

READY TO RACE  
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# RC 390

MEDIA LAUNCH 2014



**KTM**



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# RC 390

MEDIA LAUNCH 2014

## READY TO RACE

— far from a hollow marketing slogan, KTM's claim is an honest commitment constantly brought to new life at the company's headquarters in Mattighofen, Austria. And not only the company and its staff let themselves be guided by this slogan; each and every motorbike to leave the KTM factory floor — no matter which kind or how big its engine is — fulfils the expectations that customers all over the world attach to KTM products: the claim to offer genuine racing potential.

The latest example, and justifiably so, is the new KTM RC 390. It is the flagship model of the new RC series and it completes the street range which helped KTM to become No. 1 of the European motorcycle manufacturers. With the RC 390 the dynamic Austrian maker ties in to its Grand Prix racing success. After all, tomorrow's MotoGP pilots are using the Cup version of the RC 390 already this season to fight for points and podiums in the German ADAC Junior Cup. With the production version, the Austrians launch a fascinating sport bike in the lower displacement spectrum of the market without a single ounce too much but with racing flair in abundance — if there could be such a thing as 'too much' of it.

Its profile: a full fairing, a graceful trellis frame, upside-down front forks, a radial calliper on a huge brake disc, diecast alloy swingarm, a bold trellis swing arm and sparsely treaded low section tires on extremely light alloy wheels. Completed by a high-revving four-stroke single cylinder that has punch as well as great refinement. All of this delivered in a perfect ergonomic package with surprising good everyday practicality.

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# RC 390

## INTRODUCTION

It was only four years ago that KTM CEO Stefan Pierer announced a model initiative for the street bike market in the segment below 400cc. The triumph in this segment began with the bestselling 125 DUKE and was continued to great success with the 200 DUKE and 390 DUKE models. KTM is committed emphatically to the supposedly smaller classes, not just because of its belief that light and agile motorbikes will always stay in demand. The people in Mattighofen are also convinced that besides the great icons of the KTM range, there should always be especially affordable machines that anybody can handle with ease and which should be no less attractive and fascinating. This applies to the traditional motorcycling countries in Europe and North America as well as the rising markets of Asia, India and South America. Not least because of this conviction, KTM founded an intense cooperation with the Indian firm Bajaj Auto Ltd. in 2008, with whom the first result of the partnership has been with the successful 125 DUKE. Since then, all KTM street models of less than 400cc are built in collaboration with this partner. The motorcycles are developed in Mattighofen, Austria, where more than 300 employees that are highly qualified and passionate about motorcycles work in one of the most sophisticated research and development centres in the industry. They're then assembled in a plant no less sophisticated in Pune, India, before being shipped back to Austria for quality assurance and distribution.\* The incomparable quality and equipment of the models, their downright unbeatable value-for-money and immense market acceptance clearly demonstrate the benefits of this highly effective development and production process. And just like the successful offroad bikes of the lower displacement classes, the engineers from the KTM design department take the same level of care and professional attitude on the RC models as they would if they were designing machines such as the 1290 SUPER DUKE R, 1190 ADVENTURE or 1190 RC8R. After successfully entering the Moto3 World Championship in 2012, KTM won the title the first year out and the following year, too. The logic to add street legal supersport bikes to the model range which benefit from this racing time experience while transferring the excitement of the Grand Prix scene to the road was natural. It therefore became the top design priority for the new RC series to create attractive and top quality sport bikes with great charisma thanks to their racing heritage and styling, high-tech equipment and performance. But just as important was to match these attributes by offering supreme rideability, great reliability and being affordable as well as easy to maintain. This excitement and capability is already displayed by the RC 390 in this year's first season of the "ADAC Junior Cup powered by KTM".

\*only models for the European market



The first glance at the bodywork will tell you that the RC 390 has inherited its genes from racing. Here as well as there, form follows function which can be seen in every detail. On the other hand, everything not essential for the official approval and homologation was omitted. The racing DNA is especially obvious on the rear: a subframe and a seat with an integral handle – that's it. What you remember are the clear lines and surfaces of a beautifully drawn machine whose appearance is described in three words: aggressive, uncompromising, reduced. The KTM claim 'READY TO RACE' is tangible and recognisable right down to the most minute details. With his highly sophisticated work on the RC 390, designer Gerald Kiska has once again set new standards without deviating from the unmistakable KTM design philosophy his team has been successfully developing for decades. The RC 390 combines seminal design with innovative technology and maximum performance in an inimitable manner.

# RC 390

## CONCEPT

The huge success of the naked bike 390 DUKE has long since proven it: if a fully-fledged motorbike with modern technology and cutting edge styling touches the hearts of the riders, then its success cannot be stopped; no matter how much displacement or which market segment. With the new, fully faired RC 390, KTM adds a machine in the same class and with the same kind of potential but with a completely different character. A supersport bike that comes directly from the race track. A beautiful bike with distinctive looks that are determined by a characteristic design and an unmistakable language of form. A true KTM, radiating plenty of charisma thanks to its race oriented concept, high-tech equipment and impressive performance while simultaneously being easy to ride, incredibly reliable, highly affordable and easy to maintain. At the same time, the RC 390 delivers optimum rideability, convincing real-world credentials and top safety features. And last but not least, this is a bike entering the supersport realm which could hardly be priced more reasonably. In all of that, the RC 390 is a wheel's length ahead of all of its few competitors in nearly all measurable criteria.

The new RC 390 is a fascinating piece of sport equipment because it is the street legal version of the very racing machine used by the MotoGP racers of tomorrow to fight for fame and points in the German "ADAC Junior Cup powered by KTM". The same technology, the same performance, the same looks. The concept speaks for itself: a motorbike with the weight of a 125 but the power and performance of a veritable sport bike. The state-of-the-art DOHC single weighs in at a mere 36 kg and is extremely compact thanks to fine design details like vertically stacked transmission shafts. It is no surprise that the RC 390 boasts the best power-to-weight ratio in its class. Thanks to a four-valve cylinder head with DLC coated finger followers, dry sump lubrication with dual scavenger pumps and a three-way catalytic converter, this four-stroke single has all it needs to deliver its 32 kW (44 hp) of maximum power with impressive refinement, convincing reliability and great environmental credentials.



The chassis easily copes with the resulting performance. Besides the ultra lightweight but exceedingly strong trellis frame, a major part of the credit must go to the top quality suspension components by WP Suspension, as well as the braking system with disengagable ABS, developed in close cooperation with Brembo. This means the highest levels of precision, full control and maximum safety are standard – another reason why the easy-to-direct, exceedingly agile RC 390 is an ideal sport bike for any day of the week. No matter if you are a racing rookie, the owner of a restricted licence (A2), a returning rider with petrol flowing in your veins or an experienced sport rider with a penchant for understatement.



# RC 390

## CONCEPT

As the RC series flagship, KTM launches a highly attractive sport bike for young riders and those that remain young-at-heart with the new RC 390. Distinguished by first-rate high-tech components, the fully faired racer has a superior power-to-weight ratio and unprecedented agility and extreme lean angles. In addition, it is powered by the same sophisticated, powerful and reliable engine as the 390 DUKE. In both models, the short-stroked, liquid-cooled DOHC four-valve single with electronic fuel injection has an incredible response, robust power delivery and great refinement. Perfect conditions for a true racing feel, combined with convincing real-world credibility.

However, the frame of the RC is designed rather differently. Combining cutting-edge precision with perfect stability at any speed, while the ultra-lightweight network of robot welded steel tubes may remind some of the proven trellis frame of the Duke, its geometry is critically different in order to fully live up to the ergonomics and riding characteristics of a genuine racer. A steeper steering head, shorter trail and shorter wheelbase give the RC 390 a playful handling and true race track capability.

Less suspension travel and more aggressive suspension tuning are further differences that set the RC apart from its naked counterpart. At 43 mm, the amply sized WP Suspension upside-down front forks have the same diameter stanchions as those of the KTM Superbike 1190 RC8 R and add genuine racing equipment to ensure maximum stability and precision. Developed together with Brembo, the braking system includes a 300 mm front brake disc and ABS as standard – in this segment, an unparalleled quality feature for maximum safety. At 110/70ZR17 front and 150/60ZR17, even the tires have a racing size format.



With the RC 390, KTM has built a supersport street bike to outstrip what few competitors it has in almost all appreciable criteria with its powerful engine and perfectly balanced chassis. For customers willing to enhance the racing potential of their machine even further, KTM offers an accessory race kit from the KTM PowerParts range.

**SPORT.**  
**EVERYWHERE.**

## RC 390

EXPERT TALK:  
SEBASTIAN SEKIRA

## WHEN DID THE DEVELOPMENT PROCESS OF THE RC MODELS START?

In November 2011, we had in mind a first rough concept (technical and design sketches).

## WHERE DID THE TESTING OF THE RC 390 TAKE PLACE: ON OPEN ROADS OR RACE CIRCUITS?

We tested on the open road in Austria, Germany, Spain, India, Sardinia and Tenerife as well as on race tracks in Spain and Italy. Furthermore, we performed tests on special tracks which are adapted to the needs of motorcycle development, including handling parcours, slalom tests, bad road tests, low  $\mu$  tracks.

## THE RC AND DUKE CHASSIS ARE VERY SIMILAR. IS THE RC AN ADAPTION OF THE DUKE OR HAS IT BEEN A COMMON PLATFORM DESIGNED FOR BOTH MODELS SINCE THE BEGINNING OF THE PROJECT?

We already thought about a full-faired model while developing the 125 DUKE. In the end, there are only a few parts that remained the same. Many other parts are quite similar, but have been adapted to the needs of a full-faired bike.

## WHICH CHANGES DOES THE RC CHASSIS FEATURE AND WHAT ADVANTAGES DOES IT PROVIDE COMPARED TO THE DUKE?

Frame geometry - steering head angle; Suspension - less travel front and completely different setting; Packaging - to provide seat position and fairing, many parts got new positions in the motorcycle structure (E-E parts, tank, sub-frame design); Ergonomy - longer tank, footpeg and handlebar position, new pillion seat concept; Front mask structure - contains dashboard, fairing and mirror fixations.

## IS THE RC 390 FASTER THAN THE 390 DUKE?

The top speed of the RC 390 is higher due to an clearly improved aerodynamic.

## WHAT IS THE TOP SPEED OF THE RC 390?

I did 175 km/h ... ;-) but in general the RC 390 is limited at 160 km/h.

## WHICH RIDER SIZES (HEIGHT AND WEIGHT) ARE THE RC ERGONOMICS AND SETTINGS OPTIMAL FOR?

The development objective was a wide range of rider heights and weights. This goal was accomplished by a low seat height and sufficient space also for tall riders. We took the data from our test riders who measured between 1.65 m (60 kg) and 1.90 m (95 kg).

## IN YOUR OPINION, WHICH ARE THE 3 MOST IMPORTANT TECHNICAL ADVANTAGES OF THE RC 390, COMPARED TO THE AVERAGE OF ITS SEGMENT?

Other competitors have lower displacement and/or bigger and heavier two cylinder engines. The RC 390 is the most compact, lightest, strongest and fastest full-faired bike in its class.

- 1.) Strong engine in small chassis
- 2.) Sporty suspension and ergonomy
  - > true sports bike, still everyday commuting ability
- 3.) KTM quality and design



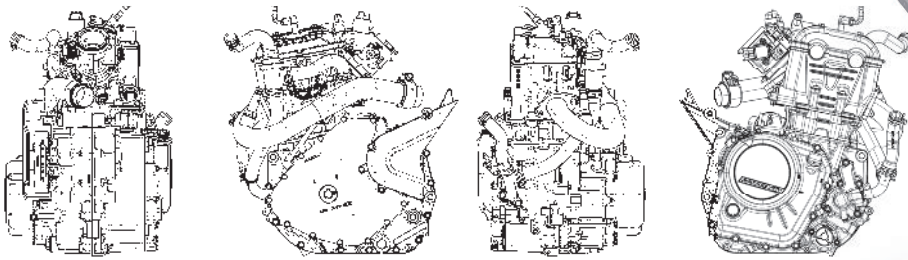
SEBASTIAN SEKIRA  
(HEAD OF KTM STREET DEVELOPMENT)





**ENGINE**

**RC 390**



The 390 DUKE has already proven in an impressive manner just how much riding enjoyment a 375cc four-stroke single can provide. As refined as it is powerful, the Austrian power-plant propels the bike vehemently from turn to turn with a commanding punch. KTM has transplanted this highly modern engine into the brand new RC 390 where it can convert its potential into remarkable performance and maximum dynamism thanks to the RC package and its aerodynamic fairing. Riders who prefer lightweight, high performance supersport bikes who have been looking in vain for such a bike in this class are bound to find this model highly convincing. Incidentally, the new RC 390 is especially attractive for riders with a restricted A2 licence.\*

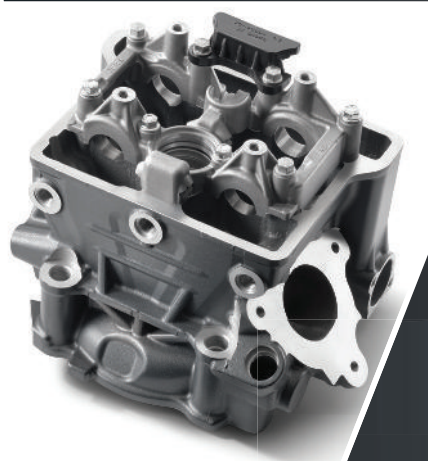
With a maximum output of 32 kW (44 hp) at 9,500 rpm and a maximum torque of 35 Nm at 7,250 rpm, the liquid-cooled short-stroke engine combines an instantaneous power delivery with great refinement while also delivering a fantastic and lightning-quick response all the way to the red line – the perfect combination for lively racing performance, paired with 100% everyday real-world practicality. In all this, the compact power pack weighs in at only 36 kg, supplying the RC 390 with the best power-to-weight ratio of its class. In addition, the engine benefits from technical delicacies like its four-valve cylinder head, forged piston, DLC coated aluminium followers, forced-feed lubrication with scavenger pumps, three-way catalyst and vertically stacked transmission shafts.

\* just in Europe

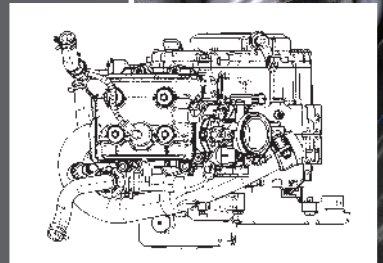
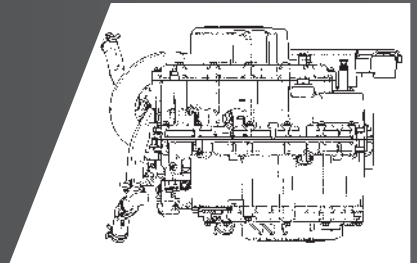
**ENGINE**

**RC 390**

**IN DETAIL**



**DOHC CYLINDER HEAD** The four valves within the alloy cylinder head of the RC 390 are actuated by two overhead camshafts via highly resilient aluminium finger follower – the exact same technology as in the Superbike 1190 RC8 R. This lightweight design not only tolerates extreme rpm, but thanks to the followers' ultra hard carbon coating has very little friction for even more power. Engine speeds above 10,000 rpm are not a problem to make sure the RC 390 stays one step ahead in acceleration duels more often than you might think. Large, 36.0 mm intake valves and exhaust valves with a 29.0 mm cross section ensure an optimum gas flow for plenty of low and mid-range torque.



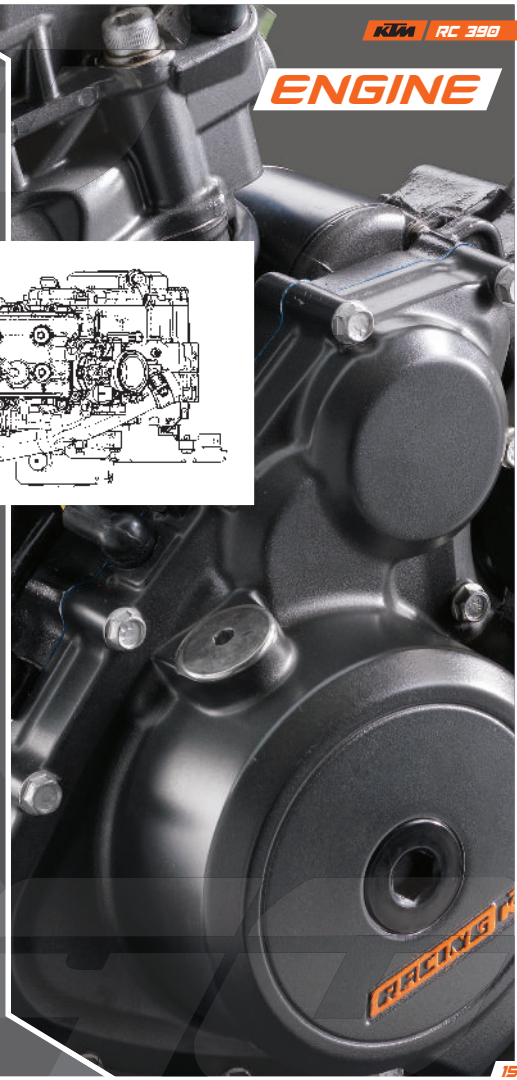
**FORCED-FEED LUBRICATION** The power-boosting forced-feed lubrication circuit with scavenger pumps reduces the friction of the crank drive, contributing to the rugged torque delivery.

**PISTON** The forged piston and the Nikasil cylinder coating ensure low friction and high wear resistance for great thermal and mechanical resilience. This ensures long-lasting top performance while reducing oil consumption.

**BALANCER SHAFT** A balancer shaft integrated into the engine cancels out the typical mass forces of single cylinder engines, eliminating unpleasant vibrations and ensuring an unusual degree of refinement.



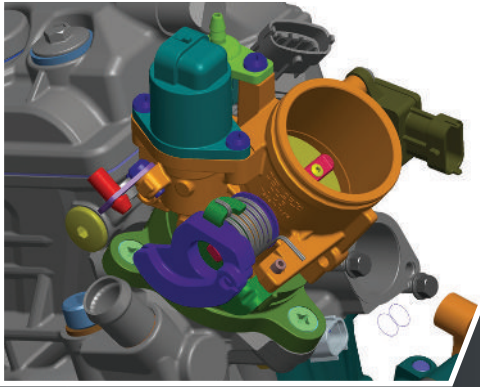
**CRANKSHAFT** Mounted in sleeve bearings, the crankshaft delivers a critical contribution to the engine's great and instantaneous response and power while minimising friction.





## RC 390

## IN DETAIL



**FUEL INJECTION** The electronic fuel injection also uses the cutting-edge technology of KTM's big bikes', while a large, 46 mm Dell'Orto throttle body clears the way for optimum charging of the combustion chamber. As a result, the fuel management ensures an instantaneous throttle response, an even and well-controlled power delivery combined with efficient use of energy.

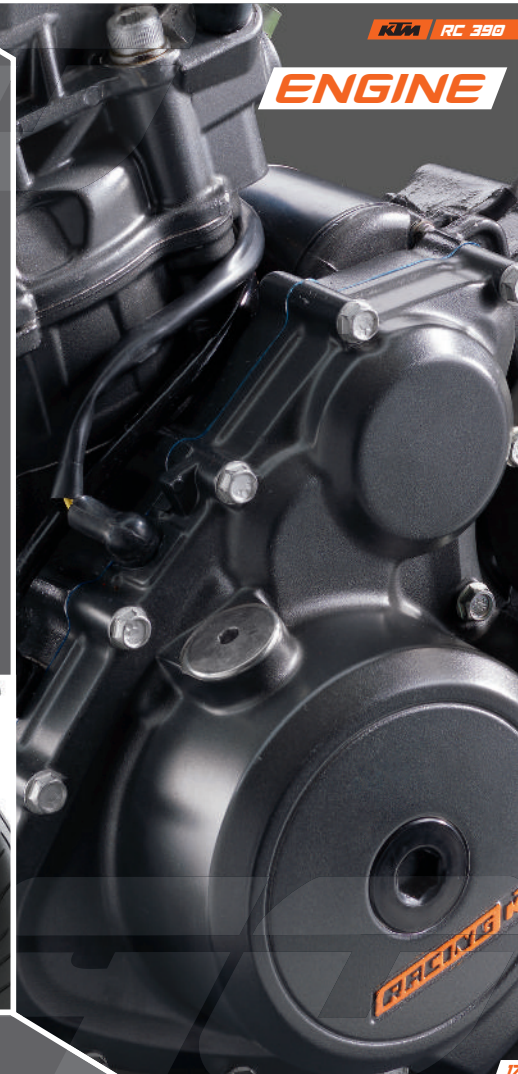
**ELECTRIC STARTER** The powerplant is started reliably with an electric starter motor supplied by a maintenance-free 12V battery with a capacity of 8 Ah.

**IGNITION** Interacting with the fully electronically controlled ignition system, with digital spark advance and three-way catalytic converter, the Bosch engine management system offers a high fuel mileage returns and minimal emissions at maximum performance.

**COOLING** The liquid cooling system with permanent pump recirculation and a large radiator integrated into the full fairing makes sure things never get too heated or out of control for the hot-headed engine.

**TRANSMISSION** The close-ratio, constant-mesh six-speed transmission shifts with little effort and extreme precision, offering the optimum gear ratio for any conceivable riding situation. This makes the gearbox not only great for aggressive riding, but also supports an economical riding style.

**CLUTCH** The RC 390's wet clutch makes perfect getaways from the traffic lights simple with its precise, light and easy action.



## CHASSIS

**FRAME** While the RC 390's ultra-lightweight network of robot welded steel pipes may remind some of the proven trellis frame of the 390 DUKE, its geometry is critically different in order to fully live up to the ergonomics and riding characteristics of a genuine road racer. A steeper steering head, shorter trail and shorter wheelbase give the RC 390 a playful handling and true race track capability. Made of thin walled steel pipe sections, the orange powder coated frame is distinguished by a well-balanced rigidity distribution and unmatched solidity.



» Front Fork



While going fast in a straight line can be fun, true sport riders know that only roads with plenty of turns offer a truly intense riding experience. That is why the KTM engineers focused on designing a lightweight and very compact supersport bike, destined for the twisties with its exceptional handling and remarkable agility.

The RC 390 offers amazing fun flicking it out from one corner into the next on a bike that manages to perfectly reconcile seemingly contradictory qualities: a low weight and maximum stability, extreme agility and razor sharp precision, a racing layout and low-fatigue ergonomics.

To create perfect conditions for limitless cornering fun on back roads and race tracks, the engineers gave the new RC 390 an ultra lightweight trellis frame, a diecast alloy swingarm, top quality suspension components made by WP Suspension and further premium components. Last but not least, the large ground clearance, the slim outline and the sticky tires allow impressive lean angles. This makes the RC 390 perfect for all young and young-at-heart bikers for whom supersport riding enjoyment is the measure of all things.



# CHASSIS

## RC 390



**SWING ARM** The diecast trellis swing arm is not only extremely lightweight but also exceedingly solid. Its torsional characteristics and rigidity have been tuned to perfectly match the trellis frame. In total, this rear suspension delivers excellent tracking combined with exemplary feedback.



**FRONT FORK** At 43 mm, the top quality and amply sized WP Suspension upside-down front forks have the same diameter stanchions as those of the KTM Superbike 1190 RC8 R, so it is genuine racing equipment to ensure maximum stability and precision. These beautiful forks with 125 mm of travel and a stiff racing set-up would also make a fine addition for any larger super sportbike and will catch any connoisseur's eye.



**TRIPLE CLAMP** The same can be said for the brand new, black anodised, forged aluminium triple clamps and racy clip-ons. The extreme torsional rigidity of the USD forks ensures a sensitive response, for a precise front suspension feel and crystal clear feedback to the rider.



**REAR SHOCK** Directly linked, the WP Suspension rear shock offers no less than 150 mm of travel, with a progressive spring and tenfold adjustable pre-load to compensate for different payloads and road conditions.

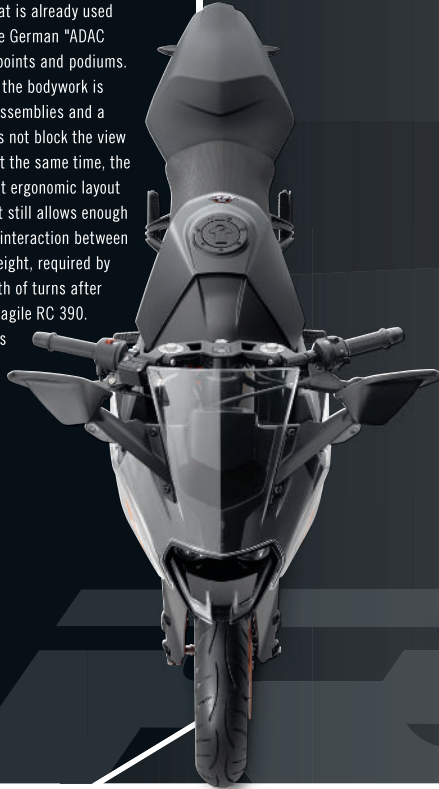


Rear Shock



# RC 390

Even at the first glance, the RC 390 makes it clear that its concept hails straight from the racetrack. After all, this is the street version of a bike that is already used by up-and-coming young riders in the German "ADAC Junior Cup" who battle for prestige, points and podiums. Despite the aerodynamic full fairing, the bodywork is distinguished by cleverly combined assemblies and a minimalist, functional style that does not block the view to essential technical components. At the same time, the rider benefits from a well thought-out ergonomic layout for an aggressive riding position that still allows enough freedom of movement to perfect the interaction between rider and machine. Quick shifts of weight, required by a committed riding style in a labyrinth of turns after turn, are easily accomplished on the agile RC 390. The bodywork's large contact patches support optimum control and transmit some crystal clear feedback from chassis and suspension.



**SEAT UNIT** The RC 390's 820 mm seat height ensures a safe standing level for the rider while being high enough for an aggressive riding style. The two-part seat offers first-rate supersport ergonomics and a level of comfort that will even accommodate long distance trips. The KTM designers have managed to integrate the seat perfectly into the sporty lines of the rear, even though it offers a full pillion seat. The result achieved is a slim racing rear whose authenticity is not even impaired by the delicate license plate holder.

**FUEL TANK** Specially designed for the RC 390, the brand new steel tank, which is hidden by a plastic cover, is perfectly embedded into the aggressive design of the machine, allowing the rider to draw his knees in tightly. At a ten-litre capacity, the tank volume allows for a remarkable range, even at a quick pace.



## BODYWORK



**HANDLEBARS & LEVERS** The layout of the clip-ons, rear-sets and foot and hand levers support a dynamic riding position. Thanks to these sporty ergonomics, the RC 390 is intuitively controlled, even when the pace gets hot – because everything is just in the right place.

**FAIRING** With an aggressive and truly unique styling, the RC 390's full fairing in a Moto3 look is not only responsible for a one-of-a-kind supersport style but also contributes to the impressive lean angle. When a sporty riding position is assumed, it minimises drag as well as wind pressure on a rider's torso and even helmet turbulence. The RC 390 is easily distinguished from its RC 125 sister model even at a distance by its side fairing finished in high gloss white.



## BRAKES & WHEELS

RC 390



Front Brake



Rear Brake

**BRAKES** Only the best ingredients should be good enough for the brakes of the latest supersport bike from Austria – for example braided brake lines and a radial fixed, four-cylinder calliper. Believe it or not, this high-tech brake chomps down without mercy on a

300 mm perforated brake disc bolted to the RC 390's front wheel. In the rear, there's a floating calliper troubling a 230 mm perforated disc. Both brakes have a precise action and, combined, they have no trouble at all taming the RC 390's low dry weight of only 147 kg.



Rear wheel with ABS sensor

**WHEELS & TYRES** In order to transfer the immense stopping forces of these generously sized discs to the tarmac, you need wide, sticky sport tyres. The RC 390 has them; its extremely light weight, die cast aluminium 17" wheels carry Metzeler Sportec M5 low-section radial tires with outstanding grip on dry and wet roads, as well as superior durability to which set a new standard in this class. Their dimensions of 110/70 ZR 17 front and 150/60 ZR 17 rear would even look good on larger displacement sport bikes, delivering that pivotal contact patch that makes for high cornering speeds and extreme deceleration.

Stability, steering precision and agility are among the essential qualities of the RC 390. In addition, there is an powerful engine to max out the race replica's performance. It goes without saying that this package needs disc brakes with just as much power, as well as a precise action and total stability. Developed by KTM in close cooperation with Brembo, this powerful and user friendly braking system ensures undiluted riding enjoyment as well as high safety levels. Breaking away from the competition, KTM underscores its uncompromising commitment to safety with a state-of-the-art ABS as standard in this class as well. The safety package is rounded off with sticky sport tyres in ample dimensions on cast aluminium wheels in a ten-spoke design.

**ABS** At the physical limits of deceleration, KTM adds an ABS with rollover protection to the mix as a matter of course. It has been developed in close cooperation with Bosch. These modern anti-lock brakes help the rider not to panic – even in emergency stops on slippery surfaces – but carefully approach the limits of deceleration. However, the RC 390 would not be READY TO RACE if this ABS could not be disengaged. So on the racetrack, when the fight for fractions of seconds is on, the RC pilot has the option to forego the electronic support and experience a genuine racing feel!



**EQUIPMENT & INNOVATION**

**RC 390**

As the flagship model of the RC series, the latest super-sport bike from Mattighofen benefits from technologies and insights that many would only expect from KTM's large-displacement street sport bikes. No innovation has been too exclusive and no custom solution too complex to turn the RC 390 into a dyed-in-the-wool, albeit street legal KTM racer. Besides the superior chassis and suspension, the RC 390's comprehensive high-tech equipment sets new standards in its class. Examples are the fully equipped multi-functional dashboard, the projection headlights and the stainless steel exhaust system with three-chamber silencer and three-way catalyst.



» Switchgear left



» Switchgear right



» Cockpit



**LIGHTS** The designers have managed to integrate the RC 390's lighting system so smoothly into the unique Kiska design that onlookers might be fooled into thinking they are seeing a genuine Moto3 racer. This could only be done with the most compact, cutting-edge light sources. The twin headlights use small projector lamps, while the running, rear, brake, licence plate and indicator lights all use compact, energy saving LEDs. In addition, the front indicators have been integrated into the mirror housings while the tail light and the brake light are housed in the rear end of the seat. All of that not only gives a racing look, but also helps optimise the RC 390's aerodynamics.



» LED rear light, LED indicators, LED licence plate light



## EQUIPMENT &amp; INNOVATION

RC 390



**DASHBOARD** Even the RC 390's dashboard has the highest level of technology: The fully digital multifunctional LCD display with digital speed readout and integrated digital tachometer offers everything riders expect from a modern KTM – including a gear display, a fuel gauge and a service interval readout. Durable, bright LEDs are used exclusively for all the cockpit lighting and warning lights. As befitting a genuine racer, an adjustable shift light indicates the time to switch gears when accelerating for a pure racing feel.



**EXHAUST SYSTEM** The RC 390's exhaust system has been created in a way to not impair the racing styling, the bike's handling or its possible lean angles. And it should of course have an aggressive sound, as well as a positive impact on the engine's power delivery. Mission accomplished. The compact three-chamber silencer not only achieves a deep racing sound and top performance; it is also integrated into the belly of the fairing, thus located beneath the engine close to the centre of gravity. This supports the centralisation of masses and aids the playful handling of the RC 390. And of course, there's a three-way catalyst inside the stainless steel exhaust to minimise the engine's emissions.





# RC 390

A supersport bike as fascinating as it is good-looking demands a matching outfit for the rider. The KTM PowerWear collection offers everything riders could ever want. High safety standards, practical functionality, the best fit and a modern design typical of KTM are the critical characteristics with which the top quality motorcycle gear manages to score. If you use your RC 390 for everyday commuting, you will appreciate a textile jacket in a comfortable cut, a laid-back pair of riding jeans and light motorcycle boots.

The textile two-piece combination and matching riding boots are perfect for longer tours. The PowerWear collection is completed by a wide range of casual wear and accessories aimed at riders as well as fans of the brand; when style needs to be awesome even beyond motorcycle related activities.



» **PRIME JACKET**  
Robust nylon,  
all-round jacket

» **PRIME PANTS**  
Robust nylon,  
all-round pants

» **S-MX 6 BOOTS**  
Sporty street boot

» **SR SPORT HELMET**  
High-quality sports helmet  
with perfect fit

» **RADICAL X GLOVES**  
Summer motorcycle gloves

## KTM POWERWEAR



» **STREET EVO HELMET**  
Lightweight all-round helmet

» **STREET EVO JACKET**  
Sporty all-purpose jacket  
Also for women



» **TWO 4 RIDE JACKET**  
Waterproof, softshell motorcycle jacket with protectors



» **RIDING JEANS**  
Riding jeans reinforced with premium denim



» **JOEY WP SHOES**  
Stylish, waterproof motorcycle boot



Also for women



# RC 390



» **RX-7 GP HELMET**

Racing technology for the road

» **RSX SUIT**

Racing suit tailor-made specifically to meet customer requirements

» **GP RACING GLOVES**

Top-quality motorcycle glove

» **SUPERTECH R BOOTS**

Racing boot with biomechanical, removable inner shoe

# RACESETUP



All KTM motorcycles radiate an incomparable charisma thanks to their design and aggressive performance. Without a doubt, the new RC 390 is no exception. But you can do even more: if you want to modify the supersport machine to your very own, individual requirements, you'll find the KTM PowerParts are the ideal means to achieve that. Scarcely any other motorcycle manufacturer offers such a wide range of high quality parts as KTM does. These parts stand for enhanced racing credentials, a supercharged style or more comfort – depending on the direction you want to take your bike. For example, if you plan to mainly use the RC 390 for track days and racing, you should take a close look at the Race Setup. The Style Setup and Touring Setup establish quite different priorities. But no matter which accessory: KTM PowerParts are made to the same quality standards as the bikes themselves and are distinguished by a perfect fit, top functionality and supreme performance. With KTM PowerParts every RC 390 rider can unleash his full creativity. In any case, he will create a lasting impression with his unique KTM wherever he shows up, in paddocks or at bike meets or at urban hot-spots.

- » **FRONT CRASH PADS**
- » **WINDSCREEN "RACING BUBBLE"**
- » **GRAPHICS KIT "RACE"**
- » **BRAKE LEVER ARTICULATED AND ADJUSTABLE**
- » **CLUTCH LEVER ARTICULATED AND ADJUSTABLE**
- » **BRAKE LEVER GUARD "RACE STYLE"**
- » **CLUTCH LEVER GUARD "RACE STYLE"**
- » **FACTORY IGNITION COVER PLUG**
- » **TANK PROTECTION STICKER**
- » **FIBREGLASS UNDER-ENGINE FAIRING**
- » **CHAIN 520**
- » **ADJUSTABLE REAR SET**
- » **RACE SOLO SEAT**
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# RC 390 STYLESETUP

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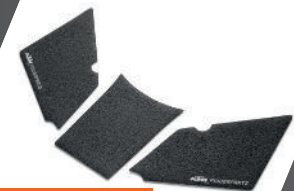
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- » CHAIN Z-RING
- » ALUMINIUM REAR SPROCKET
- » REAR CRASH PADS
- » LICENSE PLATE HOLDER SHORT



# RC 390

## RACING/ADAC JUNIOR CUP

It is not so long ago that KTM won its first world championship title on tarmac: the constructor's title in the 125cc class of the 2005 Grand Prix season. But the brand has consistently developed since then to make sure that its three letters became a household name for all motorcyclists interested in track racing. Winning both titles awarded so far in the newly created Moto3 World Championship sends a clear message. The aplomb with which racing machines equipped with engines from Mattighofen dominate Moto3 is proof that the label "made in Austria" continues to ensure top performance and success with their new four-stroke singles. And of course, up-and-coming track racing talents also ride KTM – in the international talent promotion of the "Red Bull MotoGP Rookies Cup", held within the context of MotoGP, as well as that German forge of new racing talent, the "ADAC Junior Cup powered by KTM".

This single-make series gives the brand an ideal platform to demonstrate its commitment to smaller displacement classes and appreciation of lower segments. The "ADAC Junior Cup powered by KTM" offers tomorrow's Moto3 pilots an especially economical and age appropriate opportunity to develop their talent and demonstrate themselves worthy for higher classes. In the current 2014 season, there are altogether eight races held within the context of top events like the Superbike IDM and World Endurance Championship, most of them in Germany. Racing as the opening act of the Sachsenring MotoGP should prove an impressive highlight.

The grid of 30 participants will race identical, newly-developed KTM RC 390 CUP bikes. Head of KTM Racing, Pit Beirer, is not the only one convinced that this is an ideal piece of sport equipment.



Equipped for perfect 'READY TO RACE' characteristics with supreme reliability and at minimal cost, the brand from Mattighofen provides a bespoke starter package into track racing: straightforward technology accessible to beginners and advanced riders both, and expandable to boot. In addition, the bikes proved exceedingly rugged and crash resistant in the preparatory stage, so expensive damage to engine and chassis is unlikely.

Besides money prizes, ADAC and KTM provide additional support for the promotion to higher classes. Even better, the three best pilots are guaranteed to join the selection process of the "Red Bull MotoGP Rookies Cup" at the end of the season, which means a chance to go for a safe and high-profile spot on next year's grid. Another rider will get the chance to race a KTM for a full season in an IDM Moto3.

For KTM, the commitment to the 'ADAC Junior Cup' is a kind of pilot project that could be expanded to similar series in other countries. Therefore, the Mattighofen headquarters are in contact with foreign importers and dealerships to support local talent promotions.



# RC 390

## RACING/ADAC JUNIOR CUP

Based on the street legal production version, the RC 390 CUP mostly shares the same technology, the same kind of performance and the same looks. This means the grid is comprised of dyed-in-the-wool but affordable racing bikes that live up to KTM's READY TO RACE philosophy to 100%. The only differences between the Cup version and the production bike are components that make sense in racing, while each and every component needed for the homologation but not necessary for racing is deleted. In addition, all racing components of the RC 390 CUP are available through the KTM PowerParts program.

These parts include a one-piece fairing with a higher windshield and enclosed belly pan, an adjustable single seat, adjustable brake and clutch levers including protection bars, and adjustable foot pegs. This means that growing riders in a wide range of sizes will be able to find a perfectly ergonomic setting. After all, only if you are completely comfortable with your machine will you be truly ready for quick lap times. The same goes for the set-up of the superior WP suspension components, which are identical to the parts used by the Red Bull MotoGP Rookies Cup machines. Both the USD front forks and the rear monoshock with external reservoir have individual adjustments for spring preload as well as compression and rebound damping to match different racetracks and riding styles. True racing performance is also delivered by the racing brake package of the Cup version. A 320 mm front brake disc and racing brake pads from the KTM PowerParts range ensure enormous deceleration and maximum stability. However, the Cup pilots have to do without the ABS. As this also means losing 1.2 kg of weight, none of the participants are bound to lose much sleep over it. Other racing ingredients include the Akrapovič slip-on silencer, treaded Metzeler Sportec M7 RR racing tires, a chain and assorted sprocket from the PowerParts shelf and various other small parts, like the front crash pads.



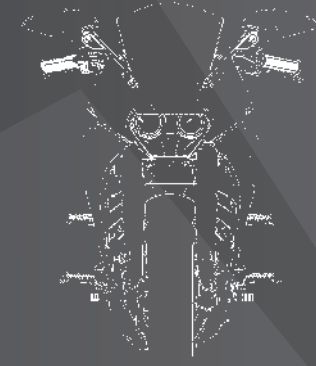
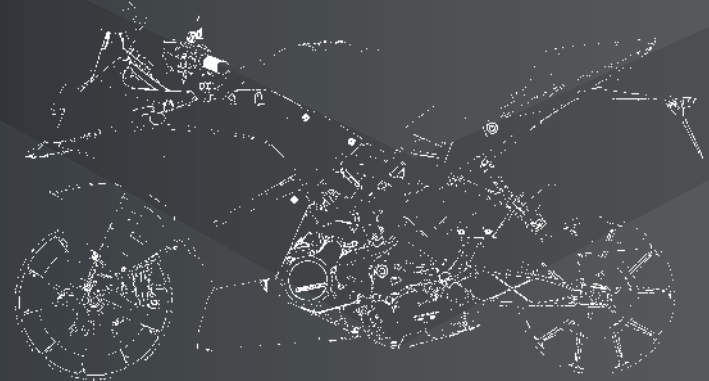
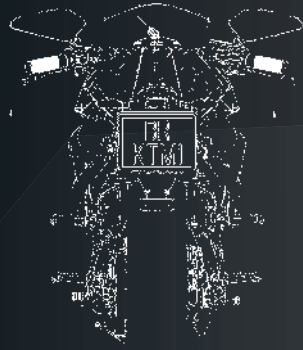
The engine and frame of the RC 390 CUP are stock, but complying with the series rules, the Cup version of the 36 kg engine is only allowed to deliver 38 hp – 6 hp less than the stock model. This restriction is achieved mechanically by a throttle stop. In return, at only about 138 kg ready to race, the RC 390 CUP is significantly lighter than the production bike to balance the effects of the restriction.

Finally, as a practical advantage, Cup participants have the chance to return their bikes to production standard at the end of the racing season to ride them on public roads as they are also supplied with the legally required road-going equipment.





# RC 390 TECHNICAL DATA



## HARDFACTS

ENGINE	
ENGINE TYPE	Single cylinder, 4-stroke
DISPLACEMENT	375 cc
BORE/STROKE	89/60 mm
POWER	32 kW (44 hp) @ 9,500 rpm
TORQUE	35 Nm @ 7,250 rpm
COMPRESSION RATIO	1:12.5
STARTER/BATTERY	Electric starter/12V, 8 Ah
TRANSMISSION	6 gears
FUEL SYSTEM	Bosch EFI (throttle body 46 mm)
CONTROL	4 V/DOHC
LUBRICATION	Wet sump
ENGINE OIL	Motorex Formula 4T
PRIMARY DRIVE	30:80
FINAL DRIVE	15:45
COOLING	Liquid cooling
CLUTCH	Wet multi-disc clutch, mechanically operated
ENGINE MANAGEMENT/IGNITION	Bosch EMS
CHASSIS	
FRAME	Steel trellis frame, powder coated
SUBFRAME	Steel
HANDLEBAR	Clip-on handlebar
FRONT SUSPENSION	WP-USD Ø 43 mm
REAR SUSPENSION	WP-Monoshock
SUSPENSION TRAVEL FRONT/REAR	125/150 mm
FRONT BRAKE	Four piston, radially bolted caliper, brake disc Ø 300 mm
REAR BRAKE	Single piston, floating caliper, brake disc Ø 230 mm
ABS	Bosch 9MB Two Channel
WHEELS FRONT/REAR	Cast aluminium wheels 3.00 x 17"; 4.00 x 17"
TYRES FRONT/REAR	110/70 ZR 17; 150/60 ZR 17
CHAIN	X-Ring 5/8 x 1/4"
SILENCER	Stainless steel silencer with regulated catalytic converter
STEERING HEAD ANGLE	66.5°
TRAIL	88 mm
WHEEL BASE	1340 +/- 15 mm
GROUND CLEARANCE	178.5 mm
SEAT HEIGHT	820 mm
TANK CAPACITY	approx. 10 litres
WEIGHT	approx. 147 kg (dry weight)



### KTM VISION

Starting out as an offroad sportmotorcycle manufacturer in the 1990s, KTM successfully developed into an innovative producer who also builds street motorcycles as well as premium sport cars by placing its focus on technology, innovation and design. Driven by a very intensive motorsports program we thus pursue the clear vision of having KTM become the biggest manufacturer of sport motorcycles worldwide. To accomplish this vision, the Company consistently implements a strategy designed with a long-term perspective, which is built on three pillars: Brand, globalization, innovation.

Corporate success is necessarily grounded in strengthening the established core values and communicating them appropriately. Then and now, and in the future, the promise implicit in the philosophy of "READY TO RACE" was, is and will be delivered on in every product. The clear profile of the KTM brand, and the continuity of that brand, are mainstays of the entrepreneurial model and indispensable for commercial success.

That the products developed in Austria are in use across the globe is another important contributing factor. The enterprise as a whole has committed itself to investing in new markets in order to unlock existing potentials for the Group. Along with the South American markets, Asia, India and China as well are priority regions. The structured expansion is evidenced inter alia by the assembling in Argentina, Colombia, Malaysia and China which was successfully introduced together with the respective country importers. Further production facilities in Colombia and Brazil are already agreed and will support the 2015 overall KTM production. Strongly increasing sales in the emerging markets generated via special sales partners and importers are the reward reaped for implementing the project with courage and sophistication and are also a vital factor for continuing growth in the years to come.

Only a strong brand global allows the Group to successfully market the products that have been developed with a great deal of effort and expense. As a manufacturer with a strong interest in niche segments we constantly strive to develop our product range, identify needs trends and set trends. Innovation and the highest development standard are key factors in this context. MSC, the motorcycle stability control system recently presented as a world first, is just one example of the very strong focus on superior products.

PURITY



PERFORMANCE



KTM RC 390

READY TO RACE

KTM moreover intends to assume a leading role by developing innovations in the field of electric powertrains. The experience gained in the course of a research project for the development of a high-power electric motorcycle (Freeride E) demonstrates the potential offered by electric powertrains. Building on these research results, the KTM Group has therefore developed an "Urban Mobility Concept", which it will implement step by step.

At the same time KTM Group when launching its sportscar, the KTM X-BOW, already demonstrated that it is fully able to develop new products outside its traditional core business. The experience gained in terms of the lightweight construction of vehicles is yet another fundamental element required for developing new vehicle concepts, which always will stay in line with KTM's core philosophy "READY TO RACE".

ADVENTURE



EXTREME





**READY TO RACE**

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**RC840**

**READY  
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