

READY TO RACE

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EMM

DUKES 2016

# NAKED BIKE RANGE

KTM 690 DUKE

KTM 690 DUKE R

KTM 1290 SUPER DUKE R

KTM 1290 SUPER DUKE R SPECIAL EDITION

**KTM**

**KTM 690 DUKE**





#### NOW IT REALLY PAYS TO BE SINGLE!

Head out to your favorite section of country road, and lie in wait for unsuspecting twin-cylinder sport bikes – knowing you've got them covered! Relish in the knowledge that the larger bikes have no chance of shaking you off. Eat up the turns and power past them before laying on the hurt, as you effortlessly leave another demoralized superbiker lagging behind. Exceptional cornering agility combines with single-cylinder fury – get out there and DUKE THEM!

EASY

# ON THE EDGE

Over the past 22 years KTM DUKE has boldly turned the naked bike segment on its head. Now, KTM introduces the new generation KTM 690 DUKE! Even faster and more powerful with an all-new engine, it takes the rebellious DUKE ancestry and enhances it with modern technological advancements. Proudly raw, pure and extreme with minimalist styling. Sheer power and unbeatable agility make the KTM 690 DUKE a thrilling ride no matter where the road takes you.

**KTM 690 DUKE**



BRING SOME HEAT

# TO THE STREET

There is no time to look over your shoulder. KTM DUKE riders always have their eyes firmly set on the road ahead, searching for new thrills and challenges. For 2016 the KTM 690 DUKE boasts sharp new color, trim and graphics – reflecting the bold intentions and emphasizing the thrilling performance focus of the most powerful single-cylinder on the road. Available in two different color schemes: white for a bright, bold look – or orange, to emphasize the READY TO RACE attitude.



### MODESWITCH

An illuminated switch makes it easy to browse the TFT menu and also to select your preferred settings for Ride Mode, ABS and Traction Control.



### TFT DISPLAY

Prowl the streets with confidence, day or night. Two visual TFT display modes make it easy to read at all times, as the high-end display automatically adapts to variations in the surrounding light and riding parameters. A red-colored rev-counter indicates the higher rev range, and the revs are displayed in blue when the engine is still cold.

REFINED

# IN ALL THE RIGHT PLACES

Be one with your DUKE. With the first twist of the throttle on the new KTM 690 DUKE, you will notice the natural and easy riding position. Improvements to the triple clamps and seat make for an even better connection between rider and bike, while a newly developed EURO 4 compliant exhaust contributes to the overall weight reduction and enhances the light and agile feel.



## SEAT

The narrow new seat design is shaped to suit the unique upright riding position of the DUKE range. The slim seat gives the rider more ease of movement and better control, but also cuts down on overall bike weight.



## EXHAUST

Light and innovative! An all-new absorption silencer and catalytic-converter design reduces total weight by 1 kg. It is also the first EURO 4 homologated exhaust system in KTM's fleet.

## TRIPLE CLAMP

The KTM 690 DUKE has a new triple clamp with reduced offset. KTM engineers finely tuned the 2016 triple clamps to work in unison with the flex pattern of the fork, for better straight-line stability and improved cornering precision.

# MIGHTY SINGLE-CYLINDER

The most powerful KTM 690 DUKE to date comes from a brand new motor, precision-engineered to raise the bar for what a big-bore single-cylinder motorcycle can really do. KTM's Research and Development team spent countless hours analyzing and refining the KTM 690 DUKE's engine architecture to accomplish two usually contradictory things – shedding weight and increasing power. Luckily for all new KTM 690 DUKE owners, they accomplished both.



MOTOREX

First Oil Filling for all KTM Engines.

## ENGINE

A revamped 690 cc single-cylinder engine pumps out 73 hp (54 kW). This new-generation LC4 motor gets a massive boost in power and performance. The new state-of-the-art four-valve cylinder head with twin-plug ignition is perfectly matched to the revised cylinder, which has 3 mm more of bore and a slightly decreased stroke for smoother power delivery. With advanced features such as ride-by-wire technology, the potent engine's extreme response provides free-revving thrust on demand at all speeds.

## INTAKE VALVES

The intake valves on the new LC4 power plant are now placed directly on the camshaft. This increases the usable and broad power band by a staggering extra 1,000 rpm!

## SECOND BALANCER SHAFT

The new engine's massive combustion pressure transforms into pure power. To reduce vibrations from the increased forces, a second balancer shaft was added to the crankshaft, greatly improving the smoothness of the ride.

## RESONATOR CHAMBER

The KTM 690 DUKE's new resonator chamber was added to the air-intake of the engine to boost the smooth power delivery by drastically enhancing gas flow.

AS CLOSE TO THE LIMIT

# AS YOU DARE TO GO

State-of-the-art rider-assistance technology allows you to maximize the ride on the KTM 690 DUKE. When a sunny day calls for a blast through the tight twisties, or unexpected rain encourages a little side-ways fun – adapt your bike to suit conditions quickly and on the go. The optional Track Pack includes Ride Modes “SPORT” and “RAIN”, Motor Slip Regulation (MSR), Traction Control (TC) and ABS Supermoto Mode.

**RIDE MODES**

BE THE MASTER OF YOUR RIDE. A SELECTION OF RIDE MODES ADJUST THE POWER CURVE AND RIDE-BY-WIRE RESPONSE OF YOUR BIKE TO SUIT THE RIDING CONDITIONS.

**RIDE (TC + ENGINE)**



**TC/TRACTION CONTROL\* // MSR/MOTOR SLIP REGULATION\***



**ABS**



\*OPTIONAL WITH TRACK PACK

**MOTOR SLIP REGULATOR (MSR)\***

The optional MSR is an intuitive feature that communicates with the ride-by-wire system to keep the throttle open as much as needed to reduce engine-braking in the event of abrupt deceleration.

**TRACTION CONTROL (TC)\***

An optional TC system enhances rear-wheel traction to suit a range of potential conditions. When desired, allow some controlled rear-wheel slippage with the “Sport” setting. “Street” setting reduces wheel-spin for maximum forward thrust. “Rain” adjusts peak power and wheel-spin to compensate for slippery conditions.

**ABS**

Two-channel BOSCH 9M+ ABS offers total protection against over-braking. An optional Supermoto mode allows riders to deliberately lock or slide the rear wheel, while keeping the front-wheel ABS active. For those who want a more extreme ride, the ABS is fully disengageable.

\* with the optional track pack

*RAVAGE*

# **THE RACE TRACK**

There has never been a more race-ready production single-cylinder naked bike than the new KTM 690 DUKE R. The "R" is a full-blooded track-ready version of the KTM's mighty single-cylinder naked bike – in a sleek, aggressive and race-inspired chassis. A pure performance machine trimmed of all excess fat to combine the raw attitude of its DUKE ancestry with the latest race-track-oriented details to maximize the technological and performance advancements of the already impressive KTM 690 DUKE platform.





ONE STEP

# CLOSER TO THE EDGE

The KTM 690 DUKE R is the most radical single-cylinder street bike available. There is nothing practical or sensible about it. Tar-peeling torque, eye-watering power, heart-racing agility and incredible stopping-power. Uncompromised race styling and an exceptional power-to-weight ratio make it the ideal bike for those who live life to the full and thrive on pushing their limits. This rubber-burning beauty includes MSC with cornering ABS, Ride Modes, MTC, MSR and Supermoto Mode.

#### MSC WITH CORNERING ABS

Corner with more control and confidence thanks to next-level technology. The BOSCH 9M+ lean-angle sensitive cornering ABS system comes as standard and delivers safer braking in corners, even when leaned over. Standard Supermoto mode allows full front-wheel ABS function, while allowing the back wheel to be locked.

#### MOTORCYCLE TRACTION CONTROL (MTC)

The unique MTC is an innovative lean-angle-sensitive traction-control feature. This cutting-edge new technology allows power delivery to be precisely adjusted according to lean-angle, and also dynamically adjusts traction while powering through corners.

#### MOTOR SLIP REGULATOR (MSR)

The MSR feature gives extra confidence in the KTM 690 DUKE R's capabilities on the race track. The "R" model's lean-angle sensor allows even more precision, as the MSR adjusts to changing lean-angle and throttle positions for heightened control.

#### ENGINE

The most powerful single-cylinder motor has dual ignition and on the "R" model it further boosts the power output to a hefty 75 hp (55 kW)! A slipper-clutch and ride-by-wire throttle system place heightened control at the rider's fingertips: this maximizes the additional power output of the "R" model and puts the immense power to the ground at all times. The improved motor includes a forged piston, new plain bearing and connecting rod which all combine to allow a much higher load capacity despite the reduced-weight design – this, in turn, increases reliability significantly.



*DRIVEN*

# **BY ADRENALINE**

Distinctive KTM factory orange paintwork highlights the no-nonsense READY TO RACE character of this race weapon. The KTM 690 DUKE R is perfect for the track, yet still street legal. It is fitted with lightweight and durable components so you can ride it as hard as you dare to.

## **PILLION SEAT COVER**

The additional cover for the pillion seat accentuates the sleek race-oriented lines of the bike, yet is easily removed should you need to race off for a weekend ride with a passenger on-board.



## **AKRAPOVIC**

KTM 690 DUKE R's titanium Akrapovic slip-on that is exceptionally lightweight. It contributes to significant weight savings on the R model and boosts the KTM 690 DUKE R's peak power, while adding a raspy tone to the engine note.

## **SUSPENSION**

Phenomenal power is meaningless without agile handling. Fully race-oriented adjustable WP suspension, front and rear, offers easy adjustment to suit specific riding styles. An additional 15 mm of wheel travel allows greater lean angles.

## **CHASSIS AND RIMS**

The KTM factory orange coated steel-trellis frame is light and perfectly balanced. It guarantees playful handling, straight-line stability and razor-sharp cornering precision. Lightweight orange alloy rims complete the READY TO RACE aesthetics.



*THE BEAST*

**FIERCE  
AND FAST**

There isn't a more wicked, wild or worthy naked bike that exists. The raw power and pure performance of the KTM 1290 SUPER DUKE R raises the bar for twin-cylinder motorcycle performance. 173 hp of frightening power and an absurd 144 Nm of torque speak for themselves. The most phenomenal fact about THE BEAST is that it hides a genius twist. The nutty KTM professors that designed this phenomenal naked bike utilized cutting-edge technology. They harnessed the wild motor and crazy power-to-weight ratio with high-tech features – making it possible for mere mortals to ride it safely. This is the most fun you can have on two wheels.



*WICKED FUN*

# *IN EVERY TURN*

Let the ride speak for itself with the KTM 1290 SUPER DUKE R. This is one serious naked bike with a wild reputation. A beastly 1,301 cc engine lurks inside the high-tech frame design – translating the brute engine force into exhilarating forward thrust as it lets out its distinctive engine growl.

#### **SWINGARM**

Created for razor-sharp handling precision, the lightweight single-sided swingarm design withstands the intense torque and unique riding dynamics to keep the rubber pressed to the road for unrivalled instant acceleration.

#### **EXHAUST**

The all stainless-steel exhaust system maximizes the immense power output while enhancing the broad torque curve of this extreme twin-cylinder powerplant.

#### **WHEELS**

Lightweight alloy wheels keep the bike's weight low, leveraging its agility and high performance. Designed for THE BEAST, tubeless DUNLOP SportSmart tires are engineered for even wear, better cornering grip and traction every time you drop the hammer.

## KTM 1290 SUPER DUKE R

### RIDE MODES

THREE RIDE MODES ADJUST THE RIDE-BY-WIRE RESPONSE AND ENGINE'S IGNITION POWER-CURVE TO SUIT RIDING CONDITIONS.

### RIDE (MTC + ENGINE)



### MTC/TRACTION CONTROL



### ABS



NOTHING CLOSE

# TO ORDINARY

The ultimate weapon in KTM's naked bike arsenal, the KTM 1290 SUPER DUKE R is KTM's most powerful motorcycle motor, craftily slung into a compact naked bike frame. The epicenter of its fury is the largest version of KTM's LC8 engine, featuring a well-balanced bore and stroke. The slim four-valve engine pumps out equal doses of peak power and brutally tractable torque for a riding experience that has to be experienced to be believed.

### ENGINE

Nothing can compare to the insane inner workings of KTM 1290 SUPER DUKE R! A spectacle in itself, the LC8 engine is one of the lightest big twins in the world, yet it produces 173 hp to rage on the asphalt, thanks to state-of-the-art DOHC four-valve cylinder heads. Ride-by-wire throttle technology not only ensures exceptional throttle control for instant response every time; it also works with the onboard electronics to ensure that the phenomenal torque does not cause unexpected rear-wheel slippage or unintentional wheelies.



MOTOREX  
First Oil Filling for  
all KTM Engines.



HOW MUCH

# IS ENOUGH?

Only a special kind of maniac would want to take a magnificent machine like the KTM 1290 SUPER DUKE R and intentionally make it even wilder. Well, for such unique lunatics, we proudly present the new SPECIAL EDITION of THE BEAST available for a limited production period. With a strikingly different color-scheme and graphics, it is fitted top to bottom with premium KTM PowerParts components and an AKRAPOVIC silencer to add an extra dose of wildness to the already notorious BEAST.

- AKRAPOVIC SLIP ON SILENCER
- TRIPLE CLAMP "RACE"
- WAVE BRAKE DISKS FRONT AND REAR
- ERGO SEAT
- CARBON PROTECTORS FOR CLUTCH AND IGNITION COVER
- AND MANY MORE



AN ADVANTAGE

# OVER THE COMPETITION

Equipped with pure performance components, the KTM DUKE family style is refined with a no-nonsense exterior, and exposed in true naked bike fashion. Enhance the capabilities with PowerParts designed to give you the advantage.



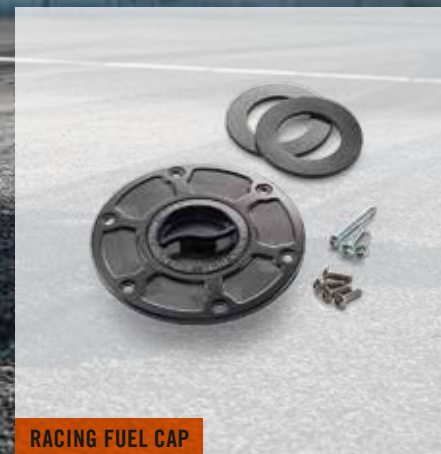
1

2

3



ARTICULATED CLUTCH / BRAKE LEVER KIT



RACING FUEL CAP



TRIPLE CLAMP "RACE"

**1 TIRE WARMERS**

Tire warmers ensure optimum tire temperature before hitting the track. Their robust nylon construction is resistant to water, oil and grease, for safe and reliable use. LED lights indicate warming progress, while the thermostat turns off between 78 and 80 C.

**2 AKRAPOVIC SLIP-ON SILENCER**

The ultimate "plug & play" solution. Maximize your DUKE's power delivery and add some extra growl to the exhaust note without any fuss or complications. This high-quality silencer is homologated and already included in the production vehicle documentation.

**3 WHEEL STAND FRONT / REAR**

For easy tire-warmer use, front and rear wheel stands make light work of safe and stable bike lifting. Dependant on your DUKE model, some PowerParts adapters may be required. A stand for the THE BEAST's single-sided swingarm is also available.



SR SPORT HELMET

PEGSCRATCH JACKET

RADICAL X GLOVES

PEGSCRATCH PANTS

S-MX 6 BOOTS

## SUIT UP

# FOR VICTORY

When you want to feel the best behind the bars, it's important to wear functional gear that lets your mind focus on twisting the throttle. The KTM PowerWear line lets you look the business, while offering durability and always being ready for victory-level performance.

RAPID ZIP HOODIE



STREAK TEE



TEAM CAP



STRAIGHT JEANS



NO DRAG BAG



RESOUNDING SHOES





# TECHNICAL DATA



SPECIAL EDITION



MODEL **KTM 1290 SUPER DUKE R SE**

MODEL **KTM 1290 SUPER DUKE R**

## MOTOR

ENGINE TYPE	2-cylinder, 4-stroke, V 75°	2-cylinder, 4-stroke, V 75°
DISPLACEMENT	1,301 cc	1,301 cc
BORE/STROKE	108/71 mm	108/71 mm
POWER	127 kW (173 hp) @ 8,865 rpm	127 kW (173 hp) @ 8,865 rpm
TORQUE	144 Nm @ 7,750 rpm	144 Nm @ 7,750 rpm
COMPRESSION RATIO	13.2:1	13.2:1
STARTER/BATTERY	Electric starter / 12 V 12 Ah	Electric starter / 12 V 12 Ah
TRANSMISSION	6 gears	6 gears
FUEL SYSTEM	Keihin EFI (throttle body 56 mm)	Keihin EFI (throttle body 56 mm)
CONTROL	4 V / DOHC	4 V / DOHC
LUBRICATION	Pressure lubrication with 3 Eaton pumps	Pressure lubrication with 3 Eaton pumps
ENGINE OIL	Motorex, SAE 10W-50	Motorex, SAE 10W-50
PRIMARY DRIVE	40:79	40:79
FINAL DRIVE	17:38	17:38
COOLING	Liquid cooling	Liquid cooling
CLUTCH	PASC™ slipper clutch, hydraulically operated	PASC™ slipper clutch, hydraulically operated
ENGINE MANAGEMENT/IGNITION	Keihin EMS with RBW, double ignition	Keihin EMS with RBW, double ignition
TRACTION CONTROL	MTC (3-mode, disengageable)	MTC (3-mode, disengageable)

## CHASSIS

FRAME	Chromium-molybdenum-steel trellis frame, powder-coated	Chromium-molybdenum-steel trellis frame, powder-coated
SUBFRAME	Chromium-Molybdenum-Steel trellis, powder coated	Chromium-Molybdenum-Steel trellis, powder coated
HANDLEBAR	Aluminum, tapered, Ø 28/22 mm	Aluminum, tapered, Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm	WP-USD Ø 48 mm
REAR SUSPENSION	WP-Monoshock	WP-Monoshock
SUSPENSION TRAVEL FRONT/REAR	125/156 mm	125/156 mm
FRONT BRAKE	2 x Brembo Monobloc four-piston, radially-mounted caliper, brake disc Ø 320 mm	2 x Brembo Monobloc four-piston, radially-mounted caliper, brake disc Ø 320 mm
REAR BRAKE	Brembo two-piston, fixed caliper, brake disk Ø 240 mm	Brembo two-piston, fixed caliper, brake disk Ø 240 mm
ABS	Bosch 9M+ Two Channel (incl. supermoto mode, disengageable)	Bosch 9M+ Two Channel (incl. supermoto mode, disengageable)
WHEELS FRONT/REAR	Cast aluminum wheels 3.50 x 17"; 6.00 x 17"	Cast aluminum wheels 3.50 x 17"; 6.00 x 17"
TYRES FRONT/REAR	120/70 ZR 17; 190/55 ZR 17	120/70 ZR 17; 190/55 ZR 17
CHAIN	X-Ring 5/8 x 5/16"	X-Ring 5/8 x 5/16"
SILENCER	Stainless-steel primary and titan secondary silencer	Stainless-steel primary and aluminum secondary silencer
STEERING HEAD ANGLE	65.1°	65.1°
TRAIL	107 mm	107 mm
WHEEL BASE	1,482 ± 15 mm	1,482 ± 15 mm
GROUND CLEARANCE	140 mm	140 mm
SEAT HEIGHT	835 mm	835 mm
TANK CAPACITY	approx. 18 liters / 3.5 liters reserve	approx. 18 liters / 3.5 liters reserve
DRY WEIGHT	approx. 189 kg	approx. 189 kg

OPTIONAL  
**TRACK  
PACK**



INCLUDING  
**ABS**

INCLUDING  
**ABS**



MODEL **KTM 690 DUKE**

MODEL **KTM 690 DUKE R**

**MOTOR**

<b>ENGINE TYPE</b>	Single-cylinder, 4-stroke	Single-cylinder, 4-stroke
<b>DISPLACEMENT</b>	690 cc	690 cc
<b>BORE/STROKE</b>	105/80 mm	105/80 mm
<b>POWER</b>	54 kW (73 hp) @ 8,000 rpm	55 kW (75 hp) @ 8,000 rpm
<b>TORQUE</b>	74 Nm @ 6,500 rpm	74 Nm @ 6,500 rpm
<b>COMPRESSION RATIO</b>	12.7:1	12.7:1
<b>STARTER/BATTERY</b>	Electric starter/12 V 8.6 Ah	Electric starter/12 V 8.6 Ah
<b>TRANSMISSION</b>	6 gears	6 gears
<b>FUEL SYSTEM</b>	Keihin EFI (throttle body 50 mm)	Keihin EFI (throttle body 50 mm)
<b>CONTROL</b>	4 V/OHC intake finger follower / exhaust sliding-surface rocker arm	4 V/OHC intake finger follower / exhaust sliding-surface rocker arm
<b>LUBRICATION</b>	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
<b>ENGINE OIL</b>	Motorex, Power Synth SAE 10W-50	Motorex, Power Synth SAE 10W-50
<b>PRIMARY DRIVE</b>	36:79	36:79
<b>FINAL DRIVE</b>	16:40	16:40
<b>COOLING</b>	Liquid cooling	Liquid cooling
<b>CLUTCH</b>	APTC™ slipper clutch, hydraulically operated	APTC™ 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, optional)	MTC (3-mode, disengageable)

**CHASSIS**

<b>FRAME</b>	Chromium-molybdenum-steel trellis frame, powder-coated	Chromium-molybdenum-steel trellis frame, powder-coated
<b>SUBFRAME</b>	Aluminum, powder-coated	Aluminum, powder-coated
<b>HANDLEBAR</b>	Aluminum, tapered, Ø 28/22 mm	Aluminum tapered, Ø 28/22 mm
<b>FRONT SUSPENSION</b>	WP-USD Ø 43 mm	WP-USD Ø 43 mm
<b>REAR SUSPENSION</b>	WP-Monoshock with Pro-Lever linkage	WP-Monoshock with Pro-Lever linkage
<b>SUSPENSION TRAVEL FRONT/REAR</b>	135/135 mm	150/150 mm
<b>FRONT BRAKE</b>	Brembo four-piston, radially-mounted caliper, brake disc Ø 320 mm	Brembo Monobloc four-piston, radially-mounted caliper, brake disc Ø 320 mm
<b>REAR BRAKE</b>	Brembo single-piston, floating caliper, brake disc Ø 240 mm	Brembo single-piston, floating caliper, brake disc Ø 240 mm
<b>ABS</b>	Bosch 9M+ Two Channel (disengageable, supermoto mode opt.)	Bosch 9M+ Two Channel ** (incl. supermoto mode, disengageable)
<b>WHEELS FRONT/REAR</b>	Cast aluminum wheels 3.50 x 17"; 5.00 x 17"	Cast aluminum wheels 3.50 x 17"; 5.00 x 17"
<b>TYRES FRONT/REAR</b>	120/70 R 17; 160/60 R 17	120/70 R 17; 160/60 R 17
<b>CHAIN</b>	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"
<b>SILENCER</b>	Stainless-steel primary and secondary silencer	Stainless-steel primary and titan secondary silencer
<b>STEERING HEAD ANGLE</b>	63.5°	63.5°
<b>TRAIL</b>		
<b>WHEEL BASE</b>	1,466 ± 15 mm	1,466 ± 15 mm
<b>GROUND CLEARANCE</b>	192 mm	192 mm
<b>SEAT HEIGHT</b>	835 mm	865 mm
<b>TANK CAPACITY</b>	approx. 14 liters/3.2 liters reserve	approx. 14 liters/3.2 liters reserve
<b>DRY WEIGHT</b>	approx. 148.5 kg	approx. 147.5 kg

\*\*incl. Cornering ABS

**READY TO RACE**  
»» [www.ktm.com](http://www.ktm.com)

# TIME TO GET A DUKE

Time to get out there and DUKE 'em! Get hold of your local KTM Authorized Dealer today and get a feel of the READY TO RACE world!

#### LEGAL DISCLAIMER

Imitation not advised!

The riders illustrated are professional motorcycle riders. The photos were taken on closed racing circuits or closed roads. KTM wishes to make all motorcyclists aware that they need to wear the prescribed protective gear and always ride in a responsible manner in accordance with the relevant and applicable provisions of the road traffic regulations. Only the homologated versions of the motorbikes promoted in this brochure are suitable for road use. The warnings and hazard notices in the owner's manual must be observed without fail when purchasing a motorcycle and using it for the first time (especially the prescribed speed limits). Some items in the KTM PowerParts product line are not approved for use on public roads in certain circumstances (varies from country to country). Please contact your KTM dealer for further information. The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost. All information concerning the scope of supply, appearance, services, dimensions and weights is non-binding and specified with the proviso that errors, for example in printing, setting and/or typing, may occur; such information is subject to change without notice. Please note that model specifications may vary from country to country.

**KTM**  
AUTHORIZED DEALER

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**KTM**

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You Tube



KTM POWERWEAR

KTM POWERPARTS

KTM ORIGINAL SPARE PARTS

