

KTM 1290 SUPER ADVENTURE S

THE ULTIMATE HIGH-PERFORMANCE ADVENTURE BIKE

MEET THE ALL-NEW KTM 1290 SUPER ADVENTURE S

The arrival of the KTM 1190 ADVENTURE in 2013 heralded a new era of technology and versatility for KTM in the Travel-Enduro segment. Ground-breaking electronics married to improved ergonomics and a powerful LC8 engine introduced more riders to KTM's unique READY TO RACE approach to adventure motorcycling in the 'over 1000 cc' category. A mere 2 years later, the 2nd generation KTM 1290 SUPER ADVENTURE range broke cover, bringing with it a game changing amount of tech, like cornering ABS, Cruise control, motor slip regulation and hill hold control to name a few. This was also the year of power, with the debut of a bigger 1,301 cc LC8 engine generating a massive 160 hp. The 2021 KTM 1290 SUPER ADVENTURE S has continued that trend with a 3rd generation evolution that has seen the sportiest and most technologically advanced Adventure bike to ever roll off the Mattighofen-based production line. In short, the KTM 1290 SUPER ADVENTURE S is the ultimate high-performance Adventure bike.

MODEL HIGHLIGHTS

- New ergonomics → new fuel tank, lower seat & new bodywork
- Reworked chassis → shorter frame, new subframe, longer swingarm
- New generation of Semi Active Suspension Technology (SAT) → faster reactions, greater adjustment
- Optimized weight distribution → added agility & comfort
- New generation electronics → innovative ACC & reworked cornering MTC
- More intuitive 7" TFT display → optimal accessibility, redesigned handlebar switches, improved Connectivity Unit
- Revised 1,301 cc LC8 engine → 160 hp & 138 Nm
- Remodeled optional technology → Suspension Pro, Rally Pack & Tech Pack

REDESIGNED ERGONOMICS FOR OPTIMUM RIDEABILITY

With a focus on sportier handling, the new KTM 1290 SUPER ADVENTURE S introduces a complete chassis overhaul that enhances weight distribution and riding agility.

ENHANCED FRAME

The laser-cut and robot-welded chrome-molybdenum stainless steel trellis frame on the KTM 1290 SUPER ADVENTURE S is shorter than its predecessor and weighs only 10 kgs. The engine has also been rotated forward by two degrees at the swingarm axle and secured by new aluminum struts. This has been made possible by moving the steering head 15 mm rearward. The result is even greater corner maneuverability, stability, and improved acceleration.

The KTM logo is displayed in a bold, black, italicized font, centered within a solid orange square.

NEW SUBFRAME

An all-new aluminum subframe has increased overall strength and stability to cater to the demands of a pillion or extra luggage weight. The subframe has also been engineered to provide a lower seat height with practical storage space underneath.

SEAT

The KTM 1290 SUPER ADVENTURE S makes use of an adjustable two-seat setup. The main seat is dedicated to the rider with refined ergonomics to suit sportier riding. The other is dedicated to the pillion, with maximum comfort at the forefront. The seat height can be adjusted between 849 mm and 869 mm, and can easily be removed with the touch of a button. The KTM PowerParts collection for the KTM 1290 SUPER ADVENTURE S now also features 11 different seat options with a diverse range of shape, size, and thickness - as well as a heated option.

BODYWORK

Extensive design and development have gone into the bodywork of the KTM 1290 SUPER ADVENTURE S, with special attention being given to tactility, strength, and rider movement. This has been done to bring the rider closer to the center of the bike and reduce overall weight. An all-new 23-liter fuel tank features a three-cell design with an electronically activated fuel cap. The handguards have also received the wind tunnel treatment for improved high-speed road manners.

WINDSHIELD

Larger and redesigned for improved wind resistance and protection, the adjustable windshield on the 2021 KTM 1290 SUPER ADVENTURE S has benefited from extensive wind tunnel work and CFD calculations. The windshield can also be raised by 55 mm and with two laterally mounted 'wheels' for easy adjustment on the go.

WP SEMI-ACTIVE SUSPENSION (SAT)

Featuring improved suspension sensitivity, feedback, and personalization options, the 2021 KTM 1290 SUPER ADVENTURE S sets the standard in SEMI-ACTIVE SUSPENSION technology. Thanks in part to a re-engineered Suspension Control Unit (SCU) which adjusts damping rates and via magnetic valves and stroke sensors in real-time to react to surfaces and rider input.

Riders are able to customize their suspension preferences via the all-new TFT display and re-designed switchgear. This can be done on the fly for both the front and rear units individually - with an optional SUSPENSION PRO - or via a number of preset damping modes.

Riders can opt for COMFORT, STREET, and SPORT settings as well as OFFROAD and AUTO available as optional extras. All modes make use of the data provided by the 6-axis lean angle sensor, terrain and riding styles to adjust the suspension accordingly.

The KTM 1290 SUPER ADVENTURE S uses a 48 mm WP APEX SAT fork setup with 200 mm of travel. This also features an engageable anti-dive function that keeps the front end from diving under hard braking, improving safety and control. This works in conjunction with an automatic damping mode, which adapts the damping according to the riding style and conditions. The automatic damping option is available and is electronically controlled via the TFT display.



At the rear, a WP APEX SAT shock absorber with 200 mm of wheel travel features a completely new hydraulic preload adjuster that is also manipulated electronic. The new shock absorber also benefits from a sensor which delivers information to the SCU for automatic preload adjustment to achieve optimal balance, independent of weight. The preload can be adjusted by 20 mm on the 2021 KTM 1290 SUPER ADVENTURE S, which is an added 10 mm over its predecessor.

INNOVATIVE TECHNOLOGY BOOSTING PERFORMANCE

ADAPTIVE CRUISE CONTROL (ACC)

Another first for KTM and standard fitment specific to the 2021 KTM 1290 SUPER ADVENTURE S is ADAPTIVE CRUISE CONTROL developed in close cooperation with Bosch. This has been designed to allow for easier highway riding on longer adventures.

Using radar technology to regulate following distance, ACC allows riders to 'lock onto' a preceding vehicle and match their speed. This can be activated at speeds over 30 km/h in second gear and up to 150 km/h. Following distance can be set in five stages, namely Very Short (0.90 secs), Short (1.00 secs), Middle (1,20 secs), Long (1,50 secs) and Very Long (2.00 secs) with both 'comfort' and 'sport' response characteristics.

The ACC makes use of a Front Radar Sensor, or FRS, with a wide detection range and software algorithm which looks for and chooses plausible objects moving in the same direction as the motorcycle. While steel tends to have better reflection characteristics for radar beams, special attention has been engineered into the system to largely ignore stationary or oncoming objects like barriers, signs and bridges. This means that the ACC will not apply any brakes if you approach a barrier of a 90° corner, for example.

ACC also incorporates special dynamics such as an 'overtake assist' which automatically provides a short burst of acceleration to aid in passing, and cornering declaration based on lean angle. This ACC system also accommodates gear changes with both Quickshifter+ and conventional clutched operation without deactivating. The system is disengaged immediately when the rider touches either the front or rear brake, or if the rider shifts into 1st gear. The system will also disengage when the clutch is pulled in for longer than 0.5 seconds below 30 km/h, or after 2.5 seconds above 30 km/h, or if prolonged wheelspin of over 1 seconds is detected.

Initiating traditional Cruise Control is done via new handlebar 'paddles' and for 2021, has been improved to allow for effective pace control on hill descents, with faster reaction to sudden reductions of speed. The traditional Cruise Control can be engaged any time and used independently of the ACC.

6-AXIS LEAN ANGLE SENSOR

A new 6-axis lean angle sensor has been fitted to the KTM 1290 SUPER ADVENTURE S to offer a largely improved riding experience. This plays a key role in the bike's behavior by monitoring the position of the motorcycle at all times, applying brakes or adding acceleration where necessary. This benefits Motorcycle Stability Control and Cornering ABS, as well as Offroad ABS, working in unison with the high-grade Brembo componentry.

RIDER AIDS

The KTM 1290 SUPER ADVENTURE S benefits from re-worked and upgraded riding modes to enrich the connection and feeling between the rider, motorcycle and road surface. A refined Motorcycle Traction Control (MTC) is now more predictable and intuitive, adding more feel and control to the individual, pre-set RIDE MODES.

The KTM 1290 SUPER ADVENTURE S allows riders to choose between a number of RIDE MODES to suit their needs.

- RAIN MODE provides maximum traction control, a softened throttle response and limits power output to 100 hp.
- STREET MODE is the default setting, providing full power, medium traction control, standard throttle response and mild engine braking.
- SPORT MODE has a direct throttle response, softer traction control to allow more wheelspin and maximum acceleration, with full power output.
- OFFROAD MODE limits power output to 100 hp, but allows more wheelspin and rear wheel slip to suit gravel or slick terrain.

Available for the first time on an S model ADVENTURE is optional RALLY MODE.

The RALLY MODE setting allows advanced riders to select and peg the amount of wheelspin in nine different levels, as well as set the degree of throttle response from smooth to aggressive.

TFT DISPLAY

An all-new, tilt-adjustable 7" TFT display takes center stage on the KTM 1290 SUPER ADVENTURE S dashboard. This screen is both scratch and glare resistant, boasting a more intuitive and accessible menu system with clear, easy-to-understand infographics. Riders can also define four 'favorites' for the home screen for faster viewing of their presets, as well as control all areas of suspension, ACC, MTC and ABS adjustments, with a newly adjustable Tire Pressure Monitoring System.

The TFT also features a new Connectivity Unit for faster and more reliable Bluetooth synchronization with the KTM MY RIDE app for turn-by-turn navigation, music and incoming calls.

ABS & MTC

The KTM 1290 SUPER ADVENTURE S boasts revolutionary upgrades in both the ABS and Motorcycle Traction Control stakes.

HANDLEBAR SWITCHES

Intuitive switch gear has been developed to allow for easier menu navigation. Extensive design and research was done to simplify the rider's interaction with the motorcycle and find the

idea compromise of practicality and efficiency. New paddle-toggles now make Cruise Control settings even easier to initiate, while two programmable switches mean more frequent control requests can be selected in fewer steps. A new set of quick select and favorites switches will allow for set-up changes on the fly by providing quick access to the preferred menu pages.

KTM RACE ON: TRANSPONDER-BASED

The 2021 KTM 1290 SUPER ADVENTURE S comes with a state-of-the-art transponder based keyless system called 'KTM RACE ON'. This features ARA (Anti Relay Attack) technology providing added security by requiring activation before the ignition can be started.

This works by allowing a 10 minute window between activation and ignition. This allows riders enough time for final preparations before firing up the motor and setting off. If the motorcycle is not fired-up in that time frame, the ARA deactivates along with all keyless functions. A 5 minute 'suspend mode' comes into play when the bike is stopped during a ride, allowing time for refueling or any traffic issues before ARA needs to be disengaged once more through a button press on the transponder. The ARA system can also be completely disengaged if chosen.

QUICKSHIFTER+

The KTM 1290 SUPER ADVENTURE S is primed for the optional Quickshifter+. For 2021, the dual sensor system has been overhauled for improved functionality in all conditions - even if the central advantages of the technology remain the same: short shift times, more stability thanks to the clutch-less actions, less load reversal impact on the rear wheel, better traction and improved physical control.

KEY PERFORMANCE UPGRADES

INTERNAL ENGINE UPGRADES

The KTM 1290 SUPER ADVENTURE S boasts an updated LC8 V-Twin with an astonishing 160 hp and 138 Nm of torque. KTM engineers have also elevated the engine settings for Euro5 compliance but also shaved weight keeping the LC8 in the running as one of the most outrageous power plants in the market for sheer performance.

ENGINE UPGRADES INCLUDE

Thinner engine casing walls, saving almost 1 kg of weight

New generation exhaust system featuring two headers and dual catalytic converters

Twin ignition with new coils and a centralized spark plug for better combustion

Revised oil routing to minimize friction losses

A new internal aluminum tube replaces the oil channel from the engine cases, saving weight

Clutch discs provide improved friction with rotated pads for better low-speed disengagement

PREMIUM AND SOPHISTICATED DESIGN

Featuring key KTM design-thinking with a reduced, yet sporty appeal. By reducing the bulk of the front tank area, the 2021 KTM 1290 SUPER ADVENTURE S has a narrower profile in its hunt for more agility and rider connection. The level of premium standards has also been raised with top-shelf componentry, design ethos and usability. The 2021 KTM 1290 SUPER ADVENTURE S doesn't shy away from its rally origins, displaying solid, quality invitation to a wider world waiting for safe, practical and thrilling discovery.



KEY DESIGN UPGRADES INCLUDE

- New profile and graphics emphasizing Rally genesis and heritage
- New fuel tank and bodywork refashioned for efficiency, tactility, strength and functionality
- Restyled to allow for more movement, rider feel, sensitivity and comfort
- 11 different styles of KTM PowerPart Ergo seats to suit any rider or preference
- Aluminum and steel componentry through the chassis for weight-saving purposes
- New wider beam, brighter LED headlight

LED HEADLIGHT

The KTM 1290 SUPER ADVENTURE S boasts an all-new LED headlight which provides a wider beam, exceptional daylight performance and integrated cornering detection. The unit has been redesigned to accommodate the front radar sensor for the ACC and to give the 2021 KTM 1290 SUPER ADVENTURE S a new, KTM-specific 'face'. The rear tail light has also been redesigned with the addition of an adaptive brake light as an optional extra for those riders that want the full lighting package. The Automatic turn indicator reset function stays in place.