

2024 KTM 1390 SUPER DUKE R & KTM 1390 SUPER DUKE R EVO THE BEAST HAS EVOLVED

In 2020, KTM revealed an entirely new iteration of THE BEAST to become the third generation of SUPER DUKE since the KTM 990 SUPER DUKE stormed onto the scene.

In 2021, the highly coveted and extremely limited KTM 1290 SUPER DUKE RR shocked the world with an even more fearsome package. The 'RR' brought unprecedented performance and an astonishing parts list to the street, making it the most performance-orientated HYPER-NAKED machine ever built by the Austrian factory.

A year later, the 2022 KTM 1290 SUPER DUKE R EVO broke cover, bringing THE BEAST's signature performance to another level with WP Semi-active suspension adding a new level of "intelligence" to the platform.

For 2024, THE BEAST levels up once again, embracing another step in its evolution. Welcome to the 2024 KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO.

WHEN HUNTERS BECOME THE HUNTED

The 2024 KTM 1390 SUPER DUKE R maintains its title as THE BEAST simply due to its uncompromising aggression and high-performance personality. It makes no excuses as to why it exists – it simply does.

For 2024, THE BEAST has received an extensive technical face-lift, increased performance and introducing an all-new, more menacing look. Major updates have been made to the engine, suspension, and electronics, with a new LED headlight providing a new signature DUKE face.

BODYWORK

With a lower overall profile and an emphasis on its compact chassis packaging, the KTM 1390 SUPER DUKE R looks more muscular, more aggressive, and sharper than ever before.

A striking, almost alien-like evolution with an all-new LED headlight unit, new tank spoilers with revised styling and added winglets, as well as a further reduced subframe cover that eliminates the brake light, come together to make THE BEAST.

The KTM 1390 SUPER DUKE R also celebrates 30 YEARS OF DUKE, with all-new colorways inspired by the original KTM 990 SUPER DUKE model.

FUEL TANK

With the redesigned air intake and airbox, designers were able to increase the size of the fuel tank by 1.5L, pushing the total volume to 17,5L, for an estimated range of over 300 kms.

NEW TANK SPOILER

Redesigned tank spoilers not only add to the overall look of the KTM 1390 SUPER DUKE R but also feature functional winglets to increase downforce and reduce front wheel lift.

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CHASSIS AND SUSPENSION

The KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO is based on the chassis that was developed in 2020 for the KTM 1290 SUPER DUKE R, but with some key upgrades to take it to an entirely new level.

UPDATED WP APEX SUSPENSION

The target for the KTM 1390 SUPER DUKE R was to improve high-speed stability and low-speed agility without sacrificing comfort. With that in mind, an updated 48 mm WP APEX Open Cartridge fork with split functionality was added to the package. The revised fork allows the rider to tailor the 125 mm of wheel travel with compression, rebound and preload.

On the rear, an updated WP APEX shock absorber with separate gas and oil reservoirs fitting in a piggyback style provides full adjustability, with separate high and low-speed compression adjusters. For 2024, the DCC setting of the shock is also improved to provide a better pressure balance resulting in less compromise between suspension comfort and performance.

3RD-GEN WP APEX SEMI ACTIVE SUSPENSION

The KTM 1390 SUPER DUKE R EVO is fitted with the latest generation and most advanced version of WP's Semi-Active Technology (SAT).

Featuring electronically controlled magnetic valves for variable damping, it provides a wide range of adjustability, from maximum comfort to track-ready stiffness and support at the press of a button. Here, the SCU (Suspension Control Unit) adapts the damping rates via the magnetic valves in real-time to the riding surface and rider style, based on the information provided by stroke sensors and IMU.

All settings for the suspension can be performed via the dashboard, via a selection of five different damping modes via the TFT screen, namely; AUTO, COMFORT, RAIN, STREET, and SPORT.

A further two modes are available when optioned with the SUSPENSION PRO pack, which unlocks TRACK and PRO modes.

SUSPENSION PRO

SUSPENSION PRO offers three automatic preload auto-leveling settings called LOW, STANDARD, and HIGH. In this case, the suspension is able to calculate and adapt the preload automatically based on the weight of the rider and recreate 3 defined geometries, AUTO-STANDARD, AUTO-LOW, and AUTO-HIGH.

SUSPENSION PRO also allows for an Anti-Dive setting, which keeps the front end stiff and stable even under hard braking. However, and arguably the most exciting addition is a new FACTORY START setting.

FACTORY START

Inspired by the launch devices in the MotoGP™ paddock, the shock Preload is automatically

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reduced to lower the rear when coming to a standstill. This allows for increased weight on the rear wheel and therefore an improved acceleration off the line.

WHEELS AND TIRES

The KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO come equipped with new, lightweight dual-compound MICHELIN Power GP tires as standard.

Providing unmatched grip in straight-line acceleration and when attacking corners, they ensure stellar racetrack performance with exceptional on-road usability. Additionally, they weigh in at 1.2 kg lighter than the previous specification, improving unsprung weight.

Wheel Size:

Front-wheel size: 17"/ 3.5"

Rear wheel size: 17"/ 6"

Tire Size:

120/70 – R17

200/55 – R17

BRAKE AND CLUTCH SYSTEM

Upfront, the KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO make use of 4-piston Brembo Stylema monobloc calipers, for ultimate control and maximum braking performance.

This is paired to 320 mm floating front discs, with a twin-piston floating caliper, and matched to a 240 mm disc at the rear.

A new Brembo MCS (multiple-click-system) master cylinder allows for increased adjustability. Additionally, a new Brembo clutch cylinders feature a self-venting system which eliminates the need to bleed the hydraulic systems.

REVISED LC8 V-TWIN

For 2024 the target was to make a major step in power while keeping the weight to an absolute minimum to chase the hallowed 1:1 power-to-weight ratio as well as maintaining the signature character the KTM SUPER DUKE is known for.

To achieve this, the bore was increased to 110 mm from 108 mm to achieve an engine displacement of 1350 cc. Additionally, an all-new cam shift was integrated on the cylinder heads that allows for two separate valve lifts depending on the rpm range, while keeping any increase in engine weight to the absolute minimum.

This provides added power and torque throughout the full rpm range, allowing for more variable fuel mapping to meet the latest emission regulations. The result? A power output of 190 Hp @ 10,000 rpm and 145 Nm of torque @ 8,000 rpm, all of this while still meeting EURO 5+ homologation.

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With all this performance, durability and serviceability were not forgotten, with a number of revisions and updates made to provide increased engine durability and easier servicing. This has led to increased service intervals and a valve clearance check only necessary after 60,000 km of engine life.

AIRBOX

A redesigned airbox with a reduced stack height through shorter throttle bodies, and redesigned ram air system allows for more direct airflow.

FUEL INJECTION

New throttle bodies with increased inlet diameter of 60 mm compared to 56 mm on the KTM 1290 SUPER DUKE R. The re-positioned top-feed injector provide better atomization of the air-fuel mixture, making for smoother acceleration and more torque as a result of better air-fuel mixture through the entire rev range.

GEARBOX

Revised gearing in the 5th and 6th gears allows for better use of the rpm range in the higher gears, adding to the overall riding experience – when in top gear.

EMISSIONS AND CONSUMPTION

The new KTM 1390 SUPER DUKE R is EURO 5+ compliant; with a fuel consumption of 5.9 l / 100 km, it combines performance with economy, while producing only 139 g/km of CO₂.

TECH

Representing the very top of the NAKED food chain, the KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO are both loaded with ride-enhancing and modern-day technology.

TFT DISPLAY

A 5-inch, full-color bonded glass TFT dashboard provides everything the KTM 1390 SUPER DUKE R rider could need at a glance – including a USB-C connection for device charging.

The bonded glass display ensures optimum scratch and glare resistance, with new graphics clearly illustrating each function. The entire menu structure is also redesigned to give riders faster access to the various features in far fewer clicks.

TIRE PRESSURE MONITOR SYSTEM

TPMS is added to the KTM 1390 SUPER DUKE R package. Using updated and more accurate software, tire pressures are visible on the TFT display and warn the rider instantly of any pressure loss, whether sudden or gradual.

For 2024, the system has been further refined and now allows for custom pressure settings for track use, with the ability to program in a second wheelset.

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RIDE MODES

The KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO boast 5 unique Ride Modes, namely; RAIN, STREET, SPORT, with PERFORMANCE and TRACK mode available as optional.

RAIN MODE

As the name suggests, RAIN MODE is the default safety mode for slippery road conditions, reducing the maximum power to 130 Hp with maximum traction control and the smoothest throttle response. The system aims to keep the front wheel on the ground under all conditions.

STREET MODE

The default mode for everyday riding, STREET MODE unleashes full power, default throttle control, and traction control settings suitable for street riding. Limited front wheel lift is allowed.

SPORT MODE

Full power, more direct throttle control, and traction control allow slight wheelspin and allows the front wheel to leave the ground for maximum acceleration making SPORT MODE the choice for spirited riding.

PERFORMANCE MODE (OPTIONAL)

The optional PERFORMANCE MODE allows a certain level of customization, with a selection of traction control intervention and throttle control. Anti-wheelie can also be switched off and Launch Control can be toggled for perfect starts. Cruise control is available in PERFORMANCE MODE, with riders having full access to KTMconnect, too.

TRACK MODE (OPTIONAL)

TRACK MODE allows the same level of customization as PERFORMANCE MODE, but is 100% READY TO RACE focused. This also allows for 2 display settings on the 5 inch TFT display, with a focus on lap times, or telemetry data. In these modes, only key information is displayed with secondary information discarded. Anti-wheelie can be switched off and Launch Control is available for the perfect start out of the grid, but cruise control and KTMconnect are disabled.

LED HEADLIGHT

An all-new, almost alien like LED headlight design makes its way onto the KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO.

The Position and Daytime Running Lights are located along the edges of the headlight and are auto-adjustable for intensity depending on the ambient light conditions via a light sensor integrated into the dashboard.

The low beam is located in the central part of the headlight and turns on automatically when it gets dark. The daytime running lights also reduce their intensity and function as position lights in darker ambient light conditions.

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The new LED light also has a 700 g weight saving over the previous LED light.

ENGINE BRAKE CONTROL (OPTIONAL)

An all-new Engine Brake Control feature allows riders to set the level of how much engine brake they want to experience in five levels, allowing riders to unlock even the smallest performance gains on the new KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO.

The new Engine Brake Control feature allows riders to tailor their corner entry speed to suite their skill level or riding style.

REVISED ANTI-WHEELIE MODE (OPTIONAL)

For 2024, the anti-wheelie mode has been revised to offer a more differentiated functionality. Now the anti-wheelie can be set to 5 separate levels between Very Low & Very High to allow for a specific maximum degree of front wheel lift and for those pros, select off if you dare.

5 degrees of front wheel lift up:

Very low:	0.36°
Low:	2.0°
Medium:	11.1°
High:	15.5°
Very high:	22.25°

ERGONOMICS

Throw your leg over the KTM 1390 SUPER DUKE R and you will immediately be met with an aggressive, performance-focused stance. The tank has been angled slightly outwards for more rider support on the tank surface at braking and improved contact when hanging off into corners.

This has allowed for the handlebar to be moved lower for better control without compromising comfort.

KTM POWERPARTS

Both the KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO already boasts a full package of high-end componentry, however for riders looking to boost their ride further, a full range of KTM PowerParts has been developed fit for purpose.

KTM POWERWEAR

Riders of the ultimate NAKED motorcycle need to look, at and perform the part. For that reason, a dedicated range of KTM PowerWear has been developed to give KTM 1390 SUPER DUKE R and KTM 1390 SUPER DUKE R EVO riders the utmost confidence.

For more information, visit [KTM.com](https://www.ktm.com).

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READY 
TO RACE

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