

2025 KTM 1390 SUPER DUKE GT

The 2025 KTM 1390 SUPER DUKE GT receives its most significant transformation yet, building upon its position as the most radical Sport Tourer in its category, combining outstanding performance and long-distance capabilities that have been further built upon for the new model year. In the simplest of terms, the core of the SUPER DUKE GT will always be incredible dynamism.

THE GT GOES BEYOND

Since its initial release in 2016, the SUPER DUKE GT remains the most extreme bike in its segment, with the ADRENALINE EXPRESS tagline at its core. This striking new evolution raises the bar further than ever before, managing the balance between a wild riding experience and the ultimate in comfortability. Its sharper, more compact appearance speaks volumes – the best, just got even better.

DESIGN

Refined from front to rear, the design team has gone to work on every angle while also ensuring that superior ergonomics between rider and machine are a paramount focus. The goal was to ensure riders could spend days in a row touring the roads, while also enabling the opportunity to unleash its performance on track. Boasting a lower profile and emphasizing its more compact chassis, the KTM 1390 SUPER DUKE GT is more muscular and aggressive than ever before. An all-new LED headlight unit, new tank spoilers, and a reduced subframe cover helps to eliminate the brake light (now integrated within the turn signal indicators). The bodywork is a style element, which performs an important ergonomic function. The end result is a sharper, more pure Sport Tourer from KTM.

FUEL TANK

The sleek new fuel tank has been redesigned to hold 19,5 liters (reserve included), and it has a competitive fuel consumption of 6,1 l / 100 km. Combining performance with economy, the 2025 KTM 1390 SUPER DUKE GT will power you to your chosen destination as efficiently as it gets, while being shaped to promote ultimate performance.

SUSPENSION AND CHASSIS

Based upon the existing KTM 1390 SUPER DUKE R EVO, it receives the same significant updates to meet its purpose, the 2025 KTM 1390 SUPER DUKE GT has increased torsional stiffness and with a lower center of gravity over the outgoing model, offering optimal front tire feedback. Stability combined with an agile, sporty handling character have been achieved, further enhanced by the fitment of latest generation WP Semi Active Technology (SAT) suspension components. A WP steering damper also complements the package.

KTM SPORTMOTORCYCLE GMBH

Stallhofnerstraße 3, 5230 Mattighofen, Austria T: +43 77 42 / 60 00 F: +43 77 42 / 60 00-303 ktm.com

EUR Bank Account: Deutsche Bank Wien

IBAN: AT52 1910 0000 3801 8001

BIC: DEUTATWW

USD Bank Account: HSBC Trinkaus & Burkhardt

IBAN: DE92300308804878217034

BIC: TUBDDE33

UID-NR.: ATU 636 409 56 FN: 295902 a Ried im Innkreis



INNOVATIVE WP SEMI-ACTIVE TECHNOLOGY SUSPENSION

Featuring the most advanced suspension system on the market, the KTM 1390 SUPER DUKE GT is fitted with latest generation WP Semi-Active Technology (SAT) suspension front and rear. Incredibly sensitive and more reactive than its predecessors, the electronically controlled magnetic valves provide variable damping with a wide range of adjustability – from maximum comfort to track-ready stiffness and support. The Suspension Control Unit (SCU) adapts damping rates in real time to match the riding surface and rider onboard, based upon information relayed via stroke sensors and the IMU. Settings can be altered through the dashboard and the standard modes included are Auto (adapts damping automatically to the riding style), Sport, Street, or Comfort. Track and Pro Modes are optional, which allow riders to customize their set-up beyond the base settings, plus there is also an Anti-Dive option available.

The WP APEX SAT fork features a new patented thru-rod construction, which places all sensors on the compression fork leg (right side). It is 750 g lighter than the previous generation WP SAT fork, featuring a 34 mm Open Cartridge design. There's a new oil displacer for reduced volume and liquid balance, which improves rebound response. Adding to the excellent, more precise and consistent damping behavior at higher frequencies, the semi-active technology uses new PWM (Pulse Width Modulation) sensors that offer finer and more responsive signals that measure both stroke travel and stroke acceleration.

At the rear, the WP APEX SAT shock's damping is electronically controlled pre-load adjuster. Its design is improved with Dual Compression Control (DCC), inclusive of a semi-active valve. The new SUPER DUKE GT-specific valve has an increased focus on performance, while benefiting from reduced pressure and sealing friction. A new sensor in the shock base measures travel and acceleration, providing improved data quality for a more precise valve actuation. Geometries can be selected between soft, standard, and high via the pre-load adjustability.

FRAME

With a concept to use the engine to elevate torsional stiffness – now 3 x more than the outgoing KTM 1290 SUPER DUKE GT – and combined with a lower center of gravity, the KTM 1390 SUPER DUKE GT is more direct and precise when it comes to corner entry, without compromising stability. In fact, stability has been improved following an extensive testing program to refine the stiffness value between the frame, swingarm, triple clamps, and fork, all with the target of optimizing front tire feedback. The character is also stable at extreme lean angles, while mid-corner corrections are made easy by the bike's agility. Geometry has been developed to improve its street riding character, while considering the balance between comfort and important track day use – the aim was to create what is a super-fast road bike with legitimate track ambitions.

SWINGARM

KTM SPORTMOTORCYCLE GMBH

Stallhofnerstraße 3, 5230 Mattighofen, Austria T: +43 77 42 / 60 00 F: +43 77 42 / 60 00-303 ktm.com

EUR Bank Account: Deutsche Bank Wien

IBAN: AT52 1910 0000 3801 8001

BIC: DEUTATWW

USD Bank Account: HSBC Trinkaus & Burkhardt

IBAN: DE92300308804878217034

BIC: TUBDDE33

UID-NR.: ATU 636 409 56 FN: 295902 a Ried im Innkreis



In comparison to the previous KTM 1290 SUPER DUKE GT, the braced single-sided swingarm has remained unchanged, still providing minimal weight while offering exceptional torsional and axial stiffness. Again, lean angle stability, as well as feedback from the rear wheel are of the essence. The swingarm pivot is specifically positioned for a neutral anti-squat behavior, adding balance under acceleration.

FORGED ALUMINUM TRIPLE CLAMP

Lightweight forged aluminum triple clamps are fitted, with a 32 mm offset remaining unchanged. Additionally, an aluminum steering column is used to further reduce weight.

WHEELS AND TIRES

Using an engineering and design process that includes digital simulation that targets optimal strength/stiffness, combined with material properties that calculate the lightest possible shape, the rims are the same as the MY23 KTM 1290 SUPER DUKE GT model. New Michelin Power 6 tires with dual compound technology are fitted, 1.2 kg lighter than the previous specification, and boasting enhanced straight line/cornering grip.

Front-wheel size: 17"/ 6,00"

Rear wheel size: 17"/ 3.5"

Tire Size:

120/70 – ZR17

190/55 – ZR17

A new Tire Pressure Monitor System (TPMS) with improved functionality now allows riders to set a custom pressure for track riding with an automatic adjustment of the warning threshold, while also enabling the definition of a second wheel set.

BRAKES

New Brembo braking systems are featured at the front and rear, including a new Brembo brake master cylinder that is self-venting and eliminates the need for brake bleeding. The front brakes are four-piston Brembo Stylema monoblock calipers with 320 mm floating discs, while the rear brake uses a twin piston floating caliper and a 240 mm disc. A new MCS (multi-click-system) hand brake lever enables increased adjustability with options of 19, 20 and 21 ratios. Cornering ABS and Supermoto ABS, as well as the new Supermoto+ ABS and Sport ABS modes add to both performance and safety.

CLUTCH

KTM SPORTMOTORCYCLE GMBH

Stallhofnerstraße 3, 5230 Mattighofen, Austria T: +43 77 42/60 00 F: +43 77 42/60 00-303 ktm.com

EUR Bank Account: Deutsche Bank Wien

IBAN: AT52 1910 0000 3801 8001

BIC: DEUTATWW

USD Bank Account: HSBC Trinkaus & Burkhardt

IBAN: DE92300308804878217034

BIC: TUBDDE33

UID-NR.: ATU 636 409 56 FN: 295902 a Ried im Innkreis



An updated Brembo clutch cylinder and handlebar fitting has also been applied, resulting in improved venting of the system. It is also self-venting, removing the need to bleed the hydraulic system.

ENGINE

The new KTM 1390 SUPER DUKE GT shares the engine of the 1390 SUPER DUKE R EVO, with the latest version of the LC8 engine aiming to continue with its torquey, powerful, exciting character. Producing an output of 190 PS and 145 Nm of torque via the quick turn throttle twist grip, it delivers instant performance whenever the throttle is opened, while keeping weight at its absolute lowest in a bid for the best power-to-weight ratio. The engine displacement is 1350 cc – courtesy of a 110 mm bore – and a new CAMSHIFT was integrated on the cylinder heads for separate valve lifts depending on the rpm range. A more robust alloy material has been adopted on valve seats, cooling has been made more efficient, and the radiator is 40 mm wider. It has increased power and torque throughout but allows for a fuel map that enables it to meet emission regulations and EURO 5+ homologation. A redesigned airbox reduces stack height through shorter throttle bodies, with the ram air now placed centrally, while the top feed injector has been turned by 90° provides better atomization of fuel-air mixture at high rpm. Serviceability wasn't overlooked, with increased service intervals doubled to 60,000 km (up from 30,000 km).

GEARBOX

Revised gearing in 5th and 6th gear allows for better use of the rpm range in higher gears. They have both been shortened, which means that they are no longer considered to be overdrive gears for cruising at moderate speeds. The new gearing results in a more READY TO RACE motorcycle.

EXHAUST

Large diameter header pipes (front 54 mm, rear 60 mm) are utilized for optimized flow on the new KTM 1390 SUPER DUKE GT. The rear is larger to compensate for the longer length, and two catalyzers control the emissions to ensure required values are met.

EMISSIONS AND CONSUMPTION

The KTM 1390 SUPER DUKE GT is EURO5+ compliant with a fuel consumption of 6,1 L / 100 km. It combines performance with economy, producing only 142 g/km of CO₂.

TECH

A state-of-the-art electronics package takes center stage on the KTM 1390 SUPER DUKE GT, boasting top-level rider aids. The redesigned electronics platform with a less complex wiring harness includes a new Body Control Unit (BCU) that regulates and distributes power to other control units/electrical loads such as the lighting system, radiator fans, fuel pump and sensors.

KTM SPORTMOTORCYCLE GMBH

Stallhofnerstraße 3, 5230 Mattighofen, Austria T: +43 77 42 / 60 00 F: +43 77 42 / 60 00-303 ktm.com

EUR Bank Account: Deutsche Bank Wien

IBAN: AT52 1910 0000 3801 8001

BIC: DEUTATWW

USD Bank Account: HSBC Trinkaus & Burkhardt

IBAN: DE92300308804878217034

BIC: TUBDDE33

UID-NR.: ATU 636 409 56 FN: 295902 a Ried im Innkreis



Options include Engine Brake Control, five-stage adjustable Anti-Wheelie Mode (plus the capability to turn it Off), Cornering MTC (Motorcycle Traction Control), Quickshifter+ to assist up and down shifts, MSR (Motor Slip Regulation) – each operated in association with the electronic ride-by-wire system. Adaptive Cruise Control (ACC), fitted as a standard accessory, highlights the bike's Sport Tourer stance, which can be easily adjusted via the handlebar paddle buttons, as can a new pillion seat heating switch.

TFT DISPLAY

An 8.88-inch (H88) TFT touchscreen has been introduced, complete with USB-C phone charging and an abbreviated menu structure. It has a bonded glass display that ensures optimum scratch and glare resistance, with functionality at a premium with improved readability. Relevant safety features are integrated into the dashboard, with Lean Angle data also a new addition to the favorites area. A pure, READY TO RACE experience is achieved, with alerts and warnings easily accessible. All features are available at the touch of a button via handlebar switches that underline the premium look and feel of the bike. The KTMconnect smartphone app can be connected via Bluetooth for navigation, listening to music, and for making phone calls. For the full information on the TFT Dashboard [CLICK HERE](#).

RIDE MODES

Ride Modes have been completely reworked on the KTM 1390 SUPER DUKE GT, giving the rider more feedback about the engine, while traction control is less intrusive across the board, and anti-wheelie is smoother in its application. The usual Rain, Street and Sport Modes are standard, while one all-new Custom Mode is also standard. Two additional Custom configurations and a Track Mode are available as optional extras, adding to its personalization capabilities. A Demo mode permits customers to experience all optional software free of charge for a limited number of kilometers (1,500 km). After that, the owner can make an informed buying decision on which package suits them best and can be purchased by an authorized KTM dealer at any time. Important to note is that certain functions can be purchased on their own, and do not need to be purchased in the entire Tech or Track Pack options.

Rain Mode

As the default safety mode for slippery riding conditions, Rain mode offers maximum traction control, smoothest throttle response, and reduced power at 130 PS. The system aims to keep the front wheel on the ground under all conditions.

Street Mode

The go-to for daily riding, Street mode produces full power, default throttle control, and a level of traction control that is suitable for street riding. Some front wheel lift is allowed when making this selection.

KTM SPORTMOTORCYCLE GMBH

Stallhofnerstraße 3, 5230 Mattighofen, Austria T: +43 77 42/60 00 F: +43 77 42/60 00-303 ktm.com

EUR Bank Account: Deutsche Bank Wien

IBAN: AT52 1910 0000 3801 8001

BIC: DEUTATWW

USD Bank Account: HSBC Trinkaus & Burkhardt

IBAN: DE92300308804878217034

BIC: TUBDDE33

UID-NR.: ATU 636 409 56 FN: 295902 a Ried im Innkreis



Sport Mode

Sport mode delivers full power, more direct throttle control, and a traction control setting that allows for a slight amount of wheelspin. Enabling riders to target maximum acceleration, the front wheel is able to leave the ground.

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)

The readability of the dash is improved in Track Mode, where icons and key data are enlarged, while secondary information isn't displayed. Anti-wheelie can be switched off, plus Launch Control is available, however, there is no radar functionality in favor of focusing on the pure essence of speed. Cruise-control is disabled and slip-adjust is the default for the paddles on the left switch cube. A Performance setting is also optional.

ABS MODES

Riders will benefit from four ABS Modes as standard on the 2025 KTM 1390 SUPER DUKE GT, with Cornering ABS and Supermoto ABS now joined by the new Supermoto+ ABS and Sport ABS modes. All four encourage riders to push toward their limits in the mountains or when going against the stopwatch on track.

Cornering ABS adapts dependent on lean angle and allows riders to use the full power of their brakes even in corners. Supermoto ABS enables riders to lock the rear wheel for deliberate slides and cornering function is disabled, putting the rider in total control.

For MY25, Supermoto+ ABS enables the rider to lock the rear wheel for a limited amount of time as and when required, with a slide control function up to a maximum of 8 degrees. The ABS function remains active on the front wheel, but activation 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 functionality is also disabled, which allows advanced riders to brake harder before ABS activates.

In addition, Sport ABS allows riders to be more aggressive before intervening, keeping cornering ABS active which lets them brake harder and allows more brake pressure at than in Road ABS Modes. Rear wheel lift intervention is reduced, keeping brake pressure on the front until excessive front wheel slip is detected.

MAP NAVIGATION

KTM SPORTMOTORCYCLE GMBH

Stallhofnerstraße 3, 5230 Mattighofen, Austria T: +43 77 42/60 00 F: +43 77 42/60 00-303 ktm.com

EUR Bank Account: Deutsche Bank Wien
USD Bank Account: HSBC Trinkaus & Burkhardt

IBAN: AT52 1910 0000 3801 8001
IBAN: DE92300308804878217034

BIC: DEUTATWW
BIC: TUBDDE33

UID-NR.: ATU 636 409 56 FN: 295902 a Ried im Innkreis



Offline Map Navigation is standard. Route Planning, Active Guidance, and a Map View make navigation effortless, inclusive of five different languages (DE, IT, ES, FR, EN), metric or imperial units, and a custom default settings menu to add to the experience. This is also navigated via the touchscreen function on the dashboard.

LED HEADLIGHT

An aggressive new headlight design has been evolved on the KTM 1390 SUPER DUKE GT, inclusive of two central LED light units – a high performance, automatic Low beam and a projector High beam that is rider-activated – with a larger field of view and improved near field illumination. A new signature daytime running light (DRL) adjusts its intensity based upon the ambient conditions.

The headlight is a primary point of the new essence of the MY25 bike, composed of a glass fiber plastic material that results in a lightweight component, while still maximizing stability.

LED cornering lights have been completely redeveloped and are located on the side fairings, featuring three segments that adjust according to the lean angle. Plus, headlight animation is new, with a Start-up LED sequence and Coming Home Light, which remains on once the bike is turned off for either 20 or 40 seconds depending on preference.

Turn and stop signals are now integrated, which reduce weight and streamlines the bike's shape, while an Adaptive Brake Light is optional and flashes if the brake pressure is above a specific level (not available for the U.S. specification model).

ERGONOMICS

The KTM 1390 SUPER DUKE GT has an improved street riding character, while still being highly capable on track, and maintaining exceptional comfort. Its riding position first and foremost targets performance, with a fuel tank design and handlebar bends that support a fast-paced, aggressive riding style. The handlebars can be rotated forward for a straighter riding position, while the windshield can be set to a high position in order to further enhance its purpose as a Sport Tourer.

SEAT

Performance focused, but comfortable for all day riding, the seat height sits at 834 mm. Its passenger seat has been designed for real world use, actually usable for extended journeys for both rider and passenger together.

FOOTPEGS

KTM SPORTMOTORCYCLE GMBH

Stallhofnerstraße 3, 5230 Mattighofen, Austria T: +43 77 42/60 00 F: +43 77 42/60 00-303 ktm.com

EUR Bank Account: Deutsche Bank Wien
USD Bank Account: HSBC Trinkaus & Burkhardt

IBAN: AT52 1910 0000 3801 8001
IBAN: DE92300308804878217034

BIC: DEUTATWW
BIC: TUBDDEDD

UID-NR.: ATU 636 409 56 FN: 295902 a Ried im Innkreis



Footpeg placement with intent means that they offer as much lean angle clearance as anyone dare to take – again suitable for both road and track.

HANDLEBAR

Its aluminum handlebar is 796 mm wide and can be rotated for more sports-orientated riding or touring. The 2025 KTM 1390 SUPER DUKE GT's handlebar adjustability can be set front or rear between a margin of 22 mm.

KTM POWERPARTS

The KTM 1390 SUPER DUKE GT can be customized beyond its high-performing base with a full range of KTM PowerParts that are available as READY TO RACE accessories, purposely crafted for the MY25 model.

KTM POWERWEAR

Dedicated KTM PowerWear has also been developed for MY25 KTM 1390 SUPER DUKE GT riders, helping riders to look and feel the part. Resulting in increased confidence and with protection at its core, the options span far and wide.

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

KTM SPORTMOTORCYCLE GMBH

Stallhoferstraße 3, 5230 Mattighofen, Austria T: +43 77 42/60 00 F: +43 77 42/60 00-303 [ktm.com](https://www.ktm.com)

EUR Bank Account: Deutsche Bank Wien

IBAN: AT52 1910 0000 3801 8001

BIC: DEUTATWW

USD Bank Account: HSBC Trinkaus & Burkhardt

IBAN: DE92300308804878217034

BIC: TUBDDE33

UID-NR.: ATU 636 409 56 FN: 295902 a Ried im Innkreis

