

INTRO

2023 KTM 890 ADVENTURE – DARE TO LEAVE YOUR COMFORT ZONE

After a successful launch 2 years ago, the mid-class KTM 890 ADVENTURE range has received a facelift. With reworked bodywork, all-new graphics, and several technical upgrades –the 2023 KTM 890 ADVENTURE rolls into the travel segment with renewed vigor.

ENGINE

The 2023 KTM 890 ADVENTURE is powered by a compact, 889 cc LC8c engine generating 77 kW (105 hp) and 100 Nm, providing healthy dollops of torque and smooth, rideable power. Moreso, it provides signature levels of KTM-specific power delivery.

With low fuel consumption and service intervals pinned at 15,000 km, it is very usable for an Adventure motorcycle. The 2023 KTM 890 ADVENTURE comes with array of updates to the design and electronics.

Some noble features include;

- Reworked bodywork and fairing
- All-new windshield for improved wind protection
- Improved seat comfort
- New engine protector
- Upgraded 5" TFT display with 12 USB connection
- New handlebar switch with intergraded hazard warning
- Updated front fork, with rebound and compression adjustments and new suspension settings
- Displacement: 889 cc
- Power: 77kW/8000 rpm
- Torque: 100 Nm/6500 rpm
- Reworked airbox.

ENGINE PROTECTION

A new wrap around aluminum engine guard has also been added to improve the protection of the engine and fuel tank against impacts.

BODYWORK

Providing a visible evolution in the mid-class Adventure segment, the 2023 KTM 890 ADVENTURE features a completely reworked front end.

Referencing the elements found on the KTM 450 RALLY REPLICA, the upgraded bodywork features a closed connection between the headlight mask and fuel tank, with new fairing parts.

In addition, the structure below the fairing is engineered using 2 forged aluminum elements that provide maximum stiffness and support to the front mask, windshield, and instrument tower. This allows riders to mount larger or heavier GPS instruments using the original KTM PowerParts bracket.



A low fender on the front wheel also provides improved aerodynamics and keeps mud and water spray to a minimum when traveling in adverse weather conditions.

Like all offroad-oriented KTM motorcycles, the bodywork is produced in colored, injection-molded plastics making use of in-mold graphics wherever possible. This ensures unmatched levels of toughness, with graphics being near-scratch resistance and maintaining their vivid colors.

SEAT

A reworked and adjustable two-part seat provides improved comfort for both rider and pillion, thanks to a new foam structure. Offering two standard seat heights, the 840 mm low setting will ensure sufficient footing for the shorter or less experienced pilots. Whereas the 860 mm high position caters for the tallest of riders and guarantees a reduced knee angle.

The seat itself is also purposefully narrow in the front for optimal knee clearance and provides easy access to the ground, with the seat cover material ensuring high levels of grip and ease of movement.

As with previous models, all seats are exchangeable between the mid-class ADVENTURE models, allowing for a generous range of customization. Heated ergonomic rider & passenger seats, a single-piece low seat, or RALLY seat are also available from the KTM PowerParts catalog.

KTM PowerParts seat offerings.

- Standard KTM 890 ADVENTURE: 860 mm or 840 mm
- Heated ergo seat: 850 mm or 830 mm
- RALLY single seat high: 865 mm
- RALLY single seat low: 825 mm

An additional lowering kit is available, lowering the seat height by an additional 25 mm over the standard seat height.

WINDSHIELD

Newly designed and aerodynamically optimized, the 2023 KTM 890 ADVENTURE windshield has been developed specifically to improve wind protection. The new, steeper angle of the windshield and the position are inspired by the KTM 450 RALLY REPLICA.

SUSPENSION AND CHASSIS

The 2023 KTM 890 ADVENTURE boasts a new suspension component at each end, providing precise rider feedback, limited adjustability, and overall, revised usability.

WP APEX FORK

Upfront, 43 mm WP open cartridge upside-down front fork is tuned specifically for adventure riding, with emphasis put on two up touring, dirt trails and badly corrugated roads. The 2023 KTM 890 ADVENTURE is now also fitted with rebound and compression damping adjusters on the top cap of each fork leg which allow the rider to adapt the damping to different terrain and personal preferences.

WP APEX SHOCK

At the rear, a re-tuned WP APEX shock absorber with 200 mm suspension travel, balances typical KTM performance riding with all-day riding comfort. It features a rebound damping adjuster and a hand adjuster for the spring preload.

NEW PIRELLI TIRES

Providing ample offroad traction and on-road comfort, the 2023 KTM 890 ADVENTURE boasts PIRELLI RALLY STR with large profile blocks giving a great look and providing excellent grip.

These are wrapped around a heavy-duty, lightweight spoked 21" front wheel, and an 18" rear for offroad riding performance. An optional tire pressure monitor (TPMS) is available to show tire pressure on the dashboard.

TECH

The KTM 890 ADVENTURE also boasts a number of technological updates for 2023. While most are software related to improving riding performance, a new TFT dashboard and handlebar switch gear are most visible.

TFT DASHBOARD

The 2023 KTM 890 ADVENTURE is equipped with a new, state-of-the-art full 5" TFT display featuring improved functionality. In the menu, each function is illustrated by an infographic of the motorcycle to directly show the user the relevant field of adjustment. The menu structure also gives riders faster, less-complicated access to different ride modes and adjustments.

The TFT unit features an optically bonded mineral glass display that ensures optimum scratch and glare resistance, while the dynamic day/night display design is further evolved, with backlight intensity also automatically adapting to variations in environmental light.

The rider has the option to switch between a Default Main Screen and Rally Main Screen. If Rally Mode is purchased, the rider has a high-contrast, minimal interface that is ideal for use in extreme locations and conditions; slip can be adjusted on the fly using the CC buttons.

KTMCONNECT

The optional CU (connectivity unit) allows the connection between the app KTMconnect and the TFT via Bluetooth for turn-by-turn+ navigation, playing music, and incoming calls.

A new feature is the call-out function which allows riders to define a favorite list of 10 favored numbers, and to select and call a number out of the last 10 calls stored in their phone. In addition, there is an extended navigation feature, the Turn-by-Turn + navigation.

DEMO MODE

All new models now feature a DEMO MODE.

It activates all optional electronic features – such as Quickshifter+ or Cruise Control – during the first 1,500 km. This allows riders to experience these features and decide whether to purchase them or not. Once the motorcycles exceed 1,500 km, these Demo mode features are deactivated.

CORNERING ABS

KTM's Cornering ABS system has been updated with a 9.3 MP ABS unit that allows riders to always use the full power of their brakes by taking the 6D-sensor of the motorcycle into account. The 6D-sensor continuously monitors and evaluates the current dynamic state of the motorcycle, enhancing safety and stability during ABS braking. With this technology, the ABS of the new models is at the highest level, most precise, and most efficient providing the highest level of safety.

OFFROAD MODE AND OFFROAD ABS

In the Offroad ride mode, the ABS will be now automatically switched to Offroad ABS, this improves brake control in offroad situations. Ensuring stopping on loose surfaces while keeping control of the bike.

In this mode, ABS is deactivated on the rear wheel, ABS activation on the front wheel is reduced and data from the lean angle sensor is no longer considered. This allows riders to lock up the rear wheel, which can be used to steer the rear wheel into corners. It reduces the tendency of the ABS on the front wheel to regulate loose surfaces, thus providing stopping power while offering secure braking in the dirt. In this mode, the lean angle-dependent ABS function is deactivated.