

2025 KTM 990 DUKE R

Originally introduced just last year, the KTM 990 DUKE raised the standards in terms of mid-class performance and now for 2025, the KTM 990 DUKE R, dubbed as THE PUNISHER, is out to make an even bigger impact and with added aggression, an exhilarating output, and is bolder in its stance.

RAISING THE BAR TO NEW HEIGHTS

Designed, developed and produced at KTM's main plant in Mattighofen, Austria, the KTM 990 DUKE R takes the existing standard KTM 990 DUKE model and intensifies its capabilities from top to bottom. The target was to build the best middleweight Naked on the market and the outcome, giving riders the true experience of an R model.

BODYWORK

Its White color trim and graphic complete with matt black and orange ascents, along with an Electronic Orange gloss powder coated frame and orange wheels come with inspiration from various heritage models in the previous KTM 990 SUPER DUKE R range – particularly the second-generation model produced between 2011 to 2013. The 'R' on the tank immediately signals its next-level DNA.

FUEL TANK

Riders can look forward to a leisurely 300 kilometers of range on the KTM 990 DUKE R, boasting a fuel consumption of just 4.7 l/100 km. But let's be real: when riders swing leg over the KTM 990 DUKE R, they'll be too busy finding their own limits and enjoying the nature of the motorcycle to even think about achieving those numbers. The steel fuel tank holds a total of 14.8 liters, and its design and ergonomics replicate that found on the KTM 990 DUKE.

SUSPENSION AND CHASSIS

A lightweight, steel tubular frame, aluminum die cast subframe, and updated swingarm accompanied by WP APEX Suspension components, have been collectively developed and tuned to achieve new levels of performance. The center of gravity has been elevated by 15 mm in comparison to the KTM 990 DUKE.

STATE OF THE ART SUSPENSION

Fully adjustable WP APEX Suspension components are equipped front and rear, boasting the Open Cartridge fork with 143 mm of travel. There are increased opportunities to fine-tune the front suspension on the KTM 990 DUKE R for riders aiming to push their limits, now featuring 30 clicks of adjustability – for both compression (left fork, signified by a white clicker) and rebound (right fork, with a red clicker). With a diameter of 48 mm – increased from 43 mm on the KTM 990 DUKE – it is 34% stiffer and the upgraded settings have been developed to offer a sportier feel. The result is a more planted bike and with better control, without sacrificing agility.

In addition, the WP APEX shock at the rear incorporates upgrades in line with the introduction of a linkage system, with travel reduced by 10 mm to 140 mm. It too has been developed for

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maximum performance, fitted with a linear spring that also assists in maintaining comfortability where it counts while, giving consistent feel to the rider if ridden more aggressively. It's also been updated for riders to fine-tune their set-up, which gives opportunity for high-speed compression (3 turns), low-speed compression (30 Clicks), rebound (30 Clicks) and 10 mm of preload adjustment. Plus, the wheelbase has been extended by 5 mm, now 1,481 mm on the R version which increases stability for harder riding.

FRAME

The KTM 990 DUKE R shares the same completely new frame introduced on the latest KTM 990 DUKE, which has a specifically tuned stiffness to suit its sport-orientated character, and in typical KTM style is made of a steel tubing using the engine as a stress element. The linkage mounting point has been updated on the R version, with the frame now incorporating a bushing for the screw point of the linkage plate without affecting the bike's value of stiffness. Sharp agility, while benefiting from immense stability, makes for an immersive riding experience.

SUBFRAME

Featuring an integrated airbox and air intake beneath the seat, the subframe is an aluminum die-cast part. Its triangle shapes have been inspired by KTM's trellis subframes, which makes for a strong and simple construction. Side air intakes combine form and function, increasing their ability to attract cool air. The entire subframe is powder coated in matt electronic orange.

SWINGARM

The KTM 990 DUKE R marks the first time that this linkage swingarm construction is utilized on the new LC8c Naked. The shape is visually the same as the KTM 990 DUKE from the side, but on top it has been adapted to connect the new linkage system. The swingarm has less material at the shock's connection point, leaving additional space for the construction of the triangle lever and pushrods connected to the frame. It remains gravity die-casted, maintaining the 34% reduced stiffness and added flexibility most recently introduced on the KTM 990 DUKE.

FORGED ALUMINUM TRIPLE CLAMP

A new forged aluminum triple clamp is designed to suit the KTM 990 DUKE R's fork diameter, complete with a 32 mm offset and together with an aluminum steering stem to match the flex of the fork. Riders also have the option of four different handlebar positions in order to optimize their comfort levels.

WHEELS AND TIRES

Michelin Power Cup 2 tires have been fitted to the KTM 990 DUKE R to deliver excellent performance in various road conditions, coupled with orange adapted rims that carryover from the KTM 1390 SUPER DUKE R model.

Wheel Size:

Front-wheel size: 17"/ 3.5"

Rear wheel size: 17"/ 5.5"

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Tire Size:
120/70 – R17
180/55 – R17

BRAKES

Because it wears the R badge, it receives high level of performance braking systems, for both the front and the rear, which include radially-mounted, four-piston Brembo Stylema monoblock calipers up front, a single piston Brembo caliper at the rear, and a ratio-adjustable Brembo MCS master cylinder. Larger floating discs (320 mm front and 240 mm rear), lighter components, and a more precise feel under braking to ensure the ultimate feedback is provided under all circumstances.

ENGINE

In comparison to the KTM 990 DUKE introduced last year, the R version's 947 cc engine now boasts an additional 7 PS – up from 123 PS to 130 PS – while maintaining 103 Nm of torque and with a 10,500 RPM limit. Its elevated power output is courtesy of improved mapping that truly unleashes the fire-breathing might of the LC8c motor, which is 100% built inside KTM's engine facility in Mattighofen, Austria. It is EURO5+ compliant and is the most compact twin in its class, with the engine weighing in at 57 kg.

EXHAUST

The stainless-steel exhaust system is the same as that found on the KTM 990 DUKE, which was completely redesigned to suit the larger capacity engine and chassis introduced on the model. Designed, developed and hand-built in-house at KTM's Mattighofen plant, it has been developed to meet strict EURO5+ homologation and has three lambda sensors, which constantly measure the state of the exhaust gasses and adapts the fuel injection to ensure emission values are achieved.

EMISSIONS AND CONSUMPTION

The KTM 990 DUKE R 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 R version is packed with new generation tech features that are premium in nature and offer never-before-seen electronics functionality. A new touchscreen dashboard (H88), new switch cubes, a new connectivity unit and a revolutionary new Ride Modes concept headline the model.

KTM 990 DUKE R riders will benefit from a fresh new switch cube layout (6-way interactive and with a 5-way joystick, plus customizable paddle buttons), connectivity unit, an offline map navigation system, and customizable Ride Modes.

TFT DISPLAY

A new TFT touchscreen 8.88-inch (H88) landscape dashboard has been introduced with inductive technology and also featuring a customizable split screen function with improved

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readability and optimized information overload. It now has 256,000 colors instead of 65,000, and coatings (Anti Reflex, Anti Fingerprint, and Anti Glare) improve readability.

The user interface has been optimized to be more READY TO RACE. The number of elements on the screen have been reduced, even though the screen size is larger, which makes for a more pure riding experience. The touchscreen importantly works with all KTM PowerWear gloves, as well as the bare hand.

A new, truly flexible Split Screen now features Telemetry, Favorites, and Maps. There are also new shortcut buttons that have been added for functional purposes. The menu order can be customized, with the switch cubes including customizable paddle buttons.

For more information on the new H88 Dashboards, click [HERE](#)

RIDE MODES

All standard Ride Modes on the KTM 990 DUKE R are now customizable. There are four standard modes – Rain, Street, Sport and the newly-introduced Custom option – as well as three more that are available as KTM Technical Accessories – Track Mode and two additional Custom Modes.

Electronic functions included in the Ride Modes are the ABS Modes, made up of Street, Sport (New), Supermoto+ (New) and Supermoto. MTC (Motorcycle Traction Control) is featured in Rain, Street, or Sport, and can be turned Off, while Quickshifter+ can also be switched On or Off.

The biggest improvement in the user experience is provided by the new ride modes concept, changing a ride mode concept now includes changing all settings that affect the behavior of the motorcycle and the riding experience.

Included in the standard and optional Ride Modes (See Track Mode for details) are ABS, MTC/Slip Adjuster, AWM (Anti-Wheelie Mode), Launch Control, Throttle Response, Quickshifter+, and the Display Interface. All of these settings are adjustable for each specific Ride Mode and the rider has the same level of adjustability as before, but only needs to adjust them once instead of having to change every individual setting.

Rain Mode

Rain Mode is the default safety mode for slippery riding conditions such as rain, reducing the maximum power to 105 PS, equaling maximum traction control, smoothest throttle response and reduced power. The MTC is always on and the ABS is always in Street.

Street Mode

This is the go-to mode for daily riding, offering full power, default throttle control, and a level of traction control suitable for street riding. Of note, a limited amount of front wheel lift is allowed.

Sport Mode

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When you want to make the most of the R on the street, Sport Mode delivers full power, a more direct throttle control, traction control that allows slight wheelspin and also enables the front wheel to leave the ground for maximum acceleration.

Custom Mode

One Custom Mode is standard, which allows the rider to duplicate an existing ride mode and quickly change it. Whether riders want to make pre-set adjustments at the press of a button, or have preferences in changing conditions, it can be switched. When Track Mode is purchased, there are two additional custom modes available to promote maximum adjustability.

Track Mode (TA – Technical Accessory)

Track Mode includes MTC/Slip Adjuster, 5-level AWM (Anti-Wheelie Mode), Launch Control, Throttle Response, Lap Timer, and Telemetry and improves readability on the circuit, where icons and key data are displayed larger and secondary information is not displayed. A large gear indicator fills the center of the screen, while the rev counter comes in from both left and right side toward the center for a clear view. It's designed to give the rider only what is needed when pushing to their limits. Quickshifter+ is available as an individual add-on or as part of the Tech Pack which includes the full range of Track Mode features as well as MSR and Cruise Control.

DEMO MODE

Demo Mode is featured on the KTM 990 DUKE R and is available for the first 1,500 km. This allows riders to experience the full suite of electronic packages on offer to make an informed buying decision on which Tech Pack suits them best.

ABS MODES

There are four ABS Modes featured as standard on the KTM 990 DUKE R. In addition to the existing Cornering ABS and Supermoto ABS, what's new are the Sport ABS and Supermoto+ ABS options that further encourage riders to push the limits.

In particular, Sport ABS allows riders to be more aggressive before intervening, which lets them brake harder and allows more brake pressure at higher lean angles, also keeping Cornering ABS functionality. Rear wheel lift intervention is reduced, keeping brake pressure on the front until excessive front wheel slip is detected.

Plus, the new Supermoto+ ABS setting allows the rider to lock the rear wheel for a limited amount of time and also allows for approximately 8 degrees of sideways slide angle. The ABS function remains active on the front wheel, but functionality is limited on the rear wheel. Rear wheel lift-up detection is disabled, which means that lifting of the rear wheel is allowed and keeping brake pressure on the front until an excessive front wheel slip is detected. Cornering ABS functionality is also disabled, which further puts the rider in control and allows advanced riders to brake harder before ABS activates.

MAP NAVIGATION

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Route Planning, Active Guidance, and a Map View make navigation effortless on the 2025 model, inclusive of five different languages (DE, IT, ES, FR, EN), metric or imperial units, and a customer default settings menu to add to the experience.

LED HEADLIGHT

An evolved LED headlight design made its way onto the KTM 990 DUKE and it can once again be found on the R version. Composed of a mixture of lightweight glass fiber plastic to increase stability, the KTM logo is also prominently displayed in a chrome effect.

Located along the edges of the headlight, the Position and Daytime Running Lights are auto adjustable for intensity depending on the ambient light conditions, via a light sensor 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 conditions.

Another addition is that the new headlight also now allows for a wider angle of stray light, which means that when conditions become darker, riders are able to see more of the road with improved, broader lighting.

ERGONOMICS

Updated new ergonomics result in a slightly higher center of gravity. Both the seat height and ground clearance are 15 mm higher, which is a result of longer suspension travel with a steeper swingarm angle that allows around 3 degrees more lean angle.

The KTM 990 DUKE R has been designed to feel as compact as possible, while accommodating a wide range of riders. The ergonomics also inspire a full day of riding, with lower stresses to the rider thanks to the rider triangle updates. It inspires confidence and is developed with the goal of being most dominant bike in its segment – the lightest, toughest, most performance-focused mid-class Naked.

SEAT

Focused as a single seat motorcycle, together with a pillion seat cover, the R maintains the same seating position as the KTM 990 DUKE, although with an increased height of 840 mm (up from 825 mm) due to the upgraded suspension. It ensures a comfortable, yet sporty riding experience. A pillion seat and footpegs for passengers can be fitted as an optional extra.

FOOTPEGS

Rider footpeg placement has been revised in order to answer the needs of KTM 990 DUKE R riders, more aggressive in its stance for a distinctive feeling. Compared to the KTM 990 DUKE, they are now 33 mm backwards, 12,5 mm upwards, and there is an additional 10 mm of footrest boot space. Pillion footrests are not fitted standard on the motorcycle.

HANDLEBAR

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A tapered aluminum handlebar at 760 mm wide provides an active riding position, adjustable in four positions (two on the triple clamp and the other two by rotating the risers). The R's handlebar visually appears straighter, which is a result of being flatter than the KTM 990 DUKE handlebar. It is 21 mm forwards, 10 mm lower, and sits 2 degrees rearward, effectively guaranteeing better front-end feel.

KTM POWERPARTS

The KTM 990 DUKE R is packed with high-end, state of the art components, and for those looking to take that step to the next level, a full range of KTM PowerParts are available and feature purposely-crafted READY TO RACE accessories.

KTM POWERWEAR

A dedicated range of KTM PowerWear has been developed to give KTM 990 DUKE R riders the confidence needed to push the limits on both road and track. We're all about helping riders look and feel the part.

For more information, visit KTM.com.

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