



ADVMOTO

DUAL SPORT NEWS
ADVENTURE MOTORCYCLE.COM

KTM 1090 ADVENTURE R

BECAUSE YOU RIDE OFF ROAD!

**DRAMATIC, WILD
AND COLORFUL**

American Southwest BDRs

**1,000 SAND DUNES
ON A DR650**

Australia's Simpson
Desert

**RIDING ALONG
THE ANDES**

Iconic & Windy
Ruta 40

**JUNGLE
TRAILS**

Adventuring
in Africa



July/August 2017 | No. 99

\$5.99 US / \$6.99 CAN



0 7 >

0 74470 26422 4



Custom Saddles
By Sargent

Touring Colombia
With Givi Explorer

FIRST RIDE

THE 2017 KTM 1090



Although a typo in the official *KTM* brochure and spec sheet caused a minor stir, we can confirm the 1090R is 22 lbs. lighter than her bigger sister, the 1190.

ADVENTURE R

FOR THOSE WHO PREFER OFF ROAD

by Scotty Breauxman



Normally on press rides, we're chaperoned on guided tours more akin to a PG-13 "after-school special." This time, however, KTM opened the gates and laid out a course designed by multi-time BAJA 1000 champion and DAKAR vet Quinn Cody. The two-day route was long, varied and technical.

In testing and critiquing the new 1090 Adventure R, I took into account more than the spec sheet comparisons while putting it through strenuous off-road conditions. I examined closely the balancing and compromises KTM made when developing the bike, and tried to guess exactly why. In comparison to the KTM 1190, the 1090 is 18% more affordable, 16% less horsepower, 12% smaller displacement, and only slightly lighter (stated at minus 22lb.).

If you have been saving up for an 1190R and lean toward off-road, you'll be a believer in the 1090R. When the 1190R was launched three years ago, it was hailed as the big bike alternative to the GS for technical riding while still powerful and stable enough for long highway sections. It's now been replaced by the 1090, essentially an 1190-lite. Why would you buy this bike? Because you're riding off road most of the time or at least very seriously when you do.





KTM PowerParts (optional) skid plate and Rally Foot Pegs add around \$500 to the price tag as tested.

When things get extreme in the outback, raw horsepower isn't the only answer to riding your way out. I spent the first two days trying to huck the 1090 across 200 miles of varying terrain before realizing that this is as big as "adventure riding" should get. Any "bigger" is a liability for what I'm looking for in crossing untracked dunes and beaches 90 miles from civilization.

The 1090's standard electronics lend themselves well to switching up varying surfaces. Riders new to dirt riding will favor switching to "Off-Road" mode, which cuts the horsepower output by 20% and lets the rear wheel spin freely, while the pilot can still



A PowerWear line gives die-hard owners lots of options for matching gear that is surprisingly very functional.



override ABS. As a true off-road rider, I outgrew this mode as soon as I learned how to unleash all she has to offer. I set her into "SPORT" and turned off Traction Control and Rear ABS. That leaves you with full power that still has ABS up front—something the pros tempted me to tinker with. In other words, they challenged me to try and lose it in the dirt by grabbing a bunch of right hand. Once getting this down, experienced off-roaders will stay in SPORT mode at all times. As Cody advised, it's almost impossible to dump it with the front brake; in this case the computer is more coordinated than the rider.

KTM's thing is "Ready to Race" and they have come very close to delivering a bike ready for that. I thought Quinn Cody was really crazy when KTM sent him to the start line of the bomb run of an *AMA National Hare Scramble* on an 1190 last year. He has now set his sights on riding *Romaniacs* this summer on a stripped-down 1090R. The balls?

SUMMARY

The new *KTM 1090 Adventure R* is designed for the purist adventure rider who rides mostly off road. Based on the same chassis as the 1190 and 1290, KTM's abridged incarnation loses the center stand, cornering ABS (lean sensor), AC plug, and 14 lbs. of mass from the smaller motor. Both ends of the suspension are beefed up with noticeably stiffer loads at the bottom, a testament to its off-road pedigree. The most noticeable thing stripped away from the 1090's siblings may be the most important: Its price tag is \$3,200 lighter, which aligns it to compete directly with *Honda's Africa Twin*. If I were a betting man, that's where I'd lay this chip on "why they did it." Look for a head-to-head shoot-out in the near future. It could get vicious.

Manually adjustable suspension settings and standard knobby tires make for a confidence inspiring experience in sandy single tracks.



MINIMAL MODS NEEDED TO GET THE NEW 1090R READY FOR ADVENTURE



Right out of the box, we find the 1090R almost ready to roost. She just needs a skid plate and pegs. If you want to add a bit of comfort and a lot of practicality, add *Flexx* handlebars and nice soft luggage.

Mosko Moto—Reckless 80L Soft Luggage System

The secret is out: The *Reckless 80L* system by *Mosko Moto* is extremely popular and was our first choice for the brand new 1090R. It's really five different pieces of luggage working together. The main carcass is the foundation for the system and stays strapped down to the bike, with three removable 22-liter dry bags and separate rear pockets on each side. The carcass mounts with three rear webbing straps and a pair of lateral straps to your bike's sub- or main-frame. Once the carcass is on you have two large "holsters" on each side that hold the pair of lateral dry bags, each with top-loading, roll-up closures.

The center bag is also a welded-seam dry bag with stowaway straps that help it double as a backpack. One of the most functional aspects is the overlapping center beavertail on the carcass that wraps around the center "Stinger" bag or anything else, like a sleeping bag or roll; it can hold a regular-sized propane tank, for example. All of the *Reckless'* straps have *Velcro* closure tabs on the ends so you can gather the excess sections of strap to tie it off. The *Mosko* team are relatively new kids on the block but have been turning the luggage market on its head by thinking outside of the box, literally. **MSRP: \$499.00 MoskoMoto.com**



Fasst Company's Flexx Handlebars, Impact Adventure Pegs & Simple Solution Hand Guards

Flexx Handlebars: They add weight and cost more. But there's a reason top ADV and rally pros like Quinn Cody, Jonah Street and Jimmy Lewis swear by *Flexx* handlebars: They improve your riding and endurance. All handlebars flex under pressure but the adjustable *Flexx* bars are designed to absorb washboard vibrations and protect your body from high-impact situations. After using them for five years, there's no way I'll go back. Even if you're not a hard-core, off- or on-road maniac, you'll love them. Add *Fasstco's Simple Solution Handguards* for \$133.95 and skip the pain of having to buy mounting adapters (normally \$50–\$70 extra). **MSRP: \$359.99 Fasstco.com**



Fasstco Footpegs: First, we swapped out one of the steel *KTM Rally* pegs for *Fasstco's Impact ADV* peg and rode a few weeks for a literal side-by-side comparison. With the more thoughtfully designed aluminum *Impact* peg there's a noticeable lack of play (or wiggling) in the base versus the *KTM* peg. This better fitment into the bike's socket was the first clue, but the real advantage of the *Impact* peg is the three-piece design with the orange elastomer insert separating the base from the cleat. Acutely sensitive riders will notice there is certainly less vibration. The size of the *Impact* pegs is wider and longer but the contact surface area of the *Impact's* 13.5mm inserts (what your sole actually touches) is about the same as the *KTM Rally*. On a side-by-side comparison, upgrading to the *Fasstco Impact Adventure* peg is worth the extra \$110 compared to the one-piece steel *KTM Rally* pegs. **MSRP: \$259.99 Fasstco.com ADV**



Scotty Breauxman is a moto-journalist and retired off-road racer focused on the Mexican state of Baja California. As the founder and chairman of Mexico's first Dakar-style rally raid, the BAJA RALLY, Breauxman splits his time evenly between Del Mar, CA and his second home south of Ensenada. **Breauxman.co**