

## ROTTWEILER PERFORMANCE

### 1290 ADVENTURE INTAKE SYSTEM



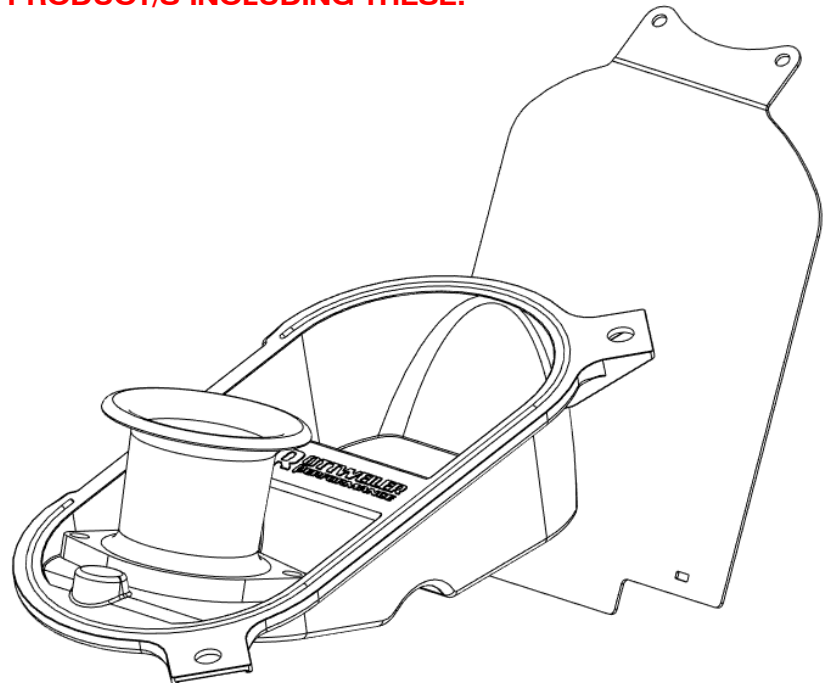
**NOTE: PLEASE READ AND UNDERSTAND ALL NOTES, PRECAUTIONS, AND WARNINGS WITHIN THIS DOCUMENT BEFORE PERFORMING THESE PROCEDURES. IT IS SOLELY YOU AND/OR THE INSTALLER'S RESPONSIBILITY TO ADHERE TO THE GUIDELINES OF ALL FACTORY TORQUE SPECS AND PROCEDURES MANDATED BY THE MANUFACTURER OF YOUR MOTORCYCLE. 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:

- 2-3 Hours

#### TOOLS NEEDED:

- T20 TORX
- T30 TORX
- NEEDLENOSE PLIERS
- SIDE CUTTERS / FLUSH CUTS



## ONLINE INSTRUCTIONS QR CODE LINK

Scan this code with your phone's camera or a QR code reader to get direct links to all our online instructions.





## **CALIFORNIA EMISSIONS WARNING**

**THE CALIFORNIA AIR RESOURCES BOARD (CARB) DOES NOT PERMIT THE REMOVAL OR ALTERATION OF OEM EMISSION CONTROL DEVICES UNLESS CERTIFIED BY CALIFORNIA AIR RESOURCE BOARD, OTHER THAN FOR RACING VEHICLES ON CLOSED COURSES. THESE PRODUCTS ARE LEGAL FOR USE ONLY IN COMPETITION RACING VEHICLES AND MAY NOT BE LEGAL IN CALIFORNIA FOR USE ON PUBLIC ROADS, STREETS, OR HIGHWAYS. CHECK YOUR LOCAL LAWS AND REGULATIONS TO DETERMINE IF COMPLIANCE IS NEEDED IN YOUR CITY OR STATE. IF YOU ARE IN CALIFORNIA AND HAVE PURCHASED THIS ITEM WITHOUT THIS KNOWLEDGE, PLEASE MESSAGE US FOR A FULL REFUND AND FREE RETURN SHIPPING.**

# ROTTWEILER

## HELPFUL NOTES AND LINKS BEFORE YOU BEGIN

If you are installing a Rottweiler Intake System and removing the emissions system, start at the links below in order.

1. REMOVING THE FUEL TANK
2. [SAS STAGE 2 INSTALLATION](#) or [SAS STAGE 3 INSTALLATION](#)
3. [INSTALLING 2021+ \(2020+ EU\) 1290 ADVENTURE ROTTWEILER INTAKE SYSTEM](#)
4. REINSTALLING THE FUEL TANK

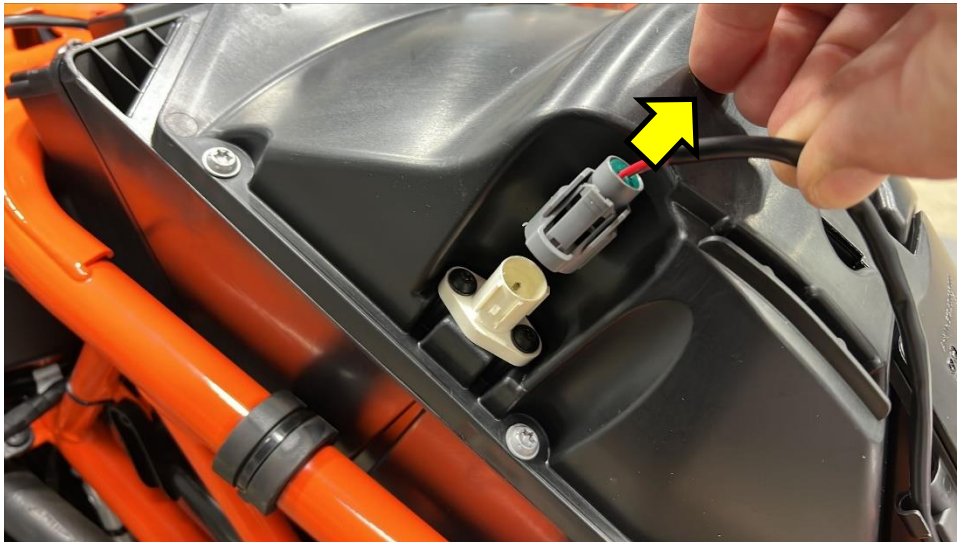
If you are only performing an intake system installation and NOT an emissions removal, start at the links below in order.

1. REMOVING THE FUEL TANK
2. [INSTALLING 2021+ \(2020+ EU\) 1290 ADVENTURE ROTTWEILER INTAKE SYSTEM](#)
3. REINSTALLING THE FUEL TANK

## INSTRUCTIONS

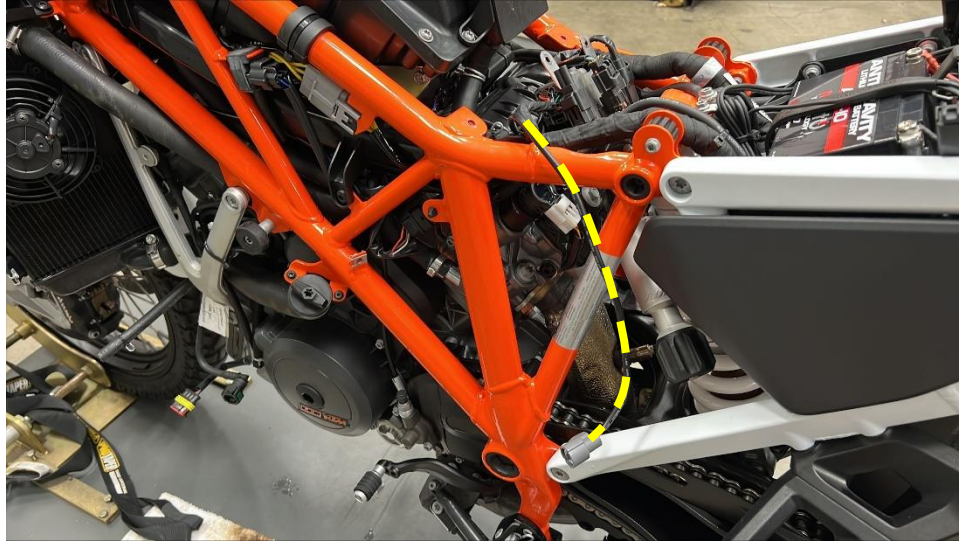
Remove the fuel tank. (See the link above if you would like step by step instructions on how to remove the fuel tank, then return to this manual)

Unplug the white air temperature sensor on top of the air-box lid by depressing the locking tab and pulling back on the body and NOT the wires.

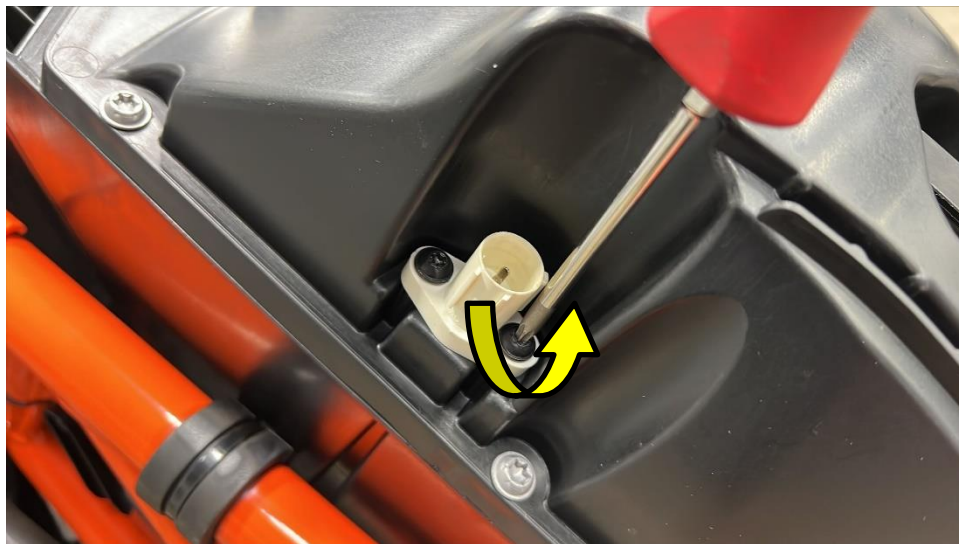


# ROTTWEILER

Lay it off to the side.

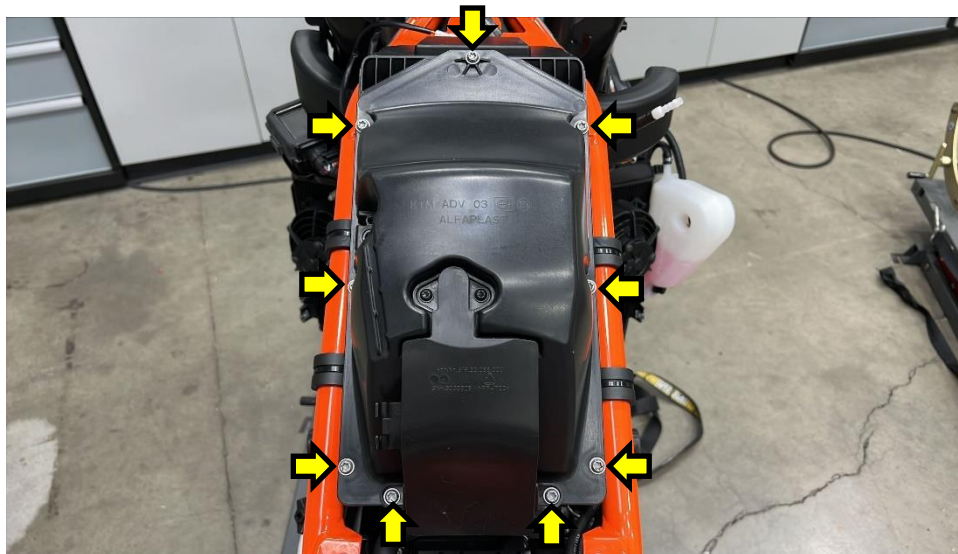


(T20 TORX) Remove the air temperature sensor from the stock air-box. These WILL BE reused.

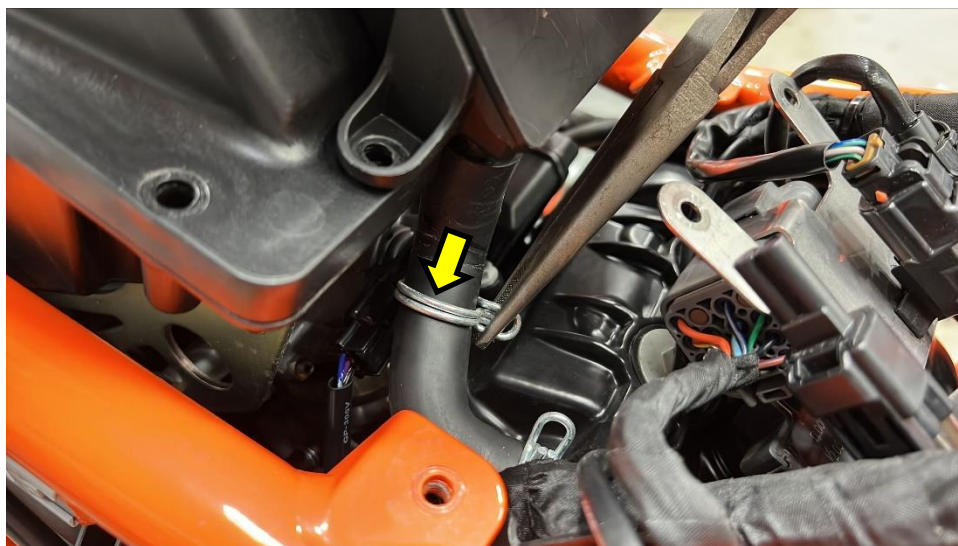


# ROTTWEILER

(T30 TORX) Remove the (9) screws affixing the air-box lid. (These will not be reused)

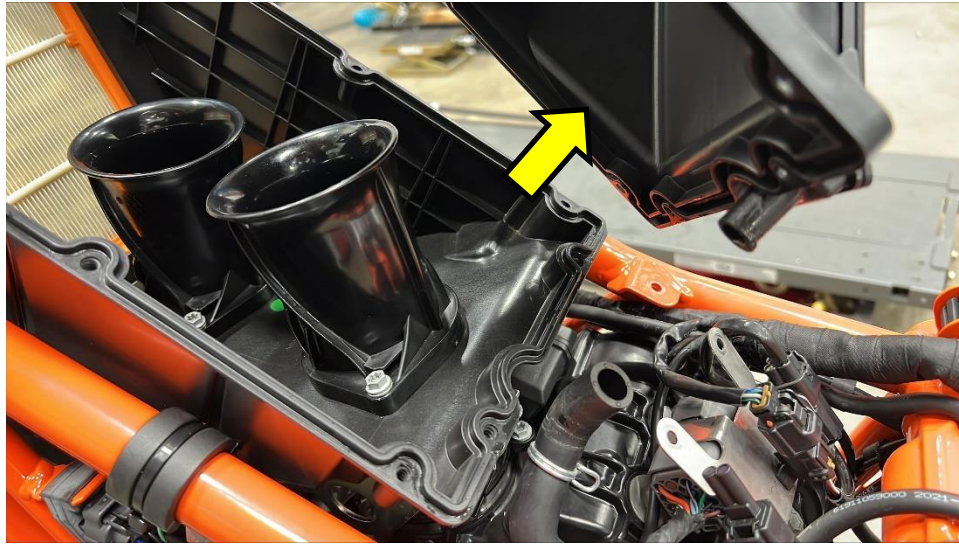


(PLIERS / NEEDLENOSE) Remove the spring clip on the crankcase breather hose at the back of the air-box lid and slide the hose off.

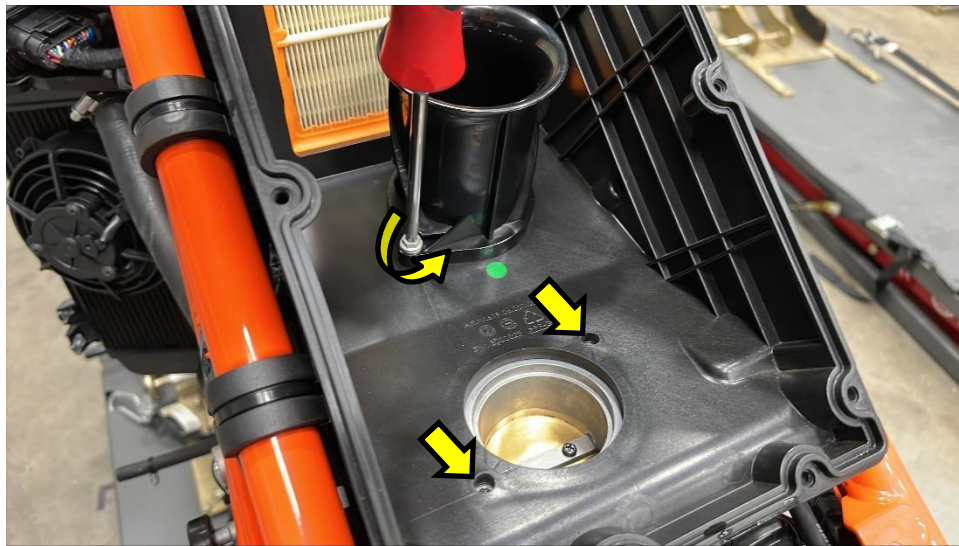


# ROTTWEILER

Remove the lid and set it aside.



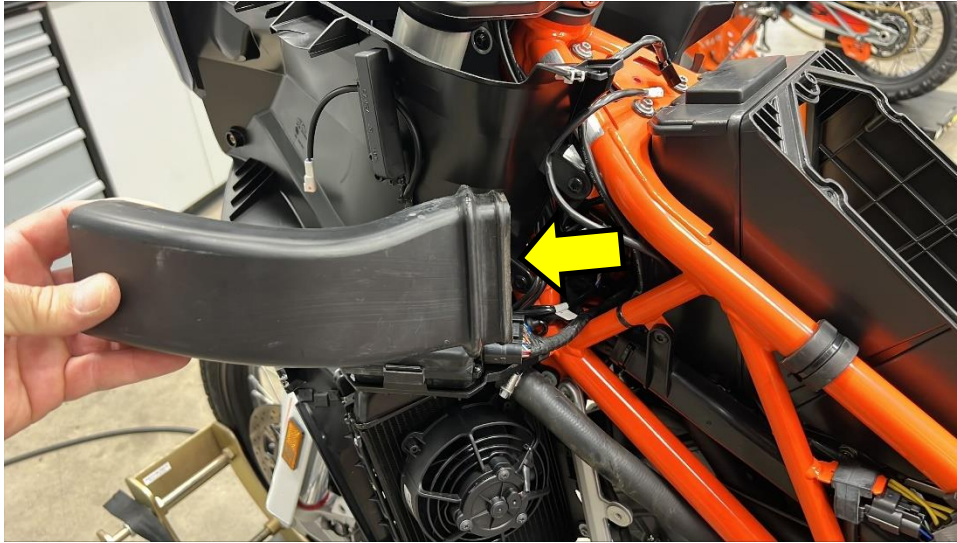
(T30 TORX) Remove both velocity stacks.



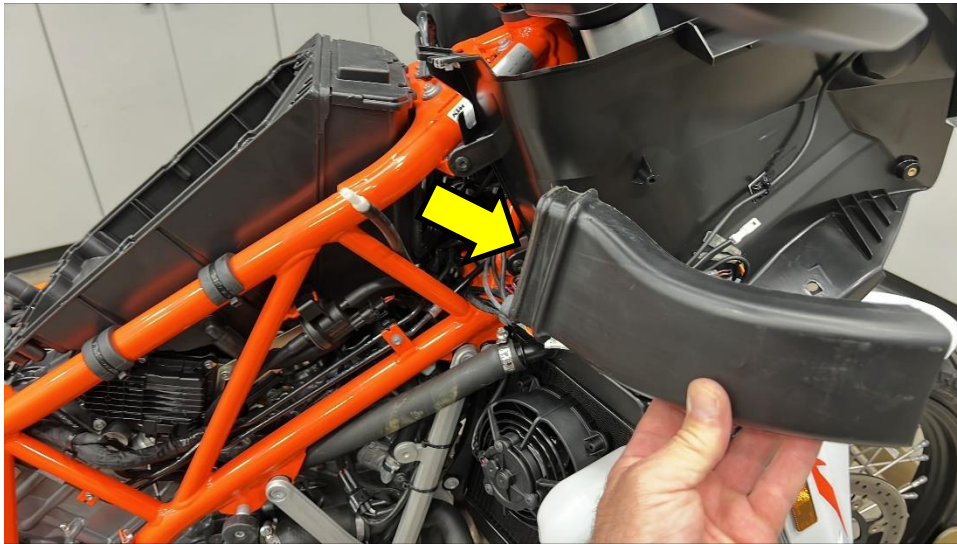
# ROTTWEILER

Remove the intake snorkel tube from both sides.

LEFT SIDE

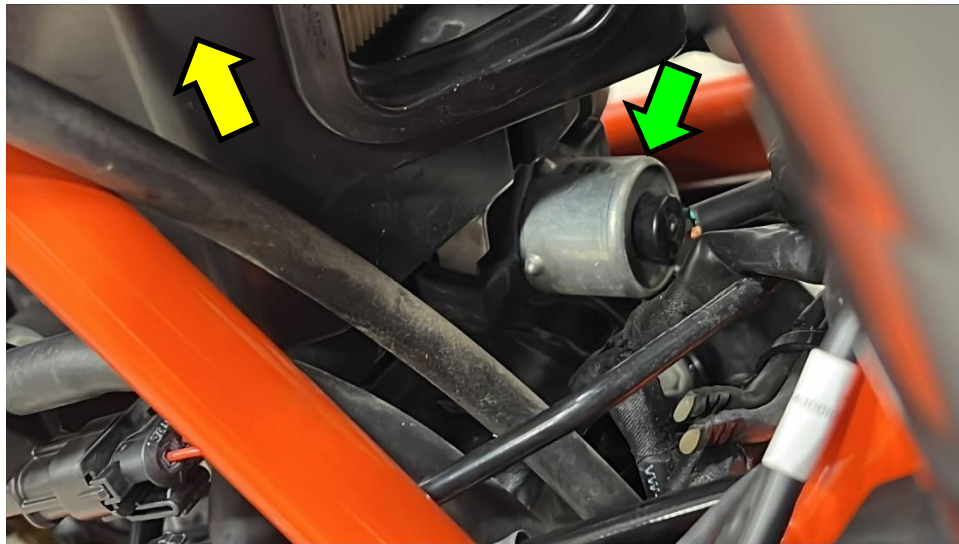


RIGHT SIDE



# ROTTWEILER

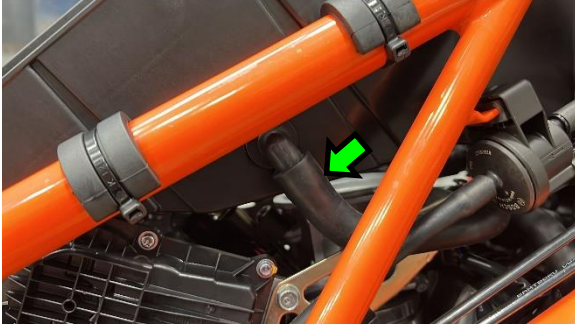
**LIFT** the bottom half of the air-box off the throttle bodies and locate the **SAS VALVE** indicated below and slide it downward off the keepers.



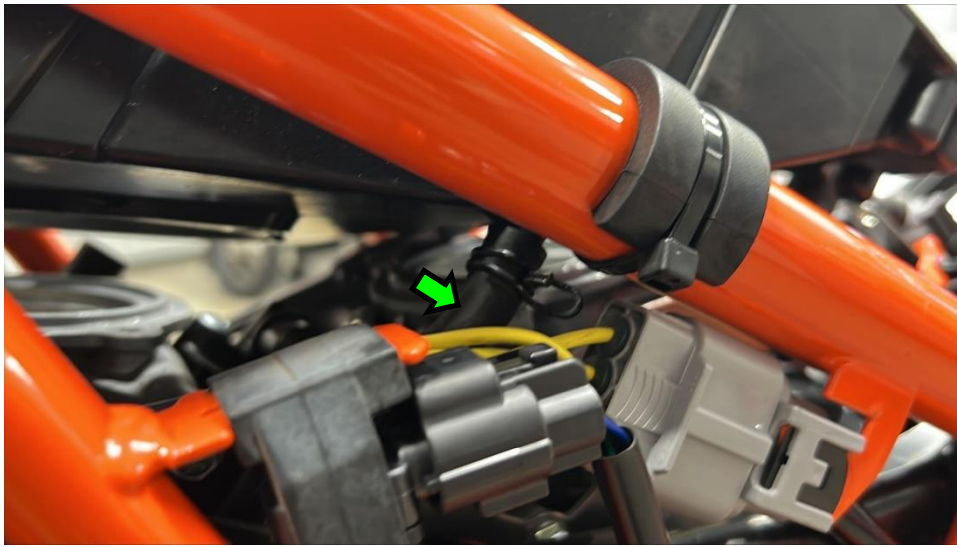


# ROTTWEILER

(RIGHT SIDE) Locate the **SAS BREATHER HOSE** and slide it off the elbow.



(LEFT SIDE) Locate the **DRAIN TUBE**.



(NEEDLENOSE PLIERS) **SLIDE DOWN** the spring clamp and remove the hose from the bottom of the air-box.

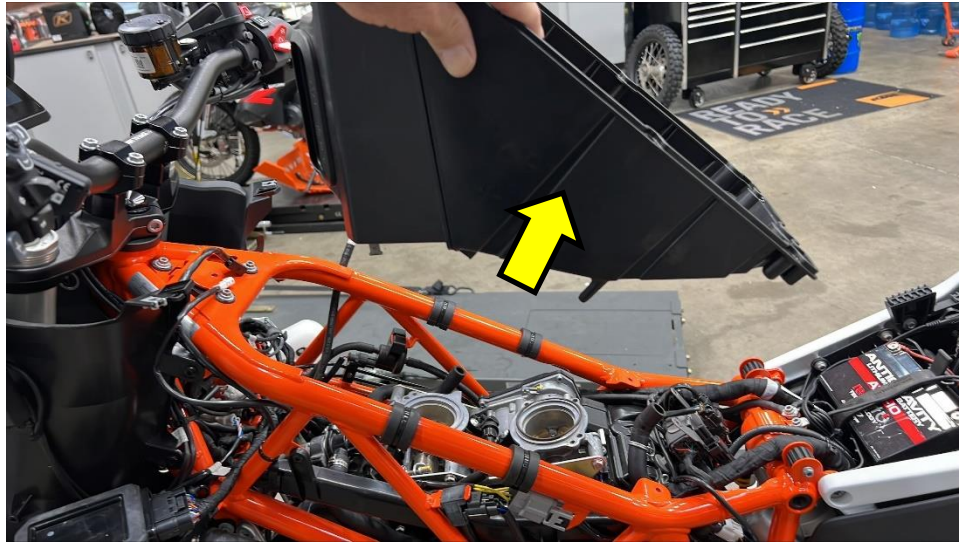


# ROTTWEILER

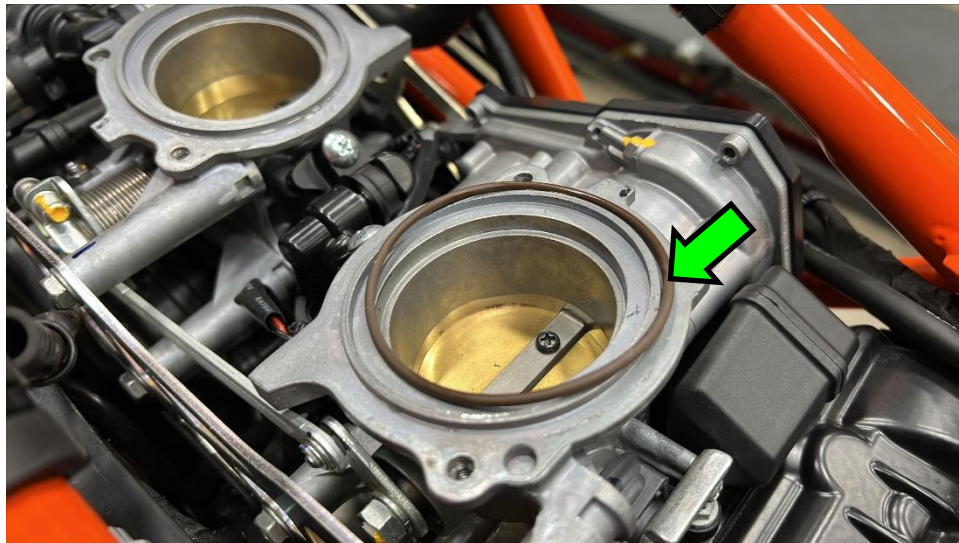
This hose can be pulled out from the bottom and will not be reused. It is simply a drain for the stock air-box in case water enters the air box.



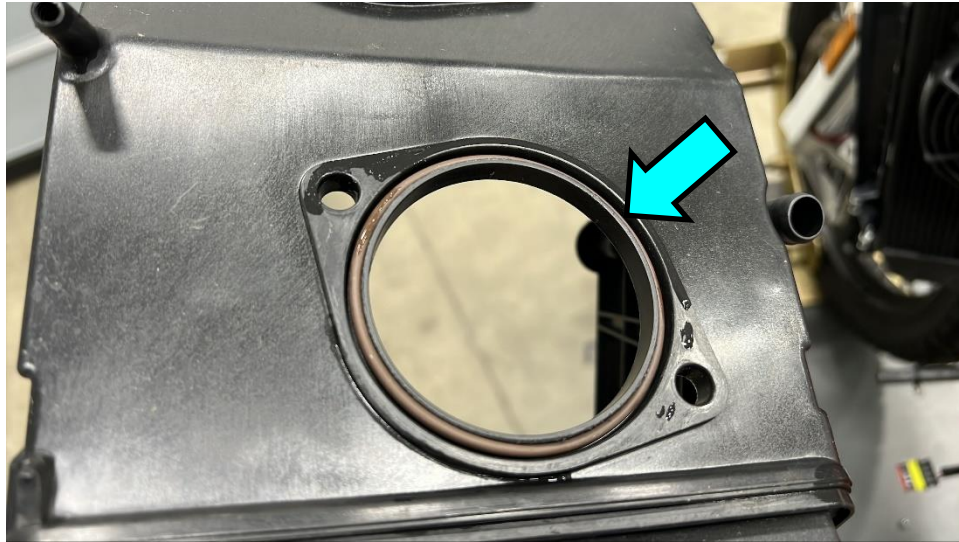
Remove the lower half of the air-box.



Look for any **O-RINGS** that may have remained on the throttle bodies or the bottom grooves of the air-box and remove them. The example below is where one was left on the throttle body and the other in the stock **AIR-BOX GROOVES**.



# ROTTWEILER



Install the stock **O-RINGS** into the base of the Rottweiler Intake. A small amount of assembly grease can help keep the o-rings in place upon assembly.



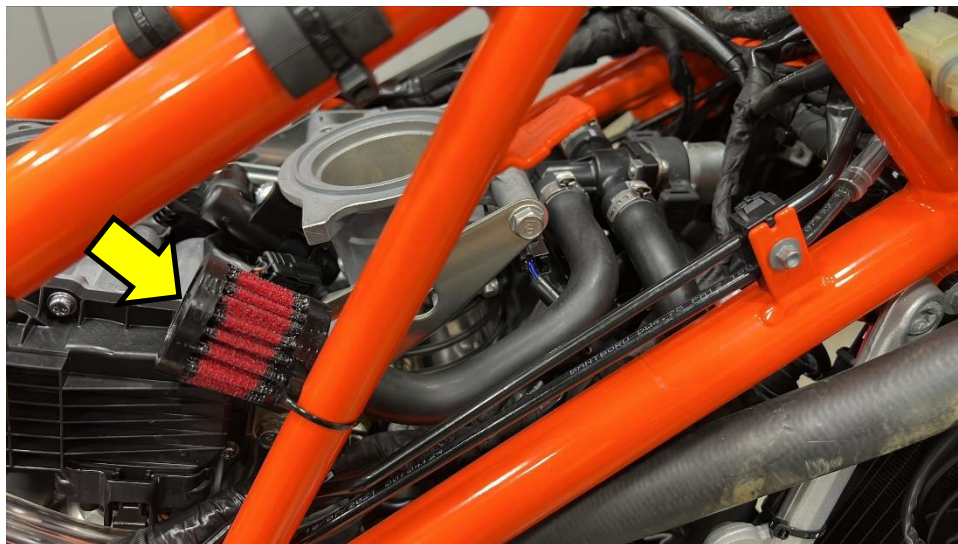
NOTE: If you are also performing an SAS and Canister removal as part of your upgrade, this will be the best time to begin those installations. Save a link to these instructions here, navigate to the proper removal stage via the links below, then return to this page and begin again below this paragraph.

[SAS STAGE 2 INSTRUCTIONS](#) [link](#)  
[SAS STAGE 3 INSTRUCTIONS](#)

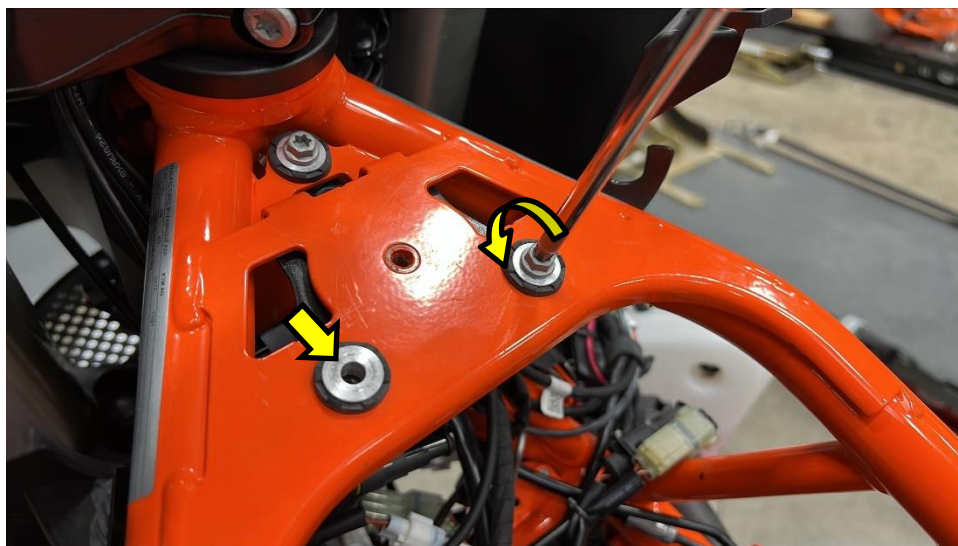
If you are retaining the SAS emissions system and you would like it to continue to work, you will need to filter the hose that traveled to the RIGHT SIDE of the stock air-box. This system simply allows oxygen to enter the exhaust system at startup and only needs filtered air. You may also simply plug this hose by folding it in half and zip tying it. This is harmless to the system and simply prevents oxygen from being pulled into the exhaust system. The byproduct is less occasional popping on deceleration.

# ROTTWEILER

RETAINING THE SAS SYSTEM: Install part [UNI-123](#) at the location shown below where the SAS system pulled air from the stock air-box.



(T30 TORX) Remove the two screws shown below.

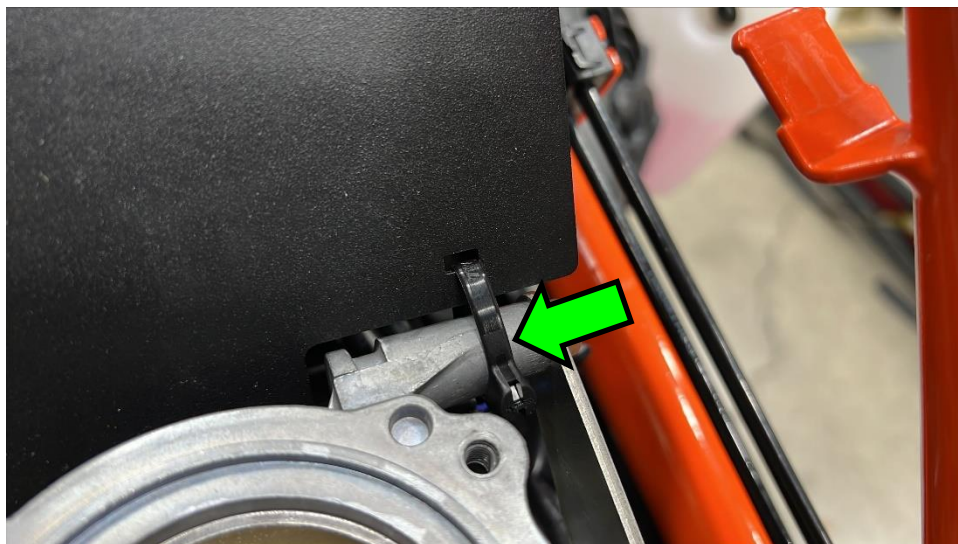


# ROTTWEILER

(T30 TORX) Affix the debris shield. This part helps keep direct spray and dust from contacting the Rottweiler Performance filter directly through the front of the motorcycle.

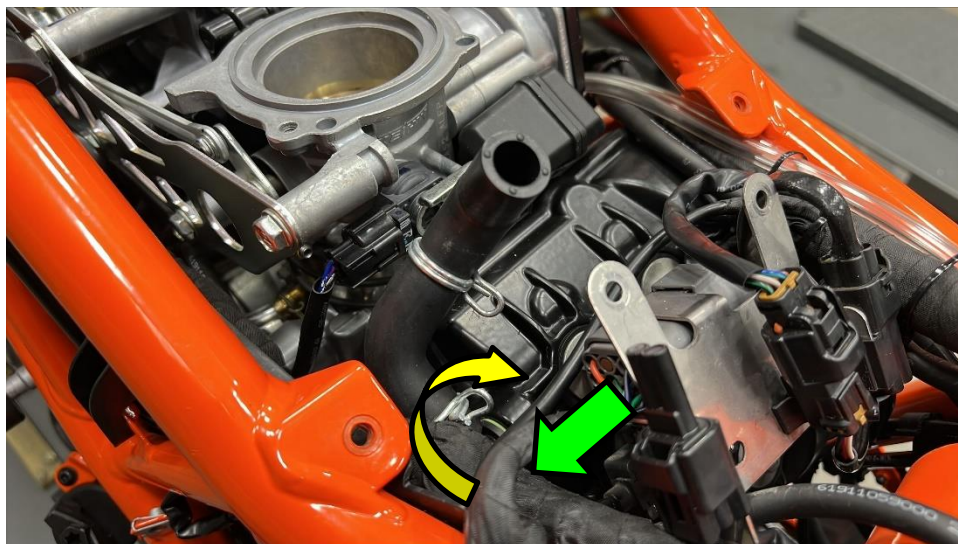


(SIDE CUTTERS) Affix the supplied **ZIP TIE** to the throttle body and lightly tighten so as not to pull the debris shield into contact with the throttle body. The zip tie is simply to stabilize the bottom of the debris shield.

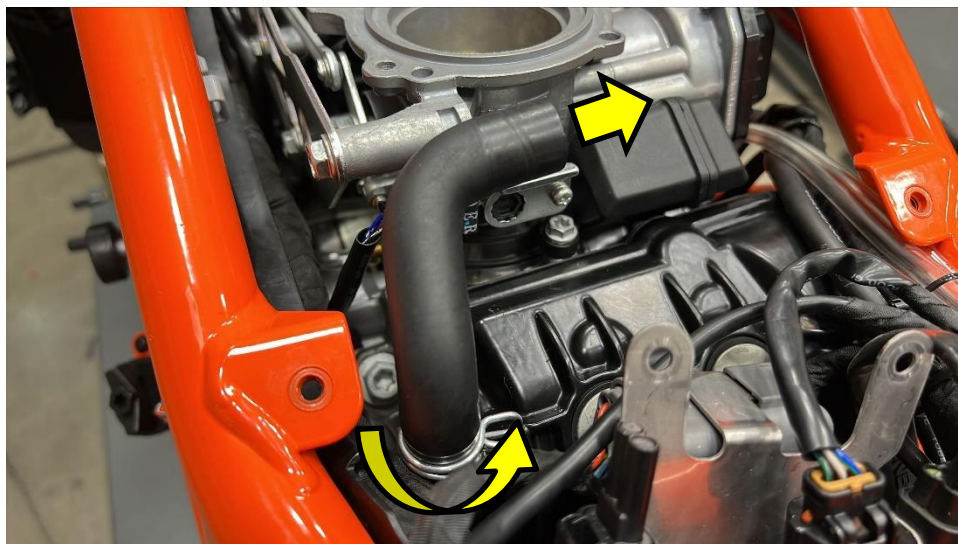


# ROTTWEILER

Swivel the crankcase breather up and rotate the hose so that instead of pointing up it now points to the right. This may require some readjusting of the **WIRE HARNESS** depending on the bike's assembly.



Position the crankcase breather hose so that it now points to the RIGHT SIDE of the motorcycle.



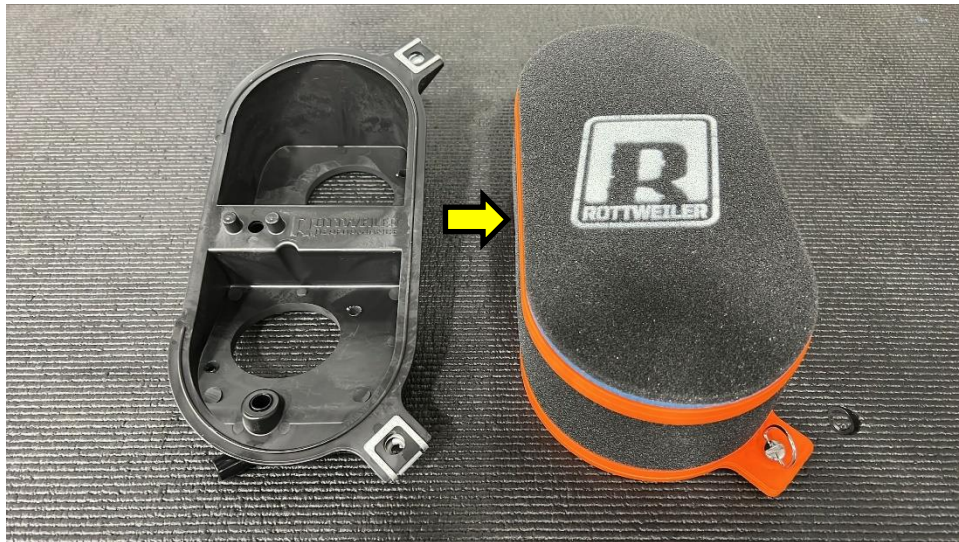
# ROTTWEILER

## PRACTICE

If you are unfamiliar with the Rottweiler Intake Systems with the build in cage, it is a great idea to practice fastening the filter to the base plate before it is installed. Doing this before the kit is installed will help you understand the mechanics of the design when filter maintenance is being performed later.

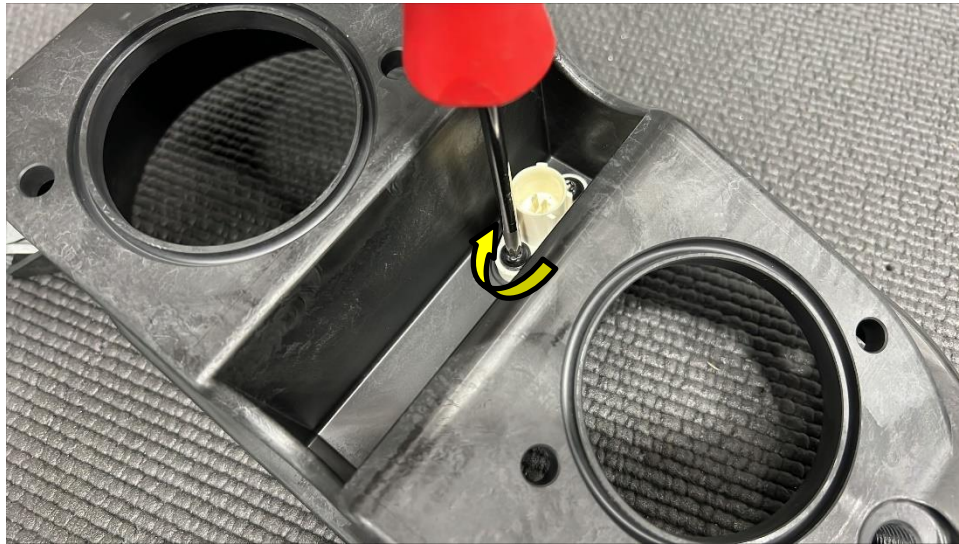


Remove the filter from the base plate.

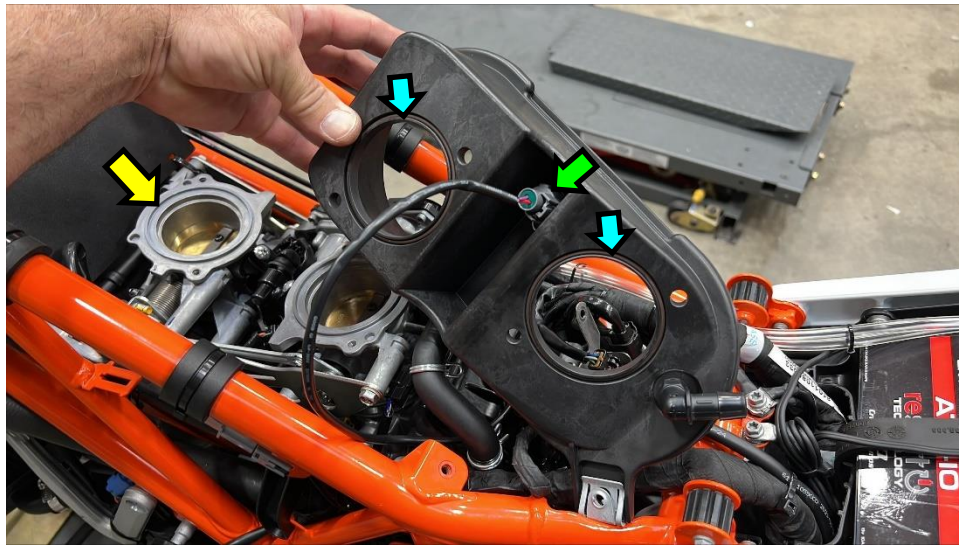


# ROTTWEILER

(T20 TORX) Using the same screws that fastened the temperature sensor to the stock air-box, reinstall the sensor into the base of the Rottweiler Intake place. The direction of the clip does not matter. In this case it was pointed to the rear of the base plate.



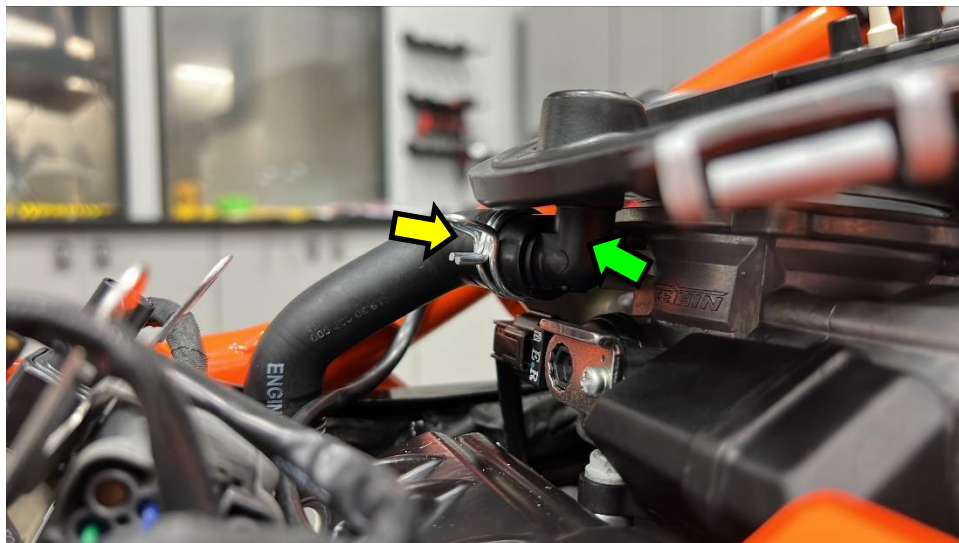
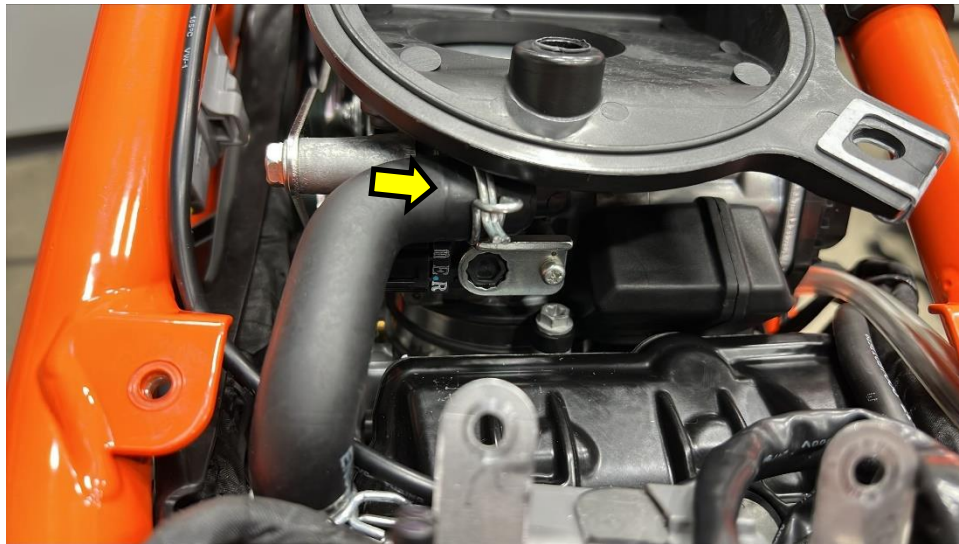
Plug the **TEMPERATURE SENSOR** into the chassis harness and place the Rottweiler Performance base plate on to the throttle bodies ensuring that the **O-RINGS** are still in their grooves and have not fallen out upon assembly. The o-ring grooves will locate to the **RIBS** on the throttle body and slightly compress the o-rings for a sealed fit.





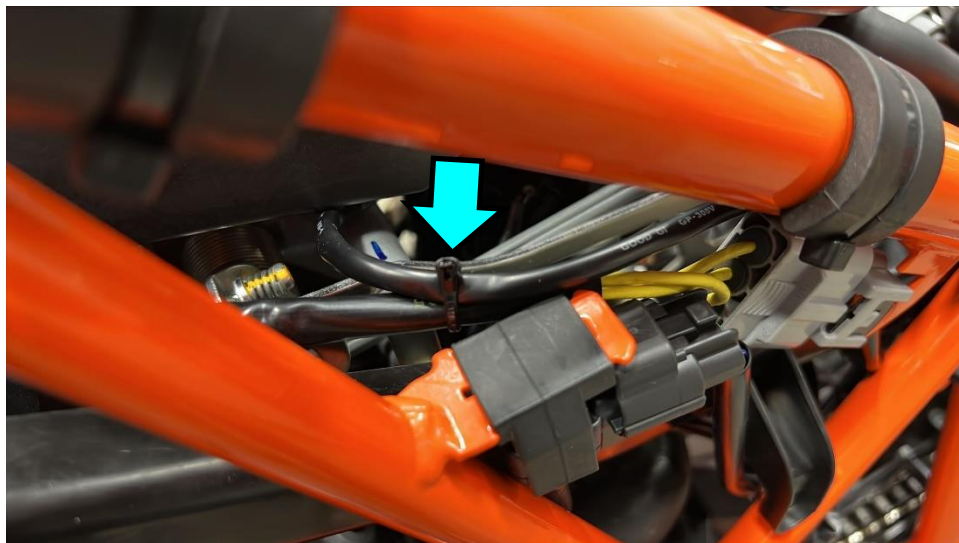
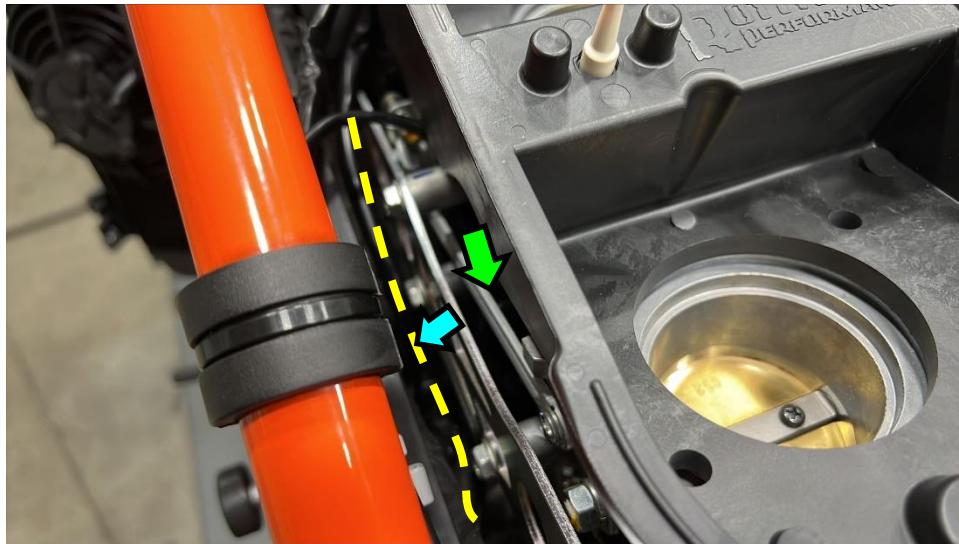
# ROTTWEILER

(NEEDLENOSE PLIERS) Install the **CRANKCASE BREATHER HOSE** to the **RIGHT-ANGLE** elbow on the base plate and move the spring clamp into place.



# ROTTWEILER

(SIDE CUTTERS) Take care that the **TEMPERATURE SENSOR WIRE** does not interfere with the **THROTTLE LINKAGE** by **ZIP TYING** it off to the side securely.

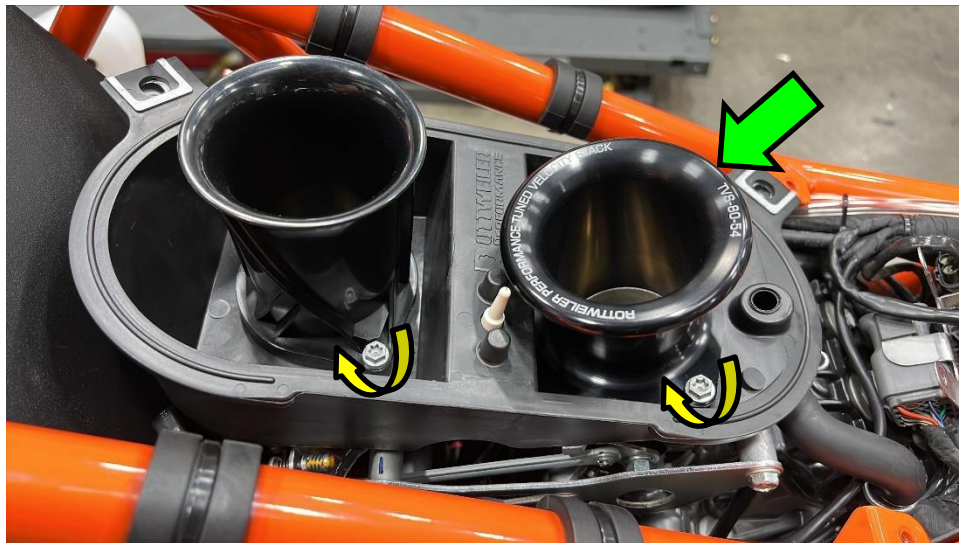


# ROTTWEILER

Move the **BOLTS AND CRUSH SLEEVES** from one of the stock velocity stacks and into the Rottweiler Performance billet replacement.



(T30 TORX) Install both velocity stacks, placing the **ROTTWEILER PERFORMANCE VELOCITY STACK** in the rear.



## OILING YOUR FILTER AND PRE-FILTERS

For the best overall results and longevity of your filter it is recommended that you use biodegradable filter oil systems and follow the instructions below. Always use the products in accordance with instructions. Improper use of cleaning chemicals or use of non-approved chemicals can damage filter materials.



**UNDER NO CIRCUMSTANCES USE COTTON GAUZE FILTER OIL, ENGINE OIL OR ANY OTHER OIL NOT SPECIFICALLY MANUFACTURED FOR FOAM AIR FILTERS. DO NOT ALLOW ANY OTHER CHEMICAL OTHER THAN THE RECOMMENDED FILTER OIL TO COME INTO CONTACT WITH THE FILTER ELEMENT WHATSOEVER. IF ANY WARRANTY SITUATION ARISES, AND IT IS DETERMINED THAT ANY OTHER SUCH CHEMICAL HAS COME INTO CONTACT WITH THE FILTER ELEMENT, ALL WARRANTIES SHALL BE IMMEDIATELY VOID.**

- 1) These instructions apply to both the base main filter and pre-filters. They both should be thoroughly oiled before use.
- 2) Read the label on the can prior to spraying and use in an open, well-ventilated area. Holding the aerosol about 25mm/1" from the filter, spray in a deliberate circular motion all over the foam surface until the coarse foam pores just start to fill up with oil and/or penetrate the inside of the filter. Then, wearing protective gloves use your fingertips to 'massage' the oil deep into the foam.
- 3) The aerosol contains a mix of oil concentrate and a thinning agent which helps the oil to penetrate deep into the foam. The thinning agent will evaporate off after around 5-10 minutes, so it is important to massage the oil into the foam as soon as it is applied to ensure the oil works its way through to the fine, inner layer of foam. If you think you have over oiled your filter, you can dab the surface of the foam with a strong absorbent paper tissue/paper kitchen towel, which will remove most of the excess oil.



**IT IS IMPORTANT TO RESIST THE TENDENCY TO SIMPLY OIL THE OUTSIDE AND THEN THE INSIDE OF THE FILTER. THIS MAY LEAVE THE MIDDLE LAYER DRY, REDUCING THE ABILITY OF YOUR ROTTWEILER INTAKE FILTER ELEMENT TO DO ITS JOB. MAKE SURE TO THOROUGHLY OIL THE ENTIRE FILTER FROM THE OUTSIDE UNTIL THE INSIDE STARTS TO BECOME VISUALLY MOIST WITH OIL PRIMARILY FROM THE OUTSIDE FIRST. ONCE THIS HAS BEEN CONFIRMED, YOU MAY THEN OIL THE INSIDE WELL BUT NOT OVERSATURATED.**

- 4) Once you are confident that your Rottweiler Intake Filter is properly oiled through all three layers of the foam, spray the sealing foam on the base of your Rottweiler Intake filter with the same filter oil used on the main filter foam and your filter is now ready to install.



**DO NOT USE ANYTHING OTHER THAN FILTER OIL ON THE FILTER BASE SEALING GASKET. GREASE PRODUCTS LIKE NO TOIL RIM GREASE ARE KNOWN TO HARDEN AND CAUSE DAMAGE TO THE SEALING GASKET BASE. ANY AND ALL WARRANTIES EXPRESSED OR IMPLIED WILL BE VOID IF UNAPPROVED CHEMICALS ARE USED.**

# ROTTWEILER

(VIEW ON THE BENCH FROM THE UNDERSIDE FOR INSTRUCTIONAL PURPOSES) Install the filter by 'hooking' the left side tab underneath the base plate on the left-hand side. Gently push on the base of the filter from left to right ensuring that the filter is hooked properly by trying lightly to pry it upward. It should not tilt up when rolled from left to right if done properly. (Left underside shown below)



(VIEW ON THE BENCH FROM THE UNDERSIDE FOR INSTRUCTIONAL PURPOSES) Making sure that the base plate 'ears' are located up inside the orange filter base on both ends, turn the ¼ turnkey tabs clockwise until they latch and click into place. This may take some downward pressure to get the locks to catch the base plate tabs and a long screwdriver can make this a bit easier.



# ROTTWEILER

Install the pre-oiled Rottweiler Performance filter to the base plate according to the steps listed above.



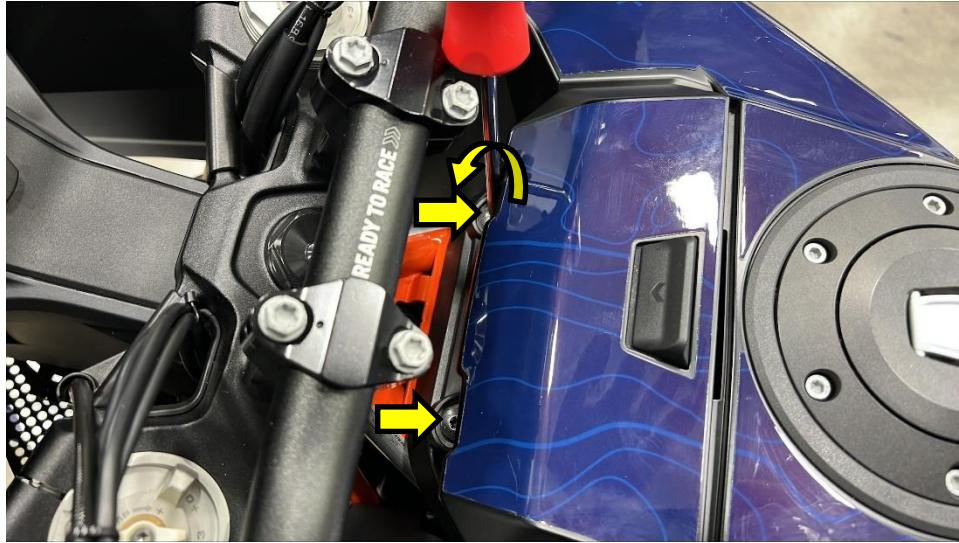
Oil and install the pre filter if desired. This can help dramatically in catching a majority of the dust and debris to help make maintenance much quicker and easier, reducing the number of times the base filter needs cleaning. The pre filter does not reduce the horsepower of the motorcycle due to the large surface area of the main filter.



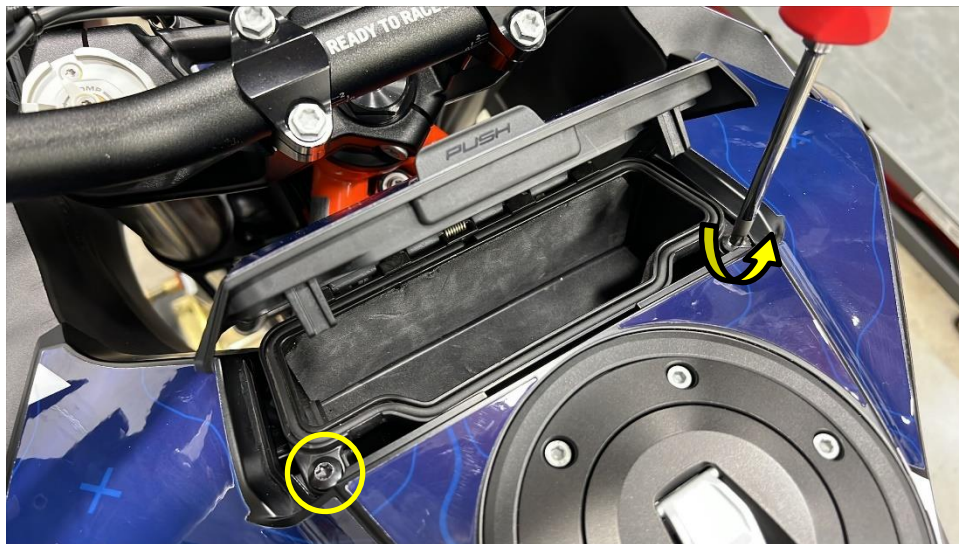
You may now reinstall the fuel tank. [SEE THIS LINK](#) for detailed reassembly instructions and then navigate back to this document for routine removal instructions below.

## ROUTINE REMOVAL FOR MAINTENANCE

(T30 TORX) Remove the (2) 5mm screws from the front of the storage box.

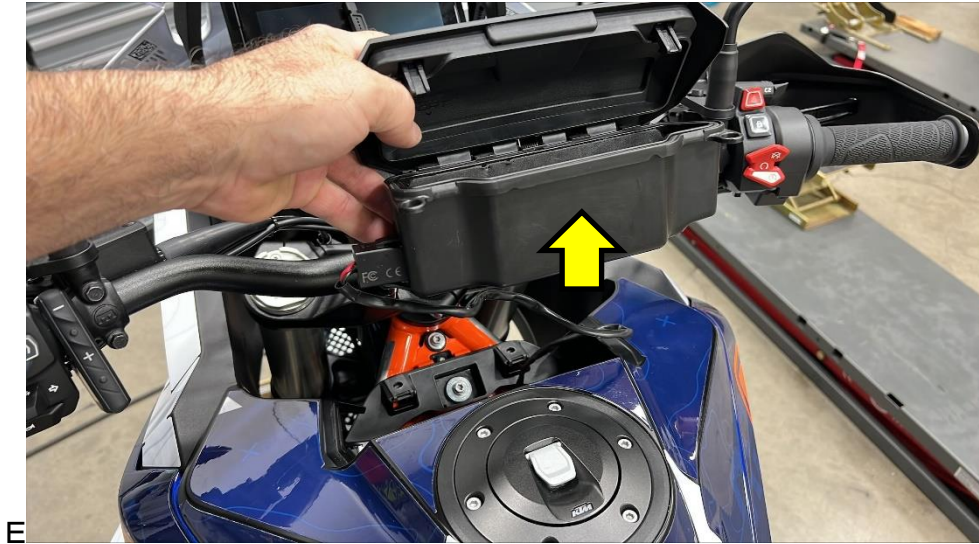


(T30 TORX) Remove the (2) 6mm screws from the inside of the storage box.



# ROTTWEILER

Pull the storage box up and out.



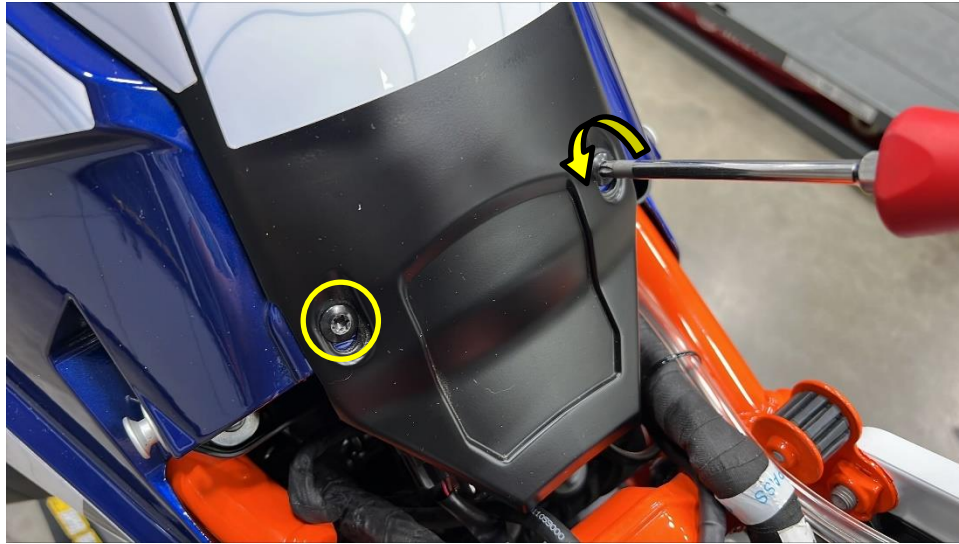
Unplug the USB connection and/or just lay the box out of the way.



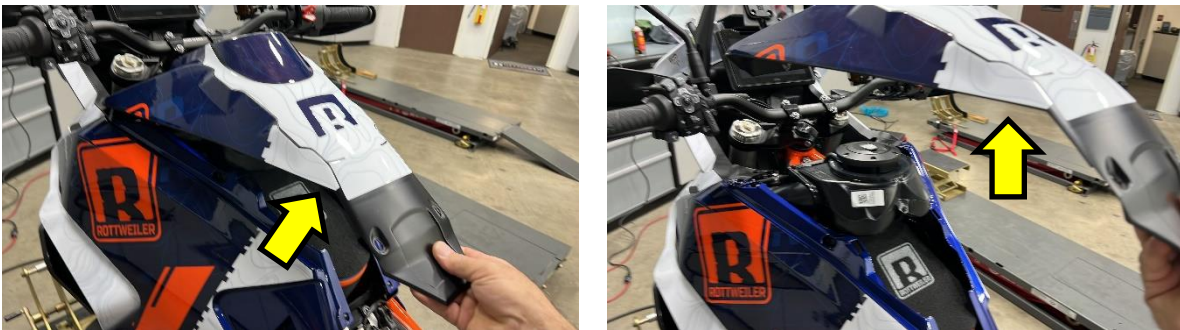


# ROTTWEILER

(T30 TORX) Remove the (2) 5mm screws from the rear of the center cowling.



Pull up from the rear and remove the center cowling.

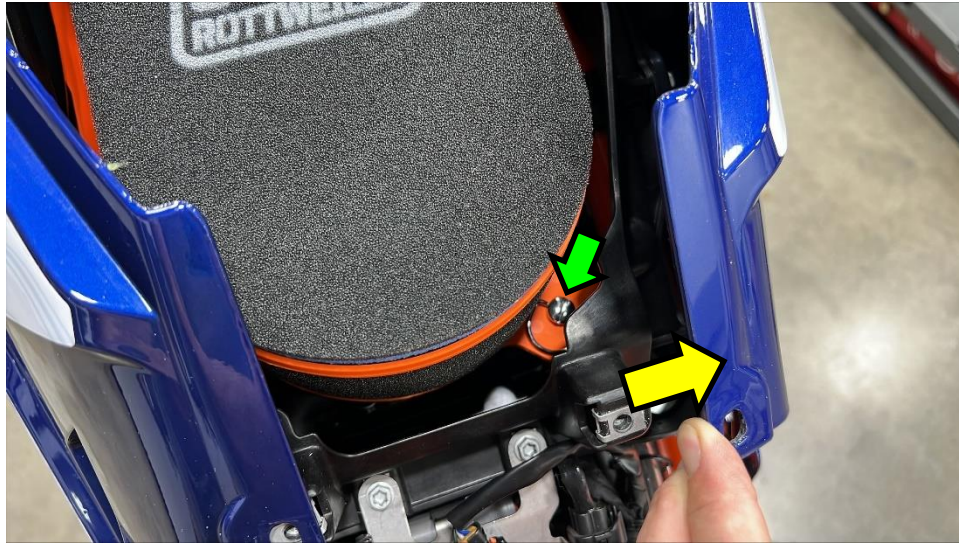


Remove the two screws indicated below from both sides.

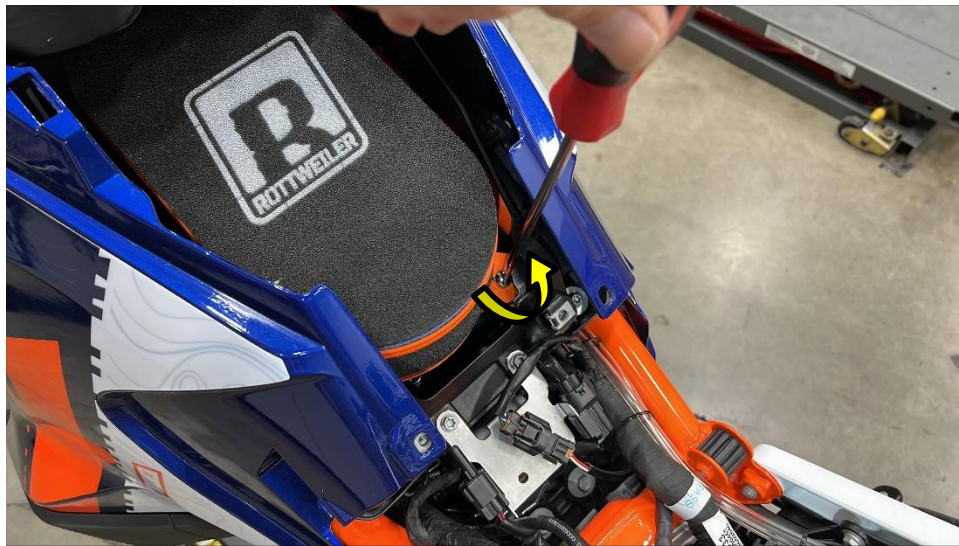


# ROTTWEILER

Move the **RIGHT SHROUD** to the right and expose the rear **1/4 TURN FASTENER**.



(FLAT TIP SCREWDRIVER) Turn the 1/4 turn fastener counterclockwise until it releases.



# ROTTWEILER

Reach in front of the fuel cap and turn the front 1/4 turn fastener counterclockwise until it releases.



Tilt the Rottweiler Performance filter element up from the RIGHT-HAND SIDE and push slightly left to release it from the captured tab.

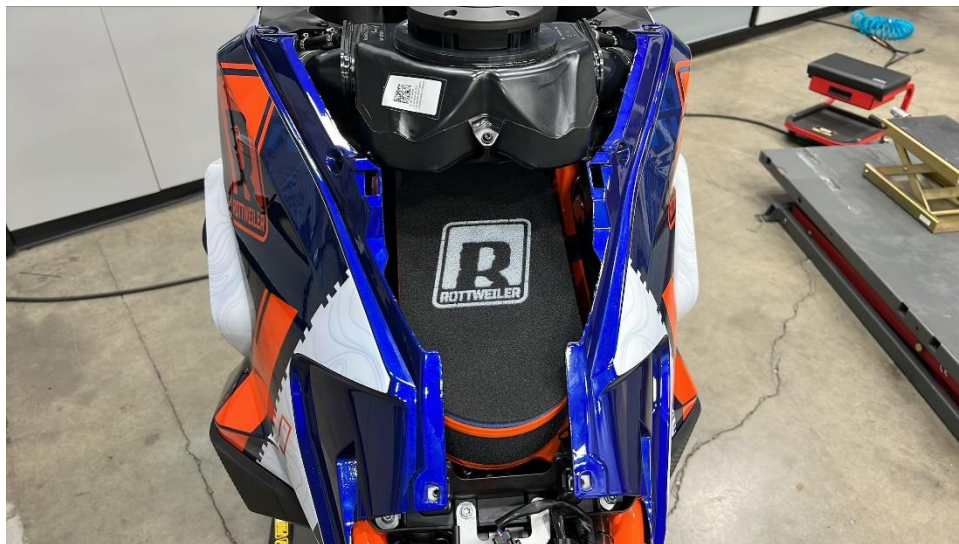
Lift up and out.





## REINSTALLING A CLEAN FILTER

Reinsert the filter in the same manner it was removed and set it to rest on the base plate. Slide the filter to the LEFT and then push down on the top of the internal filter cage in the center of the LEFT SIDE, then slide the filter to the RIGHT. The goal is to hook the tab on the LEFT SIDE and then affix the (2) 1/4 turn fasteners.



# ROTTWEILER

To ensure if you have affixed your Rottweiler Performance filter properly, rock the filter up from the left side. If the filter stays in place, you have successfully affixed the filter to the base plate.

If the filter rocks upward, you have not affixed the clipping tab on the LOWER LEFT of the filter to the base plate properly and will need to release the (2) 1/4 turn fasteners on the RIGHT SIDE to begin again. This can also be checked before affixing the (2) 1/4 turn fasteners with the same method of rocking the filter up.



You may now reassemble the remaining fasteners. See the following page for detailed cleaning instructions.

## NOW GO RIDE!

## CLEANING YOUR ROTTWEILER PERFORMANCE FILTER

For the best overall results and longevity of your filter it is recommended that you use biodegradable filter oil systems and follow the instructions below. Always use the products in accordance with instructions. Improper use of cleaning chemicals or use of non-approved chemicals can damage filter materials.

Most biodegradable oiling kits are intended to be used in a two-part cleaning process where the cleaner breaks down the sticky dust retention oil on the filter, which is then washed off using warm water and washing up liquid/dish washing soap.

1. Follow the instructions for the brand of oil in which you have used to originally oil the filter. Mixing cleaning solutions between brands can lead to poor performance during the cleaning process.
2. The next step is to wash the filter out in warm soapy water for a final rinse. Fill a sink, washing bowl or bucket with a strong solution of water and liquid/dish washing soap, then submerge the filter in the solution. You should see any remaining oil and dirt residue rising out of the filter as it enters the water which may turn white as it mixes with the water/detergent mix. Repeat this process until you are satisfied that the filter is completely clean and then rinse with clean water only to ensure no dish washing detergent is left on the filter.



**THIS STAGE OF THE PROCESS SHOULD TAKE NO MORE THAN 4 – 5 MINUTES, LEAVING THE FILTER SUBMERGED IN WATER FOR A PROLONGED PERIOD MAY CAUSE THE GLUES IN THE FILTER TO SOFTEN AND EVENTUALLY BREAK DOWN.**

Now the filter is clean you will need to leave it in a warm, dry place until it is fully dried out. **DO NOT USE A HIGH-PRESSURE AIR-LINE OR HEAT GUN TO SPEED THE PROCESS UP.**

Once the filter is dry, you may re-oil the filter element with your chosen brand of foam filter oil.

**UNDER NO CIRCUMSTANCES USE COTTON GAUZE FILTER OIL, ENGINE OIL OR ANY OTHER OIL NOT SPECIFICALLY MANUFACTURED FOR FOAM AIR FILTERS.**