

2024 KTM 990 DUKE INTRODUCING THE SNIPER

THE ORIGINAL SCALPEL – or KTM 790 DUKE – took the worldwide motorcycle market by storm when it launched in 2017, selling over 25,000 units. It was followed up by the even sharper KTM 890 DUKE R in 2020, superseded in 2021 by the KTM 890 DUKE GP, only to return to the market lineup in 2022.

For model year 2024, however, KTM once again fires a warning shot at the competition with the introduction of the all-new KTM 990 DUKE.

TAKING AIM AT THE MID-WEIGHT CROWN

The KTM 990 DUKE was developed with the ultimate aim of making it the ultimate NAKED street motorcycle.

Designed and engineered to be a lightweight, performance-oriented NAKED machine, adding ever-present agility to the arsenal, it presents as the lightest, sharpest, most performance-focused mid-class NAKED ever produced at KTM's main plant in Mattighofen, Austria.

BODYWORK

The KTM 990 DUKE moves its perception of size away from the entry-level DUKE models and closer to that of the SUPER DUKE R and other liter-class motorcycles. However, it still makes its wicked intentions clearly known.

Inside profile and at a halt, the KTM 990 DUKE is designed to resemble an explosion in a freeze-frame, mimicking immense energy being released with devastating force. When in motion, the wedge-shaped spoiler is both purposeful and decisively shows its intention to cleave through the atmosphere, charging forward, FAST!

Moreso, the KTM 990 DUKE also represents 30 YEARS of DUKE, celebrating this milestone with two all-new colorways – Electronic Orange and Black Metallic.

FUEL TANK

A new 14,5-liter steel fuel tank design merges seamlessly with rider ergonomics and the sharp lines of the KTM 990 DUKE – combined with the low fuel consumption of only 4,7 l / 100 km means riders can expect up to 300 kilometers of exciting riding.

SUSPENSION AND CHASSIS

In the usual KTM style, the KTM 990 DUKE makes use of a lightweight yet stiff trellis frame and closed-lattice swingarm combination, high-quality adjustable WP APEX Suspension components, and top-shelf tires for optimum grip and handling.

EASILY ADJUSTABLE SUSPENSION

Upfront, 43 mm WP APEX open cartridge forks provide 140 mm of suspension travel and make use of split function technology, allowing compression and rebound damping to take place in separate fork legs.

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With the KTM 990 DUKE, riders are encouraged to explore different suspension settings by making suspension adjustments easier to understand and making the difference between the clicks easier to feel. To achieve this, the range of adjustment for the WP APEX Suspension system is designed to be easier to adjust in 5 clicks for both compression – left fork – and rebound – right fork.

On the rear, a high-quality gas-assisted WP APEX Monotube shock absorber is fitted with a new lighter linear spring which, together with an all-new setting, offers rider responsiveness and comfort. As with the front fork, the rebound can be adjusted through a 5-click setting, with manual preload adjustment also possible.

FRAME

The KTM 990 DUKE has been developed around a completely new steel tube frame concept, with specifically calculated levels of frame stiffness. This provides the KTM 990 DUKE with an overall sporty feel and positive feedback, ensuring the rider always knows what the machine is doing when approaching the limit.

Overall, the new frame has an 8% increase in side stiffness, with a 5% increase in torsional stiffness for improved handling. However, to compensate, the swingarm stiffness is reduced by 35%, to improve traction on the rear wheel when the rider demands the most out of the machine.

Different from previous DUKE models, the frame design features a revised swingarm pivot point. Here, the frame goes down the outside of the swingarm bolt, leading to higher stiffness values, especially in the case of side and torsional stiffness. Another step forward has also been made in the pivot bolt, which is replaced with forged parts, also adding to overall stiffness values and visual enhancement.

The KTM 990 DUKE maintains the signature agility of the previous KTM 890 DUKE R models, making a step forward in terms of stability thanks to the new frame geometry. This upgrade offers the rider a more immersive riding experience thanks to dramatically improved steering response at high and low speeds.

SUBFRAME

The subframe is an aluminum diecast part with an integrated airbox and air intake under the seat, inspired by KTM's trellis subframes. This construction has allowed for fewer parts but results in a stronger construction.

The side air intakes combine form and function, with all unnecessary material and additional parts removed to reduce weight allowing for maximum cool air intake.

SWINGARM

The new swingarm of the KTM 990 DUKE is a gravity die-cast, moving from the previously high-pressure die-cast construction, and resulting in a 1,5 kg weight reduction.

Stability is also increased thanks to reduced swingarm stiffness. This increased flex of the swingarm helps to absorb bumps, aiding the rear shock to act more effectively.

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FORGED ALUMINUM TRIPLE CLAMP

A forged aluminum triple clamp with a 32 mm offset is tuned to match the overall flex of the fork. This, together with an aluminum steering stem, contributes to the sporty handling and excellent rider feedback of the KTM 990 DUKE.

Smart engineering of the triple clamps and the handlebar clamps has also allowed for four different handlebar positions, while the upper part of the triple clamp has been designed to allow the best output in terms of setting adjustment for the rider.

WHEELS AND TIRES

The KTM 990 DUKE comes equipped with tried and tested Bridgestone S22 tires as standard, which deliver excellent performance across all road and weather conditions. These are mated to a familiar set of rims, found on the 2023 KTM 1290 SUPER DUKE R, only slightly adapted due to the double-sided swingarm.

Wheel Size:

Front-wheel size: 17"/ 3.5"

Rear wheel size: 17"/ 5.5"

Tire Size:

120/70 – R17

180/55 – R17

BRAKES

Lightweight, twin 300 mm floating discs are paired with 4 piston radially mounted calipers controlled by a radial master cylinder up front, while the rear controlled by a capable 240 mm disc.

It's worth noting too, that the front braking system features a new disc mount, which saves 500 g of weight on either side of the front wheel. This, paired with lighter twin brake discs, results in a lower rotating mass, for easier change of direction and a planted feeling of the front wheel. This also impacts the unsprung mass, improving suspension performance and riding behavior.

The enormous potential of the brakes can be exploited to the full thanks to its sportily tuned anti-lock braking system, further supported by KTM Supermoto ABS.

ENGINE

A brand-new EURO5+ LC8c engine generating 123 HP at 9,500 rpm and 103 Nm at 6,750 rpm, powers the KTM 990 DUKE and is the most compact twin in its class.

Thanks to more aggressive camshaft profiles and longer valve openings, the engine in the KTM 990 DUKE provides improved rideability due to increased rotating masses and a wider radiator with optimized airflow.

EXHAUST

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Boasting a complete stainless-steel system from the header to the silencer, the exhaust on the KTM 990 DUKE has been completely redesigned to best suit the higher displacement, new chassis, and engine design – while maintaining EURO5+ homologation specs.

A big change is found in the lambda sensors, which are now more accurate at getting the exact data from all the exhaust. The ignition system actively monitors the state of the exhaust gasses and adapts the fuel injection to ensure the required emission values are achieved.

EMISSIONS AND CONSUMPTION

The KTM 990 DUKE is EURO5+ compliant with a fuel consumption of 4,7 l / 100 km. It combines performance with economy, producing only 110 g/km of CO₂.

TECH

The KTM 990 DUKE is loaded with tech, making it a leader in the sub-1000 cc segment, featuring everything from LED lights all around, a full-color 5" TFT display, 3 Ride Modes with an additional 2 Ride Modes that are optional, and more.

TFT DISPLAY

A 5-inch, full-color bonded glass TFT dashboard provides everything the KTM 990 DUKE 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.

On the bottom of the dashboard, a favorites area allows riders to pre-set four preferences, including Lean Angle data.

DEMO MODE

All KTM models have a wide range of software functionality included as standard. The optional software features are extensions to the already quite complete functionality of the motorcycle.

Optional software features either add performance functions, such as QUICKSHIFTER+ or increase the customization options, like TRACK Mode. for example.

Demo Mode allows the customer to experience all optional software for the first 1,500 km, free of charge. After that, the customer can make an informed buying decision on which software to purchase or continue riding without them.

All optional software features can be purchased and activated by a KTM dealer at any time. Demo mode can also be deactivated by the dealer.

RIDE MODES

The KTM 990 DUKE boasts 5 unique Ride Modes, namely RAIN, STREET, SPORT and the optional PERFORMANCE, and TRACK Mode.

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RAIN MODE

As the name suggests, RAIN Mode is the default safety mode for slippery road conditions, reducing the maximum power to 105 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 less traction control allowing slight wheelspin and maximum front wheel lift giving the rider 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 mode allows for 2 additional bits of information to be displayed for the rider on the TFT display, with a focus on lap times, and 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 off the grid, but CRUISE CONTROL and KTMconnect are disabled.

LED HEADLIGHT

At the face of it, predatory design meets reduced styling with an evolved LED headlight design that makes its way onto the KTM 990 DUKE. It is composed of a mixture of lightweight glass fiber plastic, with the KTM logo prominently displayed in a chrome effect.

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 that is integrated into the dashboard.

The low beam is 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.

ERGONOMICS

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The KTM 990 DUKE is designed to feel as compact as possible while being accommodating to a wide range of rider body types.

The ergonomics inspire confidence in all riders, with beginner or entry-level riders feeling at ease and confident, while advanced and expert-level riders, will feel comfortable to challenge themselves at the limit.

All development was aimed at making this the ultimate street bike; the lightest, sharpest, most performance-focused mid-class NAKED. Providing feedback and comfort in all circumstances, allowing riders to always stay in total control.

SEAT

A new seat design ensures a comfortable riding experience. Compared to the KTM 890 DUKE R, the seat angle has been moved 2° upward in the front section to guarantee a stable riding position and solve the problem of sliding forwards, with an overall seat height of 825 mm.

The pillion seat is also moved up by 20 mm compared to the KTM 890 DUKE, which improves the passenger's view during riding and leads to improved pillion comfort.

FOOTPEGS

Designed and positioned to provide a sporty riding experience, the footpegs boast an aluminum construction with a rubber insert to ensure the best boot grip and provide some vibration damping. The toecap pin is also moved 10 mm closer to the footrests to ensure improved reach.

HANDLEBAR

The KTM 990 DUKE features a tapered, 760 mm aluminum handlebar which provides a comfortable and upright riding position. Is it adjustable in four positions: two on the triple clamp and the other two by rotating the risers.

KTM POWERPARTS

The KTM 990 DUKE 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 and perform, the part. For that reason, a dedicated range of KTM PowerWear has been developed to give KTM 990 DUKE riders the utmost confidence.

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

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