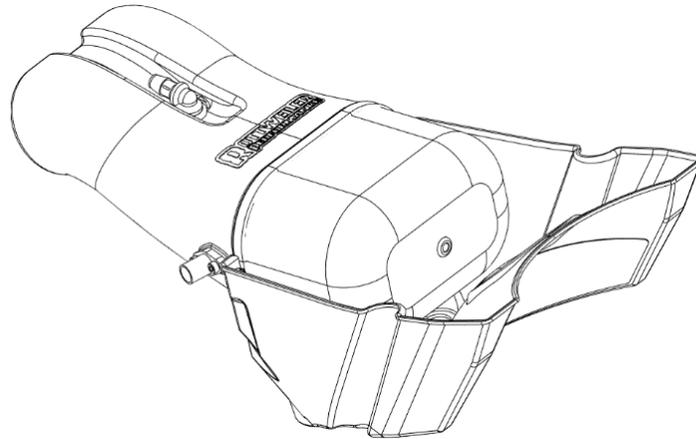




## ROTTWEILER PERFORMANCE

### 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



### FACEBOOK



## 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.



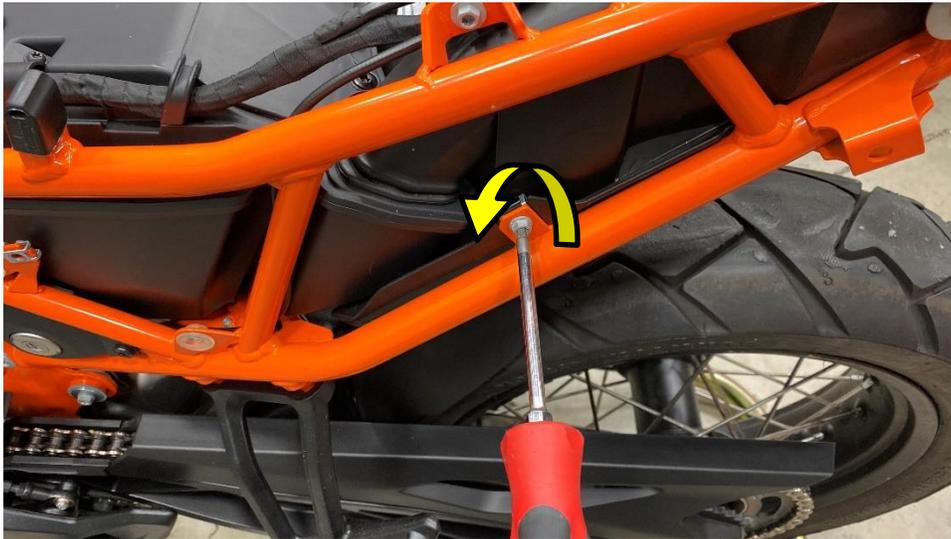
(T45 TORX) Remove the REAR rack and fender. These parts will lift off together and can be kept in a group when lifted off together.



(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.

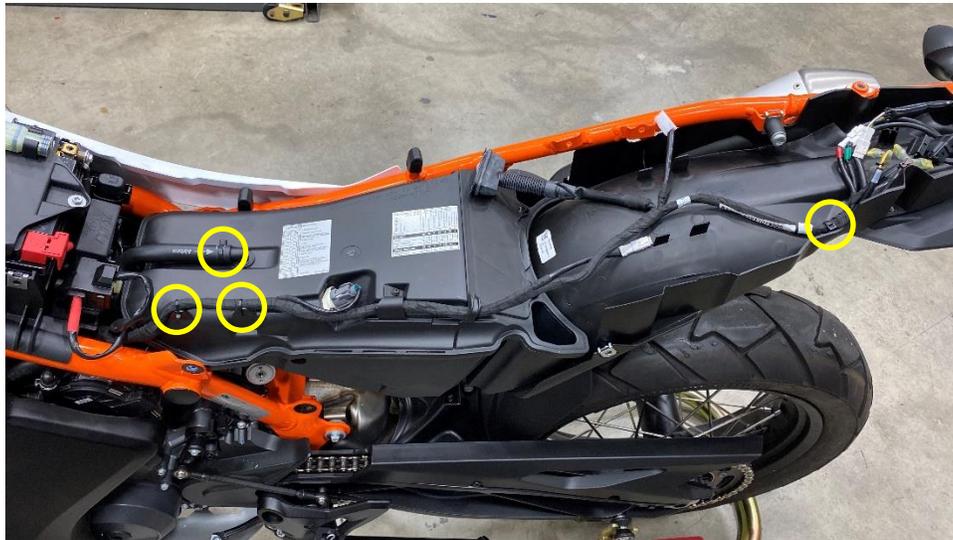




Remove the stock airbox snorkels. Use them to signal your tribe, store nuts and berries or throw them in the trash.



(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.

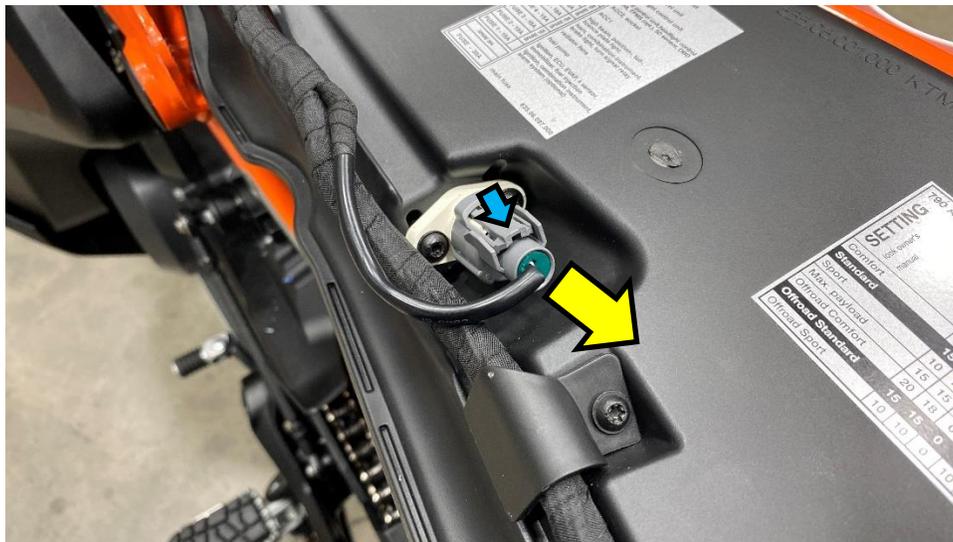




Unplug the 3 white taillight connectors. It might be helpful to mark the red and green connectors to ease reassembly.



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 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.





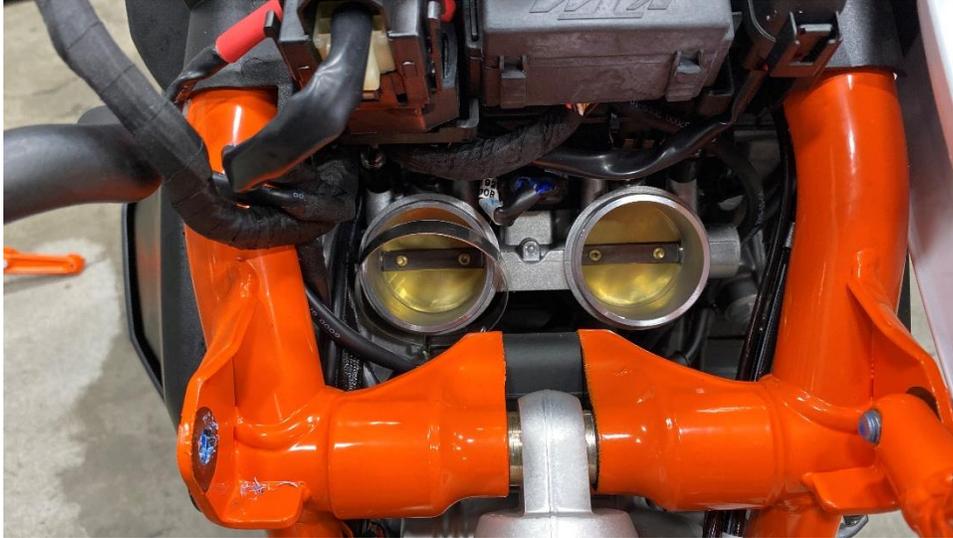
On our model, the left clamp head was behind the wiring on the bottom. We have seen these on the top as well.



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.





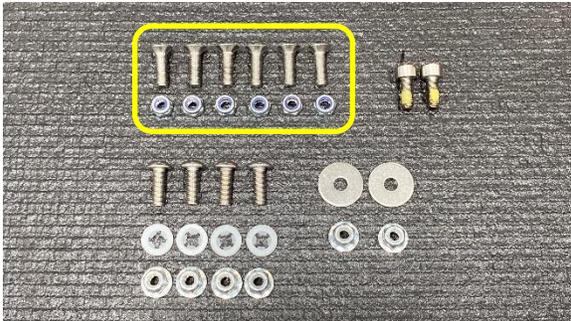
Throw the stock airbox in the trash or mail it back to KTM in Austria with a nice note thanking the engineers for keeping us in business. Be nice though.



### ROTTWEILER PERFORMANCE AIRBOX ASSEMBLY

In your kit you will receive the hardware shown below. The kits will differ between the RALLY and the PRO because of their construction and materials used. If the filter plate is already installed, you will not have the loose hardware **highlighted below** as they will already be installed. You do not see the stickers below because we have already proudly placed them on the motorcycle.

RALLY HARDWARE



PRO HARDWARE





## INSTALLING THE FILTER PLATE

SKIP TO 'INSTALLING THE VLOCITY STACKS' SECTION BELOW IF THE FILTER PLATE IS ALREADY INSTALLED

(RALLY - T25 TORX + 8MM WRENCH) Using the hardware highlighted below, affix the filter plate to the airbox installing the nylock nuts on the inside. DO NOT overtighten the hardware. Only tighten the hardware until the foam is compressed as shown below.





(PRO - T25 TORX) The PRO version intake will have threaded inserts and does not need nuts on the inside like the RALLY. Use the hardware highlighted below and affix the filter plate to the airbox. Be careful not to cross thread and do not use any Loctite as this may cause the inserts to spin.





## 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.

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.



**RALLY**



**PRO**

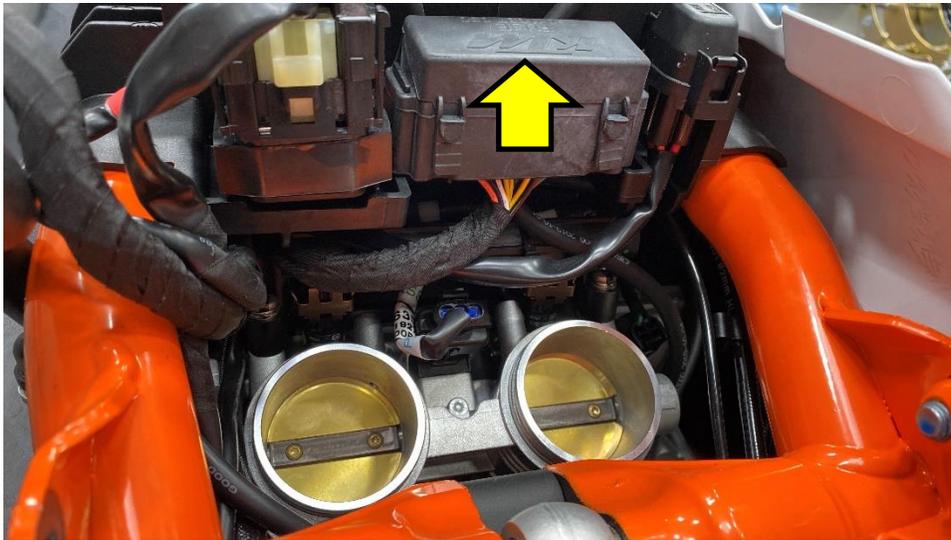




Install the hose clamps as shown below. This is the best position for tightening once the airbox has been installed.

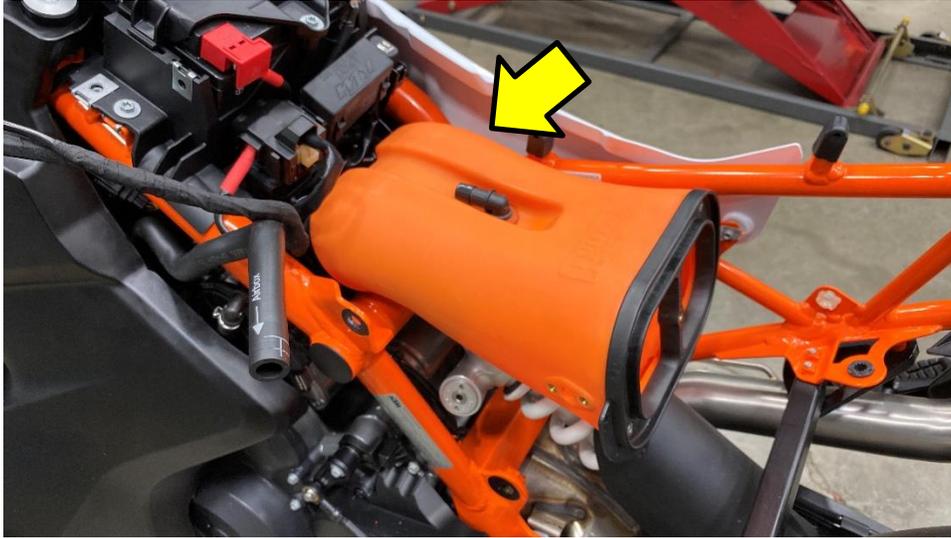


If the wiring harness for the fuse box is hanging down, pull fuse box up from the rubber keepers to temporarily clear the area so that the airbox velocity stack boots will not be hindered upon installation.





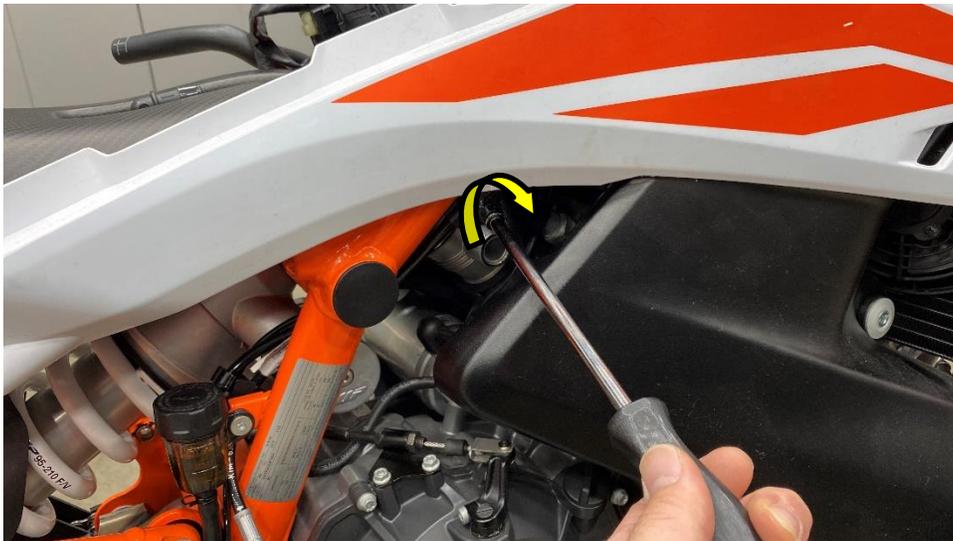
Once the area behind the throttle bodies is clear, the goal is to bring in the airbox and throttle body boot/velocity stacks into position and 'pop' them over the throttle bodies with the hose clamps on them. Lubricating the inside of the boots with glass cleaner or another agent that will evaporate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





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.



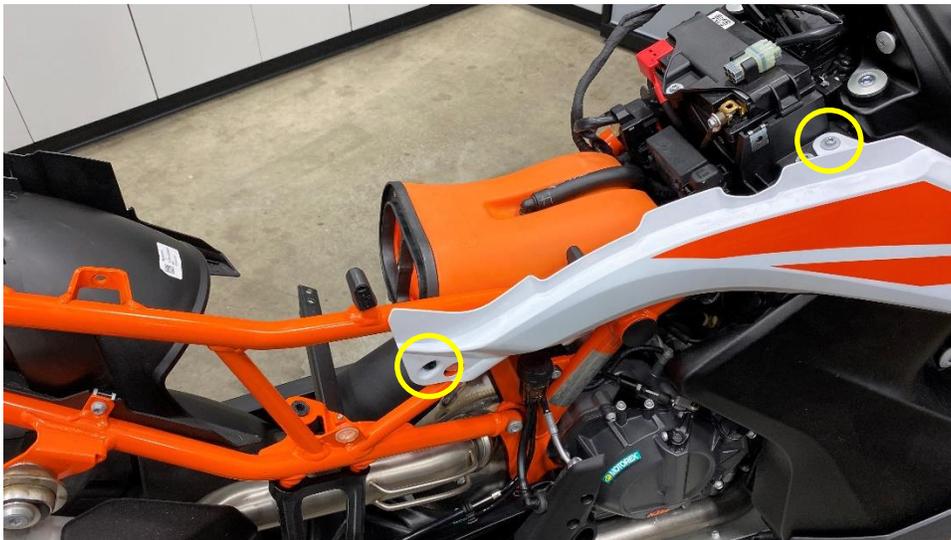
Push the fuel line connection back onto the spigot until you hear an audible click, then push up on the green locking tab. Pull out to make sure the spigot is properly locked on.



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.

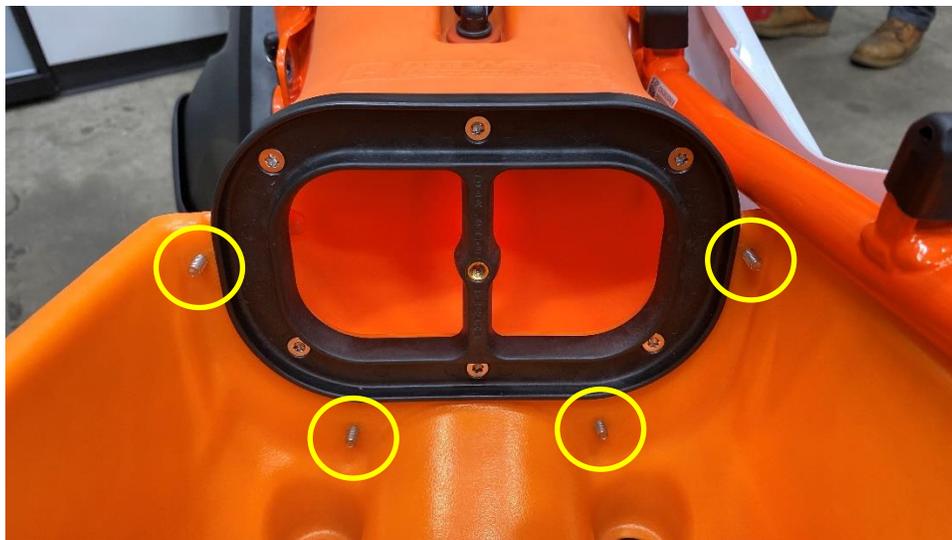
**RALLY HARDWARE**



**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.



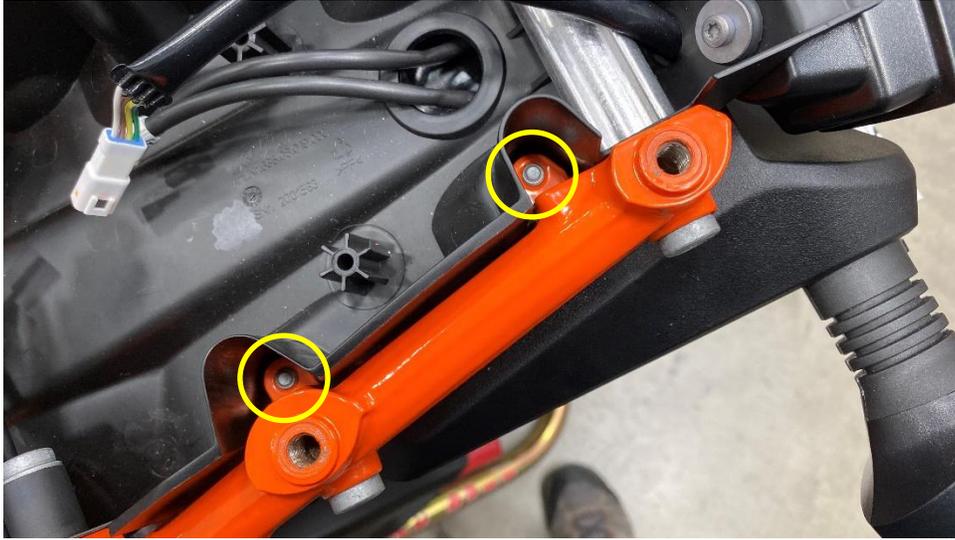


Route the harness through as shown below. It should travel up and behind the black plastic indicated below.



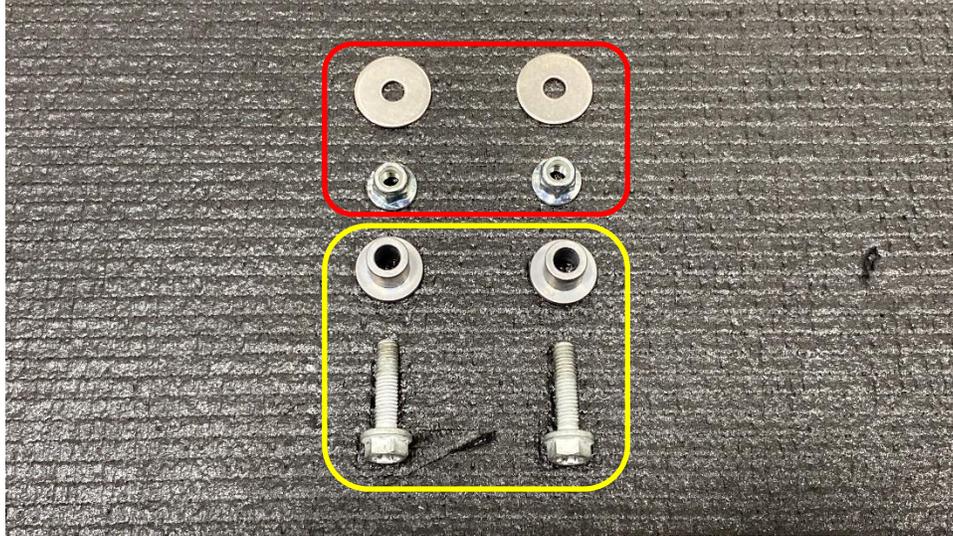
Reinstall all the hardware indicated below with the indicated torque specs. If you are struggling with any of them, it may help to loosen some of the bolts opposite from them.







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



(PRO EDITION) Insert the spacer hats and bolts indicated above that originally were removed from the bottom of the stock airbox from this same location up through the BOTTOM of the rubber grommets in the subframe.

(RALLY EDITION) Reverse the step above by inserting the hat from the TOP and down through the splash guard rather than from the bottom up. This helps keep the carbon from possibly getting crushed by the smaller side edge of the hat during tightening.

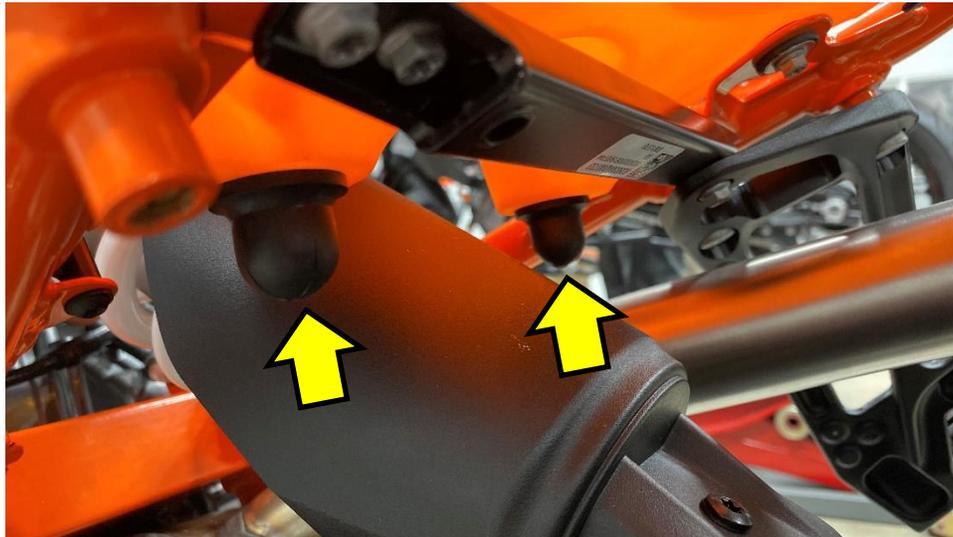




Place the large area washers over the bolt and lightly tighten with the provided 5mm flanged nuts.



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.





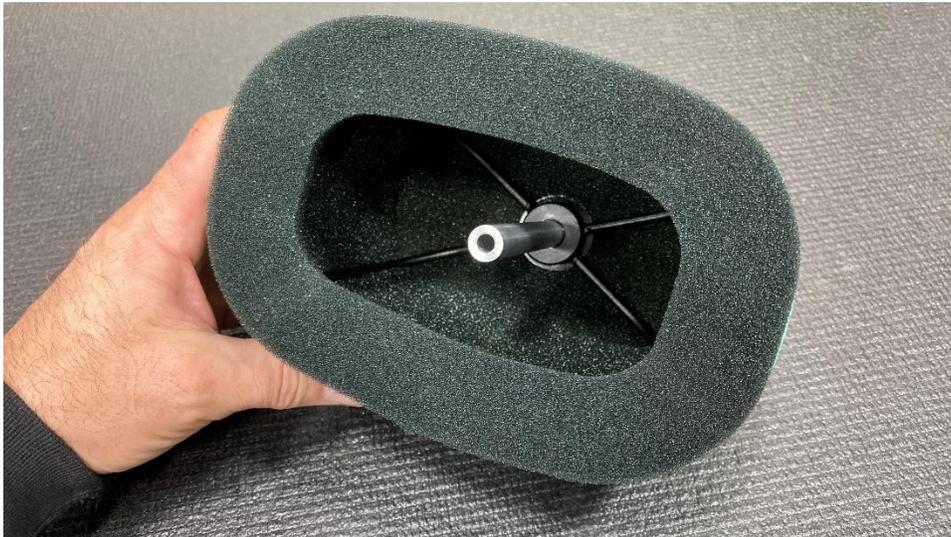
## **INSTALLING THE AIR FILTER AND CAGE**

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!**