

READY TO RACE



2022 KTM 890 DUKE R

#GETDUKED



Still agile, but with more punch, the KTM 890 DUKE R takes all the things we love about the KTM 790 DUKE and turns it up to 11. This is a no-compromise mid-weight naked bike, equally at home on mountain roads as it is on the race track, delivering more power, more torque and more Dukeness than any parallel twin that has come before.



DUKE R

KTM



PARALLEL PERFORMANCE

ENGINE

Developed from the same parallel twin that powers the KTM 790 DUKE, the KTM 890 DUKE R engine has been worked into a fire-breathing, high-performance midweight titan. With its increased bore and stroke, higher compression and higher max. RPM limit, the KTM 890 DUKE R churns out an impressive new level of horsepower and torque.



FULL VOLUME

EXHAUST

A stainless-steel thing of beauty. The middle damper centralizes mass and allows for a relatively small muffler that plays a dramatic soundtrack. Hundreds of test bench runs and complex simulations ensured that this exhaust system contributes decisively to the tractable torque curve and excellent emission standards.



RIDE-BY-WIRE

Ride-by-wire processes throttle inputs with the help of electronic sensors and activates the throttle valves, electronically translating the throttle commands of the rider into the best throttle valve positions for the current riding situation. All this means more control when attacking the twisties.

SHARPER PRECISION

FRAME

Just like the KTM 790 DUKE, the KTM 890 DUKE R's handling characteristics are thanks to the dynamic, loadbearing design of the tubular chassis, which allows it to carve through twisty tracks and mountain passes with extreme responsiveness. Just like every other KTM R, the frame is painted orange to highlight its sporty credentials.



FRONT FORK

The KTM 890 DUKE R features adjustable linear spring WP APEX front forks with split function damping, compression and rebound settings. This allows riders to perfectly sharpen their preferred setup for track or the street.



REAR SHOCK

A fully adjustable WP APEX shock takes command at the rear of the bike, with high and low speed compression settings, as well as rebound adjustment. A hydraulically adjustable preload adjuster allows for quick and easy tuning on the fly.





INFO CENTER

TFT DISPLAY

A multicolor combination of relevant information, presented in an uncluttered way. As you rev the engine, the display bars change color, either spurring you on or warning you that the engine's still cold. The display also automatically adapts its illumination to the ambient light. On the KTM 890 DUKE R, anti-wheelie and ABS modes are shown in the display.



TANK

Just like the KTM 790 DUKE, the KTM 890 DUKE R gets a 14 liter (3.7 gal) steel tank, perfectly profiled to accommodate aggressive and relaxed riding styles.



MORE GO AND MORE WHOA!

BRAKES

Developed with high performance street and track riding in mind, the KTM 890 DUKE R is fitted with the best brakes in the business. Brembo Stylema monoblock calipers and lighter 320 mm floating disks upfront ensure sharp and precise brake feel, while slowing down from speed. These are further enhanced by a Brembo MCS master cylinder, which allows the rider to adjust the lever ratio and brake feel. Overall, 1.2 kg (2.8 lbs) of unsprung mass has been saved compared to the KTM 790 DUKE.



TRACK MODE (OPTIONAL)

An optional "Track mode", as the name suggests, offers unlimited thrills and READY TO RACE characteristics. It features a launch control function for quick getaways, variable slip adjustment, increased throttle response and the ability to pull epic wheelies by disengaging anti-wheelie.



SUPERMOTO ABS

Supermoto ABS allows enthusiastic and experienced riders to lock up the rear wheel - a prerequisite for committed Supermoto riding and deliberately executed slides. This means ABS is deactivated on the rear wheel, while maintaining ABS function on the front.



FOR ANY OCCASION

RIDER AIDS

For KTM, electronic rider aids are a way to provide more control, performance and fun. Riders can choose from four ride modes, namely: Sport for more aggressive riding, Street for comfortable urban riding, Rain for when things get a little slippery, and the ultimate attack mode - Track.



RIDE MODES

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Rain mode

As the name suggests, "Rain mode" is the default mode for slippery riding conditions offering maximum traction control, smooth throttle response and reduced power.

Street mode

The mode for daily riding gives you full power, default throttle control and sufficient traction control suitable for street riding without sacrificing acceleration by cutting power when the front wheel lifts off the deck.

Sport mode

The mode for sporty street riding offers full power, snappier throttle response and less intrusive traction control, which allows some wheelspin. This mode also allows the front wheel to leave the ground without any interference from the traction control, allowing maximum acceleration.

Track mode

The 890 DUKE R's optional Track mode allows a certain level of customization for riders wanting to choose their own preferences when it comes to throttle control, 9 levels of traction control slip and the ability to switch anti-wheelie mode on or off. MSR is switched off in track mode to allow more control.

READY TO RACE

NAKED



KTM 890 DUKE R

TECHNICAL DATA

เครื่องยนต์ (ENGINE TYPE)

2-cylinder, 4-stroke, Parallel twin

ระยะใช้คหน้า / หลัง (SUSPENSION TRAVEL / REAR)

140 / 150 mm

ความจุกระบอกสูบ (DISPLACEMENT)

889 cc

ความสูงเบาะ : (SEAT HEIGHT)

834 mm

กำลังสูงสุด (POWER)

89 kW (121hp) @ 9,250 rpm

ขนาดถังน้ำมัน (TANK CAPACITY)

14 l

แรงบิดสูงสุด (TORQUE)

99 Nm @ 7,750 rpm

น้ำหนักรถ (DAY WEIGHT)

166 kg

ขนาดยาง หน้า / หลัง (TIRES FRONT / REAR)

120 / 70 R 17 , 180 / 55 R 17

ความสูงจากพื้น (GROUND CLEARANCE)

206

HIGHLIGHTS

// FULLY ADJUSTABLE SUSPENSION

// HYPERSPORT TIRES

// BREMBO STYLEMA BRAKES

ราคา (Price)

599,800.-

AVAILABLE BIKE COLOR



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