



ROTTWEILER PERFORMANCE

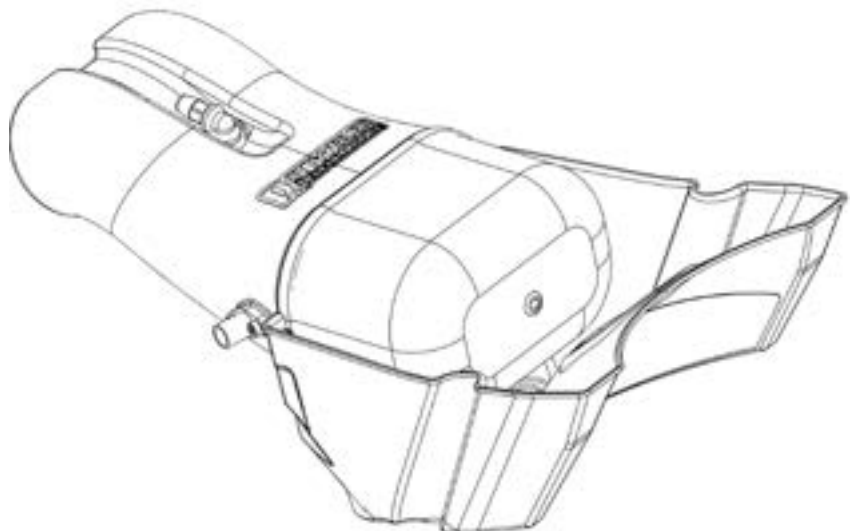
KTM 790 / 890 ADVENTURE

INTAKE SYSTEM INSTALLATION



Note: Please read and understand all notes, precautions and warnings within this document before performing these procedures. It is solely you and/or the installer's responsibility to adhere to the guidelines of all factory torque specs and procedures mandated by the manufacturer of your motorcycle. Always wear the appropriate safety equipment. If you believe that these instructions are beyond your capabilities, you should seek out a professionally trained motorcycle mechanic to install any aftermarket product/s including these.

- **Installation time:** 2 to 3 hours depending on experience.
- **About these instructions:** Please note that while these directions are very detailed with many pictures and pages, the installation in its entirety is not as complex as you may think. We have chosen the 'downloadable' approach to our instructions for this kit to allow the installer to use a laptop or tablet device to get the most in-depth and detailed pictures and descriptions possible and have the ability to link to other items or information available.
- **Tools needed:** (Most can be found in your stock tool kit)
 - T20 TORX
 - T25 TORX
 - T30 TORX
 - T45 TORX
 - 6mm Socket & Extension
 - 8mm Socket
 - 8mm Wrench
 - 3mm Allen
 - 4mm Allen
 - Side cutters (for zip ties)
 - Torque Wrench
 - Foam Filter Oil





ONLINE INSTRUCTIONS QR CODE LINKS

Scan these codes with your iPhone's camera or a QR code reader to get direct links to online versions of these instructions.

THESE ONLINE INSTRUCTIONS



ALL INSTRUCTIONS PAGE

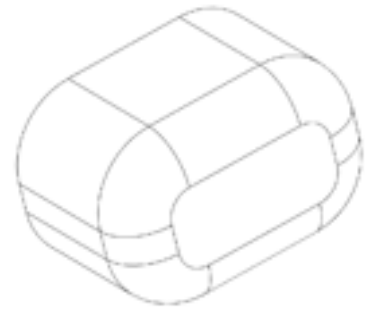


YOUTUBE



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MAINTAINING YOUR TWIN AIR FILTER

Whether you choose Original, BIO formula, Maxima FFT, or another competent brand of oil for your filter maintenance, the cleaning and oiling of your air filters follow the same steps.

DO use an oil that is formulated specifically for foam filters. Gear oil is not the same!

DO allow the filter to properly dry after washing. Oiling the filter without allowing it to dry sufficiently will trap some of the moisture.

DO pre-oil the filter at least 24 hrs before riding to allow the oil to evenly penetrate the pores and allow the thinning agent to evaporate.

DON'T use gasoline to clean a foam filter. It will harden the glue seams and dramatically shorten the life of the filter.

DON'T wring out the filter when oiling. It is best to massage the oil through the pores with your hands. You can gently fold the filter and squeeze out the excess oil.

DON'T use compressed air or a hair dryer to speed up the filter's drying time(s).

SOAK THE FILTER in solvents designed for your choice of filter oil and follow the specific directions from the manufacturer.

SQUEEZE THE FILTER to work out all dirt particles.

WASH THE FILTER with clean, warm, soapy water.

DRY THE FILTER completely before oiling.

OIL THE FILTER by soaking in your oil of choice, making sure it is completely saturated – then squeeze out the excess until a light, even coat remains.

DRY THE FILTER in an open space for at least 12 hours.

This is a performance intake system. **YOU** are responsible for understanding the impacts of the elements you are exposing this intake system to as well as fully understanding what precautions are necessary to maintain a successfully clean intake charge according to your chosen environment. Prolonged abuse, failure to use pre-filters or infrequent maintenance schedules can result in dust ingestion and possible engine damage. **NO** intake system is impenetrable and assuming so can lead to engine related problems down the road.



INSTRUCTIONS

REMOVING THE STOCK AIR-BOX

(KEY) Remove the seat and side pods.



(T30 TORX) Remove the battery cover. This is only to access the left fairing bolt.





(T30 TORX) Remove the LEFT fairing.



(T45 TORX) Remove the REAR rack and fender. These parts will lift off together and can be kept in a group when lifted off together.

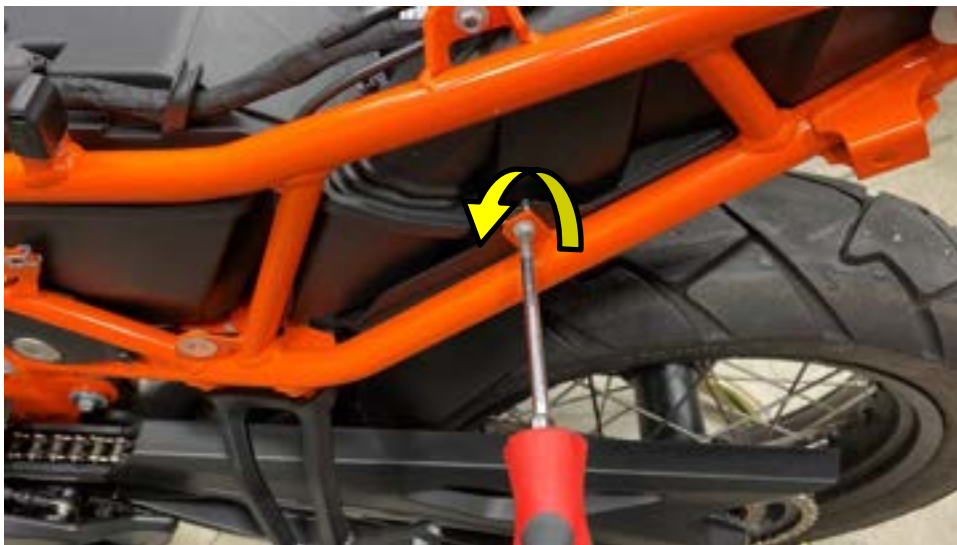




(T30 TORX) Remove the two RIGHT hand seat latch mount bolts.



(T30 TORX) Remove the LEFT side fender well bolt.





(T30 TORX) Remove the LEFT two bolts from the license plate plastic.



(T30 TORX) Remove the left passenger peg 6mm bolt and the two left subframe bracing bolts through the hole in the passenger peg.





(T30 TORX) Remove the lower airbox bolts and the spacer hats. These will be reused later.





(T45 TORX) Remove the left rear subframe bolt.



(T45 TORX) Remove the two 8mm left passenger peg bolts.





(T45 TORX) Remove the two front subframe bolts.



At this point, the left subframe can be removed. Start pushing out at the back LEFT corner and twist out.





Remove the stock airbox snorkels. Use them to signal your tribe, store nuts and berries or throw them in the trash.



(CUTTERS) Cut the 4 zip ties indicated below. 2 on the airbox and harness, 1 on the crankcase breather and 1 at the harness at the rear.





Unplug the 3 white taillight connectors. It might be helpful to mark the red and green connectors to ease reassembly.



Unplug the temperature sensor.





Pull the electrical harness from the keepers. You do not need to remove the bolt in the OEM airbox to do this. Lay it aside.



(T20 TORX) Remove the temperature sensor. You will reuse the temp sensor but not the screws.





Pull out the crankcase breather from the barbed fitting.



Pull down on the green locking tab where the fuel line attaches to the throttle body and pull it out and to the rear. Some fuel may come out.





Pull the crankcase breather line out of the left side. This will help you access the boot clamps to loosen them and reinstall them as well. Spraying this hose with an evaporative lubricant like glass cleaner will help it slip out easier.



(6MM SOCKET OR FLAT BLADE SCREWDRIVER) At this point, the goal is to loosen the hose clamps around the 2 boots connecting to the throttle body. We have seen these rotated in different spots so you will need to find the bolt heads and loosen them. The left side typically being the more difficult to find. A 6mm socket is preferable and we caution that you do not completely loosen them as there is a small spacer that prevents the installer from over-tightening them upon installation that can fall out and get lost. Just loosen them enough to where they can rotate freely around the boot. This is typically 4 turns out or so.





On our model, the left clamp head was behind the wiring on the bottom. We have seen these on the top as well.



Once the hose clamps are loose, pull the airbox out and to the left. Sometimes the velocity stacks, which are also the intake boots will pull out from the OEM airbox. This is fine. You just need to collect them for installation into the Rottweiler Intake later.





Collect the two hose clamps if they have fallen off.





Remove the velocity stacks from the stock airbox.



Remove the drain caps. These will be reused.





INSTALLING THE VELOCITY STACKS

The CARBON FIBER air boxes have a foam layer attached to the front to help the thickness of the flange area due to carbon fiber being hand laid. This is a flexible layer that will take some care when installing the velocity stacks. The PRO plastic versions do not need this special foam layer.

Start by pushing in the stack by folding it in half and inserting it in the holes. Push it into the back of the first flange.





Using a blunt tool, start working the rubber stack's first flange into the hole by pushing it inward, **taking care not to damage the foam layer!** Once over half the flange is into the hole, it will start to pull itself in and help you along. **Make sure that you double check that the flange on the inside is not folded, or you may incur air leaks. This is also true for stock assembly as well and inherent to the KTM design.**



RALLY - CARBON FIBER



PRO - PLASTIC





Install the hose clamps as shown below. This is the best position for tightening once the airbox has been installed.



If the wiring harness for the fuse box is hanging down, pull fuse box up from the rubber keepers to temporarily clear the area so that the airbox velocity stack boots will not be hindered upon installation.





Once the area behind the throttle bodies is clear, the goal is to bring in the airbox and throttle body boot/velocity stacks into position and 'pop' them over the throttle bodies with the hose clamps on them. Lubricating the inside of the boots with glass cleaner or another agent that will evaporate will help the boots pop over the throttle bodies a little easier.



When the boots are successfully over the throttle bodies, they should look like the example below.



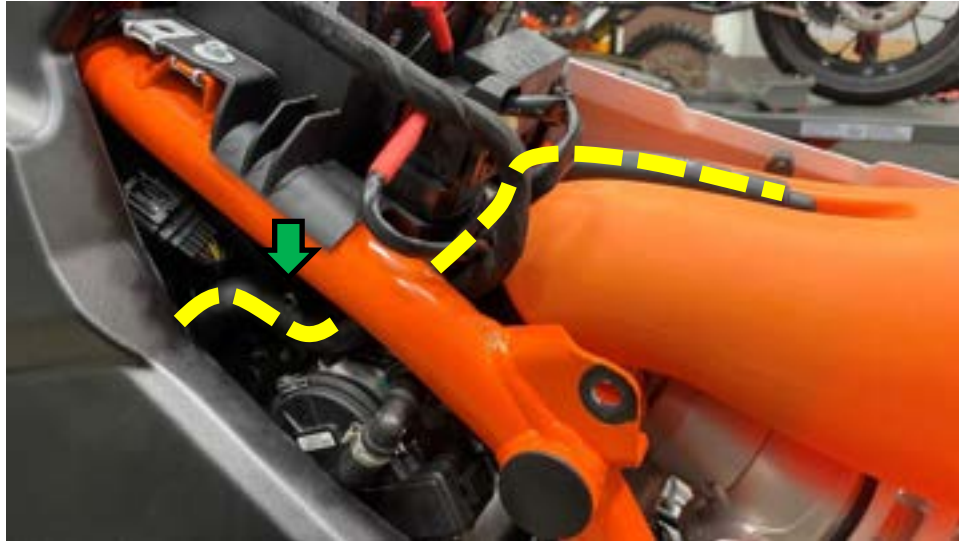


(6MM SOCKET + EXTENSION) Tighten the hose clamps on both sides. The left side is a bit more difficult to find because of the throttle body and wiring.





Guide the crankcase breather back through the frame and insert it onto the connector on the top of the airbox. This will travel underneath the fuel spigot indicated with the GREEN arrow below.



Push the fuel line connection back onto the spigot until you hear an audible click, then push up on the green locking tab. Pull out to make sure the spigot is properly locked on.





Push the fuse block back into the keepers.



(T30 TORX) Remove the screws from the right-side fairing highlighted below. This will allow you access for tools in the following steps.





Clean the rear fender liner and affix the adhesive backed foam strip as shown below. This will seal the fender liner to the splash guard and keep dust and debris from coming up through that area.



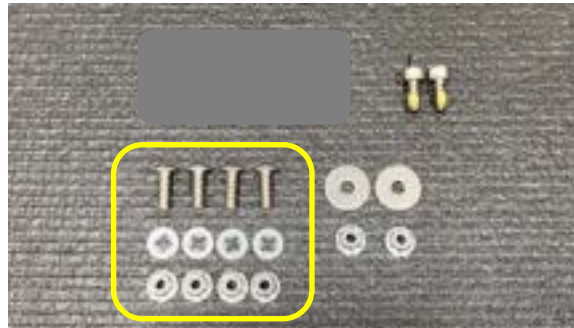
Work the splash guard into the position shown below, lining up the four holes to the filter plate. The splash guard will need a little coaxing under the upper right frame rail.



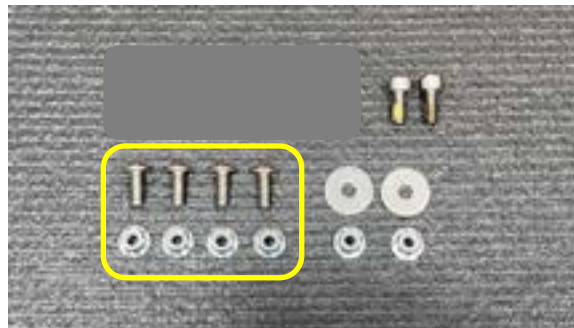


Gather the hardware indicated by model below. The only difference is that the RALLY version will use the nylon washers on the inside.

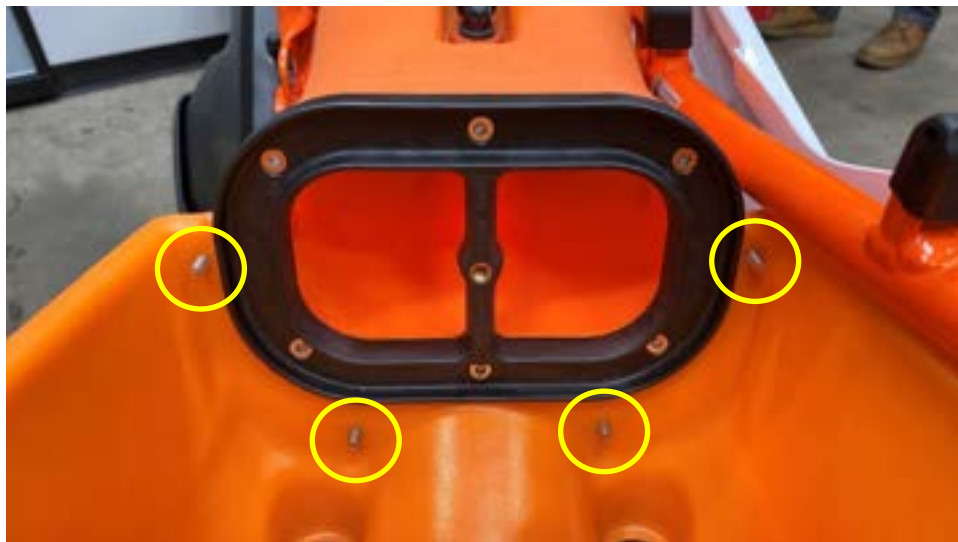
RALLY HARDWARE



PRO HARDWARE



Insert the button head bolts from front to back through the four holes.





Install the nylon washers on the RALLY VERSION only. The PRO does not require them.



(3MM ALLEN + 8MM SOCKET) Thread on the nylon locking 5mm flange nuts and lightly tighten them. They do not need to be overtightened.





Route the electrical harness as shown below and plug in the temperature sensor. The Rottweiler Intake System was designed so that you can hide the harness in this fashion, but you can also zip tie the harness to the upper left subframe tube if you prefer.



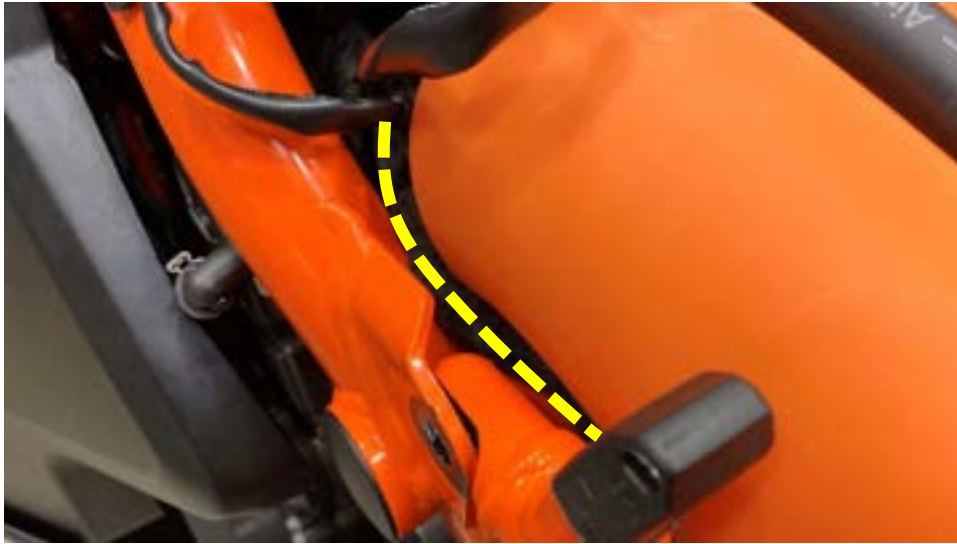
Cut the zip tie holding the seat latch cable shown below to free it to be repositioned. This is because you will now route the cable in a better way.





At this point you will begin to reinstall the left side of the subframe the very same way it was removed, making note of the items described below.

Route the taillight harness below the left side of the airbox and tucked far enough in so that the upper subframe bolt will not press on it when tightened. The harness should be below and to the inside of the tip of that bolt.



Route the harness above the rubber bumper. NOTE: You may keep these bumpers on the subframe. They will now keep the Rottweiler Intake airbox centered and will not come off.



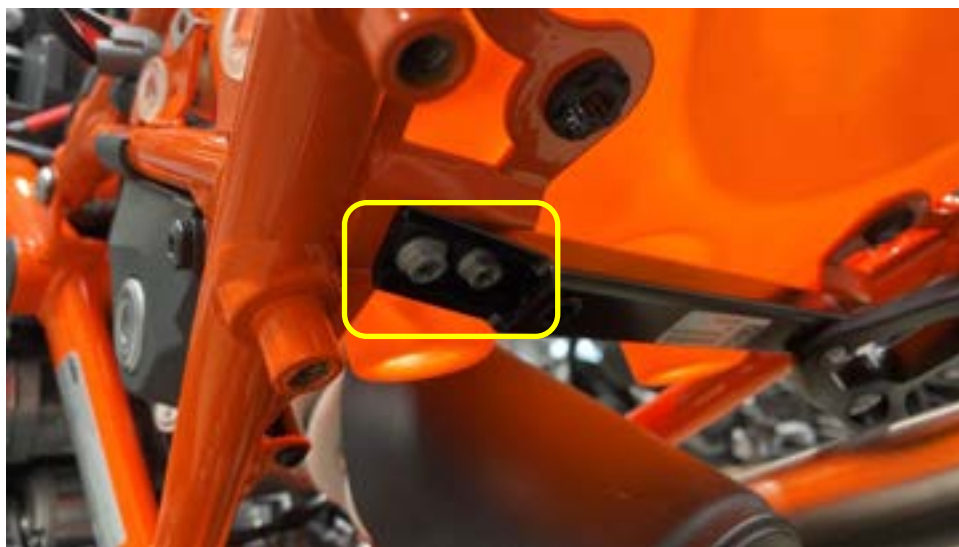


Route the harness through as shown below. It should travel up and behind the black plastic indicated below.



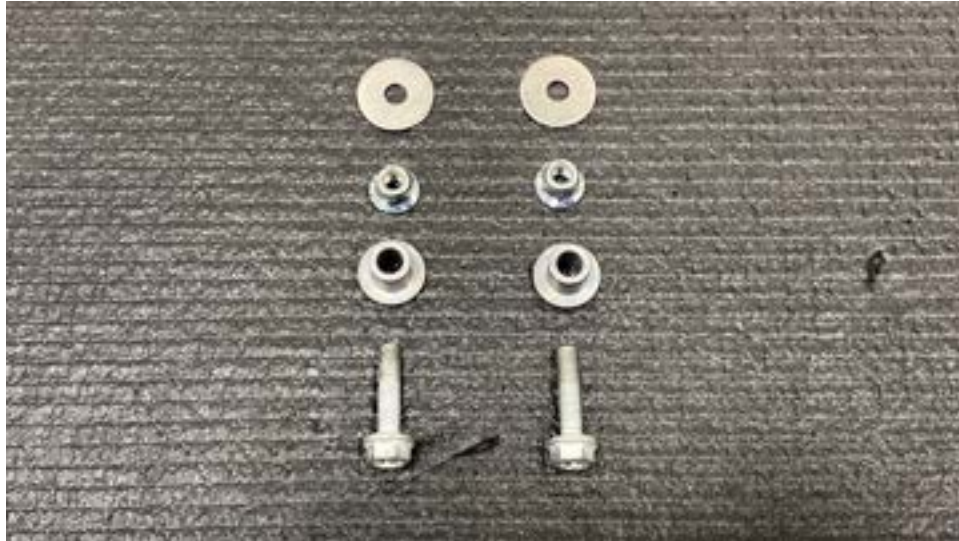
Reinstall all the hardware indicated below with the indicated torque specs. If you are struggling with any of them, it may help to loosen some of the bolts opposite from them.







Gather the remaining hardware below. The washers and nuts are supplied, and the spacer hats and bolts are from the bottom of the stock airbox.



Insert the spacer hats through the top and through the rubber grommets in the subframe.





Using the washers, come up from the bottom with the stock 5mm x 20 bolts and tighten with the supplied by lock nuts.





Reinstall the drain boots in the splash guard.



Plug in all the white connections at the back. NOTE: Test the blinkers to make sure they are properly plugged into the correct connectors.





INSTALLING THE AIR FILTER AND CAGE

The Rottweiler Performance Intake System comes with a dry filter. This is so you can use your favorite brand of filter oil. Pre oiled spare filters are also available.



Oil the filter thoroughly and evenly, as you would any other foam filter.

Insert the cage into the filter, seating the top of the cage into the rubber grommet and wrapping the base of the filter around the base of the cage.





Insert the Rottweiler filter bolt and start the thread into the filter plate but do not tighten all the way. NOTE: Keep this thread lubricated and never use Loctite.



Make sure the base of the filter is evenly seated completely around the flange of the filter plate. You can feel this across the bottom where you cannot see. Once this has been ensured, you may tighten the bolt with a mild torque with your fingers.





You may now reassemble the rest of the motorcycle. The parts below should be the only items leftover from the installation.





Most importantly, apply the Rottweiler Performance sticker in such a way that the rest of your pack understands that you are now their leader, and have the best taste in aftermarket parts.



NOW GO RIDE!