I'm not a bot

Originally published 9 July 2021. Modifications since then: Separate maintenance checklist, chain maintenance, tire specs, and more. This is the maintenance schedule and service intervals for the KTM 390 Duke, KTMs entry-level roadster. The KTM 390 Duke uses the same engine block as in the KTM 390 Adventure and KTM RC 390, so the maintenance schedule has a lot in common. The KTM 390 Duke is powered by a single-cylinder fuel-injected engine that makes peak power of 32 kW (43 hp), with 37 Nm (27 ft-lb) of peak torque. It was built to compete with other entry-level roadsters like the BMW G 310 R and Honda CB300R. From 2024, KTM updated the KTM 390 Duke to a larger-capacity 398 cc engine, keeping the name the same. They also widened the service intervals. See its maintenance schedule here. This site has links for things like oil and spark plugs from which we earn a commission (which unfortunately nobody can save, not even us). If you appreciate this work, then please use those links. Thanks! According to the manual, the KTM 390 Duke has relatively short service intervals of 4650 miles or 7500 km, at which point you should change the oil and filter, change the air filter, and do a whole host of checks. Every two services (every 9300 miles or 15000 km), change the spark plug and check the valve clearances. Luckily, the 390 Duke its a naked bike and theres just one cylinder, so the valve clearance check is not actually too bad. Finally, the 390 Duke is a liquid-cooled bike, so change the coolant periodically, and keep the brake fluid up to date. Servicing your 390 Duke is fairly easy, relatively speaking. Its a single-cylinder engine with exposed parts. So when the valve service comes up every 15000 km its not an overwhelming task. Aside from basic motorcycle maintenance tools, heres what you need to service your 390 Duke. PartKTM 390 Duke specEngine oilThe manual requires SAE 15W-50 oil that meets JASO T903 MA2 spec, and recommends Motorex oils, e.g. Motorex Top Speed 15W-50, a full synthetic.Oil filterUse a Hiflofiltro HF155 as a high-quality drop-in replacement.Spark plugStandard spark plug is a Bosch VR 5 NEU. You can also use a LKAR8A-9 per the good people of ktmduke390forum.com.Fork oilUse SAE 4 fork oil.Air filterUse a K&N KT-1217 air filter.Brake fluidUse a DOT 4 fluid e.g. Castrol DOT 4 full synthetic.CoolantThe manual calls for Motorex Coolant M3.0, which is an OAT coolant based on ethylene glycol thats silicate, nitrite, amine, borate, and phosphate free. (Most coolants contain at least phosphates or silicates be wary)Clutch cable lubeUse either engine oil or Protect all cable life, an affordable and quality lubricant.Chain maintenanceUse Motul chain paste, a low-mess, high-quality chain lube. The manual recommends the more expensive Motorex chain lube.GreaseGrease external parts with Motorex 2000 long-life lubricant per the manual, or any good lithium soap-based grease.KTM 390 Duke parts for service The schedule below comes straight from the manual for the 390 Duke, though it has been restructured to make it easier to parse. Like other KTM motorcycles, the 390 Dukes maintenance schedule is broken up into required and recommended work. However, the recommended work is required by most other brands (e.g. changing the coolant). To simplify this, weve split it into the standard service and the scheduled maintenance table, so you can easily see what to do every service, and what is only done occasionally. KTM recommends most of the work be done by mechanics, and users only do the following: Check brakes (maybe replace if necessary) Check/adjust tyre pressures Check/adjust chain tension Check coolant and brake fluid levels And very little else. Of course, servicing the 390 Duke isnt hard as a single-cylinder mostly-naked bike, so its up to you. Below is the inspection checklist for the KTM 390 Duke. Do this according to the schedule below. Some items are marked [Dealer] as they need special equipment. 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Dubbed the Corner Rocket, it has quickly gained popularity for its agile handling and punchy performance. The current model, released in 2024, features an updated 399cc engine and upgraded suspension and brakes.Why Riders Love the KTM 390 DukeLightweight and nimble handlingPowerful and rev-happy engineAggressive naked bike stylingAffordable price pointExcellent fuel efficiencyConfidence-inspiring brakes and suspensionHigh fun factor and flickabilityTechnical SpecificationsSpec1st Gen (2013-2016)2nd Gen (2017-2023)Current (2024+)Engine373cc single-cylinder373cc single-cylinder399cc single-cylinderPower43 hp44 hp45 hpTorque25.8 lb-ft27.3 lb-ft28.8 lb-ftWeight338 lbs364 lbs364 lbsFuel Capacity2.9 gal3.6 gal4.0 galFront Suspension43mm WP inverted fork43mm WP inverted fork43mm WP APEX inverted forkRear SuspensionWP monoshockWP monoshockWP APEX monoshockKey changes for 2024 include the larger 399cc engine, adjustable WP APEX suspension, and a new TFT display.Fluid SpecificationsEngine Oil: 10W-50 synthetic, 1.7 L capacityCoolant: Ethylene glycol-based, 1.2 L capacityBrake Fluid: DOT 4, 0.1 L front and rear capacityFork Oil: SAE 4 (5W), 0.45 L per fork legParts Requiring Regular MaintenanceAir Filter: Clean every 7,500 km, replace every 15,000 kmSpark Plugs: Replace every 15,000 kmValve Clearance: Check/adjust every 15,000 kmDrive Chain: Check tension every 1,000 km, clean and lube as neededTires: Check pressure and tread depth before every rideBrake Pads: Inspect thickness every service, replace if less than 1mmBrake Fluid: Replace every 2 yearsCoolant: Check level every service, replace every 2 yearsFork Oil: Replace every 2 years or 30,000 kmLearn More KTM 690 Enduro R Motorcycle Comprehensive Maintenance ScheduleMaintenance ScheduleIntervalTasksEvery rideCheck tire pressure, tread, brakes, lights, oil level1,000 kmFirst service oil change, general inspectionEvery 7,500 kmOil/filter change, air filter, chain, brakes, pivots, general inspectionEvery 15,000 kmValve clearance, spark plugs, air filter, coolantEvery 2 yearsBrake fluid, fork oil, coolantMaintenance FAQsHow much does a typical service cost for the 390 Duke?Expect to pay around $200-300 for a minor service and $400-600 for a major one at a KTM dealer. DIY maintenance can save money.What are some common issues to watch out for?Early models had issues with the head gasket and radiator fan. Ensure these have been addressed. Also, check the condition of the chain and sprockets.Can I do my own maintenance?Many tasks like oil changes, chain maintenance, and brake checks can be done at home with basic tools. More involved jobs like valve adjustments are best left to a professional.How long do the tires typically last?Expect around 6,000-8,000 km from a rear tire and 10,000-12,000 km from a front, depending on your riding style.Is the 390 Duke reliable?Later models have proven quite dependable with proper maintenance. The engine is known to be robust. Follow the maintenance schedule and it should serve you well.Tips for Prolonging the Life of Your KTM 390 DukeWarm up the engine gently and let it cool down before shutting off.Avoid redlining and aggressive downshifts excessively.Check and adjust the chain slack regularly.Store the bike indoors or under a cover.Use high-quality fluids and parts.Address any issues promptly before they worsen.Ride smoothly and anticipate braking and shifting.Troubleshooting GuideIssuePossible CausesSolutionsEngine wont startDead battery, faulty starter motor, clogged fuel filterCharge/replace battery, check starter, clean/replace fuel filterRough idleDirty air filter, incorrect valve clearance, vacuum leakClean/replace air filter, adjust valves, inspect intake bootsClutch slippingWorn clutch plates, weak springs, improper cable adjustmentReplace clutch kit, adjust cable tensionFront end dive under brakingWorn fork springs/oil, incorrect suspension setupReplace fork springs and oil, adjust preload and dampingUnstable at high speedsUnbalanced tires, loose steering head bearings, bent wheelBalance tires, tighten steering head, check wheel trueResources Recommended Tools:Socket setTorque wrenchChain breaker/riveterTire ironsSources for the KTM 390 Duke Maintenance GuideHere are the sources referenced in this comprehensive maintenance schedule for the KTM 390 Duke:Primary ReferencesTechnical and Maintenance InformationAdditional References Originally published 9 July 2021. 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Previously mostly known for their dirt bikes and endurance bikes, KTM started making serious headways into the road segment in the mid 2010s. The KTM 390 series is an attempt to make an affordable, high-quality road bike for people looking for a lower-powered (but still very freeway-capable) bike that can do it all. The 390 range is also a great option for people in Europe or Australia/NZ who have capacity, power, and/or power-to-weight ratio restrictions on provisional licenses. The KTM 390 Duke sits alongside the race-oriented RC390 and the adventure tourer 390 Adventure. It uses the same base engine, a 373cc single-cylinder fuel-injected engine that makes peak power of 32 kW (43hp) at 9500 rpm, but it makes decent torque from as low as 2500 rpm so you have no trouble manoeuvring this around town. Its not a high-strung sportbike. What makes the 390 Duke distinct from other entry-level bikes is that it pulls quite a bit of power from its single-cylinder engine. This is in part because its a higher capacity one, but also because of the higher compression ratio (12.9:1, quite aggressive, requiring 95 RON as a recommendation in the manual though it works fine with lower RON fuel) and tuning. Other single-cylinder bikes in the segment make a lot less power. The Honda CB300R makes 23 kW, and the BMW G 310 R makes 25 kW. The suspension is low in price, but not low in quality. The front forks are WP upside-down forks with no adjustability, and the rear shock is a WP shock with preload adjustment. Its fine, as long as youre not too heavy (or way too light). One of the less-cited facts about the KTM 390 Duke is just how light it is. Fully fuelled it weighs only 146 kg (322 lb). Thats so light! It makes the 390 Duke feel toy-like when you sit on it, easy to throw around like a dirt bike, and very confidence inspiring for new riders or those who feel unsure if they could pick up a heavy bike. Other bikes may feel light, but you really need a bike to actually be light when you get to situations like dirt roads or trying to back your bike into an awkward parking space. Lightness rules. The KTM 390 Duke also has a decent amount of tech. The latest models (2019 onward) have a TFT display, receiving this ahead of even the racier KTM RC 390. And it has always come standard with Bosch ABS another thing making it beginner-friendly. All in, the 390 Duke is a fun bike, both for people used to high-power sportbikes and wanting a city scratcher, or those just getting started. The above maintenance schedule came directly from the manual for the KTM 390 Duke. KTM 390 Duke Maintenance Schedule Screenshot You can download the manual directly from KTM here. An archive copy of the manual is below. KTM 1390 Super Duke R (2024+) maintenance schedule and service intervals. KTM 890 SMT (2023+) maintenance schedule and service information. Maintenance schedule and information for the KTM 250 Duke (2024 revamp). Maintenance schedule and information for the KTM 125 Duke (2024 revamp). Maintenance schedules and service intervals for the KTM Duke 390 (2024+, 398 cc engine). KTM 890 Adventure maintenance schedule and service intervals. KTM 890 Adventure R Maintenance schedule and service intervals. KTM 500 EXC-F Enduro maintenance schedule and service intervals. KTM

640 Adventure Maintenance Schedule and Service Intervals KTM Duke 200 maintenance schedule and service intervals No more postsNo more postsevery 48 monthsevery 24 monthsevery 12 monthsevery 20,000 km (12,400 mi)every 10,000 km (6,200 mi)after 1,000 km (620 mi)Read out the fault memory using the KTM diagnostics tool.Program the shift shaft sensor.Check that the electrical system is functioning properly.Check that the brake linings of the front brake are secured. (p. 79)Check that the brake linings of the rear brake are secured. (p. 81)Check the brake discs. (p. 76)Check the brake lines for damage and tightness.Check the front brake fluid level. (p. 77)Change the front brake fluid.Check the rear brake fluid level. (p. 79)Change the rear brake fluid.Change the engine oil and the oil filter, clean the oil screens. (p. 107)Check all hoses (e.g. fuel, cooling, bleeder, drainage hoses, etc.) and sleeves for cracking, tightness, and correct routing.Empty the drainage hoses.Check the cables for damage and that there are no kinks in the routing.Check the frame.Check the link fork.Checking the fork bearing for play.Checking the steering head bearing for play.Check the wheel bearing for play.Check the shock absorber and fork for leaks.Check the tire condition. (p. 87)Check tire pressure. (p. 88)Check the chain, rear sprocket, and engine sprocket. (p. 72)Check the chain tension. (p. 70)Grease all moving parts (e.g. side stand, hand lever, chain, etc.) and check for smooth operation.Check that the throttle cables are undamaged, routed without kinks, and set cor- rectly.Check the valve clearance, change the spark plug.Change the air filter, clean the air filter box.Check the headlight setting. (p. 96)Check the tightness of the safety-relevant screws and nuts which are easily accessi- ble.Clean the dust boots of the fork legs. (p. 67)Check that the radiator fan is functioning properly.Check the coolant level. (p. 100)Checking the antifreeze.Change the coolant. (p. 104)Final check: Check the vehicle is roadworthy and take a test ride.Read out the fault memory after the test ride using the KTM diagnostics tool.Set the service interval display.Enter electronic proof of service.Regularly checking the front brake linings is essential for maintaining your motorcycles braking performance. Worn or damaged brake linings can significantly reduce braking efficiency, increasing the risk of accidents.Steps to Check Brake Linings:Inspect Lining Thickness:Ensure the brake lining thickness is at least 1 mm (0.04 in). If its below this minimum, replace the linings immediately.Look for Damage or Cracks:Examine the linings for any signs of damage or cracking. If found, replace the linings.Ensure Linings Are Secure:Confirm that the linings are properly secured. If not, secure them or replace them with new parts.Keeping your brake linings in good condition is crucial for safe riding. Regular inspections and timely replacements can help prevent brake failure and costly damage to the brake discs.Checking Brake Disc ThicknessMeasure Thickness:Check the thickness of the front and rear brake discs at multiple points (dimension A).Note: Wear occurs primarily at contact surface 1, where the brake linings meet the disc.Brake Disc Wear Limits:Front: Minimum thickness 4.5 mm (0.177 in)Rear: Minimum thickness 4.5 mm (0.177 in)If the brake disc thickness is less than the specified value:Replace the front brake disc.Replace the rear brake disc.Inspect for Damage:Check the front and rear brake discs for any signs of damage, cracking, or deformation.If the brake disc shows any of these issues:Replace the front brake disc.Replace the rear brake disc. This structure makes it easier to understand the steps and actions required during the brake disc inspection process. Skip to main content Reddit and its partners use cookies and similar technologies to provide you with a better experience. By accepting all cookies, you agree to our use of cookies to deliver and maintain our services and site, improve the quality of Reddit, personalize Reddit content and advertising, and measure the effectiveness of advertising. By rejecting non-essential cookies, Reddit may still use certain cookies to ensure the proper functionality of our platform. For more information, please see our Cookie Notice and our Privacy Policy. Originally published 9 July 2021. Modifications since then: Separate maintenance checklist, chain maintenance, tire specs, and more. This is the maintenance schedule and service intervals for the KTM 390 Duke, KTMs entry-level roadster. The KTM 390 Duke uses the same engine block as in the KTM 390 Adventure and KTM RC 390, so the maintenance schedule has a lot in common. The KTM 390 Duke is powered by a single-cylinder fuel-injected engine that makes peak power of 32 kW (43 hp), with 37 Nm (27 ft-lb) of peak torque. It was built to compete with other entry-level roadsters like the BMW G 310 R and Honda CB300R. From 2024, KTM updated the KTM 390 Duke to a larger-capacity 398 cc engine, keeping the name the same. They also widened the service intervals. See its maintenance schedule here. This site has links for things like oil and spark plugs from which we earn a commission (which unfortunately nobody can save, not even us). If you appreciate this work, then please use those links. Thanks! According to the manual, the KTM 390 Duke has relatively short service intervals of 4650 miles or 7500 km, at which point you should change the oil and filter, change the air filter, and do a whole host of checks. Every two services (every 9300 miles or 15000 km), change the spark plug and check the valve clearances. Luckily, the 390 Duke its a naked bike and theres just one cylinder, so the valve clearance check is not actually too bad. Finally, the 390 Duke is a liquid-cooled bike, so change the coolant periodically, and keep the brake fluid up to date. Servicing your 390 Duke is fairly easy, relatively speaking. Its a single-cylinder engine with exposed parts. So when the valve service comes up every 15000 km its not an overwhelming task. Aside from basic motorcycle maintenance tools, heres what you need to service your 390 Duke. PartKTM 390 Duke specEngine oilThe manual requires SAE 15W-50 oil that meets JASO T903 MA2 spec, and recommends Motorex oils, e.g. Motorex Top Speed 15W-50, a full synthetic.Oil filterUse a Hiflofiltro HF155 as a high-quality drop-in replacement.Spark plugStandard spark plug is a Bosch VR 5 NEU. You can also use a LKAR8A-9 per the good people of ktmduke390forum.com.Fork oilUse SAE 4 fork oil.Air filterUse a K&N KT-1217 air filter.Brake fluidUse a DOT 4 fluid e.g. Castrol DOT 4 full synthetic.CoolantThe manual calls for Motorex Coolant M3.0, which is an OAT coolant based on ethylene glycol thats silicate, nitrite, amine, borate, and phosphate free. (Most coolants contain at least phosphates or silicates be wary)Clutch cable lubeUse either engine oil or Protect all cable life, an affordable and quality lubricant.Chain maintenanceUse Motul chain paste, a low-mess, high-quality chain lube. The manual recommends the more expensive Motorex chain lube.GreaseGrease external parts with Motorex 2000 long-life lubricant per the manual, or any good lithium soap-based grease.KTM 390 Duke parts for service The schedule below comes straight from the manual for the 390 Duke, though it has been restructured to make it easier to parse. Like other KTM motorcycles, the 390 Dukes maintenance schedule is broken up into required and recommended work. However, the recommended work is required by most other brands (e.g. changing the coolant). To simplify this, weve split it into the standard service and the scheduled maintenance table, so you can easily see what to do every service, and what is only done occasionally. KTM recommends most of the work be done by mechanics, and users only do the following: Check brakes (maybe replace if necessary) Check/adjust tyre pressures Check/adjust chain tension Check coolant and brake fluid levels And very little else. Of course, servicing the 390 Duke isnt hard as a single-cylinder mostly-naked bike, so its up to you. Below is the inspection checklist for the KTM 390 Duke. Do this according to the schedule below. Some items are marked [Dealer] as they need special equipment. 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Adapt remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. If you are looking for The KTM Duke 390 Service Cost & Maintenance Schedule, you have come to the right place. We have shared the complete service cost and maintenance schedule below. The Service cost may vary from city to city, So this price is only for you to give an estimated figure about the service and KTM Duke 390 maintenance cost. The first service is on the 1 Month or after 500-750 Km, the second service is on the 8 Month or after 4,500 5,000 Km, the third service is on the 12th Month or after 9,500- 10,000 Km, the fourth service is on the 16th Month or after 14,500-15,000 Km. The fifth service is on the 20th Month or after 19,500-20,000 km Sixth service is on the 24th Month or after 24,500-25,000 Km, and the seventh service is on the 28th Month or after 29,500-33,000 Km. The KTM Duke 390 service schedule cost in 5 years is around Rs The KTM Duke 390 service schedule cost of 24,000 Km is around Rs KTM Duke 390 Ex Showroom Price is around 3.10 Lakh KTM Duke 390 Service Cost & Maintenance Schedule These are the list of KTM Duke 390 Service Charges List for 2023 KTM Duke 390 Service Cost The approximate KTM Duke 390 maintenance cost for 2 years is Rs Service No.Service Type Km / MonthService Cost1st ServiceFree500-750/1Total Cost: 0.002nd ServiceFree4,500-5,000/8Total Cost: 0.003rd ServiceFree9,500-10,000/12Total Cost: 0.004th ServicePaid14,500-15,000/16Total Cost: 0.005th ServicePaid19,500-20,000/20Total Cost: 0.006th ServicePaid24,500-25,000/24Total Cost: 0.007th ServicePaid29,500-33,000/28Total Cost: 0.00* These are estimated service cost details and costs may vary based on the location and condition of your bike.* You can also Help us improve. FAQ (Frequently Asked Question) The starting price of the KTM Duke 390 is around Rs 3.10 Lakh The average of the KTM Duke 390 is 30 Kmpl. On the KTM Duke 390, we get a ground clearance of 183mm. We get two different color options on the KTM Duke 390 like Electrionic Orange, and Atlantic Blue. We get 15 Litres of Fuel tank capacity on the KTM Duke 390. The maintenance cost of a KTM Duke 390 in 1st year is around Rs 5,000 10,000. The Engine Displacement (CC)of the TVS Apache RR310 is 312.12 CC The Max Power of the KTM Duke 390 is around 45.3 bhp @8,500 rpm. The Max Torque of the KTM Duke 390 is around 39 Nm @6,500 rpm. The KTM Duke 390 Service cost is around Rs 5000-10,000. The insurance cost of the KTM Duke 390 is around Rs 22,286. The mileage of the KTM Duke 390 is around 30-35 Kmpl. Following are the Tyre Size of the KTM Duke 390 i)Rear Wheel 150/60-ZR17ii)Front Wheel 110/70-ZR17

Ktm duke 390 service schedule. Ktm 390 duke service intervals. Ktm 390 maintenance schedule. Serviceintervall ktm duke 390. 2019 ktm duke 390 service intervals. Ktm 390 service intervals.