important for the crew's welfare as the heated seats and grips.

Its comprehensive package of rider assistance systems makes the KTM 1290 SUPER ADVENTURE an unrivalled proposition not only in its own segment, setting new standards. From the ride mode technology and the motorcycle stability control MSC that includes the multi-stage, lean-angle sensing C-ABS and traction control MTC, to an electronic cruise control, tire pressure monitoring and adaptive LED cornering light, it has all the currently available cutting-edge technology. Besides that, there is the standard, WP semi-active Suspension that permanently adapts to the riding style and surface. Optionally, the machine can also be equipped with an additional hill hold control and motor slip regulation for another decisive stability boost and enhanced traction in critical situations. All these systems not only ensure aggressive dynamism and maximum riding fun but make the new KTM 1290 SUPER ADVENTURE one of the safest and most complete travel enduros there ever was.

Thanks to this well-balanced, complete package, the KTM 1290 SUPER ADVENTURE delivers captivating dynamics, outstanding rideability, convincing real-world practicality and top safety. Best of all, it perfectly combines the benefits of a super tourer with a typical KTM travel enduro's qualities.



# ENGINE



## LC8 POWER

**H**igh output, refreshing response, smooth refinement and powerful pick-up over as wide a power band as possible – those were the main development objectives for an engine that was assigned to power the new flagship of the ADVENTURE range. The KTM engineers found the perfect base in the engine of the KTM 1290 SUPER DUKE R. This potent V2 with a cylinder angle of 75° and 1301cc of displacement offered ideal preconditions for duty in the KTM 1290 SUPER ADVENTURE. After all, the extremely narrow four-valve engine is among the lightest big twins on the market. In the course of development, the engineers gave the high-end power unit new cylinder heads, a new crankshaft with an additional two kilograms of flywheel mass and an engine management optimised to go with all of that.

The focus of development was maximum usability at every pace rather than pure peak power. After adapting it to its new purpose, the engine mobilises an impressive 160hp and a maximum torque of 140Nm. At 2,500 rpm, 108Nm are already available, so only the barest minimum of shifting is necessary on a KTM 1290 SUPER ADVENTURE. The engine has massive grunt from low engine speeds, delivers substantial in-gear acceleration over the entire power band, and for all that is distinguished by a fizzy response and silky-smooth refinement. At crunch time, a bold twist of the wrist activates the twin's supersport DNA. With its remarkable characteristic, the engine not only covers the complete scope of applications of a sporty travel enduro but also opens up completely new dimensions with its unique potential. To match the superb long distance capabilities, the top gear of the six speed gearbox features a longer gear transmission ratio. The new KTM 1290 SUPER ADVENTURE masters the tasks set before it with outstanding poise, from enjoyable cruising, to fast long distance stages, to aggressive bouts through the twisties.



### CYLINDER HEADS

**T**he KTM 1290 SUPER ADVENTURE's highly advanced DOHC four-valve cylinder heads with dual ignition deliver a significant contribution to the outstanding performance of the LC8 engine. Via separate mappings, the dual ignition system controls the sparks of the two spark plugs per cylinder head independently from each other for a more efficient combustion as well as for a smoother combustion cycle. The results are more power, more torque and more refinement, optimum controllability, lower fuel consumption and fewer emissions. Controlling the charge cycle through flow-optimised ducts, the four valves of each cylinder head are actuated by two overhead camshafts via DLC-coated finger followers. DLC (diamond-like carbon) is an extremely hard, unusually hard-wearing coating with very low friction which KTM applies to numerous engine parts like finger followers and piston pins. Precision-cast in a single piece, the lightweight camshafts have also been re-engineered and optimised for use in the travel enduro. Harder exhaust valve seat rings and nitrified exhaust valves minimize wear and extend the valve play inspection intervals.



### PISTONS

**T**he pistons of the KTM 1290 SUPER ADVENTURE have a 'box-in-a-box' structure known from Formula 1. Despite their low and lightweight design, they are highly resilient. Even though they have a three millimetre larger diameter than the pistons of the 1190cc engine, they are another 47 grams lighter – weight savings that minimize the oscillating masses, optimising engine response. An advanced Grafal coating minimises friction on the piston skirts and is also extremely hard-wearing for outstanding durability.



### CRANKSHAFT

**T**he engine's refinement and free-revving response are influenced not the least by the crankshaft. Modified for even greater refinement, the crankshaft of the KTM 1290 SUPER ADVENTURE has a flywheel mass increased by 2kg. The crank gear incurs especially low energy losses thanks to a third oil pump to evacuate the crank case, further supported by the flow-optimised shape of the crank web. A carefully optimised mass distribution between flywheel and generator rotor improves the engine's load change reactions.

# ENGINE



## CLUTCH

The hydraulic PASC™ slipper clutch of the KTM 1290 SUPER ADVENTURE automatically reduces the pressure on the clutch discs whenever the torque feedback toward the engine becomes too great. This way, rear-wheel hop under forceful braking is efficiently eliminated. When accelerating, pressure on the clutch discs is increased in proportion to the engine torque, so softer clutch springs can be used. This in turn means that less force is necessary to operate the clutch – it has a sensitive single-finger action.

## ENGINE MANAGEMENT RIDE-BY-WIRE



Especially set up for duty in the KTM 1290 SUPER ADVENTURE, the electronic Keihin engine management system ensures optimum performance with a controlled throttle response, a wide power band and ample torque at all engine speeds right up to peak power. The throttles of the electronic injection are not operated by cables but by a ride-by-wire system that processes the rider's twist grip movements and implements them with actuators. Throttle control is also continuously matched to the current riding situation. Choking, juddering or unintentional wheelies are therefore completely alien to the big travel enduro.





# CHASSIS FRAME



Thanks to its outstanding suspension technology, the new KTM 1290 SUPER ADVENTURE leaves nothing to be desired in terms of stability, riding dynamics and safety, especially since the new, semi-active suspension is standard. In addition, KTM always strives to realise the best possible power-to-weight ratio with its machines in any given class, because the kind of dynamism that goes with this is the basic premise for top performance on tarmac as well as offroad. As a result, the new flagship of the ADVENTURE range feels just as comfortable on twisty back roads as on quick motorway stages. Besides the low weight and high engine power, this superior competence is guaranteed by the extremely solid trellis frame, the high-strength cast lattice swing arm and the semi-active suspension components by WP Suspension. In addition, the front forks, rear monoshock and wheels are sized so that the supreme qualities of the KTM 1290 SUPER ADVENTURE are fully realised under all conditions. And that means maximum riding enjoyment, an unbeatable feedback and top levels of comfort – no matter if riding alone, two-up or fully equipped for long-distance journeys.

## FRAME

**1** The 1290 SUPER ADVENTURE's trellis frame in the typical KTM design is made of thin-walled, stainless chrome molybdenum steel and weighs in at only 9.8 kilos. It has an extremely well-balanced rigidity distribution down to the most minute details, as well as superior stability. The steel pipes are manufactured with extreme precision, then laser-cut and welded in place by robots in order to ensure a perfect fit and the highest welding quality standards. A top quality surface coating protects the frame from corrosion. Carefully tuned to the versatile applications of the top model, the frame geometry is perfectly matched to the chosen wheel sizes: it has a 19-inch wire-spoke wheel, while the rear wheel of the same design is 17 inches in diameter.

## SWING ARM

**2** The rear is also distinguished by typical KTM DNA. Manufactured by die-casting, the aluminium swing arm is not only extremely light and stable but also manufactured with special precision. By design, the lattice swing arm's flexural behaviour and rigidity are perfectly tuned to the variety of stresses and loads occurring in the powerful KTM 1290 SUPER ADVENTURE.

# CHASSIS

## FRONT FORKS AND REAR MONOSHOCK

**1** The extremely stable and warp resistant upside-down front forks of the KTM 1290 SUPER ADVENTURE with 48 mm fork tubes allow to electronically match the suspension set-up perfectly to the intended use. Fork travel is 200 millimetres. The directly linked monoshock on the rear swing arm also offers 200 millimetres of travel and can be adjusted very precisely to different riding styles and load conditions with a switch.



## STEERING DAMPER

**S**ome motorbikes need a steering damper to conceal suspension flaws. Not so the KTM 1290 SUPER ADVENTURE with its exceptional stability and razor-sharp precision. But on a 160hp bike at a fast pace, the front wheel is simply bound to get a little light at times, and a pothole or short bump might still lead to kickback. To prevent this, the KTM 1290 SUPER ADVENTURE is equipped with an absolutely reliable and highly sensitive hydraulic steering damper by WP Suspension.

## SEMI-ACTIVE SUSPENSION

**F**ine tuning of the new KTM 1290 SUPER ADVENTURE's suspension set-up is especially easy and comfortable. At the same time, the new, semi-active suspension opens up heretofore unattained dimensions of safety and comfort. Using a switch on the handlebars, the rider may choose between the four damping settings "Comfort", "Street", "Sport" and "Offroad". While riding, the electronic suspension control unit (SCU) ensures that the actual damping is continuously adjusted in real-time to the riding style and surface. Stroke sensor on front and rear wheel as well as front and rear accelerometers deliver the necessary information. The set-up is adjusted based on different mappings stored within the system that cover numerous riding situations. For example, the anti-dive function prevents excessive front fork dive on braking. This enhances riding comfort especially when riding with a pillion and ensures that at night, the headlights keep illuminating the whole driving lane even when braking. The respective damper mappings always corresponds to the load weight distribution and the SCU automatically increases the damping in proportion to any increase of payload.

## STROKE SENSOR



## SCU



# BRAKES & WHEELS



In line with its great riding dynamics, the braking system of the KTM 1290 SUPER ADVENTURE is also beyond any doubt. Thanks to the finest components by global market leader Brembo, the brakes have an exceedingly powerful bite, a precise action, and show no weakness even under extended strain. In combination with the C-ABS, the motorcycle stability control MSC delivers maximum safety, assisting the rider in any conceivable way to test the dynamic limits and cope with critical situations.



## WHEELS AND TIRES

The 19-inch front wheel of the 1290 SUPER ADVENTURE rolls on a 120 mm tire whose tread is distinguished by maximum grip and a low void ratio. A 170 mm tire with a large contact patch on the 17-inch rear wheel ensures maximum traction. The tubeless tires are fitted on wire spoke wheels with airtight rim wells. Patented by KTM, this solution combines extreme stability with a very low weight. In contrast to the usual cast aluminium wheels, these wheels will stand up to tough offroad riding and are even a lot more stable than the cross-spoke designs that allow certain competitors to use tubeless tires on their wire spoke wheels. Well proven, the state-of-the-art Continental Trail Attack 2 with 0° steel belt design remains the best choice to manage the outstanding vehicle performance in any condition.



## FRONT AND REAR BRAKES

Dual, floating, perforated 320 mm Brembo disc brakes with two radial four-piston callipers and a radial master cylinder deliver adequate deceleration on the KTM 1290 SUPER ADVENTURE's front wheel. The front brakes receive effective support from the disc brake on rear with a floating, perforated, 267 mm disc brake and a fixed four-piston calliper.

## MOTORCYCLE STABILITY CONTROL MSC

The KTM 1290 SUPER ADVENTURE has the cutting-edge motorcycle stability control (MSC) as standard – an exclusive feature that saw its world premiere only last year in the 1190 ADVENTURE and 1190 ADVENTURE R. Developed in cooperation with Bosch, the riding dynamics control unit ensures lean angle sensitive control of the multi-stage, integrated C-ABS and the motorcycle traction control (MTC) of the KTM 1290 SUPER ADVENTURE which also offers several different control modes. The system enables the rider to powerfully brake and accelerate in safety even on wet roads and other slippery surfaces, as well as leaned

over in corners. This way, MSC creates the perfect conditions for maximum dynamism and riding enjoyment, combined with optimum safety. As a key feature of the integrated C-ABS antilock braking system, whenever the front brakes are used, a well-defined amount of brake force is also automatically applied to the rear brake in order to maximise stability. Also, C-ABS can not only be completely disengaged but even has a dedicated off-road mode that allows increased slippage on the front wheel as well as locking up the rear wheel – a decisive advantage in unpaved terrain.

# RIDING ASSISTANCE



## MTC MODES

### SPORT

Full control at full speed. The Traction Control intervenes in a safe and sporty style at a late stage. For perfect power when riding into and leaving the corner.

### STREET

The Street Mode safely controls and meters the bike. This ensures a safe and smooth riding experience on all trips.

### RAIN

Reduced to 100 hp, the Drive-by-Wire helps the Traction Control to react smoothly to the slippage at the front and rear tire. As is the case for all modes, the system measures and considers the angle while leaning over.

### OFFROAD

100 hp – and when necessary 100% slippage at the rear tire for controlled offroad sliding.

### OFF

For all those, who, once in a while, does not need or want assistance. The Traction Control can be deactivated completely.



## RIDING ASSISTANCE / E-SYSTEMS

Dynamism and safety have never been mutually exclusive for KTM. In the new KTM 1290 SUPER ADVENTURE, rider support by electronically controlled assistance systems reaches a quality previously unheard of, setting the new top model of the range apart from all competitors. From ride mode technology and the motorcycle traction control (MTC), to the electronic cruise control to the tire pressure monitoring system (TPMS), everything that makes life with the travel enduro more pleasant, more comfortable and safer is standard. As an option, the comprehensive standard equipment can be expanded with the hill hold control (HHC) and/or the new motor slip regulation (MSR) to enhance stability and traction even further in critical situations.

### RIDE MODE TECHNOLOGY AND MOTORCYCLE TRACTION CONTROL (MTC)

The ride mode technology and the motorcycle traction control (MTC), which are both standard, ensure powerful but fully controlled propulsion on any surface by modulating the engine's power delivery via the on-board computer with regard to the amount of rear wheel slippage detected by the MTC as well as the selected ride mode. The rider of the KTM 1290 SUPER ADVENTURE may choose one of four ride modes that utilize different engine power mappings: "Street" and "Sport" mobilise up to 160hp of maximum power, with the corresponding, powerful response. On "Rain" and "Offroad", power is limited to a maximum of 100hp and the engine has a less aggressive power delivery. Depending on the selected ride mode, the traction control will allow different amounts of slippage: soft slippage in "Street" mode, controlled wheels spin on "Sport" and up to 100% slippage for ambitious offroad riders when the switch is set to "Offroad". Just as the integrated C-ABS antilock brakes, the motorcycle traction control (MTC) can also be fully disengaged.

### TIRE PRESSURE MONITORING (TPMS)

It is still not possible to exclude the risk of tire damage to 100%, even though the probability is low. However, riders of the new KTM 1290 SUPER ADVENTURE are at least warned about tire pressure loss. This is ensured by the standard Tire Pressure Monitoring System (TPMS) that uses the multifunctional dashboard to indicate even slight pressure loss.

### IMMOBILISER

The electronic immobiliser protects the engine from being started by hot-wiring or ignition lock manipulation. Whenever starting the engine is attempted, the engine ECU checks the vehicle code stored in the ignition lock. Should the code not match the code stored in the engine ECU or should the ECU not detect any code, the engine will not start.

As an additional safeguard, the ignition key contains a chip to electronically unlock the ignition lock. Should the ignition lock be operated by any other means than the key, the engine will not start.

### WORLD FIRSTS: MOTOR SLIP REGULATION (MSR) AND HILL HOLD CONTROL (HHC)

The rider has the option to add two more assistance systems for additional comfort and safety. The new motor slip regulation (MSR) monitors the engine drag torque and basically creates the opposite effect of the motorcycle traction control (MTC): it prevents the rear wheel from locking up, should the rider chop the throttle or pop the clutch on a downshift. MSR will then slightly increase the engine speed to prevent a skid or the rear wheel slipping sideways. Since the engine drag torque control is linked to the motorcycle stability control (MSC), the system takes the current lean angle into account for even greater safety.

The new hill hold control (HHC) prevents the machine from unintentionally rolling back on an incline. When the rider releases the brakes while standing still, HHC will keep up some brake pressure for max. 5 seconds until the machine moves forward. This way, even less experienced riders manage a smooth incline departure without problems on the KTM 1290 SUPER ADVENTURE.

# EQUIPMENT

## WINDSHIELD

Designed with the aid of advanced CFD simulations like the fairing, the new windshield also offers the best possible protection against wind and weather. The windshield can be positioned with only one hand and without tools, adjusting it to the rider's stature and individual requirements. A variable windshield mount opens up additional positioning options.

## LED CORNERING LIGHT

The 1290 SUPER ADVENTURE is the first KTM to feature standard LED cornering headlights. Comprised of three LED segments each, the light units are mounted on both sides of the tank and connected to the lean angle sensor of the stability control MSC. In corners, one to all three segments light up depending on the lean angle to ensure the stretch of ground ahead is always perfectly illuminated, even while turning.

Moreover the 1290 SUPER ADVENTURE features LEDs for the auto-reset indicators and for the Daytime Riding Light DRL. Twelve light emitting diodes around the headlight automatically ensure the bike is nearly impossible to overlook in traffic. In waning daylight, like at dusk or in tunnels, sensors control an automatic switch from the DRL to the headlight's low beam.



## DAYTIME RIDING LIGHT



## ADJUSTABLE WINDSHIELD



## LED REAR LIGHT



The new KTM 1290 SUPER ADVENTURE offers the most comprehensive equipment in the travel enduro segment. It includes not only the innovative assistance systems described above and top quality technological features but also many travel and comfort oriented features such as LED cornering headlights, cruise control, heated seats and grips, a multifunctional dashboard, the long distance tank and preparations for a luggage system. In addition, clever and practical detail solutions allow to adjust the machine precisely to the rider's size, application and individual requirements. Examples include the seat height and windshield adjustment as well as the adjustable footpegs, handlebars and levers. This unparalleled total package makes the new KTM 1290 SUPER ADVENTURE a compelling and absolutely unrivalled proposition.



## MULTIFUNCTIONAL DASHBOARD

A state-of-the-art, clear combination instrument by automotive supplier AVDO provides the rider of the new KTM 1290 SUPER ADVENTURE with all necessary and useful information. Core information is displayed on a central instrument that has an analogue-style rev counter with an integrated, adjustable shift light and an LCD display. The display shows a digital speedometer, a digital clock, a gear indicator and bar displays for the coolant temperature and fuel level. Additional readouts show the selected ride mode and the setting of the semi-active suspension. To the left of the central meter, a secondary LCD serves to display important additional information, for example statuses of the rider assistance systems and electric accessories, and which can also be used to show freely configurable favourite pages. The available information includes the odometer and trip counter, ambient and engine temperature, on-board voltage, tire pressure, average speed, average and current fuel consumption and remaining range. The menu is operated intuitively with the mode switch on the left handlebar.

## HEATED SEAT AND GRIPS

Thanks to its advanced 3D padding and ergonomic contouring, the two-part seat affords maximum comfort and the best possible contact between rider and machine. Its novel foam composition feels soft but offers outstanding support. The same goes for the leather-design seat cover that offers a lot more grip than actual, natural hide and is highly resilient. Both the pillion and the comfortable rider seat with 15mm of height adjustment are heated, and the passenger may change the rear heat setting on a separate switch next to the grab handle. Of course the KTM 1290 SUPER ADVENTURE has comfortable heated grips for the rider fitted as standard. Clutch and brake levers adjustable for reach are standard, too.



# EQUIPMENT



## CRUISE CONTROL

The electronically controlled throttle valve actuation of the KTM 1290 SUPER ADVENTURE is without any mechanical linkage, which makes for effortless operation. Even so, on longer stages at constant speed, the electronic cruise control of the travel flagship is a significant relief, for example on motorways with speed limits. In fourth, fifth or sixth gear, the rider may set a speed between 40 and 200km/h which is then kept automatically by the cruise control without further rider input. In addition, the system offers numerous comfort and safety features, as for example the option of lowering or increasing the travelling speed at any time with the push of a button. The cruise control can be deactivated by the main switch, brake, clutch, MTC, pushing the throttle close against the stop and riding more than 30s faster than set speed.



## 30 LITER TANK

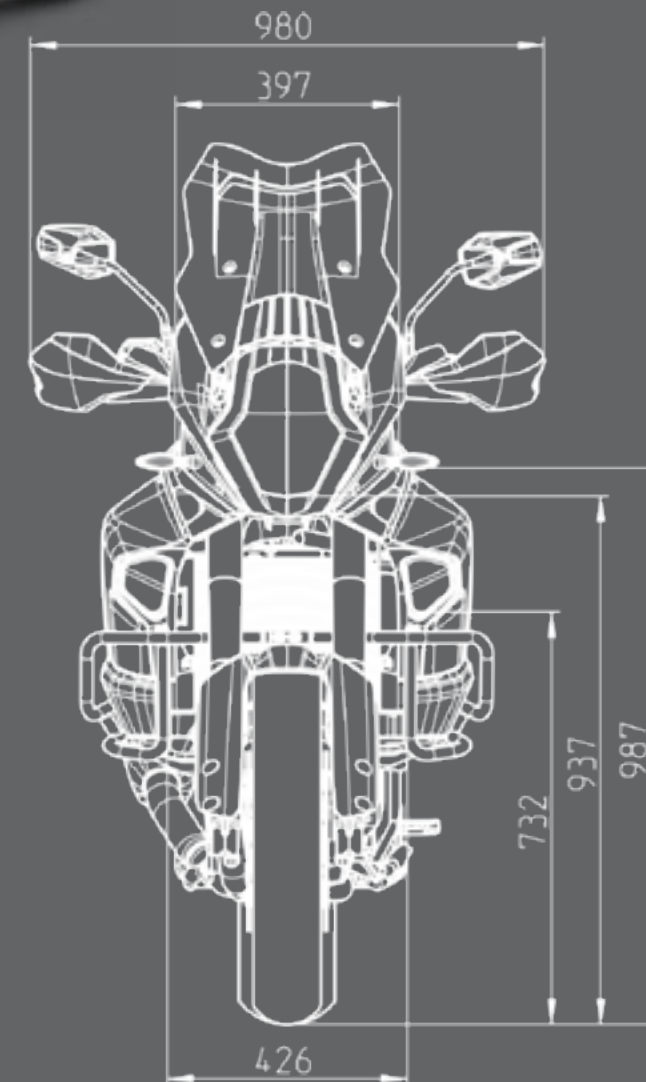
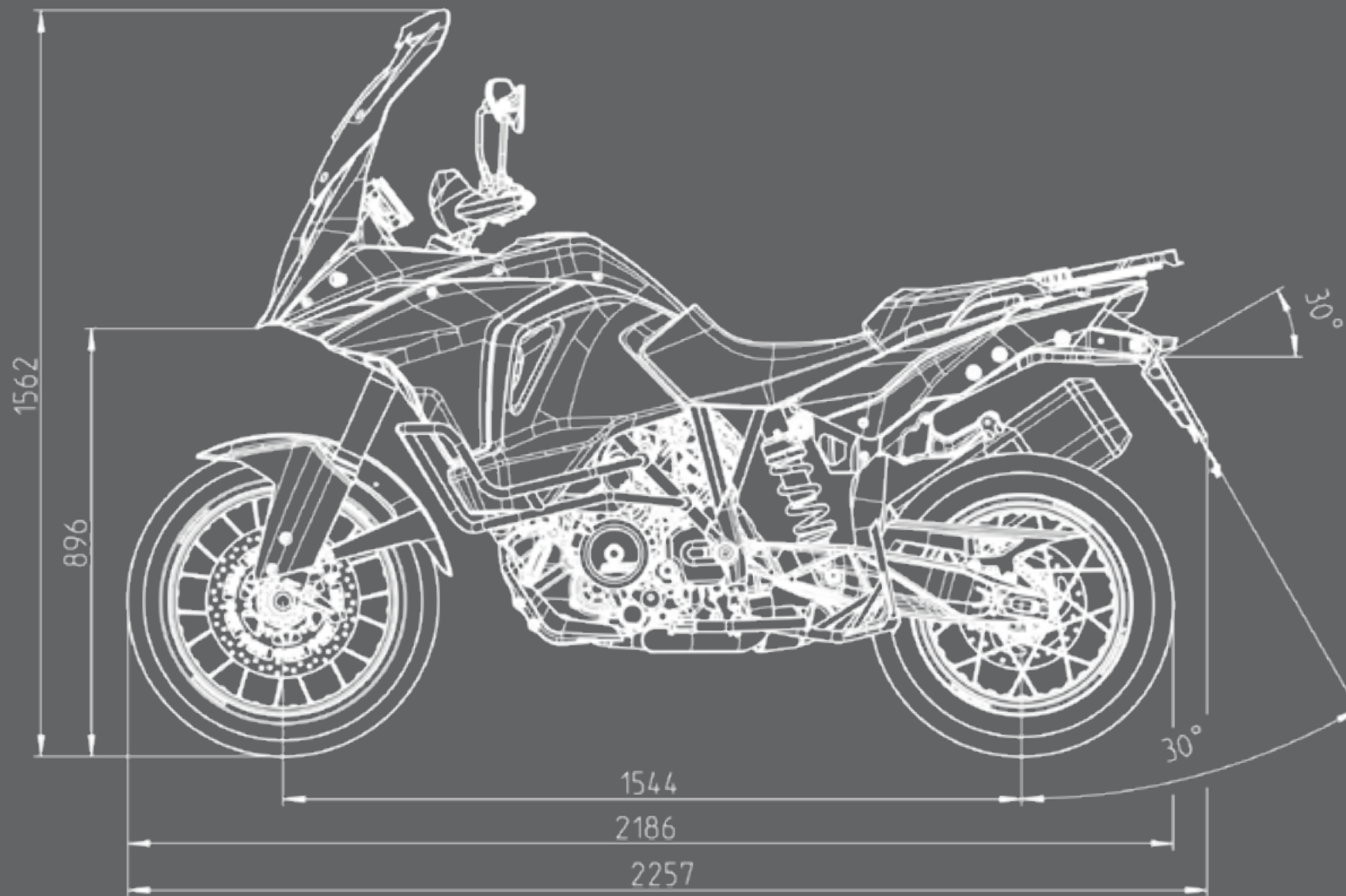
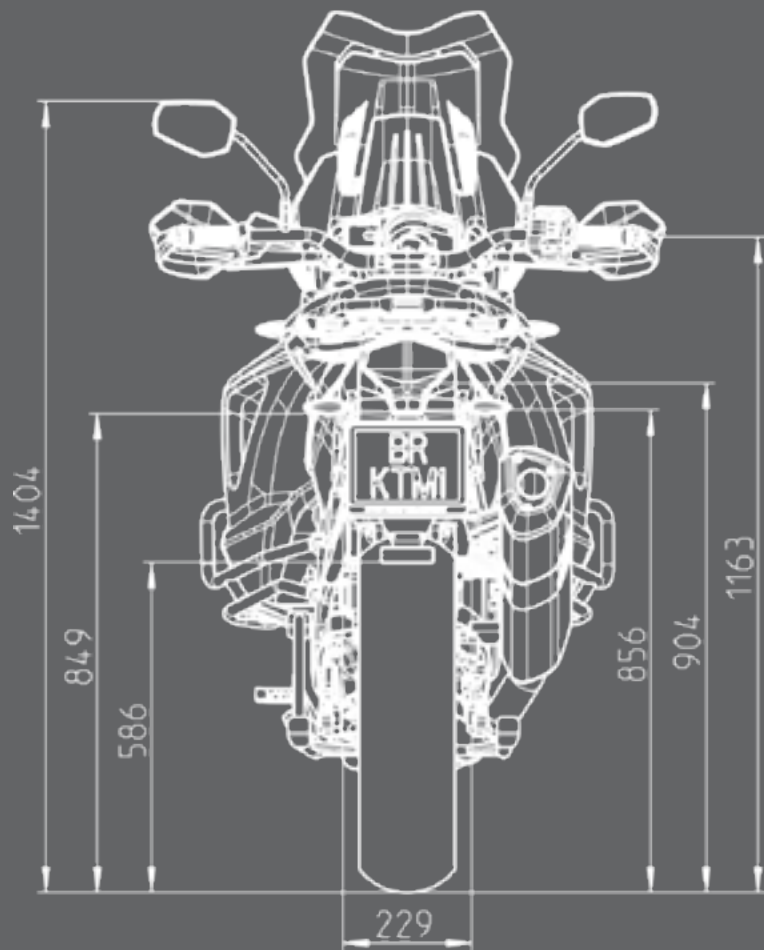
Fully fuelled, the extremely well-equipped KTM 1290 SUPER ADVENTURE weighs in at just 249kg. This figure includes 30 liters of fuel, which is sufficient for a range of over 500km thanks to the bike's excellent mileage figures. That is what is called genuine long-distance capability, combined with the reassuring feeling to be able to reach what may be the only source of petrol far and wide even beyond any civilisation. Despite its large volume, the tank is very narrow in the knee area, which makes for a relaxed riding position for riders of any size. It also has the added benefit that the petrol reservoir shields the rider's lower body effectively from wind and weather.



## PANNIERS/LUGGAGE SYSTEM

As standard, the KTM 1290 SUPER ADVENTURE is prepared for mounting the optional KTM luggage system – as befits a motorcycle that is simply perfect for all sorts of travel, from short weekend trips to long holiday journeys and exotic adventure expeditions. Hardly noticeable on the rear frame, two inconspicuous case mounts serve to attach the panniers close to the centre of gravity without impeding the pillion's freedom of movement. The trunk carrier can also be used to simply strap on a luggage bag, while its two large, solid grab handles offer extra support for the pillion.

# DIMENSIONS





# ADVENTURE AT ITS FINEST

1050 ADVENTURE

KTM developed the 1050 ADVENTURE for all those who are looking for a high quality and dynamic travel enduro, but still considering easy access and reasonable costs as important attributes. That said the new entry-level model of the travel range is all but austere or technically reduced. Quite to the contrary: this is a genuine KTM, with cutting-edge engine technology and a top quality suspension that holds up to any comparison. In addition, it has useful and contemporary equipment capable of handling challenges that go far beyond the daily commute. Also, the bike has talents that many passionate bikers probably rate very highly: at a dry weight of only 212kg and 95hp of maximum output, the newcomer has an extremely favourable power-to-weight ratio, as well as a fuel mileage and insurance rating that go easy on the purse. Furthermore, thanks to its low seat height of only 850mm, it is easily handled even by smaller riders, especially since the narrower tires on rugged cast alloy wheels make for notably greater agility.

Moreover, the refined V2 engine with a highly advanced engine management and ride mode technology including traction control offers everything a top quality travel enduro needs. Especially in view of the fact that the KTM engineers have tuned the engine perfectly for maximum in-gear acceleration. And the extremely rigid KTM trellis frame, the suspension with its first-rate WP components, the unsurpassed brakes by global market leader Brembo and the disengageable antilock brakes with optional offroad mode are above any doubt. All of that lets the new KTM 1050 ADVENTURE cover a wide range of applications, mastering all its assigned tasks with flying colours. Tasks that range from enjoyable cruising to aggressive cornering, from daily commuting to holiday trips and even extended adventure journeys with excursions into the fascinating world beyond the tarmac.

With its well-balanced total package, its impressive dynamism and its exemplary safety, even this youngest member of the ADVENTURE range reflects the traditional brand values of KTM. Thanks to its long-distance capabilities, its versatility and razor-sharp accuracy, it is a genuine alternative in the segment of large dual-sport motorcycles. At the same time, not the least due to its price and the long, 15,000km service intervals, it is a top option for purists, switchers, and thanks to an optional power reduction to 48hp, even for new riders on an A2 licence.

Those to whom all of that still is not enough, will surely find what they need in the comprehensive KTM accessory range in order to prepare the KTM 1050 ADVENTURE to meet their individual requirements. KTM has everything to lift a traveller's heart, no matter if you use your KTM 1050 ADVENTURE for short weekend hops, extended holiday journeys or even adventure travelling – from a luggage system to heated seats and grips, to an alarm system.



# ENGINE



**T**he new KTM 1050 ADVENTURE is based on the same, highly advanced technology platform as its sister models. That of course also goes for its engine. The new entry-level version differs only slightly from the other ADVENTURE engines in displacement and power. Looking at the refinement and grunt of this 75° V2 with 1,050cc, the KTM engineers have done a perfect job, preserving and even enhancing the typical character of the power pack: on the one hand, the engine benefits from an increased flywheel mass, which means it runs exceedingly smoothly. On the other, the 95hp twin with 107Nm of torque storms ahead just as vehemently as its bigger brothers – only upward of 6000 rpm, a certain degree of restraint is felt. In most situations though, this character trait is of no significance, which means the new KTM 1050 ADVENTURE delivers plenty of punch and lots of riding fun, too. Four valve technology, electronic engine management and dual ignition are only a few of the technological building blocks that help this engine reach its impressive potential while delivering a significantly increased mileage. That not only saves a lot of money but also makes for a large range, considering the tank accommodates 23 litres of petrol. The service intervals have been lengthened to 15,000km, which also contributes to lowering costs and making the KTM 1050 ADVENTURE a highly appealing, dynamic travel enduro with the sum of its qualities adding up to genuine all-round performance.

**R**ide-by-wire Like the other models of the range, the KTM 1050 ADVENTURE uses a computer to process the movements of the twist grip and control the throttle via actuators. Taking into account the momentary riding conditions, the electronics ensure that choking, juddering and unintentional wheelies are a thing of the past. The result is a perfect torque delivery in every situation, combining maximum performance with optimum efficiency. Worth to mention, the ride-by-wire system has been developed in line with the strict automotive standard ISO 26262.



**1 Cylinder heads** To the benefit of power, torque and refinement, as well as usability, consumption and emissions, the new KTM 1050 ADVENTURE has highly modern DOHC four-valve cylinder heads with dual ignition which ensure an efficient combustion as well as a smooth and perfectly controlled combustion cycle. Controlling the charge cycle through flow-optimised ducts, the four valves of each cylinder head are activated by two overhead camshafts via DLC-coated finger followers. DLC (diamond-like carbon) is an extremely hard, unusually hard-wearing coating with very low friction which KTM applies to numerous engine parts.

**2 Pistons** The forged piston structure on the KTM 1050 ADVENTURE, borrowed from Formula 1 technology, results in a high loading capacity, despite the extremely short and lightweight design. They have two millimeters less diameter compared with those of the KTM 1190 ADVENTURE and the pistons on the KTM 1050 ADVENTURE are a whole 50 grams lighter. In this way, reciprocating weight is minimized, thereby maximizing the responsiveness and free-revving nature of the engine. Furthermore, the piston skirts have a state-of-the-art Grafal coating. Not only does this minimize friction, it is also particularly hard-wearing with a consequently positive impact on durability.

**3 PASC™ slipper clutch** The PASC™ slipper clutch increases safety and operating comfort. The force necessary to operate the clutch is reduced to a sensitive single-finger action. In addition, rear-wheel hop under forceful braking is efficiently eliminated.

**Crankshaft** The flow-optimized crank web shape ensures especially low crank gear energy losses. An increased flywheel mass as well as a carefully optimised mass distribution between crankshaft and alternator rotor make for even greater refinement. Both design features serve to optimize the engine's load change behaviour.



# CHASSIS & BODYWORK

The chassis of the new KTM 1050 ADVENTURE is basically identical to that of the 1190 model. And that means light-footed handling, razor-sharp precision and wide safety margins. Or in other words, maximum performance in nearly any terrain. Responsible for that are the extremely solid trellis frame, the high strength lattice swing arm and the high-end WP Suspension components. Also, the engineers chose wheel and tire sizes that make the new KTM 1050 ADVENTURE handle even more easily and with even greater agility than its bigger sisters. The Brembo braking system delivers deceleration to match, with the disengageable Bosch two-channel ABS as an additional safety bonus.

**1** **Frame** The KTM 1050 ADVENTURE's trellis frame in the typical KTM design is made of thin-walled, stainless chrome molybdenum steel and weighs in at only 9.8 kilos. It has an extremely well-balanced rigidity distribution and superior stability. The steel pipes are manufactured with extreme precision, then laser-cut and welded in place by robots in order to ensure a perfect fit and the highest welding quality standards. A top quality surface coating protects the frame from corrosion. Carefully tuned to versatile dual sport applications, the frame geometry and a seat height lowered by ten millimetres give the new travel enduro even better handling characteristics.

**3** **Front forks and rear monoshock** At 185 millimetres, the travel of the extremely warp resistant WP Suspension upside-down-forks is only marginally shorter than in the current ADVENTURE generation, to the KTM 1050 ADVENTURE's benefit on twisty back roads and fast motorways. Directly linked, the monoshock on the rear swing arm offers 190 millimeters of travel and numerous adjustments. Spring pre-load as well as rebound can be fine-tuned to the intended use.



**2** **Swing arm** Manufactured by die-casting, the aluminium swing arm is not only extremely light and stable but also manufactured with special precision. By design, the lattice swing arm's flexural behaviour and rigidity are perfectly tuned to the varied stresses and loads occurring in the travel enduro.





**W**hile the top quality chassis makes the KTM 1050 ADVENTURE stable, accurate and predictable, the brakes by global market leader Brembo are powerful, have a precise action and work completely without fading. The rider is supported by a disengageable Bosch ABS with an optional Offroad mode. The new KTM 1050 ADVENTURE is recognised at first sight by its graceful cast alloy wheels. Together with the slightly narrower tires, they contribute decisively to making the agile travel enduro handle even better.



**F**ront and rear brakes Dual, floating, perforated 320 mm Brembo brake discs with two radial four-piston callipers and a radial master cylinder deliver powerful deceleration on the front wheel. The front brakes receive effective support from the disc brake on rear with a floating, perforated, 267 mm disc and a fixed two-piston calliper.

**A**ntilock brakes To ensure safe deceleration even in difficult conditions, the KTM 1050 ADVENTURE is factory equipped with a modern, disengageable anti-lock braking system by Bosch. Those who ride offroad or beyond paved roads more than occasionally have the chance to order their ABS with an optional Offroad mode that is activated with a switch on the handlebar. In Offroad mode, the system allows more slippage on the front wheel and the brake pressure regulation on the rear brake is turned off. This way, the rider has autonomous rear wheel control, for example to specifically force it to lock up.

# BRAKES & WHEELS



**W**heels and tires The new KTM 1050 ADVENTURE rolls on light-weight cast alloy wheels with widths of 3.0 inches front and 4.5 inches rear. Despite their graceful looks, these wheels are exceedingly rugged, minimising the unsprung masses and the moment of inertia with their low weight, to positive effect on handling and riding dynamics. They carry a set of Pirelli Tourance Next tires, in the dimensions 110/80-19 front and 150/70 R 17 in the rear, well known for their excellence on combining grip, comfort and durability. Somewhat narrower compared to the KTM 1190 ADVENTURE's tires, these provide the new travel enduro with a noticeably easier, more agile handling on the road. Another advantage is the result of the engine power being limited to 95hp as there are numerous tire homologations with the corresponding speed index available.

# EQUIPMENT

The new KTM 1050 ADVENTURE is not only distinguished by reasonable purchase and ownership costs but also offers a well balanced equipment package that leaves very little to be desired. Everything a value-conscious enduro rider truly needs is standard – and all that is there has the typical KTM quality. There are the highly developed assistance systems like the ride modes, the motorcycle traction control and the Bosch antilock braking system. Then there are the WP Suspension components and Brembo brakes, the PASC™ slipper clutch, the stainless silencer and the X-ring chain. Besides those, luggage mounts, handguards and the ergonomical adjustments of footpegs, handlebars and levers as well as the auto-reset indicators make less conspicuous but nice standard details. Not to forget the impressive, modern multifunctional dashboard by VDO that underscores the high-end character of the latest KTM travel enduro. No doubt: combined with the highly attractive purchase price of the KTM 1050 ADVENTURE, the total package is a proposition that many will find hard to beat even if they are not purists per se.



**Multifunctional dashboard** The KTM 1050 ADVENTURE supplies its rider with all conceivable kinds of information via a highly advanced, clearly laid out combination instrument by automotive supplier VDO. The core data is displayed on a central instrument with an analogue-style rev counter and an LCD display. The display includes a digital speedometer, a digital clock, a gear indicator, bar displays for the coolant temperature and fuel level and an indication of the selected ride mode. To the left of the central meter, a secondary LCD serves as the on-board computer's main display and shows important additional information. The menus are operated with the four control buttons of the mode switch on the left handlebar which are used, among others, to select the assistance system modes.

Besides that, the on-board computer may be configured to display freely configurable preferred information pages – so-called “favourites” the rider may select from the available information. They include the odometer and trip counter, ambient and engine temperature, on-board voltage, average speed, average and current fuel consumption, the remaining range as well as statuses of the assistance systems and electrical equipment like the optional heated grips.

**Ride modes and motorcycle traction control** The ride mode technology and the standard, disengageable traction control TC of the KTM 1050 ADVENTURE ensure dynamic but fully controllable propulsion on any surface by modulating the engine's power delivery, taking into account the mode pre-selected via the on-board computer (Street, Sport or Rain) and the amount of wheel slippage detected by the motorcycle traction control. The TC reacts immediately whenever there is a rear wheel speed increase disproportionate to the riding situation. To do this, TC utilises the quick intervention speed of the ride-by-wire system, reducing engine output (and with it, propulsion) via the throttles until the system has reduced the slippage to the optimum value as defined by the selected mode. All of this occurs within milliseconds and with an exceedingly smooth modulation that is hardly noticeable. As an option, the motorcycle traction control function can be expanded with an additional offroad mode.





**V**ariable ergonomics, perfect riding position The triangle defined by the rider's seat, the tapered alloy handlebars and the rider footpegs can be adjusted to the anatomy and personal preferences the rider. The seat height of the KTM 1050 ADVENTURE is ten millimeters lower than that of the 1190, which makes for noticeably easier handling and better control for riders of many statures. In addition, the handlebar is wider which enables better and easier control. Also, the handlebar clamps can be mounted in two different positions and the pegs can be adjusted by ten millimetres upwards and to the rear. This ensures that all riders can find the riding position that suits them best.



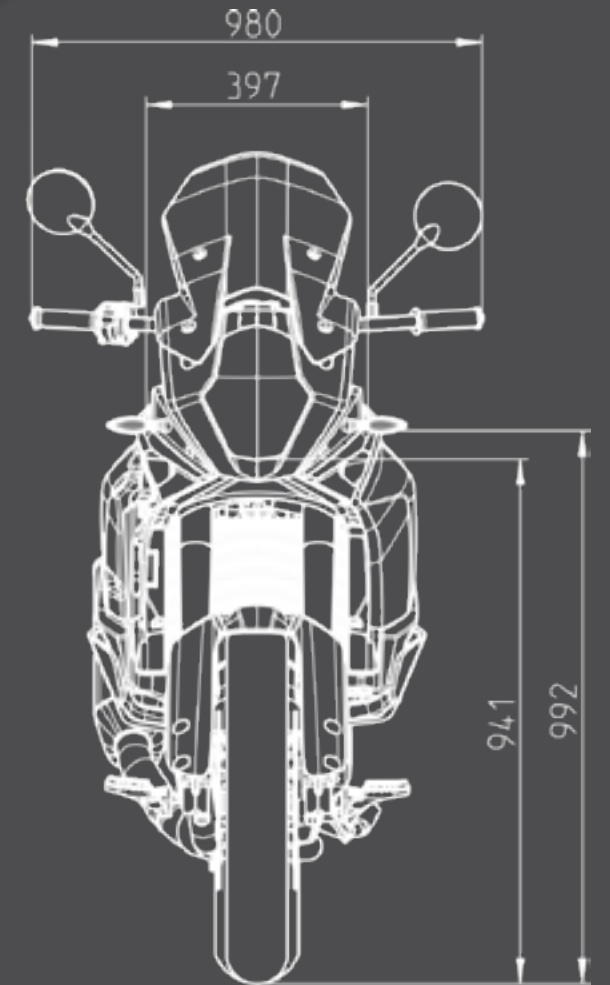
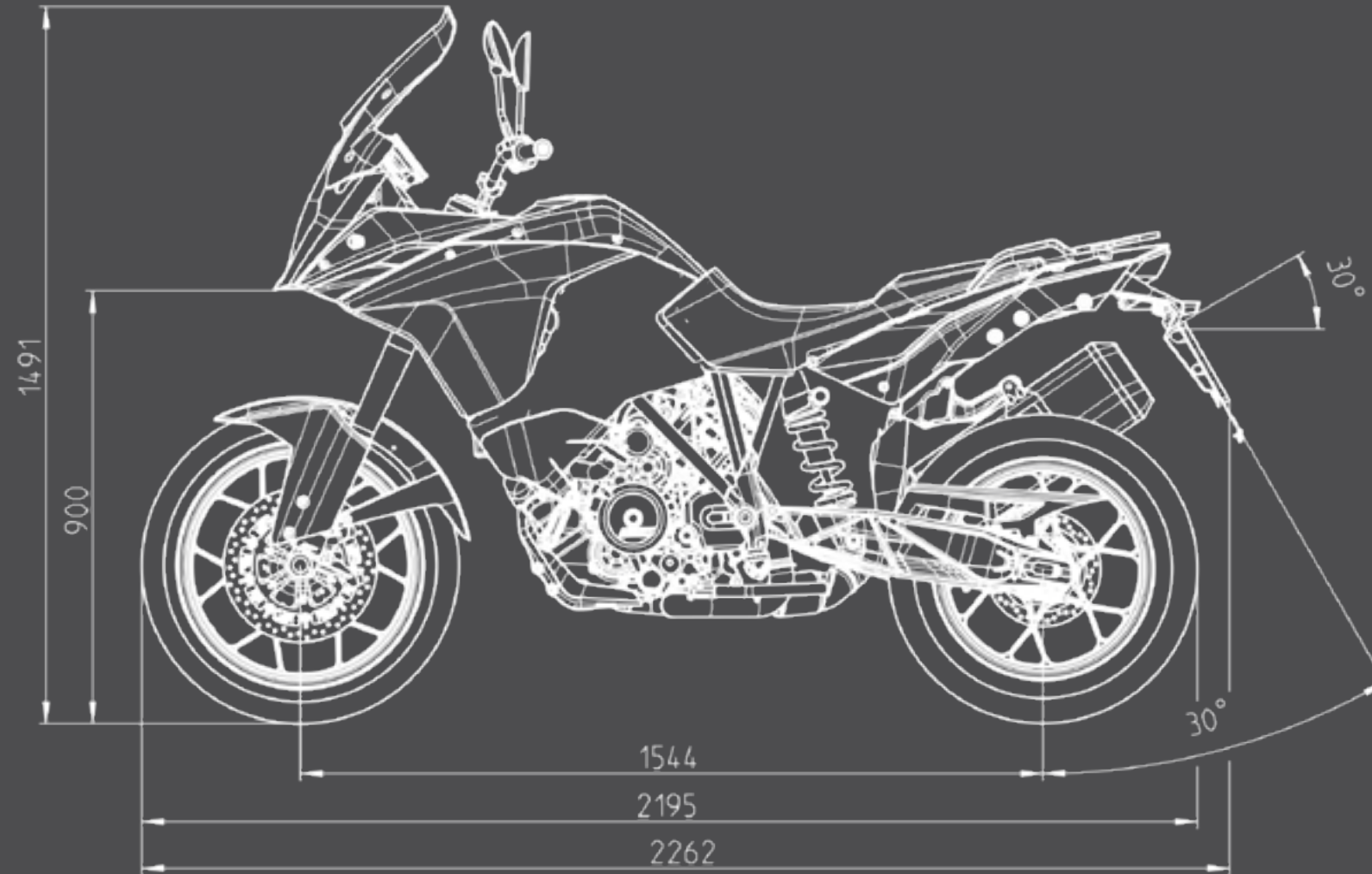
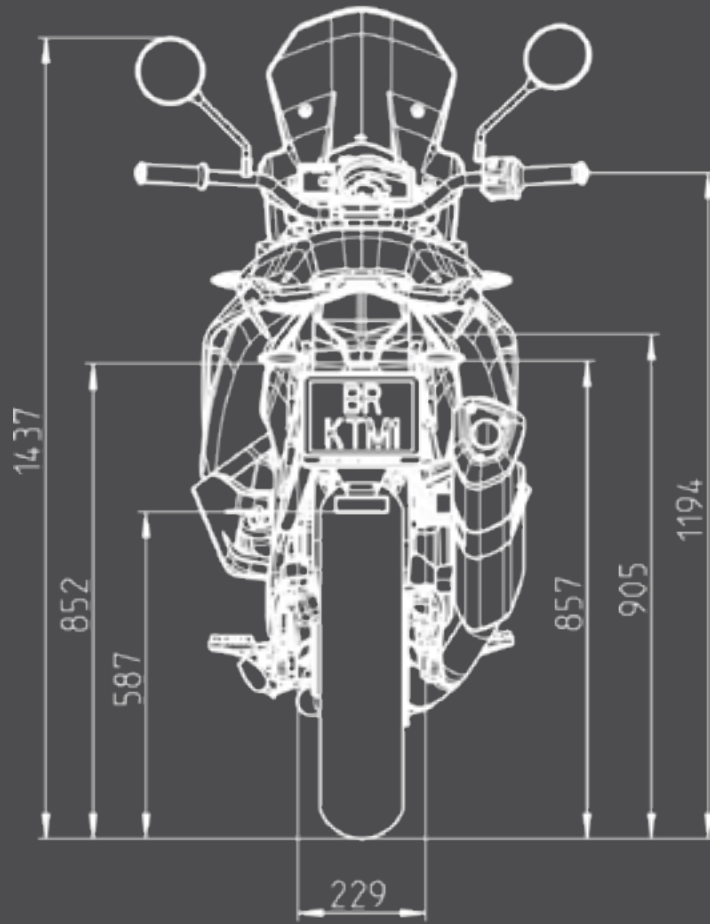
**S**tainless steel exhaust The top quality exhaust system of the KTM 1050 ADVENTURE is manufactured in Mattighofen completely from stainless steel. The perfectly tuned exhaust system delivers a decisive contribution to the rugged torque delivery and the exceedingly clean emissions of the powerful twin cylinder engine.



**X**-ring chain KTM uses a top quality X-ring chain for the secondary drive. This solution has not only proven its merits across thousands of Dakar miles. Thanks to a perfectly encapsulated lubrication package and the most resilient sprocket and roller materials, it also fulfils the highest demands in terms of maintenance requirements and durability, also and especially in offroad duty.

# EQUIPMENT

# DIMENSIONS



# THE MOST VERSATILE OF ALL TRAVEL ENDUROS

Even in its first model year of 2013, the KTM 1190 ADVENTURE set new standards in its segment. Since then, it successfully managed to defend its reputation as the lightest, most dynamic and at the same time, the most versatile travel enduro in the world. And with flying colours, too, because it still performs with excellence on the tarmac as well as offroad. And despite its pronounced universal talents, its dynamic qualities have never been neglected. Quite to the contrary: at 150hp and only 230kg fully fuelled, the top dog realises an unmatched power-to-weight ratio. At the same time, the powerful, economical and refined V2 engine allows for relaxed cruising and comfortable touring with the same poise as aggressive cornering on back roads or eating up the miles on the motorway. What is more, the KTM technicians have done a lot for the unqualified touring and road riding credentials, but also for the safety of the KTM 1190 ADVENTURE. The rigid KTM trellis frame, the top quality suspension components and the powerful braking system form a solid foundation for that. In 2014, it was the Adventure in which the motorcycle stability control MSC by Bosch celebrated its global première. MSC controls the multi-stage, integrated antilock brake system C-ABS while for the first time ever taking into account the

lean angle. By the by, the motorcycle traction control MTC, which also has multiple settings, has been using this same technology in the ADVENTURE already since 2013. Those who think that is still not sufficient will find the electronic suspension EDS makes a perfect complement to the standard high tech package.

The rich standard equipment of the KTM 1190 ADVENTURE completes the picture of an especially versatile travel enduro that is at home in any terrain and every discipline. For example, the 23 litre tank ensures a long range, while adjustable footpegs, seat height, handlebar position and windshield make for maximum comfort not only over long distances. The range of applications is widened even further by the comprehensive range of KTM accessories, offering a thousand possibilities from a luggage system to heated seats and grips, to an alarm system, no matter if the KTM 1190 ADVENTURE is meant to be used for short weekend getaways, the main holiday trip of the year or an adventure tour. Because after all, the KTM 1190 ADVENTURE has set out as the most versatile of all travel enduros – and has remained just that until today.

The narrow and extremely light-weight 75° four-valve V2 engine delivers everything a dynamic travel enduro needs: 150hp of peak power and 125Nm of maximum torque from 1,195cc of displacement. Its dual ignition makes for refinement even at low engine speeds and for low fuel consumption. A PASC™ slipper clutch eliminates annoying rear-wheel chatter under heavy braking while at the same time lowering manual clutch force. The electronic engine management system and ride-by-wire guarantee a smooth throttle response and keep the rider happy everywhere and at all times: with lots of low-down grunt, a solid mid-range punch for touring with a full load, and not the least with outrageous maximum power and a fizzy response at crunch time. In a nutshell: the extremely versatile KTM 1190 ADVENTURE combines awesome power with great refinement and perfect rideability.

In the KTM 1190 ADVENTURE, rider support by electronically controlled assistance systems reaches a quality never known before thanks to a revolutionary motorcycle stability control, once again enlarging the gap between the world's most versatile travel enduro and its competitors. In 2014, the 1190 ADVENTURE premiered the cutting-edge motorcycle stability control MSC as developed by Bosch in cooperation with KTM. It reflects the very latest state-of-the-art, ensuring optimum braking and acceleration not only on any conceivable kind of surface but even leaned over while cornering. MSC supports the rider in every way in exploring the dynamic limits.

One part of the standard riding dynamics package is the integrated antilock braking system C-ABS which ensures extremely short braking distances and safe, effective deceleration even while leaned over. In addition, when using the front brake, some brake pressure is always automatically diverted to the rear for optimum braking stability. Depending on the surface and riding style, the rider may choose the ABS modes "Street" or "Offroad" to match braking performance accordingly with the flick of a switch. If necessary, C-ABS can also be disengaged.

Another standard addition is the motorcycle traction control MTC which allows dynamic but fully controlled propulsion on any surface and in the most diverse riding situations even while leaned over. For this purpose, the rider may choose from the "Street", "Sport", "Rain" and "Offroad" modes through which MTC modifies the LC8 engine's power delivery. Engine torque modulation via the throttles is especially smooth and hardly noticeable by the rider, which is why an indication in the dashboard goes on whenever MTC is activated. For ambitious sport riders, the option to completely disengage the traction control is included, so they are able to utilise the full engine power at any time. With its high functionality and outstanding control quality, the motorcycle stability control MSC provides the rider of the KTM 1190 ADVENTURE with maximum dynamism, unadulterated riding fun and the peace of mind that arises from optimum safety.

CLUTCH



ABS CONTROL



# ENGINE & ELECTRONICS

## RIDE MODES

### RIDE (MTC + ENGINE OUTPUT)



### MTC / TRACTION CONTROL



### ABS





# CHASSIS & EQUIPMENT



DASHBOARD



MONO SHOCK



With its 9.8kg trellis frame which is extremely solid despite its low weight, as well as its cast aluminium lattice swing arm and the first rate WP Suspension components with multiple adjustments, the KTM 1190 ADVENTURE fulfils any requirements that could be posed to a powerful travel enduro. KTM's patented wire spoke wheels combine cross-country capable stability with a low weight and are shod with very sticky tubeless tires in the dimensions 120/70 ZR19 front and 170/60 ZR 17 rear. Combined with the fully adequate suspension travel and unsurpassed brakes by global market leader Brembo, the travel enduro offers absolute top performance on the tarmac and offroad, hallmarked by light-footed agility and razor-sharp precision.

The extremely stable and warp resistant upside-down front forks with 48 mm fork tubes and the directly linked monoshock by WP suspension allow to fine tune the suspension perfectly to the intended use thanks to numerous adjustments. With 190 millimetres of suspension travel front and rear, the KTM 1190 ADVENTURE is as competent on twisty back roads and fast motorways as on forest tracks and dirt roads. And that means maximum riding enjoyment, unexpected levels of comfort and an unbeatably accurate feedback.

The most comfortable way to fine tune the KTM 1190 ADVENTURE's suspension set-up is the electronic damping system EDS. Via a mode switch on the handlebar, the rider can choose between the four rear spring pre-load settings "solo", "Solo with luggage", "Two-up" and "Two-up with luggage" with respect to the current load, as well as the three damper settings "Comfort", "Street" and "Sport". These damper settings also take into account the selected spring pre-load – for example, in the "Two-up" spring pre-load mode, the "Street" damper setting will provide a noticeably stiffer damping than in "Solo" mode.

The incomparable versatility of the KTM 1190 ADVENTURE also presents itself in its versatile ergonomics that provide the rider with individual mobility and great travelling comfort. Dynamic cornering, enjoyable cruising or committed offroad riding, the travel enduro is prepared to fulfil nearly all requirements regarding riding style and anatomy since its footpegs, handlebars and levers are easily adjusted to different rider statures and sitting habits, as are the seat and the windshield. In addition, the travel enduro has lots of useful equipment to make back roads raids, travelling and cross-country bouts easier, more enjoyable and more comfortable. These include items like the steering damper, luggage adapters and handguards, but also the advanced VDO multifunctional dashboard that presents a huge variety of information pin sharp and in a well laid-out manner.

For model year 2015, KTM gave its successful travel enduro fresh graphics that make for an even more appealing look on the tarmac and offroad while highlighting its dominance in the dynamic travel segment. A newly developed guard plate now protects the feet of rider and pillion even more effectively from heat radiated by the exhaust. In addition, the 2015 model offers more comfort due to a new seat foam and more space on the pillion seat because of lowered hand grips.

# THE UNBEATABLE GLOBETROTTER BIKE

With its favourable power-to-weight ratio, highly advanced technology and uncompromising cross-country mobility, the KTM 1190 ADVENTURE R fully lives up to the tradition of the rugged original ADVENTURE, for today's "R" also prefers the unspoilt, often difficult stumping grounds beyond metalled roads. That makes it the best partner you could wish for if you are among those that seek adventure in the open terrain and dream about journeys to the most remote corners of the Earth. Besides the high engine output of 150hp and a practical package of electronic assistance systems ranging from the multi-stage cornering ABS to the lean angle sensing motorcycle traction control, the KTM 1190 ADVENTURE R mainly scores with its superior offroad talent. Here at the latest, it becomes clear that the uncompromising transfer of knowledge from rally racing to series production has paid off, because offroad, the "R" is always ahead of other travel enduros by a few lengths. The concrete arguments include fully adjustable suspension components by WP Suspension, ample suspension travel of 220 mm front and rear, adequate tire sizes of 90/90-21 front and 150/70-18 rear, an enormous 250 mm of ground clearance and some sturdy, pipe-welded crash bars just in case. And of course all the electronic helpers mentioned above have special offroad modes, while hard core offroad riders have the chance to switch the systems off altogether. Those who decide to turn their protector-shielded backs on civilisation for extended periods will find the appropriate accessory selection for world travels and adventure in the KTM PowerParts range. But even as standard, the KTM 1190 ADVENTURE R is the most cross-county mobile big dual sport bike far and wide.



# ENGINE & ELECTRONICS



KTM 1190 ADVENTURE R

## CYLINDER HEADS



## TRANSMISSION



## RIDE-BY-WIRE



Like its sister model 1190 ADVENTURE, the KTM 1190 ADVENTURE R is equipped with the 1190cc V2. With 150hp at 235kg of weight fully fuelled, the “R” is a threat to any multiple cylinder dual sport bike, and not only offroad. The extremely light-weight four-valve engine with electronic management, ride-by-wire and dual spark ignition develops plenty of grunt from low engine speeds, a solid mid-range punch and a fizzy response, combined with remarkable refinement and an unusual lack of vibrations. A potent power train, it covers the complete range of applications of this dynamic travel enduro, no matter if it is called upon for an enjoyable ride on twisty back roads or for offroad duty. In short: the KTM 1190 ADVENTURE R combines plenty of power and great refinement with perfect rideability and versatile talents on tarmac and beyond paved roads.

As standard, the dynamic offroad bike is equipped with the multi-stage integrated C-ABS that makes powerful and safe braking possible even while leaned over. In addition, C-ABS ensures the rear wheel brake always adds just the right amount of brake force to optimise braking stability. The system may be disengaged and allows increased front wheel slippage as well as rear-wheel lock-up in “Offroad” mode – an advantage that can prove decisive offroad.

Another standard feature is the ride mode technology with disengageable motorcycle traction control MTC that ensures dynamic but fully controlled propulsion on any surface by modulating the engine’s output with regard to drive wheel slippage and the selected ride mode. The MTC’s four modes Street, Sport, Rain and Offroad employ different engine power mappings. For example, in Offroad mode, power is limited to a maximum of 100hp but the motorcycle traction control allows up to 100% of drive slippage. This not only ensures optimum propulsion on loose surfaces but also allows committed offroad riders to perform genuine offroad slides. The motorcycle traction control engages exceedingly smoothly in a time frame of milliseconds, which is hardly felt by the rider even and especially on tarmac. In addition, MTC even functions while cornering: with increasing lean angles, and correspondingly less cornering force available, the system will only allow smaller and smaller amounts of torque on the rear wheel. This way, the rider can focus fully on the road and traffic, not only enjoying maximum performance and riding enjoyment but also the highest degree of active safety.

# CHASSIS & EQUIPMENT

The KTM 1190 ADVENTURE R shines with top performance and breathtaking dynamism, and not only on tarmac. The agile travel enduro really comes into its own beyond paved surfaces. Besides its ultra light-weight but extremely rugged chrome molybdenum steel trellis frame with specially designed geometry and the highly resilient, cast aluminium lattice swing arm, at the foundation for these offroad capabilities lie the fully adjustable WP Suspension components specially designed for the heaviest duty. Appropriately sized, these high-end elements ensure that the “R” not only delivers stability and agile handling but also is able to play to its strengths beyond the tarmac with a lot of poise, delivering maximum riding enjoyment.

Like the extremely rigid and warp resistant front forks with 48 mm stanchions, the directly linked rear shock makes it possible to finely tune the suspension perfectly to the intended application with multiple adjustments of spring pre-load, compression and rebound damping. With 220 mm of suspension travel, the KTM 1190 ADVENTURE R will absorb the roughest offroad impacts, beaching itself only very late thanks to 250 mm of ground clearance.

Absolute predictability and top levels of safety are also guaranteed by the unsurpassed brakes from global market leader Brembo, perfectly supported by the assistance systems co-developed with Bosch.

For maximum cross-country mobility, the “R” has adequately large wire spoke wheels and tires with the dimensions of 90/90-21 front and 150/70 R18 rear. The tubeless Continental street tires fitted as the OEM choice combine perfect feedback and maximum safety, while knobby off-road tires are easily fitted as needed. The US and Australian model comes with Conti TKC 80 knobby tires as a standard.

Those who choose the offroad capable KTM 1190 ADVENTURE R do not have to do without useful details such as a steering damper, luggage mounts or handguards. Other standard features like the LED indicators, LED daytime riding lights or the contemporary, clear VDO multifunctional dashboard highlight first-rate equipment levels. On longer rides, the height adjustable windshield and ergonomical adjustments of footpegs, handlebars and levers come in especially handy. The single-piece seat is specially designed to offer the rider maximum offroad mobility.



WINDSHIELD SKETCHES



WHEELS & TIRES

**RIDE MODES**

RIDE (MTC + ENGINE OUTPUT)

SPORT STREET RAIN OFFROAD

MTC/TRACTION CONTROL

ON OFF

ABS

ON OFFROAD OFF



## KTM 1050 ADVENTURE



## KTM 1190 ADVENTURE



## KTM 1190 ADVENTURE R



## KTM 1290 SUPER ADVENTURE



## TECHNICAL DATA

## ENGINE

	KTM 1050 ADVENTURE	KTM 1190 ADVENTURE
<b>ENGINE TYPE</b>	2-cylinder, 4-stroke, V 75°	2-cylinder, 4-stroke, V 75°
<b>DISPLACEMENT</b>	1,050 cc	1,195 cc
<b>BORE/STROKE</b>	103/63 mm	105/69 mm
<b>POWER</b>	70 kW (95 hp) @ 6,200 rpm	110 kW (150 hp) @ 9,500 rpm
<b>TORQUE</b>	107 Nm @ 5,750 rpm	125 Nm @ 7,500 rpm
<b>COMPRESSION RATIO</b>	13.0:1	12.5:1
<b>STARTER/BATTERY</b>	Electric starter/12V 11.2Ah	Electric starter/12V 11.2Ah
<b>TRANSMISSION</b>	6 gears	6 gears
<b>FUEL SYSTEM</b>	Keihin EFI (throttle body 52 mm)	Keihin EFI (throttle body 52 mm)
<b>CONTROL</b>	4 V/DOHC	4 V/DOHC
<b>LUBRICATION</b>	Pressure lubrication with 3 Eaton pumps	Pressure lubrication with 3 Eaton pumps
<b>ENGINE OIL</b>	Motorex, SAE 10W-50	Motorex, SAE 10W-50
<b>PRIMARY DRIVE</b>	40:76	40:76
<b>FINAL DRIVE</b>	17:42	17:42
<b>COOLING</b>	Liquid cooling	Liquid cooling
<b>CLUTCH</b>	PASC™ slipper clutch, hydraulically operated	PASC™ slipper clutch, hydraulically operated
<b>ENGINE MANAGEMENT/IGNITION</b>	Keihin EMS with RBW, double ignition	Keihin EMS with RBW, double ignition
<b>TRACTION CONTROL</b>	TC (3-Mode, disengageable, offroad mode opt.)	MTC (4-Mode, disengageable)

## CHASSIS

	KTM 1050 ADVENTURE	KTM 1190 ADVENTURE
<b>FRAME</b>	Chromium-Molybdenum-Steel trellis frame, powder coated	Chromium-Molybdenum-Steel trellis frame, powder coated
<b>SUBFRAME</b>	Aluminium	Aluminium, powder coated
<b>HANDLEBAR</b>	Aluminium, tapered, Ø 28/22 mm	Aluminium, tapered, Ø 28/22 mm
<b>FRONT SUSPENSION</b>	WP-USD Ø 43 mm	WP-USD Ø 48 mm
<b>REAR SUSPENSION</b>	WP-Monoshock	WP-PDS Monoshock
<b>SUSPENSION TRAVEL FRONT/REAR</b>	185/190 mm	190/190 mm
<b>FRONT BRAKE</b>	2 x Brembo four piston, radially bolted caliper, brake disc Ø 320 mm	2 x Brembo four piston, radially bolted caliper, brake disc Ø 320 mm
<b>REAR BRAKE</b>	Brembo two piston, fixed caliper, brake disc Ø 267 mm	Brembo two piston, fixed caliper, brake disc Ø 267 mm
<b>ABS</b>	Bosch 9M+ Two Channel (disengageable, offroad mode opt.)	Bosch 9ME Combined-ABS (incl. offroad mode, Cornering-ABS opt., disengageable)
<b>WHEELS FRONT/REAR</b>	Cast aluminium wheels 3 x 19"; 4,5 x 17"	Spoked wheels with aluminium tubeless rims 3.50 x 19"; 5.00 x 17"
<b>TIRES FRONT/REAR</b>	110/80 R 19; 150/70 R 17	120/70 R 19; 170/60 R 17
<b>CHAIN</b>	X-Ring 5/8 x 5/16"	X-Ring 5/8 x 5/16"
<b>SILENCER</b>	Stainless steel silencer with regulated catalytic converter	Stainless steel silencer with regulated catalytic converter
<b>STEERING HEAD ANGLE</b>	64°	64°
<b>TRAIL</b>	120 mm	120 mm
<b>WHEEL BASE</b>	1.560 ± 15 mm	1.560 ± 15 mm
<b>GROUND CLEARANCE</b>	220 mm	220 mm
<b>SEAT HEIGHT</b>	850 mm	860/875 mm
<b>TANK CAPACITY</b>	approx. 23 liters/3.5 liters reserve	approx. 23 liters/3.5 liters reserve
<b>DRY WEIGHT</b>	approx. 212 kg (without fuel)	approx. 217 kg (without fuel)

## TECHNICAL DATA

## ENGINE

	KTM 1190 ADVENTURE R	KTM 1290 SUPER ADVENTURE
<b>ENGINE TYPE</b>	2-cylinder, 4-stroke, V 75°	2-cylinder, 4-stroke, V 75°
<b>DISPLACEMENT</b>	1,195 cc	1,301 cc
<b>BORE/STROKE</b>	105/69 mm	108/71 mm
<b>POWER</b>	110 kW (150 hp) @ 9,500 rpm	118 kW (160 hp) @ 8,750 rpm
<b>TORQUE</b>	125 Nm @ 7,500 rpm	140 Nm @ 6,750 rpm
<b>COMPRESSION RATIO</b>	12.5:1	13.1:1
<b>STARTER/BATTERY</b>	Electric starter/12V 11.2Ah	Electric starter/12V 11.2Ah
<b>TRANSMISSION</b>	6 gears	6 gears
<b>FUEL SYSTEM</b>	Keihin EFI (throttle body 52 mm)	Keihin EFI (throttle body 52 mm)
<b>CONTROL</b>	4 V/DOHC	4 V/DOHC
<b>LUBRICATION</b>	Pressure lubrication with 3 Eaton pumps	Pressure lubrication with 3 Eaton pumps
<b>ENGINE OIL</b>	Motorex, SAE 10W-50	Motorex, SAE 10W-50
<b>PRIMARY DRIVE</b>	40:76	40:76
<b>FINAL DRIVE</b>	17:42	17:42
<b>COOLING</b>	Liquid cooling	Liquid cooling
<b>CLUTCH</b>	PASC™ slipper clutch, hydraulically operated	PASC™ slipper clutch, hydraulically operated
<b>ENGINE MANAGEMENT/IGNITION</b>	Keihin EMS with RBW, double ignition	Keihin EMS with RBW and cruise control, double ignition
<b>TRACTION CONTROL</b>	MTC (4-Mode, disengageable)	MTC (4-Mode, disengageable)

## CHASSIS

	KTM 1190 ADVENTURE R	KTM 1290 SUPER ADVENTURE
<b>FRAME</b>	Chromium-Molybdenum-Steel trellis frame, powder coated	Chromium-Molybdenum-Steel trellis frame, powder coated
<b>SUBFRAME</b>	Aluminium, powder coated	Aluminium, powder coated
<b>HANDLEBAR</b>	Aluminium, tapered, Ø 28/22 mm	Aluminium, tapered, Ø 28/22 mm
<b>FRONT SUSPENSION</b>	WP-USD Ø 48 mm	WP Semi-active Suspension USD Ø 48 mm
<b>REAR SUSPENSION</b>	WP-Monoshock	WP Semi-active Suspension PDS Monoshock
<b>SUSPENSION TRAVEL FRONT/REAR</b>	220/220 mm	200/200 mm
<b>FRONT BRAKE</b>	2 x Brembo four piston, radially bolted caliper, brake disc Ø 320 mm	2 x Brembo four piston, radially bolted caliper, brake disc Ø 320 mm
<b>REAR BRAKE</b>	Brembo two piston, fixed caliper, brake disc Ø 267 mm	Brembo two piston, fixed caliper, brake disc Ø 267 mm
<b>ABS</b>	Bosch 9ME Combined-ABS (Cornering-ABS & offroad mode, disengageable)	Bosch 9ME Combined-ABS (Cornering-ABS & offroad mode, disengageable)
<b>WHEELS FRONT/REAR</b>	Spoked wheels with aluminium tubeless rims 2.50 x 21"; 4.50 x 18"	Spoked wheels with aluminium tubeless rims 3.50 x 19"; 5.00 x 17"
<b>TIRES FRONT/REAR</b>	90/90 R 21; 150/70 R 18	120/70 R 19; 170/60 R 17
<b>CHAIN</b>	X-Ring 5/8 x 5/16"	X-Ring 5/8 x 5/16"
<b>SILENCER</b>	Stainless steel silencer with regulated catalytic converter	Stainless steel silencer with regulated catalytic converter
<b>STEERING HEAD ANGLE</b>	64°	64°
<b>TRAIL</b>	123 mm	120 mm
<b>WHEEL BASE</b>	1.580 ± 15 mm	1.560 ± 15 mm
<b>GROUND CLEARANCE</b>	250 mm	220 mm
<b>SEAT HEIGHT</b>	890 mm	860/875 mm
<b>TANK CAPACITY</b>	approx. 23 liters/3.5 liters reserve	approx. 30 liters/4 liters reserve
<b>DRY WEIGHT</b>	approx. 217 kg (without fuel)	approx. 229 kg (without fuel)

## KTM POWERWEAR



- 1 C3 PRO HELMET**  
High-quality touring helmet with visor mechanism
- 2 HQ ADVENTURE JACKET**  
High-quality, versatile touring jacket
- 3 HQ ADVENTURE PANTS**  
High-quality, versatile touring pants
- 4 HQ ADVENTURE GLOVES**  
High-performance touring gloves
- 5 WEB GTX BOOTS**  
All-weather touring boots

### STYLE AND FUNCTIONALITY – KTM POWERWEAR

If you ride such an exceptional motorcycle as a KTM ADVENTURE, you should not have to be content with regular riding apparel. The KTM PowerWear collection therefore comprises everything from casual wear to helmets, boots and gloves, to complete, multifunctional textile combi suits, allowing you to match your personal outfit not only to the style and design of the KTM travel enduro but also to your preferred application. From day trips to rally riding, to holiday journeys

and round-the-world trips, KTM PowerWear has everything the fan's heart desires, for any climate zone, any weather and any taste. For example, take a look at the brand new HQ Adventure gear, the Pegscratch Evo gear or the flip-up helmet C3 Pro. Most of these products are made exclusively for KTM by world class suppliers. Top brands like Alpinestars, Schubert, Arai, Suomy, Leatt and Ogio guarantee top quality and convincing functionality.

### PERFORMANCE AND INDIVIDUALITY – KTM POWERPARTS

More than just comprehensive, the equipment of the KTM ADVENTURE models has no equal among travel enduros. In spite of that, KTM presents the option to expand the equipment even further with respect to the owner's personal ideas, no matter if ergonomic requirements, the desire for even more comfort or additional functionality is concerned. The KTM PowerParts comprise parts and accessories for any purpose. Example luggage systems: for those who prefer

touring on paved roads, the touring cases with optional inner bags are the perfect solution, for adventure travellers there are the new trekker cases, and for tough offroad duty there are especially rugged aluminium cases. This way, even the most unusual wishes and the most exacting demands can be fulfilled, and every rider has the chance to configure his or her personal KTM ADVENTURE, and making it no longer quite the same as the others.



### MOUNTED POWERPARTS

RADIAL ROADLOK | MOUNTING FOR GPS BRACKET | BRAKE FLUID RESERVOIR COVER | TANK PROTECTION STICKER  
FACTORY OIL FILTER COVER | FACTORY IGNITION COVER PLUG | CARBON IGNITION COVER PROTECTION  
ERGO SEAT HEATED SINGLE-PIECE | CARBON SIDE FAIRING | FOOT PEGS "RALLY" | TOURING CASES 42 L / 31 L  
TOURING TOP CASE 42 L | BACKREST FOR TOURING TOP CASE | 2K REAR SPROCKET

KTM POWERPARTS

**KTM** POWERPARTS



### MOUNTED POWERPARTS

TOURING WINDSCREEN | MOUNTING FOR GPS BRACKET | AUXILIARY LED LAMP KIT  
ALUMINIUM HANDGUARDS | CRASH BARS | UNIVERSAL REAR BAG 5 L | ERGO SEAT  
PILLION ERGO SEAT | AKRAPOVIC SLIP-ON SILENCER | TREKKER CASE 48 L / 37 L  
CASE CARRIER FOR CASE "TREKKER" | LUGGAGE BAG 38L | EXTENDED CARRIER PLATE

KTM 1050 ADVENTURE



### 1 C3 PRO HELMET

High-quality touring helmet with visor mechanism

### 2 PEGSCRATCH EVO JACKET

Robust nylon, all-round jacket

### 3 PEGSCRATCH EVO PANTS

Multifunctional touring pants for every weather

### 4 VECTOR X2 GLOVES

All-round motorcycle gloves

### 5 S-MX 6 BOOTS

Sporty street boots

**KTM** POWERWEAR

# KTM POWERPARTS



## MOUNTED POWERPARTS

BRAKE FLUID RESERVOIR COVER | ALUMINIUM HANDGUARDS | TANK BAG | TANK PROTECTION STICKER | CRASH BARS | FACTORY IGNITION COVER PLUG | FACTORY OIL FILTER COVER | SWINGARM BOLT COVER SET | SKID PLATE | ERGO SEAT HEATED | PILLION ERGO SEAT HEATED | TOURING CASES 42 L / 31 L | TOURING TOP CASE 42 L | BACKREST FOR TOURING TOP CASE

KTM 1190 ADVENTURE

### 1 C3 PRO HELMET

High-quality touring helmet with visor mechanism

### 2 HQ ADVENTURE JACKET

High-quality, versatile touring jacket

### 3 HQ ADVENTURE PANTS

High-quality, versatile touring pants

### 4 HQ ADVENTURE GLOVES

High-performance touring gloves

### 5 WEB GTX BOOTS

All-weather touring boots



# KTM POWERWEAR



# KTM POWERPARTS



- 1 RALLY JACKET**  
Waterproof all-weather rally jacket
- 2 RALLY PANTS**  
Waterproof all-weather rally pants
- 3 PROVEN IRIIDIUM GOGGLES**  
Professional offroad goggles
- 4 TECH 8RS BOOTS**  
Perfect allround offroad boots

## MOUNTED POWERPARTS

RADIAL ROADLOK | SKID PLATE | ALUMINIUM CASE 45 L / 31 L | CASE CARRIER FOR ALUMINIUM CASES | LUGGAGE BAG 38L



# KTM POWERPARTS

# ADVENTURE FAMILY

KTM 1290 SUPER ADVENTURE



KTM 1190 ADVENTURE R



KTM 1190 ADVENTURE



KTM 1050 ADVENTURE

